

the derivation. If you're going to do the job properly, you've got to understand what the derivation is. Thank you.

81. The next little section is about the community because, before we go into the detail on the costs and on the scheduling, we do think it's important to ask the question. As Mr Mould has said many times, we believe that we have given adequate mitigation to these areas that were coming along asking for tunnels. Not only do we think it's inadequate what is happening now, and some of that is compensation, we think it's very inadequate when it comes into construction and in operation too.

82. You might say, 'Well, why I have put up The Scream for the five years of anxiety?' When I looked it up, I discover it's interpreted as a scream piercing through nature while on a walk. Actually, it seemed to me, that was rather appropriate. What was also quite interesting was its price. When it was sold, it was 70 million, almost exactly the price that HS2 Ltd says is the cost of our REPA tunnel. I know which we'd prefer.

83. If I can move on, we're going to hear from three people briefly about the impacts on the community for them: Sue, from Hyde End/Hyde Heath; Simon in South Heath; and Bev from Potter Row. All of them you may have met, some of you, before when you came out to visit us. If I could turn and ask Sue, first, Sue, could you say who you are and who you represent, please?

84. MS BROWN: Yes, if we could go to the next slide, please. My name's Sue Brown. I live in Hyde End and I'm the chairperson of the Hyde End residents' group. Hyde End is a small community, which straddles the line, between South Heath and Hyde Heath. Although some properties extend to about a kilometre away, the hub of the village or the community, about 38 properties, is within about 700 metres of the line. Going back to Mr Bellingham's point about how many properties are within the 120, I think eight properties are within the 120-metre boundary there.

85. Hyde Heath, which is a slightly larger village, has 425 homes and they are adjacent to the tunnel portal in Mantle's Wood. Obviously we live in the area of outstanding natural beauty, which is the Chilterns. I know you've heard a lot about that over the last couple of weeks. I'm not going to talk a lot about that just now. Suffice to say, I think I speak for everybody in the fact that we are very privileged living in such a

beautiful area.

86. The impact at Hyde End, living where we do, many of us tailor our lifestyle to the outdoors. The section between Mantle's Wood and the green tunnel at South Heath is an open cutting. We use that area on a daily basis to walk our dogs, to run, mountain bike, ride, cycle on the lanes as well. It's a huge part of our daily lives. Many of us chose to live there, moving from other parts of the country, because we enjoyed everything that the outdoors has to offer.

87. I think there's a huge amount of concern that people's lives will be shattered by the noise, air pollution and visual pollution, particularly with that open section, with the gantries and the sound of the trains. It's not just a construction-period issue for us.

88. Hyde Heath, the western edge and the north-western edge of the village, is completely adjacent to where the tunnel portal comes out. There's also a new road being constructed there for access to the tunnel, so their views out across the fields will be completely destroyed.

89. There's a lot of concern within the village of Hyde Heath and evidence that in the village society there people are being dissuaded from moving because of the potential issues. There's a small school in Hyde Heath, which was rated outstanding at its last Ofsted inspection. If families aren't going to be moving into the village, there's a great concern that, if the school fails – there are only 65 pupils there as it is – if the school dies, the village dies.

90. There's a lot of concern. We feel blighted already, even though things haven't even started yet. There's lots of worry about property values, inability to sell in the future when all this is happening. I'd particularly like to focus, for a second or two, on the six dwellings down Hyde Lane. I know some of you were there on the visit in June and you saw the tranquillity of that lane, the views and the lovely homes down there. All six properties down that lane will be wiped out.

91. CHAIR: Do you mean the railway goes over those six houses?

92. MS BROWN: It goes over two of them, but the others are compulsorily purchased, so all six will be empty for a good deal of that construction time. Two are

actually going completely. The people who live down there, they are having to move on. Some have already gone. Two are already empty. Two are about to be empty. I think those of you who are on the visit would remember when we went into Chapel Farm. The owner of Chapel Farm spoke so eloquently about why they bought that property, how they'd adapted it for their family's needs and the fact that they thought they'd live there forever. It has a huge impact on our local neighbours in Hyde Lane.

