

Dobbins Lane, Wendover - Frequently Asked Questions

High Speed Two (HS2) is the new high speed railway for Britain. We have produced this document to answer the most commonly asked questions we have had from members of the community about our proposed works in Wendover.

What are you doing and why?

EKFB is proposing to build a spring chamber in farmland northwest of Wendover (see map on page six). The spring chamber is critical as part of an overall strategy to maintain ground water levels and flows within the watercourses local to Wendover and is a requirement of the Environment Agency consent for the construction of the Wendover green tunnel and Wendover north cutting.

What is a spring chamber?

A spring chamber is an underground chamber approximately 4m x 3m. This picks up the water from naturally occurring springs and releases it in a controlled manner into the watercourses to balance flows and is similar in size to a large manhole. The spring chamber will be accompanied by a smaller flow monitoring chamber which will be approximately 1m x 1m.

What are doing you now?

In April 2024, we began work within the farmland north of Bridleways, at the far end of Dobbins Lane by installing a temporary pipe above ground. This pipe will take water from where we are building HS2 on the western side of A413 Wendover Bypass and into local watercourses. As this is temporary work it does not require planning permission.

Do you have planning consent for the proposed work?

No, not yet. We have consent from the Environment Agency to allow us to use the temporary overland pipe system. In early 2025 we will be submitting a planning application (Town and Country Planning Act) to Buckinghamshire Council to build the spring chamber. As part of this we will also bury the pipe and remove the Heras fencing. We have been in regular dialogue with the Council throughout 2024 about our proposals and the proposed start of works is March 2025, pending the consent from the Council.

Why can't it be located where you're building HS2 on the west side of the Wendover Bypass?

Detailed surveys of the water table and aquifer have determined the most appropriate location that meets the requirements to manage local water.

Why do you need to use Dobbins Lane?

The existing access to the location of the proposed spring chamber is off Bridleways, at the far end of Dobbins Lane. The existing track to the fields needs to be upgraded and extended to allow our construction machinery to reach the location of the proposed spring chamber.

Alternative options have been considered however these are more impactful on the local environment and have the potential to cause additional disruption to the wider road network and community.

What other access routes have you considered?

We have considered a number of alternative routes:

- From the A413 north of the Chiltern Line – this would require the construction of an access onto a 60mph section of the A413. This location has a vehicle restraint system in place, an embankment and mature hedgerow. Considerable construction would be needed to build an access to the standards required. The visibility splays needed would remove considerable lengths of hedgerow and the traffic management required to construct it and later remove it would be impactful to the motoring public of the A413 for a prolonged duration. More importantly however, we do not have access rights to the land between this highway and the location of the spring chamber.
- From our Wendover green tunnel site over the A413 via Folly Bridge – this is a pedestrian footbridge, not to modern standards and is not constructed to carry Heavy Goods Vehicles (HGVs). There are also a number of physical constraints that mean we cannot use this footbridge: the temporary pipe to carry water to the Wendover Brook during the construction runs over the bridge; the water supply to the concrete batching plant also runs over this bridge; the western approach has had to be truncated by our works and the gradient to the bridge is too steep; the eastern approach is a narrow footpath.
- From Nash Lee End – this route would require us to build new structures to cross several water courses and require the removal of hedgerows. The route would therefore potentially damage wildlife habitat. Additionally we do not have access rights to the land between this highway and the location of the spring chamber.
- From Aylesbury Road via a route adjacent to Wendover Ashbrook Allotment – This track leads to a private residence and we cannot cross from the track into the field where the chamber is located, without going through this residential property and gardens.

How long will the work take?

We aim to complete the work in around 12-14 weeks.

How many HGVs will there be?

At the busiest time, which is expected to be weeks three to five, there will be a maximum of 12 HGVs per day visiting the site. This busy period is for the upgrading and extension of the existing farmers access track. For the remaining construction period it will typically be five to eight HGVs per day, some days it may be fewer.

More detail of our vehicle movements will be included within our planning application.

What hours will you be working on site?

Construction work at the spring chamber will take place during standard operational hours which are 8.00am to 6.00pm Monday - Friday, 8.00am until 1.00pm on Saturday.

