MINUTES OF ORAL EVIDENCE
taken before the
HIGH SPEED RAIL BILL COMMITTEE
on the
HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL

Monday 16 April 2018 (Afternoon)

In Committee Room 5

PRESENT:

James Duddridge (Chair)
Sandy Martin
Mrs Sheryll Murray
Martin Whitfield
Bill Wiggin

IN ATTENDANCE:

Timothy Mould QC, Lead Counsel, Department for Transport

WITNESSES:

William Murray
Gaynor Irwin
Andrew Morris (Woore Country Store and Post Office)

IN PUBLIC SESSION
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1. **THE CHAIR:** Welcome back to our first session after Easter. We are hearing right to appear challenges today. Before we begin, if I could just say that, in terms of announcements of decisions, we won’t be announcing any decisions today as to the right to petition hearings, but we will do so at subsequent meetings.

2. We’ll begin today with statements from petitioners explaining why they believe their property or interests are directly and specifically affected and why they should be allowed a discretionary right to be heard. The promoter will then respond, explaining why the promoter believes the petitioner does not have the right to be heard, and I understand that no witnesses are being proposed to be called during this session.

3. We’re hoping to get through all the right to appear challenges in this first session. We would expect, between the petitioner and representation from HS2, to take only 10 minutes because this is about the right to be heard, not hearing the case, and certainly, in totality, no more than 15 minutes. Mr Murray, welcome to the Committee, and I’ll hand over to you.

**William Murray**

**Submissions by Mr Murray**

4. **MR MURRAY:** Good afternoon, Mr Chairman, lady and gentlemen. I am Bill Murray, William Murray. I live on Whitmore Heath and have done for 30 years. I’m here to establish the right, I hope, to hear the petition, and if I refer to slide A8, please. There it is. They’re the terms of reference I responded to: who I am, how I am affected. The third dot states what should be done. The problem with this with everybody – I’m not talking about my part – with everybody – is it does cramp a lot of people’s style because no evidence could be offered at this stage. I’m afraid a lot of the substantiation for who I am and how I am affected is related to evidence that I’ll introduce now, if I may, but really is evidence that I ought to pursue in July, assuming I come back. But there is a semantics problem with that paragraph.

5. If I now move to the slide which is A9, this is the response. The two with the red dash at the side – ‘Does not own or occupy land within the limits’ – I think I can clearly show that I do. ‘Doesn’t show the petitioner represents an area affected by the Bill’ – I
think the two are one and the same. I would suggest the penultimate paragraph is something that needs to be addressed in July, assuming I come back, but I can introduce a lot of that today, if you’ll let me.

6. If I now move on please to the slide that is A10, I’m not expecting you to read it, but what it does, it lists properties on Birch Tree Lane, which is where I live, but unfortunately, there are eight houses on Birch Tree Lane, but three of the houses listed here aren’t on Birch Tree Lane. So, if I look at 14 properties, if I look at the one above, which is 15, Fernridge, Kepplestone, Mandarin House are not on Birch Tree Lane. They’re above Birch Tree Lane.

7. There is a little coincidence in that three houses that are on Birch Tree Lane are missing from that list. I’ll take this up later on. There is a correction, but the correction is one that we received after the submission was made to address the Select Committee. Next door neighbour wrote in asking for clarification. He’s received no clarification. So, there are problems in terms of HS2’s definition of Birch Tree Lane.

8. If I now move to A11, this is HS2’s map that was issued to show what’s generally referred to as blight. It’s the safeguarded area. The blue is safeguarded sub-surface; the grey is safeguarding on surface. There is a fundamental problem with this chart. It’s asymmetric. It’s out. The dotted line should be the centre between two tunnels. There are various views and various documents because there have been no ground surveys for it yet, but the tunnel may well be 10 or 11 metres in diameter. They’re likely to be 11 metres each side, or 11 metres spanning that dotted line. I would suggest you’d have great difficulty getting one of those tunnels in the lower section of the blue. It’s asymmetric. I’ve scaled it. It doesn’t work.

9. If I then move on to a letter I wrote, which I think is A12. I asked and I asked, and I asked you again. I think the original letter was 17 August. After much pushing, I got this reply. I asked for a specific for that chart. HS2 would not give me a specific for that chart. It would only give me a generic, the generic being 30 metres either side. With that previous chart, it is clearly not either side. I asked, I asked, and I asked, and they will not give it me for Whitmore. They will not do it. What I find disturbing with this letter, there is no reference on it. There is no author to it. It was sent by High Speed Two. I think it’s HS2 related. The envelope is franked, ‘HS2 related’. I’ve got
real problems with this letter.