93. The traffic issues, I know there's been a lot of talk about traffic during the construction period, but we are very affected by our three roads that access Hyde End – Hyde Heath Road, Hyde Lane the B485, the Chesham Road – are our roads. I don't think you can diminish the worry that there is for that construction period. These are rural lanes. Hyde Lane is a single-track lane. Hyde Heath Road is two-way, but it's not that wide and we feel it's completely unacceptable that the construction vehicles will be coming up and down that road. The figures we have are 70 heavy goods vehicles a day, and 200 light goods vehicles a day down that road, so lots of safety concerns.

94. Are we going to the next slide then? For footpaths, if you can go on to the next slide, this shows the network of footpaths that we access in our area. The black line shows the actual HS2 trace and the yellow lines are the footpaths, the network of footpaths across the area. The two white parallel lines show 500 metres each side of the trace, so you can see the area affected.

95. There's a huge network of paths criss-crossing this whole area, which will be disconnected, some temporarily, some permanently. It's like a Berlin Wall going across the REPA area. The footpath that you walked on, on a visit, that walk will no longer be viable. It will be stopped up, because of the tunnel portal being in Mantle's Wood.

96. I think I'll finish by saying that, although we have many environmental issues to be concerned about in Hyde End, the impact on the people here is just as important. That's shown by the number of people who turned out, on the day when you visited in June too, to show how passionate they were.

97. CHAIR: It wasn't because of the good weather then.

98. MS BROWN: Certainly not. Thank you.

99. MS WHARF: Could we move to the next slide? We now are moving a little farther to South Heath, and Simon Hook. Perhaps, Simon, you could say who you are and who you represent, and perhaps particularly here how South Heath is especially affected, as I believe the ES singles out South Heath.

100. MR HOOK: Thank you, Hilary. Good morning, gentlemen. I'm the Chair of the South Heath Action Group. I've lived in South Heath for very nearly nine years. I moved there for the lovely area and I think that applies to an awful lot of the people who live there. Okay, so why South Heath and its importance and relevance?

101. The ES states that South Heath is the only community anywhere in Berks and the Chilterns AONB that's recognised by HS2 Ltd as significantly affected by the construction of the project. I do apologise; I'm going to read the paragraph because I think it's very important indeed. 'We will suffer community-wide adverse effects.' It is the community, not just in construction, but for perpetuity when it's running as well. 'Substantial numbers of residents face impacts, including demolition or partial loss of roads, community facilities, public open spaces, road closures and diversions, amenity impacts including the effects of construction traffic, noise and visual effects.' I think you will probably find, by the time I've spent just a few minutes, we've got the full set.

102. MS WHARF: Can you tell me how big South Heath is, Simon?

103. MR HOOK: Yes. We're approximately 340 houses, so that's something in excess of about 800 people. We're high up on the Chiltern Ridge. If you look at your map, you can see that we're above Great Missenden. We'll come to access the Great Missenden and other communities in a second.

104. It's probably worth drawing a contrast with Potter Row – you're going to hear more from Beverley in just a few minutes – where there's a fairly high retired population. We've actually got quite a lot of young families, so mobility, access out of the village to work, to school and to all the other facilities is absolutely vital. It's got a fairly strong commuter element, getting to work, etc. You've got in front of you the threefold map, so you can see where we are and you can see the brown routes, which are the construction routes, which run right through the village.

105. MS WHARF: So who is South Heath going to be affected, if you could briefly

tell us?

106. MR HOOK: Right, okay. We're a very quiet semi-rural community. We don't have any facilities. We haven't got a pub. We haven't got a post office. We haven't got a shop. We haven't got a school. Connectivity, access in and out of the village to Great Missenden, to Amersham, to Chesham and wider from that, obviously to train stations, etc., is absolutely vital for this community. You'll see on the map that the three main access roads in and out of the village are designated as construction routes. Now, we've got nearly three and a half years of tunnel construction, a slight gap – that's the green tunnel, should I say.

