

Eric Owens,  
Service Director Planning and Environment,  
Buckinghamshire Council,  
County Hall,  
Walton Street,  
Aylesbury  
HP20 1UA

27<sup>th</sup> August 2025

Dear Eric,

### **HS2 Land Restoration in the Wendover Area**

Wendover Parish Council had a meeting with EKFB on 5<sup>th</sup> August to discuss the restoration of Ellesborough Road and Bacombe Lane recognising the role that the Parish Council has regarding street lighting.

What transpired is that EKFB are seeking urgent approval of their Land Restoration proposals in the area without taking adequate notice of the local community needs despite having pre-application discussions with Bucks Council officers. The Parish Council's position on the proposals was discussed at a WPC Transport Working Group sub-committee meeting today, and will be subject to formal review by the full Council on 2<sup>nd</sup> September.

Wendover HS2 were invited to the EKFB meeting to provide technical support which uncovered additional concerns about the wider Landscaping proposals which should be addressed at a pre-application meeting between Bucks Council and EKFB. With the likelihood of an imminent meeting our concerns are submitted now; and will also be considered for formal endorsement by the Parish Council next week. The issues are in three areas:

- The proposed changes to Public Rights of Way, and the omission of provisions for the Buckinghamshire Greenway initiative
- The over-engineering of a track for UKPN and farmer's field access
- The restoration of a building at the old Cricket Ground site.

We understand that EKFB are under pressure from HS2 Ltd to obtain Planning Consents from Bucks Council to facilitate planning of future works as part of their "project reset"; but would respectfully suggest that early involvement of the Parish Council in pre-application discussions in the local area would minimise the time taken to agree acceptable designs.

Consequently:

- a) We would welcome Bucks Council involvement in a site meeting with EKFB's designers regarding the Ellesborough Road and Bacombe Lane issues, as outlined in the attached appendix.
- b) We request involvement in any other HS2 Land Restoration proposals affecting the Parish and would welcome a timetable of when these will be forthcoming.

Can you please investigate this with your colleagues and see if early resolution can be achieved?

Yours sincerely,



Ron Petersen

Chair, Wendover HS2 Mitigation Action Group

Cc:

- Peter Martin, Dean Field and Peter Strachan; Buckinghamshire Council
- Tom Blackman, Rebecca Dengler-Jones, Toni Chapman; Buckinghamshire Council
- Clive Gallagher, Leigh Porter; Wendover Parish Council

## Issues with EKFB land restoration proposals for Ellesborough Road and Bacombe Lane.

A meeting was held on 5<sup>th</sup> August with EKFB regarding their proposals aimed at seeking Parish Council approval of Street Lighting requirements. This revealed a number of other issues of concern to the Parish Council which should be addressed prior to any formal planning application to Bucks Council.

### 1. Street Lighting at Bacombe Lane

The Parish Council is in receipt of complaints from Bacombe Lane residents about the lack of street lighting on the now proposed longer permanent diversion of the Lane over the top of the Wendover Green Tunnel.

We understand that there may be issues about reinstating the low level of illumination previously enjoyed on Bacombe Lane due to modern (higher level) street lighting requirements which would fall foul of Planning Conditions in the Chilterns National Landscape area. This will be reviewed by the Parish Council in line with local planning considerations.

In the absence of street lighting on the bend we note that the residents have suggested creation of a straight path over the top of the green tunnel in line with the historic route of the Lane (and PRow WEN/14/4) through a landscaped area which we understand will be retained in the long term by HS2 Ltd. Despite the slope at the eastern end of this path some illumination could be available from the “to be repositioned” street lighting column at “Bacombe Lane Bridge” (if sited appropriately) and the existing luminaire outside “Cobwebs”. Steps could be provided up the slope for pedestrian use noting that a ramped access for wheelchair users or other traffic will be available on the Lane.

