

told it was 18 months before? And we're dealing now with an unknown height because we have the permanent placement with the temporary placement. And when we questioned the area manager of HS2, quite rightly he said 'I don't know how much it's going to be'. So unfortunately, after four or five years of working with HS2 through community forums, etc., our community has very little trust and confidence in words like 'we'll try to minimise'. We want an absolute assurance we won't have materials in those fields and we want an absolute assurance that the traffic problems will be fixed.

139. I'll say no more.

140. CHAIR: Ms Cockerell, any concluding remarks?

141. MS COCKERELL: No, really only the point that Brian has said that, although the haul road is going to be discussed next week, the traffic is going to be affected in Breakspear Road South, Swakeleys Road and Harvil Road unless the issue at Swakeleys Roundabout can be addressed with the haul road. That's all.

142. CHAIR: Thank you. For the record, that deals with AP4/204, John and Mary Cockerell. And I'm now going to move to AP4/80 along with AP4/177: Great Missenden Parish Council; Anne Mitchell and Councillor Seb Berry. He's not here.

Great Missenden Parish Council and Great Missenden Church of England

Combined School

143. CHAIR: Good morning.

144. MR BURTON: Good morning. Just so you're all clear, this is the presentation of two petitions. It's the petition of Great Missenden Parish Council and it's also the petitioner of Great Missenden Church of England Combined School. I appreciate that may not be absolutely clear but that is the case, and so you've got two before you.

145. I should also say unfortunately Seb Berry isn't here today, so apologies.

146. I'll be calling three witnesses: Mrs Anne Hewett, the Chair of the Parish Council; Mrs Rozalyn Thomson, who sits just beyond, who's the headteacher of the school; and Dr Jim Conboy, who has very kindly looked at the new traffic numbers. We'll obviously stay very firmly focused on the changes brought by AP4. They do

unfortunately include some changes that we are extremely concerned about but we will of course be brisk.

147. If I could just turn to our slide 2, please. Now, we'll take them as read, our 2 and 3. They set out our asks. I know that most of them will be familiar to you. I'll make just two points regarding them. Firstly, the Tunnel Bored One Way, 'T-BOW'. Of course both the parish council and the school have always petitioned for a long Chiltern tunnel. Nothing in AP4 removes the need for that, and that hasn't changed. But since their appearance before you in September, you heard later then in November about T-BOW that was introduced to the Committee, and both the parish council and the school commend that to you. You did of course hear the evidence from the very experienced expert panelling and fit-out witnesses who gave it and we say you can have confidence that T-BOW could be delivered, as it were, in time without a delay to the project.

148. The second point is this. If you take just one point from this presentation to you today, we say it must and should be that the new haul road will be disastrous and must be moved further north nearer to Hunts Green. As to that, we understand that Buckinghamshire County Council will be appearing later and that they will explain to you where they see a possible location or locations for the haul road to be moved to. We will concentrate our fire on why it needs to be moved.

149. We listened very carefully to what Mr Mould told the Committee yesterday. We understand from what he told you that the promoter will not be responding regarding the new haul road until it has heard from the county council. If that remains the case, and in a sense we don't have a response to us now, then we of course need to reserve the right to come back if that's necessary. We hope it won't be necessary to do but that's just so you understand what we're going to do.

150. So far as the other changes brought by AP4 are concerned, they're on our slide 4 if you could just turn it up but I won't read it out; you can read that.

151. I'll turn to Mrs Hewett first. She will explain the changes and the impact on the parish as a whole and start to put our asks into context. So you know where I'm going, I'll then call Mrs Thomson for the school and then we'll turn to Dr Conboy to deal with the traffic before coming back to Mrs Hewett to deal with a particular issue that we

know the Committee wants to hear about which is the visual impact of the haul road; and Mrs Hewett has been busy with her camera there to wrap matters up.

152. So if I'll turn now in that case to Mrs Hewett.

153. MRS HEWETT: Thank you very much. Good morning.

154. MR BURTON: Shall we have your slide 5?

155. MRS HEWETT: Slide 5, yes. This is really just to remind the Committee of the location of the portal and the haul road in relationship to Great Missenden, which leads straight into the heart of our village. The skate park which is on the corner. I think you can see it which is by the roundabout there. Yes. And tennis courts and the play area.

156. SIR PETER BOTTOMLEY: Could someone just wave a finger roughly where the line goes?

157. MRS HEWETT: It's sort of the end of the purple line.

158. SIR PETER BOTTOMLEY: Thank you.

159. MRS HEWETT: The school especially has serious impact. On the Church of England school. I'd like the Committee also to realise that 73% of the population of Great Missenden are the children coming in... It's the equivalent of 73%... Let me get this right.