107. CHAIR: That's to protect the community though.

108. MR HOOK: Sorry?

109. CHAIR: The green tunnel is to protect South Heath from the operation of the railway.

110. MR HOOK: I couldn't agree with you, sir, that it's going to protect us, but it's being built through the edge of the village, through the ancient woodland and behind houses. That construction will take three and a half years.

111. SIR PETER BOTTOMLEY: Is there any point in having that green tunnel? Who would it protect besides South Heath?

112. MR HOOK: It would protect, principally, the community of South Heath.

113. SIR PETER BOTTOMLEY: Just to be – I want to keep both feet on the ground.

114. MR HOOK: That's fine, yes.

115. CHAIR: It's just in the Chilterns we've had people up the line arguing for green tunnels. When we get to the Chilterns and they argue for taking them out, which we've had two or three times, I've said, 'Do you really want us to take them out?' they say no.

116. MR HOOK: The discussion is not, as far as I'm concerned, quite so much about taking out the green tunnel as replacing it with a bored tunnel, which is a great preference. Three and a half years with the current programme to do that construction

work, a short gap and then two and a half years fit-out. This is going to have absolutely massive detrimental effect on the village.

117. I draw your attention again to access in and out of it and connectivity. It's going to affect things like emergency services, the school run, to and from work, going to do the shopping, going to the doctors, absolutely everything. We have to get in and out of the village to survive, and the stations on the other side of the A413, as you've already heard, I'm sure countless times over this past week, this is going to have masses and masses of traffic on it. Access is going to be very restricted.

118. On top of that, one of our routes, the Frith Hill south leg, is going to be closed for two years. It's going to force everything through the centre of the village. It's probably worth also saying it's interesting that that particular route is national cycle route number 57, and it's going to be closed for two years. It's going to cause huge disruption. We're going to have 520 HGVs/LGVs going through the village every day. We're very concerned about it.

119. Back to the green tunnel, that's a massive undertaking and the work's going to be done almost exclusively on the surface, above ground. As we've discovered, HS2 admits this is going to have a huge impact on the area.

120. Let me give you an example of Kings Lane, where those of you who visited us stopped at the REPA tent, where I greeted you. The houses along that side of the road, on one side of them, they have a construction project behind them, that green tunnel digging for three and a half years. On the other side, they have 520 vehicles in front of them every day.

121. You also went round the corner into Sibleys Rise – 40 properties all within 200 metres of the line. I think I have to ask the question, when you put it in that context, how all these people are expected to cope with this and live through literally years of it.

122. We were also told in terms of the construction process – this is the green tunnel behind all those houses – we're going to have something in the order of 350 mega trucks, earth-moving trucks, going up and down that trace every day, for 39 months. Well, that's not going to be a noiseless and dust-free operation, and it just reminds us how close to the trace so many of our houses are.

123. The village is home to quite a few young children. It's used be cyclists, walkers, riders. There's currently very little traffic on our roads, so it's pretty safe. We don't have a major safety problem. We have a great fear that there'll be a huge safety problem, with lots of HGVs and LGVs on our roads, because in many of the places we don't have footways for people to walk on. That's a great worry to the parents.

124. It's going to mean a change of life. Sue mentioned the outdoor activity. A lot of us walk from our houses so, yes, it will have that impact as well. We've lost a pub. Our gym will close. Five houses will be demolished. A number have already been sold to HS2 and our own ancient woodland, behind those Kings Lane houses, is going to suffer. Quite a lot of it will be destroyed. Back to the outdoor activity, it will lose its availability to walkers. It's a dog-walking wood as well. We pride in it.

125. We only have one remaining retail business, the garden centre, which you just popped into before you went up Potter Row. I suggest that will have problems with deliveries coming to it and, quite frankly, with all that amount of traffic on the road, if I'm coming from out of the village, will I bother to even go there? There are numerous small home-based villages, which I think are going to be similarly affected.