10. If I now move on to A13, this is the self-same chart corrected as best I can. The problem with the vertical black line where grey becomes blue is that line is at 90 degrees to the page, not 90 degrees to the railway. It should be 90 degrees to the railway. It isn’t. I’ve corrected it to make it symmetrical. Once it’s symmetrical, it picks up my house, which is Windermere.

11. If I go back to the one before the letter, the original version on this slide, the houses marked in the purple blob, they have had what amounts to a notice: ‘You can move if you want’; the express purchase notice, they have had. Mandarin House is one of the houses that shouldn’t have been on Birch Tree Lane. It is some considerable distance away from HS2 grey, which is in the daylight. When this is corrected, part of the site of Windermere is picked up once that map is made symmetrical. So, if I go back again, if I may, to A13, there, it picks me up. I maintain that I have a house that is affected by High Speed Two.

12. THE CHAIR: I think it is clear. You think that you’re within an area. They think you’re not. Can we hear from Mr Mould as to whether he is within or outside the area?

Response by Mr Mould

13. MR MOULD QC (DfT): Yes. I’ll pull up P14, if I may. This plan shows the position of his property on plan. It’s the red dot. It’s known as Windermere. The HS2 railway line is running to the east. The critical point is, as it passes through the area of the petitioner’s property, it’s passing in bored tunnel. So, it would be constructed and operated underground. It is for that reason, in line with the Secretary of State’s non-statutory policies in relation to alleviating generalised blight, of which you were shown a schematic a minute ago, that this property does not fall either within the rural support zone, or indeed the homeowner payment zone. Neither of those policies, which are designed to alleviate the owners of the homes falling within them, neither of them apply to sections of the railway that are to be constructed in bored tunnel because, for those properties, neither the construction nor the operation of the railway is expected to give rise any significant degree of disturbance or diminution in value.

14. MR MARTIN: Yes, thank you. Looking on this chart here, Mr Mould, it is even
clearer to me than it was from the latest chart that the railway line does not run through the middle of the grey area. Why is the grey area off-centre?

15. MR MOULD QC (DfT): So, the grey area on this plan is the area which is subject to powers under the Bill. In other words, it’s an area where both at surface, and in this case, underground, the promoter is seeking powers to use land, to acquire land in order to construct and operate a railway. Clearly as the railway passes in the immediate location to the east of the petitioner’s property, the railway is passing underground, will be constructed underground, and therefore acquisition would be limited to the relevant column of land within the sub-surface at several tens of metres down that is required in order to tunnel a railway line.

16. So, what this plan shows you without dispute is that this petitioner does not own land that is subject to compulsory purchase or use under this Bill and is not directly or specially affected by the powers sought under the Bill.

17. THE CHAIR: Sheryl?

18. MRS MURRAY: How deep is the tunnel, Mr Mould?

19. MR MOULD QC (DfT): My recollection is it’s approximately 20 to 25 metres deep here.

20. THE CHAIR: Martin?

21. MR WHITFIELD: Sorry. Just to clarify, Mr Mould, the grey area shown on the map that’s in front of us at the moment, that is clearly not 30 metres to the western side of where the railway line is marked, looking at the scale.

22. MR MOULD QC (DfT): No.

23. MR WHITFIELD: And if we then look at the letter of 15 December, HS2 have stated that the bored tunnel’s standard width of safeguarding is 30 metres either side of the physical tunnel. So, does that mean that, in fact, part of the area is outwith this Bill?

24. MR MOULD QC (DfT): Yes, it isn’t necessarily the case that the safeguarded area correlates precisely to the areas that are subject to compulsory purchase or use. The significance of the safeguarded area, it is the area that the Secretary of State wishes
to see protected from development that might prejudice the construction or operation of HS2. But what is absolutely clear is that this petitioner’s property has never and does not fall within the safeguarded area. Had it done so, he might have been in a position to serve a blight notice. That it does not do so means that that remedy is denied him.

25. MR WHITFIELD: So if we look at – it’s our reference – A13. My apologies, Mr Murray. It’s your map with the vertical black lines. It’s HS2’s submission that those vertical black lines are irrelevant for the purposes of identifying whether or not the land is affected.

