 Clerk: Mr B.M. Morris

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20th July 2019

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To: Mr Owen Paterson MP

House of Commons

Date: 20th July 2019

Dear Mr Paterson,

We are writing further to our correspondence dated 9th July 2019, firstly, to thank you for directly referencing Schedule 17 of the Town and Country Planning Act when you raised the pending daily imposition of 300 - 600 heavy duty goods vehicles on our village over a period of no less than six years during the 3rd Reading of the HS2 Bill Phase 2A, to the Minister for Transport Honourable Nusrat Ghani MP on 16th July 2019.

We were delighted that you drew attention to our plight and for demonstrating your support for our concerns in such an overt manner, specifically voting against the Bill.

Having watched the debate in Parliament, and noted the Minister’s cavalier dismissal of our concerns, we are particularly grateful that you have taken the Minister up on her offer to meet with you and for clearly continuing to champion our concerns by inviting me, as Chairman of the WPC, to join you to represent the Parish. I am arranging to consult with my fellow councillors to ensure we have a full and focussed agenda for the meeting and that the views I share are representative.

It is clear that the number of vehicles planned to roll through the Parish according to HS2 projections is completely in excess to the 24 truck movements allowed (not return trips) under Section 17 and the principle will apply for the whole duration of the planned build period i.e. more than 24 movements a day for at least six years and not just the 12 month peak period that HS2 like to quote. We need to emphasise that while HS2 present the number of truck movements as a reduction in the latest plans the only change is that fewer trucks (300 per day) will roll for 12 months rather than up to 600 for six months during the peak period as originally planned. Somehow, truck movements for the other five plus years do not seem to be worthy of great interest to HS2.

Section 17 also refers clearly to the weights of HGVs permitted to use the highways for the 24 vehicle movements (applies to all vehicles of at least 7.5tn) which is dwarfed by the actual weights of the proposed vehicles. It has also become evident that HS2 cannot ensure the use of Euro 6 compliant HGVs as described in HS2 plans and upon which the air quality calculations have been based. HS2 have admitted that they have no means of monitoring that contractors comply with these conditions, even if stated in the contract, and will be relying solely on self-policing.

Secondly, I am sure you are already aware that Petitions to the House of Lords re HS2 are now being prepared. WPC have written again to Mr Clive Wright, Shropshire Council CEO to request that this time, Shropshire Council not only support the petition(s) being prepared by the WPC but submit their own Petition to the House of Lords to stop the route through our Parish and make the case that more appropriate routes exist which make far better business sense. We have pointed out to Mr Wright you have already made the point in the House of Commons debate, that the proposed detour tracks around three sides of a quadrant which makes no sense at all logistically when looking at the maps.

From our early perusal of the Guidance to making a Petition to the House of Lords, it appears that it is particularly important that Local Authorities and Members of Parliament are seen to support the petitioning process to the House of Lords. With that mind, and recognising your support directly, we are formally requesting you to take a formal Petition to the House of Lords. The focus being to gain a decision which directs HS2 to other solutions which do not involve a 20+ miles detour through our Parish and a requirement to revisit the Manor Road option.

Finally, we share your shock and are amazed at the information introduced into the 3rd Reading of the HS2 Phase2A debate by Ms Antionette Sandbach MP for Eddisbury, who drew attention to the less than transparent processes for negotiations between HS2 with Local Authorities and contractors citing the use of non-disclosure agreements (NDA) used by HS2 in their contract negotiations and inability of HS2 to respond to a Freedom of Information Request by a sitting MP. We have continuously been treated to a lack of transparency and difficulty with veracity in our dealings with HS2.

We have included in our correspondence with Mr Clive Wright a request to provide public reassurance to the effect that Shropshire Council have not engaged in such secret dealings and sold out the 1200 residents in WPC. Such public reassurance would be very helpful for our residents, and for the local electorate as a whole, to be so reassured.

We look forward to working with you on next steps in this process,

Yours sincerely,

M.E. Cowey

Chairman of Woore of Parish Council