160. SIR PETER BOTTOMLEY: How many children are in the school?

161. MRS HEWETT: Well there's several thousand. 72% of the population of the population of Great Missenden that come into the village; that's 2,500 children everyday come into the village for the three schools that are there. So we're experiencing extended peak traffic times anyway due to the roads of the high school population. And over the years I've been on the parish council I've learnt that every action causes a reaction and I don't think HS2 will be any different.

162. As you can see from the slide, the skate park area, tennis court and children's play area and picnic area are near the link road to the A413 and the 4128.

163. MR BURTON: I know the Committee will need no reminding of this, I think, but

of course that skate park area up there is immediately followed by all the school grounds.

164. MRS HEWETT: Yes, that's right. So the parish council is considering closing these facilities due to health and safety reasons, and we have Exhibit C for the health and safety assessment.

165. What are the effects on tourism in the Chilterns?

166. MR BURTON: We won't ask the Committee to have that turned up on the screen.

167. MRS HEWETT: We will later if they want to.

168. MR BURTON: It's there for the Committee to look at in our exhibits.

169. MRS HEWETT: Okay. The effect on tourism which is 18.6 million in the Chilterns. Income for businesses, employment, housing in the area. Looking to the long-term, the cost to the government would be greater than the building of an extended tunnel.

170. You will be hearing from Jim Conboy about the traffic issues and headteacher, Rozalyn Thomson, who will be talking about the serious implications for the school.

171. If we could turn to the next slide, please. As you can see, I think this is just a reminder that there are 156 homes within the kilometre area. And I understand that the train will be running from 12 o'clock to 6 o'clock.

172. MR BURTON: And I think you heard some evidence on this yesterday actually and we won't trample on that ground again. But what we understood was that for the LOAEL, as it's called, the night-time LOAEL which is set for a period from 11.00 p.m. until 7.00 a.m., there will obviously be periods when the train is running because it runs from 6.00 a.m. until midnight essentially when that night-time LOAEL of 60 dB maximum is exceeded. And that, as we understand it, will be the period when, as it were, people are starting to try to get to sleep from 11.00 p.m. until midnight and then are trying to cling on to sleep from 6.00 a.m. until 7.00 a.m. That was certainly our understanding of what you heard yesterday from Sibleys Rise, I think it was, and then the promoter themselves.

173. MRS HEWETT: So then there are also 265 homes with owners trapped in a dysfunctional housing market. I think I'll move on because I think you've heard enough about noise, maybe, yesterday.

174. If you'd like to go to the next slide, please. This is also to respectfully remind you of the locations of everything. So, as you can see, the portal. 1 is Potter Row and 2 is South Heath. You've heard from a lot of these. 3 is the construction road. And 4, as you can see, is the playground and skate park and number 5 is the Church of England school. And you can see the temporary soil dump down from the haul road.

175. So if you could just go to the next slide, please. We brought this up, this slide, because it shows a comparison between the AP2 and the AP4 footprint. And, as you can see, the AP4 footprint is much, much larger than the AP2; and therefore far more soil and spoil. And the excavations are nearer Potter Row, Frith Hill and South Heath. And consequently the noise again with a prevailing south-westerly wind.

176. The parish considers that there is an opportunity to reduce the noise during operation and noise and dust during construction by the following mitigation. Having retained sides, which also reduces the footprint size and the length of footpaths over bridges. We'd like to have slower trains but I don't think that would be considered.

177. MR BURTON: Now, just before you move to your next slide, Mrs Hewett, I know this is not an area that you're an expert in of course but the Committee have heard, we know, from Mr John Gover previously about the archaeology and the historic interest in this area. And really just to flag this point up to the Committee. Jenkins Wood, which you may recall you heard about as being, in his view, of scheduled ancient monument quality, I believe; we see it there, is that right?

178. MRS HEWETT: Yes, that's right.

179. MR BURTON: And the Committee can see for themselves, I think, the difference that AP4 brings to that obviously in terms of its setting.

180. MRS HEWETT: And also the pylons. I think discussion was made of those yesterday but the trouble with the pylons is they're going to be very much taller and so no matter what screening you have it's still going to be visible above the trees.

181. MR BURTON: Is this the single pylon?

182. MRS HEWETT: It's the single pylon. So there will be two pylons that run across the portal.

183. If we could move to the next slide, please. The haul road as outlined in the documents for AP4 presents a major problem at the roundabout junction and the 4128 and the link road. Our two major concerns are, one, the effect of the additional traffic on an already congested junction particularly at peak times which will create havoc for emergency services and for the 60 or so businesses that we have, deter tourists, promote rat runs through villages, and the main concern is up to 300 (rounded from 275) HGVs a day moving on the hill to and from the portal and along the 413 in the direction of Aylesbury for seven years.