26. MR WIGGIN: Because it’s underground.

27. MR WHITFIELD: Well, that’s coming out, isn’t it?

28. MR MOULD QC (DfT): At that point, it remains underground.


30. THE CHAIR: Thank you. Sorry, I didn’t mean to cut you off. I think we’ve come to a conclusion. Mr Murray, are there any final words before we call in the next petitioner?

31. MR MURRAY: Mr Chairman, it doesn’t remain underground there. If you look at A13, had the safeguarding letter been issued based on a corrected chart, I would have had the ability to serve a blight order on HS2. The fact that I wasn’t in the position to do it is entirely due to a botched chart of Whitmore Heath and not my actions.

32. THE CHAIR: Okay. Sheryll?

33. MRS MURRAY: Can I ask Mr Mould? We’ve seen yours. Could I have that up again?

34. MR MOULD QC (DfT): P14?

35. MRS MURRAY: Could you just confirm to me exactly where the start of the tunnel and the exit from the tunnel is? From what I can see and the key, the bored tunnel is a lot longer than that. I’m not sure that Mr Murray understands that.

36. MR MOULD QC (DfT): The notation is intended to show the full extent of the
tunnel to the end point of the porous portal.

37. MRS MURRAY: Yes, so that’s where the green line is?

38. MR MOULD QC (DfT): Yes.

39. MRS MURRAY: Yes, and that is then a cutting. So, the whole length of that little bit of –

40. MR MOULD QC (DfT): No, it’s a porous portal. If you remember when Profession McNaughton described the porous portal and Mr Thornely-Taylor explained its function, those are civil engineering structures, which have, essentially, solid sides and a roof. They have perforations, if you will, which enable the risk of aerodynamic noise to be addressed. If it reassures you on this point, if you can pick out Snape Hall Road, which is the highway that is running, the porous portal on the plan submitted with the environmental statement, its southerly point is at about this point here.

41. MR MARTIN: Chair, it’s easiest to see this from A15. If we go to A15, it actually shows where the porous portal starts in relation to Windermere.

42. MRS MURRAY: Yes, that’s the porous portal and you can see that’s the southerly point, if you like, at which the railway emerges from the bore and begins to pass through the portal structure. Mr Murray’s property, which he himself has identified, is the red circle, so you get a sense of the interrelationship between Mr Murray’s property at the surface and the railway line at its closest point to the east, where it is very much in bored tunnel.

43. MR MURRAY: If I can go back, please, to the –

44. THE CHAIR: Very briefly. I’m conscious –

45. MR MURRAY: Yes, the HS2 chart that you had up. Bottom of Birch Tree Lane, there’s a red dotted bit. Can you see it, where Birch Tree Lane goes to the grey?

46. MRS MURRAY: Yes, the red dot.

47. MR MURRAY: Right at the very bottom. There.

48. THE CHAIR: Yes.
49. MR MURRAY: Birch Tree Lane is owned by the residents. A section of land owned by the residents of Birch Tree Lane is subject to the grey. My house is on Birch Tree Lane. I have same interest in the ownership of Birch Tree Lane as does everybody else.

50. THE CHAIR: Mr Mould, that’s a wholly separate point to the one we’ve heard before. Can you demolish or agree with that point?

51. MR MOULD QC (DfT): I have to say that I have never heard that asserted until now, but if that is right, and Mr Murray is now asserting that he has a proprietary right over Birch Tree Lane as a private road, then, on that basis, he has land that is affected by this Bill. But, I have to say, I’m surprised to hear him say that. It’s not asserted in his petition and it’s not something that’s been raised hitherto.

52. THE CHAIR: I think we’ve heard enough for now. I do think we require clarification. Sorry, Bill?

53. MR WIGGIN: I just wanted to ask why. When the question came up, ‘Where does the tunnel come out?’, Mr Murray reacted to that. Yet, when we look at the map, your house is on the underground bit. Did I misread?

54. MR MURRAY: I have no confidence in that chart that’s in front of you now. None whatsoever.

55. MR WIGGIN: Okay, thank you.

56. MR MURRAY: And the clear evidence there is how heavily asymmetric it is. There have been no ground surveys done on Whitmore. Nobody has set foot in the place in five years. I have no confidence in that chart whatsoever.

57. THE CHAIR: Thank you. I suspect the Committee will want clarification on the point raised at the last minute. Perhaps we can ask for that in writing. Thank you very much.