What hours will HGVs be delivering?

Our HGV traffic will be restricted and only deliver to site between 10.00am and 4.00pm Monday to Friday.

Is Dobbins Lane suitable for HGVs?

There is no weight limit or width restriction on Dobbins Lane and a low number of HGVs already use this road for deliveries. We will avoid a convoy of vehicles by controlling the release of HGVs at our nearby Wendover green tunnel compound on the A413 Wendover Bypass. This will ensure only one vehicle is using Dobbins Lane at any time.

As part of our planning application to Buckinghamshire Council we will set out the proposed route our HGVs and construction vehicles will follow.

What about safety for pedestrians and cyclists?

All our drivers are fully qualified and undergo vulnerable road-user awareness and driving in rural areas training courses, these are a mandatory part of their training prior to starting work on HS2. We will also impose a voluntary 20mph limit on our HGVs on Dobbins Lane. Times of deliveries will be restricted to off-peak times when traffic is at a minimum.

Through the planning application process with Buckinghamshire Council we will discuss whether additional safety measures are required.

Are there any assurances not to route HGVs through Wendover?

There is no specific undertaking or assurance that sets out HS2 HGVs cannot travel through Wendover. Generally, however there is no need for our HGVs to travel into Wendover as the main construction compounds from where we are building the railway line are located to the south, west and north-west of the town. These compounds are accessed from approved lorry routes and most are directly off the

A413 in this area. HGV drivers are given driver packs with lorry route directions to follow to our construction compounds and vehicles are booked in on arrival.

We are permitted to use any public highway so long as our HGV movements remain below 24 per day and where we need more than this limit we must seek approval for a lorry route in advance from the local highway authority (Buckinghamshire Council).

The location of the spring chamber is not within the footprint of our existing construction sites where we are building the new railway line, therefore we need to use other public roads.

What about fumes from these vehicles?

All vehicles are Euro 6 compliant with stop-start engines. Emissions levels are the lowest national level set for HGVs. Vehicles will not be permitted to queue or wait at any point along Dobbins Lane.

Will temporary use of the access track enable further construction at a later date?

No, we will apply for temporary use under the Town and Country Planning Act. This will be for the completion of a single construction operation.

What about the upgraded track in the future?

Our proposal is to keep the upgraded track in place for future maintenance of the spring chamber. Whilst the chamber will be monitored remotely, physical access will be required for maintenance which is expected to be on an annual basis.

What about damage to parked cars?

All our HGVs are fitted with CCTV cameras and the very latest specification of mirrors and our drivers qualified and trained to the appropriate level.

What about damage to the road?

It is the responsibility of Buckinghamshire Council as the local highway authority to maintain the public highways in Buckinghamshire. We would suggest any questions or concerns regarding current condition of the road are directed towards the council. We do not anticipate any road damage as a result of our proposed use of Dobbins Lane.

What about vibration from HGVs?

Damage to properties is unlikely to occur as a result of vibrations caused by traffic. Any defect requiring repair should be reported to the local highway authority.

What about noise?

Noise from construction work will be minimal and will be within limits agreed and permitted by your local authority. Noise from the movement of a small number of HGVs will also be minimal as only one vehicle will be permitted at a time. As previously noted, vehicles will only travel during the day.

Will the construction of this access mean that the temporary fencing to the pipe over the field can be removed?

Yes, the construction of this track will facilitate the delivery of the necessary equipment to be able to bury the pipe and remove the fencing currently surrounding the pipe.

What have you done to inform the community?