184. Our second concern is about the potential danger of facilities that are adjacent to the roundabout: the skate park, tennis courts and the playground.

185. MR BURTON: This is from those HGVs, is that right?

186. MRS HEWETT: Yeah, coming down the hill –

187. MR CLIFTON-BROWN: Could I ask you a question, Mrs Hewett?

188. MRS HEWETT: Yes.

189. MR CLIFTON-BROWN: We heard yesterday about some discussion about moving the roundabout towards the left-hand side of the screen. Would that help?

190. MRS HEWETT: If you could move the haul road further north, yes, it would help. It would stop all the congestion. I mean, Great Missenden is congested anyway at the best of times at the busy times, but if you could move it north then at least Great Missenden could still maintain its movement it has at the moment. It's just that it's going to have all these lorries coming down at a very bad junction. And also people from The Lee and South Heath use Great Missenden and Prestwood for their local shopping and doctors, dentist and post office because we don't have them. So it's vital really that that junction is maintained free. And we have the station in Missenden which a lot of people do use. But that junction is pivotal. And the skate park is so close to that

roundabout. It's got some post and rail fencing; it would not stop an HGV if it's out of control coming down that slope. And, you know, it is the Chilterns and it is hilly.

191. MR BURTON: So in your view the trade-off between putting a new roundabout in the AONB would be well worth it compared to putting it on this roundabout?

192. MRS HEWETT: Yes. Further north.

193. MR BURTON: Yes.

194. MRS HEWETT: And if you could get the haul road further north and you moved it nearer to Hunts Green then obviously there would be less movement and the carbon footprint would be better.

195. MR CLIFTON-BROWN: Okay.

196. MR BURTON: Yes, because then it would go essentially direct to the compound.

197. MRS HEWETT: Yes.

198. MR BURTON: Because the compound, of course, is off-screen to the left.

199. MRS HEWETT: Yeah. I've got some pictures of the compound but, as you can see, the compound is at the bottom of the hill as well where they'll be doing wheel cleaning, I presume.

200. MR BURTON: This small one?

201. MRS HEWETT: Yes, this small orange blob. And because it's actually on a slope, the visual impact from Great Missenden, which is also on a slope going up the other side of the valley, is huge. You can't escape it.

202. MR CLIFTON-BROWN: Okay.

203. MR BURTON: Yeah, I think you're going to come onto that with some pictures later.

204. MRS HEWETT: Yeah. And, you know, we do, as a parish council, have a duty of care for the people that use our facilities. And so we are considering closing the skate

park and tennis court which is a loss of amenity and facility for everybody.

205. MR BURTON: And you've carried out the risk assessment that's in the exhibits to the petition which the Committee have.

206. MRS HEWETT: Yes. And I'd like to introduce Rozalyn Thomson, head of school.

207. MR BURTON: Yes, Mrs Thomson. So we're on to the next slide, which is slide number 10.

208. MRS THOMSON: Hello there. I last met you in September. I don't know whether you recall. And I wish I could say it's nice to be back again but I'd rather not be. I've absented myself from what I normally do, which is running a large primary school, to come here because this is really important. And I just really, even if you stop me or hurry me up, I wanted to say, or to ask you, what words could I say now that would really hit home and would make you understand the reality of this for our school? And, slightly flippantly, I would like to know what Little Missenden said to persuade HS2 to extend the tunnel to where it comes now, which is directly above our school. Because if I knew what had triggered that change I would say that.

209. The exit to the short tunnel extension is in the worst place possible for our school. And I do believe this is why our *locus standi* has not been challenged.

210. HS2's response dismisses our concerns and it doesn't address them in any way. And AP4 will have an impact on our school which is educational, environmental, operational and wholly negative. And it's avoidable, so that's why I'm here again, stubbornly insisting that HS2 please should take full responsibility for protecting our outstanding school.

211. I have put in red on the slide the five areas in which we are going to be impacted. And I won't read them out but they're clear in order of priority. Access. Having to close our outdoor learning area. The picture there below are children five metres away from the A413 and we would have no choice but to close that because it's a forest school and we don't have any other wooded area. It's in the only wooded area which is right next to the A413 and we would have to close that for the duration of the

construction; and I don't want to do that.