58. MR MURRAY: Thank you very much, Mr Chairman.

59. THE CHAIR: Thank you, sir.
Gaynor Irwin

60. THE CHAIR: Thank you very much for coming. I’ll hand over to you to make your case.

Submissions by Ms Irwin

61. MS IRWIN: Okay. Thank you for listening to me today. My name’s Gaynor Irwin. I am a member of Woore Parish Action Group. We’re not solely an action group really. We are a community, and the community, we are supported by them. In A4, I think you’ll find a copy of some of the signatures we have to prove that we are supported by the community in what we do. They wanted us to represent them. We originally formed to help our parish council who, due to lack of resource, would not be able to investigate and research the amount of work that was needed in order to respond to this Bill.

62. Since then, we have gained an awful lot of expertise in this area. When we were first told about going to petition, we attended quite a few petitioning sessions that were held by Parliament and some organised by Staffordshire County Council, etc. We were never once told that action groups of any kind would not be allowed to be heard at all, whereas once petitioning closed and we received our letter, it also stated that action groups would not be heard.

63. THE CHAIR: But you can, just to confirm, be called to give evidence.

64. MS IRWIN: Yes, yes.

65. THE CHAIR: You’re still heard, but in a slightly different way

66. MS IRWIN: Yes, we can be heard, yes. But, on that subject, our parish council, which we have also a lot of input into their petition as well, and they’ve used a lot of our information, their petition does not include some points that we have made. We are rather worried those points now won’t be able to be made because that petition has already been entered.

67. THE CHAIR: Right. In the event that you don’t have a right to petition, you can still make petitioning points that aren’t mentioned in your written submission when
you’re giving evidence, is my understanding.

68. MS IRWIN: We’ve always been told that, if it wasn’t in the petition, we weren’t able to do that.

69. MR MOULD QC (DfT): If I can help on that –

70. THE CHAIR: Thank you, Mr Mould.

71. MR MOULD QC (DfT): Where the interests of an action group and the parish council are so closely intertwined, as they are in this case, I, for my part, would certainly not seek to ask you to exclude residual points in the action group’s petition simply because, on a very strict, lawyerly reading of the parish council’s petition, every word hadn’t been included. If they were to raise something wholly extraneous and new that would require us to do a great deal of further work, the position might be different, but I’ve read both the petitions together. That clearly isn’t the position here, so I would have no difficulty at all in you approaching matters on that basis.

72. THE CHAIR: That’s very helpful, Mr Mould.

73. MS IRWIN: The community of Woore feel that, unlike many other communities and parishes around Woore who have the support of the town councils, county councils and MPs, Woore have not received that from Shropshire Council, nor from the MP, Mr Owen Paterson. They have no support whatsoever. They feel that one single voice of the parish council – our school have also been allowed to go through to petition – but they feel that is not a strong enough voice.

74. THE CHAIR: Can I just mention one piece of information, just for the Committee? The Committee might want to know that Owen Paterson broke his back and is incapacitated. From his bed, he phoned me, as Committee Chair, to express some issues around the community. I did offer him the opportunity to come in. He still can’t travel to Parliament because of the break, on doctor’s advice. However, as soon as he is able to travel, the Committee will meet him informally to raise broader points that he may not have been able to do because of his accident. So, do be reassured that your Member of Parliament is as involved as any of the others.

75. MS IRWIN: Okay, that’s fine, because we aren’t aware of this, you see. The
people of Wore just aren’t aware of this, so okay, that’s fine. But the fact that they have so many councils and county councils also petitioning about the same subject, and with the same content, I think the parishioners of Woore just felt that just one voice wasn’t strong enough for them and they feel, because of their interaction with this, that we should be heard.

76. THE CHAIR: Okay, thank you very much. Sheryll?

77. MRS MURRAY: Just to ask Mr Mould, has Shropshire County Council submitted a petition?

78. MR MOULD QC (DfT): I don’t believe they have. I’ll ask if they can just confirm that, but I don’t recall reading a petition from Shropshire County Council, no.

79. MRS MURRAY: Thank you.

80. THE CHAIR: Do you want to come back, Mr Mould?

Response by Mr Mould

81. MR MOULD QC (DfT): In a sense, you’ve heard what I was going to say, which is this: that there is essentially a single big issue raised by Woore Parish Council, by residents of Woore and by a number of others. For example, I think, later you’re hearing from a local retail business. That is great concern about the proposal to route HGV construction traffic through the village. There are a number of aspects to that raised in the various petitions that you’ve received, but they essentially come back to that issue.