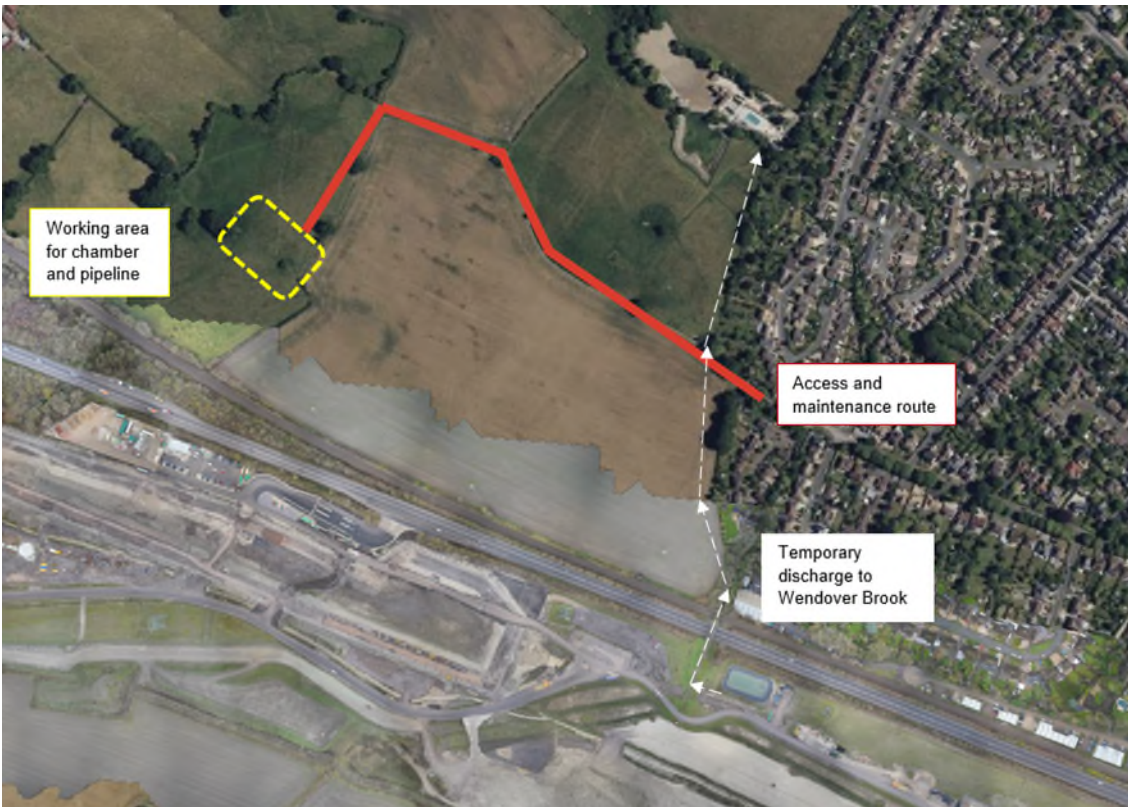
A public drop-in event took place at the Tennis Club on Dobbins Lane in May 2024 to inform residents of these proposed works. Since this event these works have been discussed at a number of community forums and local drop in events.

We will hold another local event soon after we have submitted our planning application in early 2025. You can expect to receive further information about this event through your letter box in January 2025 and we encourage you to come and talk to us.

Map showing location context



Map showing the proposed location of spring chamber and access route



Keeping you informed

We are committed to keeping you informed about work on HS2. This includes ensuring you know what to expect and when to expect it, as well as how we can help.

Residents' Charter and Commissioner

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route. www.gov.uk/government/publications/hs2-residents-charter

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review. Find reports at: www.gov.uk/government/collections/hs2-ltd-residents-commissioner

You can contact the Commissioner at: residentscommissioner@hs2.org.uk

Construction Commissioner

The Construction Commissioner's role is to mediate and monitor the way in which HS2 Ltd manages and responds to construction complaints. You can contact the Construction Commissioner by emailing: complaints@hs2-cc.org.uk

Property and compensation

You can find out all about HS2 and properties along the line of route by visiting: www.gov.uk/government/collections/hs2-property
Find out if you're eligible for compensation at: www.gov.uk/claim-compensation-if-affected-by-hs2

Holding us to account

If you are unhappy for any reason you can make a complaint by contacting our HS2 Helpdesk team. For more details on our complaints process, please visit our website: www.hs2.org.uk/how-to-complain

Contact Us

Contact our HS2 Helpdesk team all day, every day of the year on:



Freephone **08081 434 434**



@ Minicom **08081 456 472**

Email

hs2enquiries@hs2.org.uk

Write to:

FREEPOST

HS2 Community Engagement

Website www.hs2.org.uk

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