212. MR BURTON: Sorry, forest school?

213. MRS THOMSON: Yes, you have to be in a forest. Well, a wood. A small wood is adequate.

214. MR BURTON: Okay.

215. MRS THOMSON: Number 3: the traffic gridlock, which needs a solution. I'll come on to that in the next slide. We have a cross-country route. I take 80 children out cross-country running – I'm doing it this afternoon if I get back in time – and the haul road in its current position bisects that field. So this is having a huge impact on us; not only our curriculum but our extra-curricular activities. And I won't even mention noise and pollution because you major on that.

216. So I'm going to go on to my next slide now, which is slide number 11. And essentially our school governors I'm representing do not have confidence in HS2's delegation of responsibility for a traffic management plan to Bucks County Council. I haven't put this on the slide but I need to tell you – and I hope I'm not going to offend anybody – but I've been working in Bucks for 17 years and, despite repeated near-misses and serious traffic problems, there have been no improvements made by Bucks County Council to the access to my school and the other two in Great Missenden. Over 2,000 children are dropped off every day and slide 23 here... Sorry, no, it's not slide 23.

217. MR BURTON: Slide 11.

218. MRS THOMSON: It's slide 11 again – we've moved it around – shows the children walking into school. And you can see the coach – we have three coaches – and they have to back up into that drop-off area.

219. MR BURTON: Well, let's just understand the physical reality. I think the Committee have actually already been into the location but they not have actually seen it explained in this way. What is that picture in the top left-hand? What's that showing the Committee?

220. MRS THOMSON: Right. There are two entrances to our school. One is down Church Street, which is a very narrow, beautifully historic street which is effectively single track, and we encourage parents to come to the link road which is off the A413 and drop off their children. This is the only entrance into the link road car park that you see there. So we're asking roughly 320 children and their parents to drop off via this entrance. But there is nowhere else for the coaches to drop the children off so they have to back up.

221. MR BURTON: To be clear, where is this in relation to the roundabout that the proposed haul road is coming down to?

222. MRS THOMSON: Right, it's a few metres away from it.

223. MR BURTON: Right. Okay. Sorry, you were saying?

224. MRS THOMSON: You can see a little ditch on the left so that goes to the Misbourne which is under a conduit in this area. So the reason I've put this picture in is to emphasise what Anne said about the existing traffic problem and the fact that we are concerned that Bucks County Council have not addressed this in the past; and we don't believe that delegating responsibility is going to be effective unless HS2 take full responsibility for that. And I believe that they have an obligation to our community to make sure that the traffic plan is sufficient. My, and the governors', concern is that if Bucks County Council are asked to come up with a solution it may be one that is not welcome which is a filter lane off the A413 which would cut across a section of our school playing field. We would have to sacrifice that.

225. I can illustrate on slide 6 – I think it's slide 6. Could we just please go back to that one, which is the overview of Great Missenden. 5, sorry.

226. MR BURTON: 5, yes.

227. MRS THOMSON: Between the two roundabouts – so the blue blob, which is the distance from the portal, between those two roundabouts on the A413 the drop off area would have to come in on a filter lane and would have to cut off that corner of our –

228. MR BURTON: So take – if you could just draw on there a rectangle out of the –

229. MRS THOMSON: That's right.

230. MR BURTON: Yes, where the cursor is.

231. MRS THOMSON: Yes. Initial quotes for that work are in the region of £500,000. It has to be properly tarmacked and surfaced, and it has to be a coach drop off area.

232. MR BURTON: Yes. Presumably you wouldn't want to lose your playing field.

233. MRS THOMSON: We don't want to lose our playing field.

234. MR BURTON: No.

235. MRS THOMSON: However, not having easy and safe access to our school means that we might be propelled into a situation where we are forced to lose a portion of our playing field, and I need HS2 to realise that.

236. MR BURTON: Yes, whereas if the haul road was moved further north –

237. MRS THOMSON: If the haul road is moved further north to beyond Leather Lane, which is what I know the parish council are asking for, that would alleviate this situation. However, to safeguard our school and our community we would ask for an extension to the tunnel to the edge of the AONB, because that is the only thing that would completely alleviate our concerns. I want to just conclude my part by asking for HS2 to understand the huge impact of AP4 on our school community and to take responsibility for this.

238. MR BURTON: Very good. Thank you very much, Mrs Thomson. So shall we just swap around?

239. Dr Conboy, perhaps you should take Mrs Thomson's seat. I know the Committee will be fairly familiar with your traffic number crunching ways. I understand you've looked at the new traffic figures.