82. Our case is that the parish council is very well placed to present those concerns on behalf of the community of Woore. They are able to call as witnesses, if they wish to do so, residents of the community to impress upon you the concerns that they have. I know that therefore the chance of any of those points not being very clear in your mind when you come to write your report is residual. On that basis, I would invite you, really for case management reasons as much as anything – this being one of those areas where the right to be heard is at your discretion – to invite you to focus on the case management aspects and say, ‘We would rather hear the case presented by a single petitioner and we will hear their case as fully as they consider it appropriate, in order to make sure the
issues raised are fully in our minds when we come to make our decision’.

83. THE CHAIR: Thank you. Are there any additional points in relation to Celia and John Gollins, who I also understand you’re representing?

84. MS IRWIN: Well, Mr and Mrs Gollins live directly on the haul route. One moment, please. On A6, where the junctions are on the square and you would turn right towards Madeley on the A525, as you are driving up the A525, on your left-hand side, it’s the first semi-detached house there that the Gollins live on. They’re both in their 70s. Mrs Gollins has had a hip replacement and needs to exercise every day. The route that she takes means that she has to cross the 525 and the 51 on at least three occasions on each road. She’s very, very concerned at the fact that there’s so much traffic that she won’t be able to walk anywhere. It will take her hours to get around that circuit because it will take so long to cross the road, with avoiding the traffic.

85. Because of the fact that the traffic will be turning from the 51 right onto the 525, and it will be heavy goods vehicles and they will be idling, she’s very concerned about the amount of pollution that will be emptied into her home and all the homes around that square. It forms what they call an urban canyon and it literally fills with NO2, because of especially large diesel vehicles idling. They will have to idle to turn that corner.

86. THE CHAIR: Martin.

87. MR WHITFIELD: Just a quick question. Do you feel confident that, with the parish council submitting their petition, that your relationship with them is strong enough for you to be able to submit your evidence and part of their witnesses to that? You say you’ve done a lot of work for the council with regard to their petition.

88. MS IRWIN: Yes, I have.

89. MR WHITFIELD: Do you have a strong enough relationship with that council to be able to say, yes, you feel you will be able to submit your evidence with their petition?

90. MS IRWIN: We do have a relationship with the council, but we and a lot of the community feel that they would rather have two voices. The parish council’s petition, which is fabulous, is very legalese. Ours is from the human perspective.
91. MR WHITFIELD: Sorry, I appreciate the understanding for two voices. If I was to push and say, is it actually listening to those voices as evidence of what you want to see change, rather than a separate and distinct legal point that you want to put forward, does that make sense?

92. MS IRWIN: It does make sense, but the parish council are going to be represented by a QC and we feel that it would be better coming from the people in the community because they have more knowledge. We understand how it works.

93. MR MOULD QC (DfT): We agree with that.

94. MS IRWIN: Rather than from a third party, it’s better that we’re there.

95. THE CHAIR: We understand. Sheryll, then Bill.

96. MRS MURRAY: Just very briefly, I understand that people can be called to give evidence as well. Would you feel that it would be okay with your parish council if, when their petition is being heard, that they called you as a witness so that you could tell us any additional information on behalf of the community?

97. MS IRWIN: That’s fine, yes. That would be acceptable, but that’s if the parish council would have us as witnesses.

98. MRS MURRAY: Have you asked them?

99. MS IRWIN: They have mooted that they want some information from us, but as for allowing us to be witnesses, I’m not sure.

100. THE CHAIR: Bill?

101. MR WIGGIN: Yes, can we go to P24? You can see, on the right-hand side, where it says Hey Sprink, that is the route proposed to take the service to Alderley Edge, I believe. Is that right? That disused railway? Go right, go right, go right. Further right, where it says ‘Newcastle’ in big letters. That’s the railway that they were proposing, wasn’t it?

102. MRS MURRAY: Yes.

103. MR WIGGIN: So, my question is to Mr Mould. Should that decision be taken,
that would have a significant impact on Woore, which, at the moment, we’re not expecting. Would that give you grounds to reconsider this petition?

