

HS2 and Whitmore.

This document is a follow-up to the initial report of the visit by HS2 officials on 10th March 2016 ,approved by residents present and sent to HS2 on 22nd March 2016. (attached)

HS2 and the upheaval that HS2 will cause represents the biggest single change the civil Parish of Whitmore has had to face since 1837 and the coming of the Grand Junction Railway (West Coast Main line)

There are two quite distinct problems and two quite distinct time scales:

- people directly affected by HS2 within the Parish Of Whitmore and Conegreave on the A53 (already bought at the behest of HS2), 'The Hill' on the A53, the whole of Whitmore Heath defined as 'the island' created by Common Lane, Snape Hall Rd and Heath Rd, 'The Brackens' (already bought at the behest of HS2) and the Warren on Heath Rd, along with Snape Hall Farm and Snape Hall Cottage. HS2 will pass diagonally through Whitmore Heath, it is not known how many houses will survive the building of HS2 but for those people who have to remain, the construction phase looks set to make lives comprehensively unpleasant , as might the operation of the completed HS2
- - all of the Parish: disruption caused by the construction of HS2 will compromise the A53 and is likely to see the re-opening of Whitmore Station Goods Yard for 24 hour operations. The consequences in terms of noise and disruption will be felt by everyone in the locality. Initial estimates are for an average of one tipper truck every 5 minutes, 24 hours a day for just over 12 months from Whitmore Heath and an additional average of two and a half tipper trucks every 5 minutes (total 3 and a half) from Whitmore Wood excavations if Whitmore Wood excavation is daylight hours only. Add to this, any reconstruction of the A53 . With railway work at Norton Bridge as a guide, there seems an inevitable disruption of more than 3 years duration.
- These calculations have been put to HS2 engineers (March 2016) and none have been challenged.
- Longer term, there is little hope for Whitmore Heath: 7 proforma compulsory purchase/blight letters have been sent out, an additional 10 houses have been bought at the behest of HS2 with another 4 pending (total 21).
- Longer term problems elsewhere will be dramatically reduced if HS2 through Whitmore Wood is built as a 'cut and cover' and if HS2 south of the A53 is also a 'cut and cover' for about 200 metres. Both have been requested by local people.
- Madeley Park Wood/Manor Rd.

Between Whitmore Heath/Snape Hall Cottage and the Whitmore Civil Parish Boundary alongside the (one time) Market Drayton railway, there is not a single building at threat of demolition by HS2. HS2 will rise from Whitmore Wood and cross the existing west coast main line coincident with the Market Drayton railway at a height well above level ground. Neither the West Coast main line nor the Market Drayton railway are visible from Manor Rd/Madeley Park Wood at this point. HS2 will be visible . HS2 maps show

the continued existence of what is left of the Market Drayton railway which it seems likely will become a contractors' line during construction of HS2 and remain in existence once HS2 is completed. Nothing specific has been mentioned about the Market Drayton railway and the possibility of contractors using what was once Keele Goods Yard, and the Whitmore Station Goods Yard but it seems probable that HS2 engineers know of their existence.

Manor Rd/Madeley Park Wood will not be directly affected by the construction of HS2, which will cross Manor Rd in the Parish of Madeley, not Whitmore, with Manor Rd closed as a through route during construction. What Manor Rd/Madeley Park Wood will suffer from is noise.

Noise during construction will come from Whitmore Heath and echo off the natural amphitheatre created by the lay of the land. Noise from Whitmore Heath is likely to be less of a problem particularly if the request for a 'cut and cover' is adopted. Noise once HS2 is completed depends very much on this. There will be noise from HS2 as it crosses the Market Drayton railway and the West Coast main line.

The document above was accepted by Whitmore Parish Council at the meeting held on 6th April 2016, with the request that it be sent to HS2 to accompany the preliminary document sent on 22.3.16 following the site visit on 10.3.16.