240. DR CONBOY: Yes. I'm sure you're all thinking, 'Oh no, not the A413 again', but I'm afraid that the situation since I last spoke to you is now rather different. Okay, we've got the right slide. Just as a historical note, at the last meeting of CFA9 community forum we regretted that we hadn't discussed the traffic situation because the traffic assessment hadn't been completed. Now, the first line on the table is the

assessment released in 2013 in the original environmental statement, and you can see there were no junctions assessed in CFA8, two in CFA9. These were the Missenden roundabouts and they were completely inaccurate. And there was two in CFA10. I think one of these was Rocky Lane, which was noted as being over capacity but wasn't thoroughly assessed.

241. IN AP4 SES3 on the other hand, which came out in October, after the main decisions had been made about the tunnel, we have seven in – well, we have – as you can see, there're about 23 junctions assessed, and we now have eight of them which are over capacity. We have five in CFA9 and a couple in CFA10. And the situation is now as bad as we envisaged but much worse than the promoter was originally indicating. In the bottom line I'm looking at the traffic flows on the two narrower stretches of the A413 either side of the Missenden bypass and, as you can see, we have slight increase – this is the road capacity as a fraction of the – a percentage of the theoretical maximum, and, as you can see in the ES, north of Missenden was over capacity and it's now a little bit under, but conversely south of Great Missenden is now a little bit over and originally was a bit under, but neither of those are going to be particularly healthy if you're actually trying to travel down there.

242. The reason for this is that the actual number of HGVs on these sections of road has increased in all cases. Also, the baseline figures have changed, which I don't pretend to understand, but consistency was never HS2's strong point, as we found out last time I was speaking to you. So what this indicates is basically AP4 has not produced a great improvement on the A413 and nor would you expect it to. From the point of view of traffic we've lost the two compounds at either end of the South Heath green tunnel. We've gained another vent shaft on – at Annie Bailey's, and the main portal has moved. So we're one compound down. A large amount of spoil that was being removed between Mantles Wood and South Heath is not being done, but conversely the temporary dump at Hunts Green is now being removed, so we gain more traffic there. So the traffic situation is no better under AP4, and in several significant ways it's actually worse.

243. Mr Mould told you yesterday that HS2 is only putting 300 more vehicles onto the A413 in traffic of 8,000, so really is this going to make any difference? My comment is that would be a reasonable remark if these 300 HS2 vehicles were going to join at

Wendover and trundle all the way down to Amersham like everybody else, but of course they're not. They're going to turn off at various roundabouts into the compounds and so forth, and as a percentage of the traffic joining and leaving the A413 this is quite high. For instance, the HGV flow on the B485 is upped by about 85%. That's just one example of the effects that we're going to experience. So I can't actually give you a full percentage because HS2 didn't assess the A4128 because they're not sending any construction vehicles down it.

244. Right. Can I have the next slide please? Oh sorry, no, not – exhibit D, A1936(6). Ah, that's it, yes. I think you should have an A3 sized version of this. This is just a quick overview of the entire AONB. It shows which junctions have been assessed by HS2, which ones have been assessed as being over capacity at some point during the day, morning or afternoon, which are the red markings, and the white stars are things which they haven't assessed and we think they should have assessed a list from Bucks County Council and some additional input from the Chilterns Society.

245. Just as an aside, if you look at the time taken to get from the top of this slide, just north of Wendover, down to the M40 at Beaconsfield, if you stick that into Google it will tell – it told me last night at half past 11 it would take me 23 minutes. If you put in 7.30 a.m. it will say 28 to 45 minutes, so these – the commuters, these 8,000 people travelling up and down the A413 are already experiencing a delay of around 20 minutes due to the traffic congestion. If HS2 delay them all by another 10 minutes on each journey that's getting on for an hour and a half per person per week, and with 8,000 people, even just one per car, you're talking about 6 man years of wasted time per week. If you were doing a business case for a high speed railway, for instance, you could make something of those sort of figures.

246. Back to 1935(13) please. Right. This is a back to business, the close up of the area round Great Missenden which we're interested in today. We can see the two – the big red blob is the two Missenden roundabouts. We can see that the traffic flows before and after these roundabouts are significantly above capacity. You can also see, if you look very carefully, that the junctions north of Missenden, that's Leather Lane, Rocky Lane, are above capacity. The junction next to the two white stars is on the –

247. MR BURTON: This is down in Amersham?

248. DR CONBOY: Yes, that's the Amersham bypass next to the hospital vent shaft. That is over capacity. And then, strangely enough, the next one along they haven't bothered to assess. What it basically boils down to is that there's – hasn't been any attempt to produce a sort of overview of how the traffic in the AONB is going to react to this scheme. There's just been a piecemeal assessment of the junctions that they thought they had to do and an avoidance of doing the others that they thought they could get away with, and no overview of what's going to happen. Now, Mr Mould –

249. MR MOULD QC (DfT): Could I just – I'm sorry to interrupt, but there comes a point when the misinformation is just positively unhelpful to the Committee. The Committee knows but I'll just reiterate. We have undertaken assessments of each of these junctions. What we have also indicated is that we will be carrying out further modelling, as you would expect, as we develop the detail of the scheme, but the – to present a petition on the false premise that we have not bothered to understand how these junctions operate is I'm afraid both incorrect and positively unhelpful to the debate.

