

201. MS WHARF: Yes. It's gone, 16. There isn't anything there that we haven't talked about.

202. CHAIR: No. Okay. Mr Mould?

203. MR MOULD QC (DfT): I won't say anything more about the Need to Sell because I understand there's an application before the Secretary of State. I don't think I need to say any more about tunnelling. So far as noise is concerned, if we just put up P14501(2)? You'll see that the LOAEL contour clips into the eastern most part of the landholding. And if we turn to P14501(4)? We can see the assessment for the property just to the east of Ms Wharf's property on Frith Hill. You can see there what the predicted numbers are for construction. 50-57 during the day. That's associated with excavation works and the cutting. And then if you look at the operational assessment, you can see what the predicted numbers are for the scheme only. And then do something, 57 and 50, day and night, with the change being zero. So, that's the assessment –

204. MS WHARF: Is that my property?

205. MR MOULD QC (DfT): No. I say it's the neighbouring property, just up the hill to the east. It's on that basis I think that the project's position is that no significant adverse impact both during construction or during operation is expected. And it's for that reason that no noise barrier has been provided on the south side of the railway as it emerges from the portal. The basis being that the area to the – I'm getting myself mixed up.

206. SIR PETER BOTTOMLEY: West.

207. MR MOULD QC (DfT): Exactly. The area immediately to the west of the railway, of the trace, as it emerges from the northern portal, is largely undeveloped, open countryside. Those dwellings that exist are of course Ms Wharf's property and those one or two other properties on the northern side of Frith Hill as it passes down the hill from South Heath. But the predictions are that the noise effects are not going to give rise to significant adverse impacts.

208. So far as the access road is concerned, as you saw from that plan, the access road

to serve the portal buildings and so forth following construction, is going to be passing through an area of planting, woodlands, so the views of the road will be mitigated by that planting as the years go by.

209. Can we just go back to the final slide of –

210. SIR PETER BOTTOMLEY: Is it worth considering having a – it's a pretty regular curve – having it a bit straighter near her property and then diving in? So that you have? If you look at where that, if you had a slightly more pronounced curve –

211. MR MOULD QC (DfT): On the road you mean?

212. SIR PETER BOTTOMLEY: Yes.

213. MR MOULD QC (DfT): If you look at 1946(15). Yes.

214. SIR PETER BOTTOMLEY: Yes. And if it's true that you are in effect looking straight down at the road, that's not actually necessary, if you come more at right angles and then a slightly sharper angle. I'm not saying to agree to it now but –

215. MR MOULD QC (DfT): No, no, I see that. We would need to have a look at that. It's a detail, isn't it, which might be of some assistance. Yes.

216. The other thing I can deal with actually here if you'll just forgive me for picking on this last one – I still have it mind – is the pylon run. You can see the existing pylon run marked in the faint grey on this plan. You can see under the Hybrid Bill proposals, the two pylons which would divert that pylon around to accommodate the railway. If we can then just put up CT06033 from the AP4 map book. If we can just blow that up a bit? You can see the scheme as substituted by the AP. And you can see here's the existing run. Here. And here's the diversion and you can see, there's that single pylon. You can see the relationship with the proposed planting and clearly you would want to keep planting sufficiently away from the pylons to avoid any future risk to the pylon or to the electric –

217. SIR PETER BOTTOMLEY: Do you have to keep a cleared line in between the pylons?

218. MR MOULD QC (DfT): I think you do, don't you? Yes, you do need to keep a

channel through. I'm told that the height of that single replacement pylon is likely to be 55 metres. And the pylons that it replaces are about 43 metres high. Those who've carried out the environmental assessment, they judge that that new pylon will not break the skyline at that height but obviously we'll only know the answer to that question when the things in place. But I hope that covers, subject to Sir Peter's question about the –

219. SIR PETER BOTTOMLEY: The detailed –

220. MR MOULD QC (DfT): – the National Grid policy, that, I hope, answers those points.

221. SIR PETER BOTTOMLEY: And presumably, although it wouldn't be actually in the woods, from Frith Hill and to the south, you'd have the impression of being in the woods?

222. MR MOULD QC (DfT): Yes.

223. CHAIR: Okay. Brief final comments?

224. MS WHARF: Yes, I'll be 90, age 90, when that, 2041, when those few trees might have grown. The second point briefly I wanted to make, our home was actually the home of a prominent suffragette and I like to think that perhaps her spirit lives on a little.

225. SIR PETER BOTTOMLEY: Was she a suffragette or a suffragist?

226. MS WHARF: Now you're getting at me.

227. SIR PETER BOTTOMLEY: One worked within the law and one went outside it.

228. MS WHARF: Oh, outside it. Goes without saying. But, lastly, by skating through the slides, my mum, who was insistent that I read to you her response which she wanted to have. She would have been here and she would have read to the Committee. So, if I must? It's very short. She petitioned: 'I'm 90 years old and I live in Great Missenden. I'm sadly no longer in perfect health and have spent far too much of my last year in ambulances being rushed to hospital for emergency treatment, twice since Christmas alone. I'm very worried about the impact that the HS2 traffic will have on

the ambulance service and the ability to get seriously ill people to hospital from the Great Missenden area. My concern's not just for me but for others. Just because the Ambulance Service didn't petition doesn't mean there isn't a serious problem. Both my daughter and granddaughter have talked to the crews when they've accompanied me. The crews are worried but they have neither the time nor should they spend valuable NHS funds on employing lawyers to do that. It seems right that residents like me should petition on this point and be taken seriously. Unless something is done to make sure that ambulances are not caught in the traffic jams that HS2 Limited already know will be created then deaths will happen. Just saying that ambulances can use their blue lights is not the solution. The Directors of HS2 Limited should recognise that they could even be liable for corporate manslaughter. It can't be right that somebody needs to die before proper action is taken. I hope you will consider my concerns and help sort the problem out now.' And that was hers.

229. CHAIR: Okay.

230. SIR PETER BOTTOMLEY: It's also some of your page 1.

231. CHAIR: Thank you.

232. MS WHARF: Thank you.

233. CHAIR: Give her our best to your mother.

234. MS WHARF: I will. Thank you very much.

235. CHAIR: Okay. Next petition. AP4: 193, AP4: 194 David Smith and Claire Smith. Are David Smith and Claire Smith present? No. Okay. 532 AP4: 112 Roderick Holburn.

Roderick Holburn

236. CHAIR: Hi.

237. MR MORRIS: Hi. Roderick Holburn is regrettably, well, he's just coming out of hospital just at the moment. These slides were sent in earlier than they had to be because we knew he was going into hospital and it was the day after he went in to hospital, and the slides had already gone in, that he heard that he had been accepted by