126. You've got huge spoil heaps and we're going to look at those on the third of my slides, but we won't move to them yet. We're downwind of those. The prevailing winds will blow towards the village. We don't want to be in the situation, like the residents of Kent and HS1, where we can't hang our washing out. That may seem a bit trivial, but it just puts into perspective the real problem of many of the things that we're facing.

127. I've only talked about the construction part of it, but it's not just that that the community's going to be affected by. We've got two tunnel portals either side of the village, just over 1 kilometre apart, within earshot of many, many properties. We don't really believe that green tunnel protects us. We're going to hear more about the noise later from Hilary and other witnesses.

128. MS WHARF: I was going to say perhaps we could turn to the next slide.

129. MR HOOK: We can. I've got 'health and welfare' up on the bottom. That's really just respiratory diseases and it mentions blight.

130. MS WHARF: Can you tell me what we're looking at here, Simon?

131. MR HOOK: This is one of HS2 Ltd's maps that was issued as part of the compensation consultation. What I've written down here is just how far homes are from the line, but really it's just how near how many of the homes are to the line. We've added a 600-metre line, just so you can get a view of just how much of the village is actually within a very close proximity to the line.

132. We heard Hilary mention earlier about the blight being five years already. This village really has felt five years of blight and is very concerned. Local estate agents will attest to this. We believe we've got 10 years to come. We've been living through something horrific, so we've got lots of houses, many within 600 metres of the line, and a very large proportion within a kilometre of the two new portal tunnels.

133. MS WHARF: I believe there have been examples of the sorts of losses that people have had.

134. MR HOOK: Yes, there are. It's probably just worth saying that estate agents give the sort of marker of about a kilometre being blighted. That puts the whole village into it. I've got one example of somebody who had a great deal of trouble trying to sell, went through EHS and failed it. The property was valued at 775,000 in August 2009. It failed EHS twice, as I understand it, even though it was a divorce sale. It was finally sold in July 2012 for 500,000. This property is about 500 metres from the line. Surely that can't be right, but this is the type of impact people are feeling.

135. What it has is this huge human impact. Actually, perception's reality when you have the amount of anxiety and worry from the residents, because so much of their life, not only the community, is tied up in the value of their properties. You're going to hear more about this as we go along. The cold-hearted facts are, I'm afraid, gentlemen, that some neighbours can't actually sell. I've got neighbours close to me who currently, at the moment, just can't sell. Whether they'll be eligible for the need to sell scheme is another matter, but there is some fear that they won't. The question arises: what do they do? A lot of the community just feels completely trapped.

136. MS WHARF: Can I ask what South Heath would say if the Government said, 'Actually, we'll extend the bored tunnel to just the end of South Heath, where the green



tunnel currently comes out'?

137. MR HOOK: I don't think we feel that that's going to protect us at all, because we've already mentioned portal noise that's going to be our ongoing blight. We don't believe we have the protection of the green tunnel not being long enough to protect the actual community.

138. SIR PETER BOTTOMLEY: If it would make no difference, that's no difference as opposed to a green tunnel or no difference if you didn't have even have a green tunnel.

139. MR HOOK: There's no difference in the fact that, because we'll still have a portal, we will still have a large number of people who –

140. SIR PETER BOTTOMLEY: You wouldn't have from-the-top-down excavation work to build the green tunnel.

141. MR HOOK: We won't, but we will have construction vehicles needing to go through the village to get to that portal and then onwards to Potter Row to do that cutting, so less difference. Let's say no is perhaps going slightly too far.

142. SIR PETER BOTTOMLEY: It's always a good idea near Big Ben not to strike 13.

143. MR HOOK: Thank you, Sir Peter.

144. MS WHARF: Could we perhaps just move on the last slide here?

145. MR HOOK: I think that's a good idea. If you could take my final slide, this just gives us an aerial view of South Heath. It's just really a reminder of the places those of you who managed to come and see us visited. You've got the Weights and Measures down in the bottom left-hand corner; that's the gym that's going to close. Sibleys Rise, with its children's area and the swings, is very, very close to Sibleys Coppice, our ancient woodland, which I'm afraid is going to suffer quite considerably; Kings Lane, where you met us at the REPA tent, and the South Heath Garden Centre.