250. DR CONBOY: May I reply to that please? There is no junction assessment published for the A355 and the A413, bottom of Gore Hill, even though it's adjacent to – the next junction along is over capacity. The junction at the other end of the A355 is over capacity. If the promoter has done these assessments why has he not made this information available to this Committee and the petitioners? We have a right to be aware of what is – what information is available under your House convention. If they haven't done it I can't say that – I'm not sure that it's my problem, or if they haven't published it.

251. MR BURTON: Sir, I'm not going to spend time responding formally, but if they don't show us something we can't work with it.

252. MR MOULD QC (DfT): Well, it's in the design stage.

253. SIR PETER BOTTOMLEY: Is the way forward for everyone if you could say if they haven't done an assessment do you think they should, and that can be done in one sentence. In fact, many of these things – thank you. We're very quick at picking up points, so try to do it in a rather less circumlocutory way please.

254. DR CONBOY: Okay. I'll try and be brief. Okay. Can we have the next slide then please? This is the Great Missenden roundabout, and the figures in red are branches which are over capacity. These are the SES3 tables. You might ask why are there two tables for roundabouts that are about 50 feet apart. Why has it not been assessed as a unit, which would be a rational way of doing it. My remarks about this firstly are the B485 is over capacity at all times during the day. Previously we had a scheme to avoid using the B485 by moving stuff along the trace, which we dropped because obviously the tunnel was extended. With a vent shaft that's not an option so we're stuck with that additional traffic coming down the B485.

255. And the other one to draw your attention to is the A4128 Link Road. Can I point this? That is where it says 87 there. Right, and that's the morning queue on the Link Road where it joins the A413. The distance from the Link Road roundabout to the central roundabouts on the Missenden High Street is about 300 metres, so a queue of 87 vehicles is not going to be accommodated in that length of road. It will back up all the way to the High Street roundabouts, because there's a pair of them there. That will affect first of all the people trying to get to the school drop off, which you heard about earlier, which extends to peak by the way. There's the Chiltern railway station, which has 400 parking spaces and I'm not sure how many people get dropped off there in the morning. They will be impeded. And there's also a fire station at the far end of the High Street, which will have difficulty getting out to the A413 should it need to do so. The promoter's usual response to these sorts of things is 'Bucks will fix it', but why should we take their word for it? What mitigation is going to be needed –

256. SIR PETER BOTTOMLEY: I think, to be realistic, you can't fix all transport problems anyway.

257. DR CONBOY: No.

258. SIR PETER BOTTOMLEY: You know, the M40 gets jammed at times. The M25 gets jammed at times and all sorts of other – and the 413, you've explained, gets jammed at times.

259. DR CONBOY: But my understanding was the purpose of these hearings was to assess what the likely impact would be.

260. SIR PETER BOTTOMLEY: Indeed.
261. DR CONBOY: And to propose mitigation.
262. SIR PETER BOTTOMLEY: Fine.
263. DR CONBOY: We haven't heard any mitigation as yet.
264. SIR PETER BOTTOMLEY: But you can propose mitigation as well, and if there's a point to you being called as a witness get onto the points you want us actually to hold in our minds.
265. DR CONBOY: Right.
266. SIR PETER BOTTOMLEY: You're just going on at length.
267. DR CONBOY: Okay.
268. SIR PETER BOTTOMLEY: It doesn't help, because it goes backwards.
269. DR CONBOY: Okay. Now, our next slide please. This is the elephant in the room, which is the Hunts Green unsustainable placement area. Okay. AP2 reported that the Rocky Lane – originally proposed to remove everything down through Rocky Lane. Could I see P7596(3)?
270. MR BURTON: No, that's the promoter's slide.
271. DR CONBOY: That's the promoter's slide. I think I left you a note earlier saying which ones I'd like to look at. If you can't find it I'll –
272. SIR PETER BOTTOMLEY: What does it show?
273. DR CONBOY: It shows the traffic distribution on Rocky Lane. There's a histogram of the number of HGVs per construction year. Okay.
274. SIR PETER BOTTOMLEY: Is the point you're getting to there's this, sort of, extra reason to try to move the haul road?
275. DR CONBOY: It is indeed, but that's part of it.