104. MR MOULD QC (DfT): Well, in the event that there were to be a change proposed, it would need to come forward by way of an additional provision and there would be a fresh petition appearing in relation to that to reflect the change of circumstances, yes

105. MR WIGGIN: So, that would be another opportunity for Mrs Irwin to have a say?

106. MR MOULD QC (DfT): Yes. Can I just say, while I’m speaking, we’ve checked? There is no petition from Shropshire County Council.

107. THE CHAIR: That’s helpful.

108. MR MOULD QC (DfT): I should also say, I understand that Mrs Irwin is actually a parish councillor.

109. MS IRWIN: Yes.

110. MR MOULD QC (DfT): So she does have that connection with the parish council.

111. THE CHAIR: Thank you very much for your time.

112. MR IRWIN: Thank you.

Woore Country Store and Post Office

113. THE CHAIR: Welcome.

114. MR MORRIS: Good afternoon.

115. THE CHAIR: Good afternoon.

Submissions by Mr Morris

116. MR MORRIS: Chair, ladies and gentlemen. My name’s Andy Morris. I’m the owner of Woore Country Store Ltd, a general store and post office situated in the square in the village of Woore, as you can see in all its splendour in A51.
117. Now, I would just like to pre-empt things actually by saying I am independently petitioning and coming on my own behalf today, but after what Mr Mould’s been saying, after the points being made about case management, I’m more than prepared to state my grounds on why I’m attending today, but you could possibly argue that the parish council could represent me and my interests, and me attend as a witness.

118. I do have specific points. I do have personal health issues, which I’m concerned about, but if they are able to cover that particular interest of mine, as well as damage to property, it all comes from congestion traffic. That’s where our main concerns are. As you can see, there’s another photograph, where you can see the staggered junction. We’re situated right on that staggered junction where the A525 and the A51 intercept. So, we’ll see a huge increase in traffic activity at this junction, and that’s on the basis of three grounds for why I’m attending here: health issues, damage to business, which is a particular concern as well, and damage to the property/public safety. I’m more than willing to go into it briefly today for you, but if you think those are grounds which can be rolled into the parish council’s arguments and I attend as a witness, I’m more than willing to do that.

119. THE CHAIR: Mr Mould?

Response by Mr Mould

120. MR MOULD QC (DfT): I’m very grateful for that and I’ll see if I can add a little bit of reassurance to it. If we could just put up P15, paragraph 15, page 7. I’m showing you an extract from the parish council. You’ll have read it already, so forgive me if I’m showing you things you’re familiar with. But you’ll see that, amongst the issues raised by the parish council, Section F is the likely consequences as it’s seen by the parish council of the increase in traffic on air quality.

121. If we turn on to H, on page 9, community effects are raised and you’ll see at paragraph 4, amongst other things, reference to the fears about what will happen to the post office and village shop. And over the page on page 10, health is also raised as an issue, which the parish council would wish to raise. One can readily see how in order to inform the case that’s being made to you on each of those points by the parish council, the evidence of Mr Morris may very well be highly pertinent to what they have to say.
122. MR WIGGIN: Can you remind us how many lorries it’s likely to take?

123. MR MORRIS: Sorry, are you talking to me?

124. MR WIGGIN: I don’t mind who answers.

125. MR MORRIS: I can give you a number. HGV construction traffic: between some 300 to 550 a day. Peak construction works: 550 HGVs a day, 8.00 am to 6.00 pm, Monday to Friday, Saturday morning traffic as well. That excludes local traffic.

126. THE CHAIR: We’ll come back to Mr Mould. I think, probably, we should ask Mr Mould to answer. Let’s go with the flow.

127. MRS MURRAY: Mr Mould, is that for a limited time?

128. MR MOULD QC (DfT): Yes. The peak figures that you were given are broadly speaking in the right area. I’ve been told peak flows through Woore of 548 heavy goods vehicles a day, both directions combined, over a peak period of two months. Then, there will be a further busy period of five months, with rather lower levels of traffic. But we’re talking about up to 500 during that busy two-month period into, of course, an existing flow that is quite substantial given that this is part of a primary road.

129. THE CHAIR: Thank you very much. If I can say one thing at this stage, talking to the previous Committee, they found it very helpful to get a mix of witnesses, both people from the legal profession, professionally presenting, but also some real examples being brought forward by witnesses. So, I would encourage all the districts and parishes that are petitioning to call witnesses from as wide a field as possible, for us to have a view on what should be done. Thank you very much.

130. MR MORRIS: Thank you.

131. THE CHAIR: I think that closes the meeting.