### 2. Realignment of WEN/11/1 at Ellesborough Road

- a. The plans discussed involved realigning WEN/11 with the creation of a ramped path to the west of 50 Ellesborough Road as “an improvement” to the historic route that had steps up to the pavement used by Schoolchildren and other Commuters heading down to WEN/11/2 to access the bridge at Wendover Station. Use of the proposed ramp involves a significant diversion from the historic “straight line” WEN/11/1 route over the field, and EKFB had not considered the likelihood of people attempting to recreate the shortest path.
- b. EKFB were unable to describe how WEN/11/2 would be restored down the steep slope on the eastern side of the Green Tunnel to access the railway bridge.
- c. Subsequent examination of draft landscaping drawings suggest that a curved footpath could be established between WEN/11/2 and WEN/6/3, which could potentially provide a ramped route between WEN/11/1 and WEN/11/2 using WEN/6/3.  
Again this is a case of people probably wanting to take the shortest straight line path between WEN/11/1 and WEN/11/2 which might involve providing steps down the side of the green tunnel while having a longer ramped path also available for wheelchair users.

### 3. Reestablishment of WEN/6/2.

The landscaping drawings suggest that Aylesbury Ring and WEN/6/2 would be reestablished as a straight line path from Wellwick to the Wendover railway bridge. While appearing as a viable route on an overhead plan drawing, this again fails to take account of the steep slope on the eastern side of the

Green Tunnel. An alternative could be to have a straight line path to the junction with WEN/11/1 and WEN/11/2 and exploit the facilities described in point 2c above.

4. Reestablishment of WEN/6/3

The landscaping drawings would appear to suggest that WEN/6/3 (Smith's Lane) would no longer be available to provide a direct route for people wanting to onward link onto WEN/13A, which was also identified as a key connector for the proposed Buckinghamshire Greenway cycletrack from the Wendover Green Tunnel to Ellesborough Road.

5. Buckinghamshire Greenway

The proposals in the HS2 Chilterns Review Group Detailed Design Principles identified a need to connect WEN/6/3 (at Ellesborough Road) to WEN/57/1 (at Bacombe Lane) for onward linking towards Small Dean and Great Missenden.

- a. There are no provisions for this link identified in the current Landscaping drawings. We are concerned if this is not rectified at this planning application time then this critical link could be lost.
- b. With the EKFB decision to re-route WEN/57/1 to the west of the Small Dean North Embankment (exploiting the Grove Farm Access Road and Underbridge), the north end of WEN/57/1 will be close to the proposed south end of WEN/13A.
- c. That could suggest that WEN/13A should be upgraded from a PRow path across the field to a formal cycleway.

6. Restoration of Pavilion at WEN/6 and WEN/11

In the HS2 Act the old Cricket Pavilion at the WEN/6 and WEN/11 junction was retained, and discussion locally identified its potential future use as a Wendover Visitor Centre recognising the additional tourist traffic that would be generated by the Buckinghamshire Greenway.

HS2 subsequently acquired the property and demolished it to facilitate construction of the Wendover Green Tunnel.

Under the generic HS2 Land Restoration policies we believe that a similar building should be recreated at that location by HS2 including an enclosed meeting area, toilet and kitchen facilities with associated utilities.

7. Access Track north of Ellesborough Road

EKFB described how they intended to create an access track over the site where cottages were demolished at Ellesborough Road to provide maintenance access to the new UKPN electricity substations and the farmer's field using a route to the north and parallel to Ellesborough Road.

This could be perceived as engineering overkill for the requirement, but possibly avoiding the need to remove a section of the current Ellesborough Road diversion west of the HS2 line.

This appears to contradict our previous understanding that the temporary road would be removed in its entirety and the land restored to agricultural use in the Chilterns National Landscape.

Alternative access to the substations and field could be achieved by simply restoring Smith's Lane (WEN/6/3) and the traditional field access provided west of 50 Ellesborough Road also enabling use of WEN/11/1 as identified in 2a above.

8. Road safety considerations for the Ridgeway

Historically users of the Ridgeway heading west from Wendover would use the south pavement on Pound Street and need to cross over onto the narrow north pavement passing the cottages and houses until, on reaching the blind bend at 50 Ellesborough Road/St Benedicts, having to cross back to gain access to the Ridgeway.

When the Ridgeway was rerouted by EKFB over the temporary Ellesborough Road diversion a zebra crossing was installed reflecting the number of walkers needing to cross the road.

We would suggest that the safest and simplest restoration solution would be to establish a pavement on the south side of Ellesborough Road between the WEN/13A access and the Ridgeway access (WEN15/4 and WEN/44/2).

MJSC