276. SIR PETER BOTTOMLEY: Okay. Well, again, it always helps, even for a witness, let alone a petitioner, to say what you're building up to, because at the moment we're being, sort of – it's like a, sort of, floodplain, and when it drains away we're left with the river, and we can't see your river yet, to mix metaphors of all kinds.

277. DR CONBOY: Okay. Well, moving the haul road was the main ask, yes, which I think we –

278. SIR PETER BOTTOMLEY: And all this traffic stuff is relevant to that?

279. DR CONBOY: It is, yes.

280. SIR PETER BOTTOMLEY: Okay. Well, just say if you move the haul road you think you could make the traffic situation better or less worse. Is that right?

281. DR CONBOY: Yes.

282. SIR PETER BOTTOMLEY: Okay. Well, try to –

283. MR BURTON: So that's your river, Dr Conboy?

284. DR CONBOY: Yes. Okay. Let me just collect my thoughts again. Okay. So we have all this temporary spoil dump at Hunts Green. In AP2 they proposed moving it out down Rocky Lane. That was unsustainable because of the traffic load on Rocky Lane, which is in this histogram which we haven't seen. Under AP4 they then decided, 'Oh, we've got a haul road. We'll move half of the spoil back down behind Potter Row and down the new haul road to the Missenden roundabout, and the other half continues down Rocky Lane. My point here is that in both cases the HGVs must turn right across the A413 to go north up to Nash Lee where they're going. The other point is if they're coming down onto the Link Road roundabout then these HGVs, which are turning north to go up to Nash Lee, cross the path of the main rush hour traffic from Prestwood and Great Missenden, which is turning south down the A413, so there's a great – there's a conflict of flows at that roundabout, which could be avoided if the –

285. SIR PETER BOTTOMLEY: Haul road's moved.

286. DR CONBOY: Was north of the roundabout. And following on from that, the promoter appears to have decided to put the haul road straight to the portal, which is not

unreasonable, but then you realise that they're then going to use it mostly – most of the traffic will actually be subsequently to move the spoil out from Hunts Green, and so a logical thing to do would actually be to connect Hunts Green to the A413.

287. SIR PETER BOTTOMLEY: By the haul road?

288. DR CONBOY: Yes.

289. SIR PETER BOTTOMLEY: Yes. Well, we were told last week we may – we're going to hear more about this, and we don't yet have a clue or haven't been given a clue as to whether the highway authority and whether the promoters are actually going to try to move the haul road or not, so we're in the dark. I think you've made your point.

290. DR CONBOY: My understanding is –

291. SIR PETER BOTTOMLEY: A more logical place for the haul road is elsewhere.

292. DR CONBOY: My understanding is that Bucks are on board with moving the haul road away from the roundabout.

293. SIR PETER BOTTOMLEY: Thank you.

294. DR CONBOY: I'll just go onto the next slide briefly, 16. Okay, the first one we've dealt with. The second one is the idea of having a unified assessment and with some targets for, sort of, what is a reasonable delay for a commuter or an HGV vehicle who has to get from Wendover to Amersham or anywhere in between. I believe there should be a public consultation on the proposed mitigation. Mr Mould said it would be published, yes, but we would like to comment on it under the House convention procedure, because otherwise what is the point of us coming along to this Committee if then suddenly three or four months down the line they come up with a scheme that we don't like?

295. MR BURTON: Well, Dr Conboy, we'd like to be consulted on the proposed mitigation. I don't think we need to go into the conventions for that point, do we?

296. DR CONBOY: No, but we have reason to wish to be consulted. And the fourth point is the information on how they're going to move the stuff from Hunts Green is inadequate. We have the one junction assessment for Rocky Lane. We had a few

histograms out earlier for AP2 though, which I haven't seen repeated. What's the timescale for this? What are the traffic flows per year? Might it, for instance, be better if they started moving some of this spoil out earlier so they didn't have to do it quite so fast and dumped it somewhere nearer Nash Lee where it's going to. They don't have to have just the one temporary spoil dump. It may be double handling but it may in the long run be the best way to do it. Right. So those are the four asks.

297. MR BURTON: Okay. Many thanks, Dr Conboy.

298. Back to you, Mrs Hewett now, onto the next slide please, slide 17, and I think you're going to talk to the Committee just to bookend the presentation, largely about visual impacts and wrap up.

299. MRS HEWETT: Yes. Okay, this is a Google map with the portal superimposed on it. As you can see there's the skate park and playground with no significant adverse effect, and also Bury Field House, which is on the adjacent corner to the roundabout, which has moderately significant adverse effect.

