

**Transport Minister promises
"We'll fix it!"**

An audience with The Minister

Rob Butler said that he would arrange a meeting with us and the HS2 Minister and at the end of July, he made good on that promise. He chaired a meeting with Ron Petersen (WHS2 Chair), Andrew Stephenson (HS2 minister), Cllr Sheila Bulpett (WPC Chair) and Sally Moring (Vicar of Wendover & Halton).

In the meeting, both Sheila and Ron made our views very clear about the damage the HS2 scheme is and will continue to do at Wendover & the surrounding landscape and villages.

Mr Stephenson was quite clear that a mined tunnel would almost certainly not happen for Wendover, but he was very sympathetic to our mitigation solutions regarding noise & water in particular. He also understood our frustration at HS2's and DfT's lack of openness and collaboration. Ron specifically took issue with HS2's practice of 'kicking the can down the road' – promising remedial action when the line is put into use, secure in the knowledge that they can avoid that action by claiming such mitigation is not 'reasonable and practicable'.

Mr Stephenson remarked at how beautiful Wendover & the area was and committed to consider further mitigation going forwards to protect its beauty. He also gave verbal reassurance should train noise be above the acceptable levels that something would most certainly be done to fix it.

You can see pictures and more information about this meeting on our website www.whs2.org.

Improving the current scheme

We have technical modelling which proves HS2 train noise will be worse than expectations defined in the Act, whereby most homes in the Wendover assessment area could experience

noise above the limits. Evidence has been presented to HS2 & BC and we continue to push both to accept our modelling for plans to be changed to remedy this.

We have proof that HS2 current plans will flood Stoke Mandeville and Aylesbury and the proposed traffic movements will bring the Chilterns to a standstill. Post the meeting with the minister, we will push harder to ensure our mitigation solutions which will prevent it all, not only remain on the table but are duly considered.

We also continue to remain vigilant in ensuring that HS2's environmental strategy is actually put in place and is importantly maintained, this will be an on-going and long-term effort.

If you can support our group in any way or want to be involved with our mitigation improvement work, please get in touch at enquiries@whs2.org.

Community mitigation funds

We have identified up to 10 funding schemes whereby groups, businesses & residents can apply for mitigation funding to off-set some of the harm HS2 has and will cause and support the local community with new initiatives. So far 157 projects have had their money assigned by HS2 with the current average funding of 50k, with a number of projects being successfully received for Wendover & surrounding villages.

If you want to apply and don't know what to do, then get in touch and we'll assist however we can. Please email us at enquiries@whs2.org.



Bentonite tanks at the Small Dean Viaduct piling site

Aquifer pollution risk

HS2 are planning to test the piling needed for the Small Dean Viaduct, which is understood to need holes 50

metres deep. This depth will intercept the aquifer, and we are concerned the use of "bentonite" drilling mud will cause pollution downstream of the Canal and Weston Turville Nature Reserve.

The works seem imminent, and we are challenging the Environment Agency to ensure HS2 have carried out the appropriate risk assessments, as done for Colne Valley viaduct.

Watch out for lorries

A local concrete "batching plant" is being installed next to the bypass, and the width of the road has been narrowed to form a slip road to allow the lorries transporting the material needed to build the Small Dean and Wendover Dean viaducts.



Narrow lanes on the Wendover Bypass at the Wellwick Concrete site

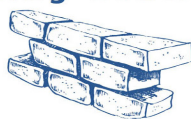
The concrete trucks will go up and down the A413 and enter the HS2 land at Small Dean just before the petrol station. An internal road is being constructed from there to Great Missenden to allow the concrete to be delivered to the viaduct working sites. Empty lorries will continue down to Missenden before coming back up the A413 to collect their next load.

In November 2015, it was promised by Tim Mould in the House of Commons Committee meeting that "there will be no construction traffic in Wendover" but we believe this promise has already not been kept.

If you witness poor behaviour from HS2 contractors or see a lorry in Wendover, then take a picture and send us the details at enquiries@whs2.org.

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