146. What the picture really shows with the – dare I call it? – the scar of the construction trace along the bottom and the large spoil heaps very close to the village is

just how much of it is close to that construction area and threatened by it. We're reminding that, as you see, Kings Lane and Bayleys Hatch on there are transport corridors for the construction ones. They go right through the village and they will have a huge impact.

147. I really hope, gentlemen, that you will recognise the level of the impact that we, as a community, are suffering, one that's already been recognised by HS2 and that you'll protect us with a bored tunnel. Thank you very much indeed.

148. MS WHARF: Thank you, Simon. We now move a little farther north, because literally at the junction of that road that you can just see off the left there, if you go farther along on the left, then you start the beginning of Potter Row, which is a rather different sort of community. We've got Bev with us here. Bev, can you tell us about your role and who you represent? Really, can you give us a perspective of how Potter Row is different but connected?

149. MS MANTON: Okay. Good morning, Committee. My name is Bev Manton. I'm the Chair of REPA. I'm also a member of the Potter Row group. I've lived in Potter Row for 20 years and, I think I can safely say, I know everybody in the road. Potter Row is a quiet, idyllic, ancient country lane. It's in an archaeological notification area and it has 16<sup>th</sup>- and 17<sup>th</sup>-century houses. It's a close-knit community of 37 homes and some 80 people, in a 1.8-kilometre stretch.

150. The different thing about Potter Row is that the average age there is 65, which means we have a lot of residents who are in their 70s and 80s, and obviously retired. They chose to live in this idyllic spot and they paid a premium to do so. Some have lived there for nearly 30 years. They chose to live there because they love the area; they love the peace and tranquillity and the beauty of the landscape.

151. Now of course, they're worrying about losing all of that and they're worrying at a time in their lives when they're least able to cope with the stress. Instead, they should now be relaxing and enjoying their retirements. Sadly, quite a few residents in Potter Row have life-threatening illnesses, including cancer, dementia, stroke, heart disease, MS, epilepsy and depression. Not only are they now worrying about their health, but how they're going to cope with HS2. They're really frightened and they don't know what the future holds for them.

152. Unfortunately, need to sell isn't really going to help them either, because they feel they're too old and ill to move. They really want to stay where they are surrounded by the support network they have of friends and neighbours and family, and they want to feel they're safe in familiar surroundings. Sadly, given their ages and illnesses, some will go to their grave with HS2 issues like blight still unresolved, and that will be a legacy they'll have to then pass on to their children.

153. Regarding blight, all 37 homes in Potter Row are within 500 metres of the line and most within 300 metres. So far, four homes have been bought or are being bought by HS2 Ltd. Six homes are currently on the market. One's been on for three years; two, for over one and a half years; one, for nine months; and the other two have just gone on. Some have had extremely cynical offers and some have had no interest at all.

154. Regarding the construction period, residents, particularly due to their age, have very understandable fears about what will happen during construction. As you saw when you visited, Potter Row is a very narrow lane. It's only 4.75 metres in some places. It has no pavements and very few verges. It has several older houses that have very shallow foundations and those are built on clay. They will obviously be subject to ground-borne vibration.

155. Some of the cottages, as you can see from the picture at the bottom, actually border on to the side of the road, so we still view with horror the fact that Potter Row is destined to become a construction route for some 500 LGVs and HGVs, daily. I think you heard yesterday from CRAG that we've already had a fatality in Potter Row, when a motorcyclist was killed when he tried to overtake a tractor who was turning left into a field. We cannot imagine how all these construction vehicles, plus normal traffic, plus tractors, will negotiate the lane. Will there be traffic lights? Will there be passing places or is HS2 planning to widen the road? If they are, that means they'll be taking our front gardens and our front rooms, but so far we don't know.