300. MR BURTON: That's what the promoter says.

301. MRS HEWETT: That's what the promoters say, but we feel that the skate park and playground also have a moderately significant adverse effect. We have – obviously it's a skate park and is used every day of the week, and in the summer late in the evenings. And also we have additional school trips to the Roald Dahl museum and school children often use these facilities. So we cannot understand the difference between why, as more people go to and from the skate park, why that is not the same significant adverse effect.

302. I'd also like to mention about – although James has already mentioned about the concerns about Grim's Ditch, and Potter Row is an area of archaeological notification.

303. MR BURTON: Well, we've mentioned Jenkins Wood, haven't we?

304. MRS HEWETT: Yes.

305. MR BURTON: Which is this triangle of woodland up there. Is that right?

306. MRS HEWETT: Yes, that's right. Yes. So it's the views we are very concerned

about, as Missenden lies in the valley and going up to the portal is the hill, and Missenden is on a hill. So the views from Elmtree Green, Gateway School and Mobwell Terrace will be seriously affected.

307. MR BURTON: And you've done some work, have you, on your next slide?

308. MRS HEWETT: Yes, and if you'd like to move to the next slide please. We couldn't find many pictures from – on the AP4 documents, so we have actually taken some of our own. Top left is a view from the Link Road roundabout from Bury Field House. And you can see yellow is obviously the haul road. The orange is the compound and the brown is obviously the spoil dump. The one on the right is – it's the furthest apparatus from the roundabout, so, as you can see, it's very close and you can still see the haul road, the spoil dump and the – and you can also bottom left, from the children's play area.

309. MR BURTON: Yes. Just whilst we here, in the top right hand picture is that the post and rail fence you referred to earlier?

310. MRS HEWETT: Yes, that's the post and rail fencing, yes. That's all we have to protect, but it's not necessary at the moment to have anything because nothing is coming at right angles to that. Also we've just got flooding already from the field that comes down, which will potentially be the haul road. As you can see, some rain and the roundabout often gets flooded and obviously icy. So I think that's all we need to do. It's self-explanatory that one, if you'd like to move on to the next slide. We've obviously discussed about having green bridges, which we won't bore you with again, and also sympathetic landscaping and noise barriers round the portal and also the vent shaft by Annie Bailey's, but what we would like to bring your attention to is to alter the diversion of the GM1 and 2 footpaths to reduce time walking along the noisy line. I mean, we don't have people coming to the area to walk along a railway line. And the solid line is what is proposed and the dotted line is what we would like to see happen. And if we could move to the next slide please.

311. So this really is our summing up and our temporary – what we'd like. What we'd like obviously is an extended tunnel. Otherwise we'd like to move the haul road further or nearer to Hunts Green. We're not being specific about that. The extended tunnel obviously would be great, but the benefits of moving a haul road is that – no need to

close the skate park, the tennis courts and the Bury Field play areas. It is shorter and quicker access to Hunts Green temporary spoil dump, therefore reducing energy costs and carbon footprint, reduces the hazard to the school, spares the school from losing any of its playing fields, reduces the visual impact on the landscape to parishioners facing across the Misbourne river, the Elmtree Green and Mobwell Terrace. It's less off putting to visitors coming to Great Missenden, with consequently benefits to the local businesses, of which there are several that are dependent on tourism, and reduces the amount of spoil that is moved both ways along Potter Row.

312. Bucks County Council are in support of us having a haul road moved, but we will wait and see what they say this afternoon. I'm also concerned about the noise, the LOAEL over 60 decibels and hour before night time and an hour in the morning. And I wondered if we could have a response on that please, because that's when people are trying to sleep, and it's important that people do get their sleep otherwise it leads to lots of other things. And if there's no other message from today, this haul road has to be moved north, but I do have a question for you. With regard to fracking, we understand that fracking is going to be allowed in areas of outstanding natural beauty and national parks, but it's going to be done underneath, and all rigs have to be maintained outside that area. How can HS2 justify putting a train line through our AONB when it could be buried?

313. MR BURTON: Okay. Thank you, Mrs Hewitt.

314. MRS HEWETT: Thank you.

315. MR BURTON: So that's our evidence, gentlemen. Thank you.

316. CHAIR: Mr Mould?

317. MR MOULD QC (DfT): I'm going to call Mr Smart, if I may, to address the issue of the haul road, and when we – can we start off with P14673? Tim, you might want to sit in this chair so that Mr Hendrick can hear what you're saying.

318. Right. Mr Smart, it might be helpful if we just briefly set the context under AP4. Just summarise for us how things are going to work in terms of construction access and egress for the working areas to the north of the – at and to the north of the tunnel portal