

## Getting ready for the Dump Trucks

We now expect the complete route between Small Dean and Stoke Mandeville to be opened by August. The excavation of the last section of the "haul road" between Ellesborough Road and the new diversion was held up by the need to remove an underground electricity cable. This was being fixed as we go to press, so with about 600,000 tons of spoil that need to be moved north (and using the largest dump trucks) we're expecting this to take until the end of next year.

## North Cutting Works starting

The first stage of work to excavate the "Wendover North Cutting" has been approved by the Environment Agency. This involves the installation of an underground wall up to 30 metres deep, which will stop groundwater from the Coombe Hill aquifer escaping into the railway cutting.



Photo: Murray Cooke

The 30m deep trenches will be dug using computer-controlled excavators such as this, shown near the Nash Lee end of the site

The walls will extend from Folly Bridge northwards to Nash Lee Road. Four special "clamshell" excavators are being used to create the deep holes which will then be filled with concrete slurry to form wall segments. A second batching plant has been built to produce the volume of concrete needed. The Environmental Agency will be regularly monitoring the impact of the wall as it is built, to ensure that the volume and quality of water being supplied to the Weston Turville Reservoir is maintained.



Photo: Murray Cooke

Pouring concrete for the underground wall is time-critical. The mix will be prepared on-site using the new concrete slurry batching plant

## June Public Meeting

The public meeting on 28 June gave an update on the key issues that we are addressing, and the presentation slides are available on our website at [whs2.org](http://whs2.org). We included a report on our discussions with Bucks Council about land reuse following completion of the HS2 works. The Council approved the landscaping plans submitted by EKFB, which reveal that the cottages demolished on Ellesborough Road will not be replaced, on technical grounds.

The Council is also confident that all the land used temporarily by HS2 will be restored to its original purpose, so things like the Ellesborough Road diversion will be removed. It is also confident that under the existing legislation the character of the Chilterns "natural landscape" will be maintained. "Very special circumstances" would be needed to allow any development in the Green Belt. However we will be keeping a watching brief on this as changes may be forthcoming with new central Government policies and revision of the Bucks Local Plan.

## Issues with HS2?

If you're affected by the construction activity, please contact the HS2 Helpdesk team on 08081 434 434 (which is available 24 hours a day) or email [hs2enquiries@hs2.org.uk](mailto:hs2enquiries@hs2.org.uk) to get your issues resolved. It helps if you have photographic evidence and please get a complaint reference number so that we can follow up issues as needed.

## Need our help?

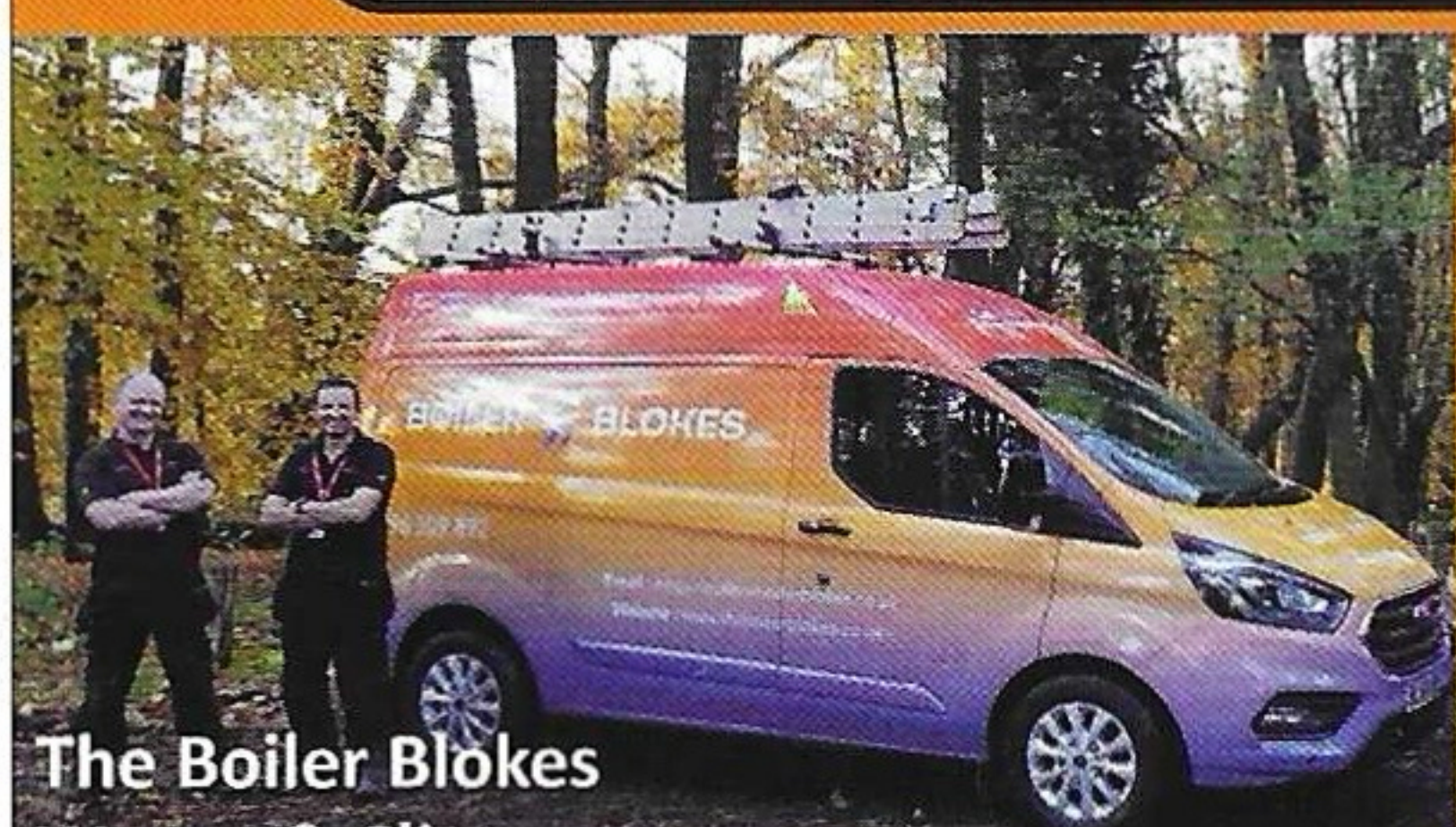
If you need further help, want to join us, or have ideas and suggestions that would mitigate the community impact, then get in touch at [enquiries@whs2.org](mailto:enquiries@whs2.org).

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