156. During construction, older residents will be too scared to even attempt to try to get out of their drives, and that's understandable. Combining elderly people in cars with construction lorries, existing traffic and tractors, all on a narrow road, is an accident and perhaps a fatality waiting to happen.

157. As for the rail line, that comes out of the green portal at the south end of Potter

Row and travels along in a cutting adjacent to the lane, all the way along, about 300 metres or less from our homes. You'll see that on the three-fold leaflet you have. They'll be mass movement of spoil along the trace, as Simon said, for over three years with 35 mega trucks operating on it daily. Many people's gardens in Potter Row are within 200 metres of the trace, so retired residents will be even denied the simple pleasure of enjoying their gardens.

158. All HS2 Ltd has done for us so far is to reduce the depth of the cutting alongside us by as much as 8 metres and marginally extend the green tunnel by 100 metres, so we'll be suffering during construction and when the line is operational.

159. MS WHARF: Could I just ask you about that picture at the bottom, which some of us looked at for a long time to try to decide what it was, the second along?

160. MS MANTON: Yes. That is the footbridge we'll have at the back of Potter Row to get to Great Missenden. It's a visitors gateway from Missenden to the Chiltern Ridges and, as you see, a horrible eyesore. It will follow the cutting. It's right next to it. If you're using it, the noise of the train will be right next to you. I wouldn't want to use it; I don't even want to look at it. It's a horrible construction.

161. MS WHARF: Perhaps we could move to the next slide, just as a reminder of Potter Row. Could I just go back one slide, please?

162. MS MANTON: I'd like to go back and just make a point about health issues before I go any further, because I was talking about the age and health issues of people in Potter Row. Regarding impact on health, HS2 Ltd has so far dismissed our evidence on anxiety and stress, but it is affecting people's health. Obviously, some of the illnesses suffered by residents, such as high blood pressure, depression and heart disease, can be exacerbated by stress. We have anecdotal evidence of this from our GPs.

163. I'd like to just draw on one example of a resident in Potter Row. He's been suffering from stress and depression since the route was announced in 2010. He hadn't suffered previously to that. He's now taking medication. He's also had two strokes since 2013, affecting his balance and memory. His wife suffers from coronary artery disease and, between them, they've had to call an ambulance four times in the last year.

You can imagine how nervous they're now feeling about how quickly an ambulance would be able to get to them during the construction period. Sorry, I just wanted to add that.

164. MS WHARF: It's alright. If we could just turn to the next slide, it's just an overview of what some of the Committee saw when they came.

165. MS MANTON: Yes, a reminder of the day. The map up in the top there will show you the Berry Farm portal site. You'll see the autotransformer station and the two construction compounds.

166. Down on the bottom right is the gazebo in Mulberry Park where you visited and I'm sure you will have appreciated the tranquillity there. You might remember that as we came out of Mulberry Park we turn back into Potter Row where we saw horse riders, walkers and cyclists enjoying the road, and also where we had the slight altercation with the refrigerated meat lorry who was trying to squeeze by us. And you can see from the picture top right that two vehicles passing isn't easy.

167. And if we look at the photograph with the lorries in it, just to the left there the line will be adjacent and parallel to the road in the cutting obviously and at some point just 250 metres away.

168. To sum up, I know you've probably heard a lot about community over the last few weeks. But what I would urge you to consider is that these communities are made up of individual people with individual separate lives. In our case in South Heath we're talking about 1,200 individual people who, before the HS2 announcement, all assumed that they had autonomy over their futures. Since the announcement they have been robbed of that autonomy and they're right to make plans for their futures because they don't know what their properties are worth, if they're going to be able to sell them, if they're going to get compensation or not, and what will happen if they're too ill or old to move.

169. We believe that REPA has developed a genuine, feasible and cost effective solution that would allow all these 1,200 residents to resume their plans for their futures. It would give them back their autonomy and, quite frankly, it would give them back their lives. And we're hoping that that's what you, the Committee, would want them to