



Your Ref:  
Our Ref: 7937novo8\MT\vr MP-17-130

The Rt Hon Owen Paterson MP  
*Member of Parliament for North Shropshire*  
House of Commons  
London  
SW1A 0AA

8 November 2017

Dear Mr Paterson

**MISS SARAH PIMLOTT, CLERK TO WOORE PARISH COUNCIL, NORTH BARN, CHURCH HOUSE FARM, COOLE LANE, NANTWICH, CHESHIRE CW5 8AB**

Thank you for your letter addressed to our Chairman (David Higgins) on behalf of your Constituent, Miss Sarah Pimlott. I am sorry to hear that Ms Pimlott feels that the Phase 2a Environmental Impact Assessment and Equality Impact Assessment does not sufficiently assess the impacts at Woore. I wish to assure you that the proposed Phase 2a scheme, and the impacts on Woore, has been the subject of a robust Environmental Impact Assessment and Equality Impact Assessment.

The Environmental Impact Assessment findings are reported in the Environmental Statement (ES). The ES identifies where there are likely significant effects from both the construction and operation of HS2 and the range of mitigation measures that could be used to reduce or eliminate these effects. The potential impacts of HS2 in Woore have been assessed in detail and are set out in Volume 2, CA4 (Whitmore Heath to Madeley) Report and the Volume 4, Off-Route Effects Report. Furthermore, detail on traffic impacts and surveys that informed predicted effects in Woore can be found in Volume 5, Traffic and Transport Report.

I confirm that the assessment within the ES considers both the impacts on residents of Woore and other road users. Along with undertaking traffic surveys to determine the potential impact of the construction traffic on road users, proposed construction routes have been assessed to identify potential effects to air quality, noise and vibration from vehicles during the construction period. As set out in Section 5, CA4 Report of the ES, no adverse effects are predicted for air quality during construction. Noise and vibration levels from construction traffic routes have also not been predicted to result in an adverse effect on properties or residents. The predicted effects of noise and vibration are reported in Section 13, CA4 Report of the ES. Miss Pimlott can find further information in HS2 Phase 2a Information Paper E14: Air quality and HS2 Phase 2a Information Paper, E13: Control of construction noise and vibration.

I also wish to assure Miss Pimlott that the safety of local residents will be a priority consideration in the detailed designs of the modification works. In addition, the Route-wide Traffic Management Plan produced in consultation with the highway and traffic authorities, the emergency services and other relevant stakeholders will include measures where appropriate to provide road safety for both pedestrians and road users.

The route-wide section of the Equality Impact Assessment (EQIA) provides a summary of the potential route-wide effects of the Proposed Scheme during construction and operation, the potential effects of these

for protected characteristic groups and what measures we will take to avoid or reduce these. In the section for the Whitmore Heath to Madeley area, there are no specific equality effects identified. I confirm that all known equality effects in Woore were assessed as part of this. However, where the characteristic of affected individuals is not known, the EQIA is unable to judge whether there is a disproportionate or differential effect. As such, should this information subsequently be made available to us, the potential for further equality effects would be addressed.

We work hard to make sure that we consult and engage with all communities that are potentially affected by HS2. We met with Woore Parish Council on 14 November 2016 and with Shropshire on 28 April 2017. The local elections in May 2017 and the general election in June 2017 did result in a delay in our ability to discuss proposals further with election purdah rules preventing us from conversing on the intentions of the Government regarding HS2. However, following the general election the ES documents and EQIA were subject to extensive formal public consultation that went beyond what was legally required. The engagement and consultations carried out during the development of the Proposed Scheme are summarised in the HS2 Phase 2a Information Paper G1: Consultation and engagement.

I recognise that the proposals for HS2 construction traffic to travel through Woore has led to community concerns and we will therefore continue to engage with the local community as the scheme progresses. I wish to thank Woore Parish Council and Woore Parish Action Group for submitting their consultation responses. The purpose of the ES consultation is to inform the debate in Parliament for Second Reading of the High Speed Rail West Midlands to Crewe Bill. Those directly and specially affected by the Proposed Scheme will also have the opportunity to submit a petition against this Bill to Parliament in due course.

In the meantime, should Miss Pimlott have any further questions, would she please contact our Community Engagement manager, Rebecca Lewis on [Rebecca.Lewis@hs2.org.uk](mailto:Rebecca.Lewis@hs2.org.uk) or 07775 908 433.

I trust this reply is helpful.

Yours sincerely



**Mark Thurston**  
Chief Executive