

Appendices supporting Hints Short Tunnel Proposal

1. Approach to Mitigation –Hierarchy – “the EIA process is iterative , which is likely to enable further refinement of the scheme , with the objective of **avoiding or reducing significant adverse environmental effects .**” **EIA Scope & Methodology Report Sept. 2012 2.3.3**

2 “Around the course of the Black Bourne Brook **at Hints** & Weeford, the relatively level and undulating ground gives way to a series of steeply sided rolling hills and interlocking valleys , creating a sense of remoteness & tranquillity ,punctuated by a series of prominent hill tops” (n.b. covered by ancient woods). Draft ES CF21 2.3.6

3. Philip Hammond (Secretary of State for Transport)meeting with Christopher Pincher MP , Michael Fabricant MP and Staffordshire County and Lichfield District Councillors with representatives from local communities Lichfield Guildhall October 2010

4. Designated assets “ Hints Conservation Area is located 152m from the proposed scheme ,on the edge of temporary and permanent land take ” Draft ES CF21 6.4.4

“From residential and recreational receptors (*PR oW and bridle paths*) changes to views would result from changes to landform & introduction of built components & rail traffic . These would occur middle to foreground of SEVERAL VIEWS including **the enclosed & tranquil landscape at Hints** changes include vegetation loss as well as extensive embankments and cuttings across the landscape .” Draft ES CF21 9.6.7

5. Staffordshire Policy framework . (Sandstone Hills and Heaths)The sensitivity of the landscape is described as “high” and the “magnitude of change is high” and the permanent level of effect both during construction and operation is “major adverse” Draft ES CF21 6.2.

6.Environmental Baseline – there are 5 SBIs and 2 Biodiversity alert sites – Rookery Wood, Roundhill Wood , Black Bourne Brook Corridor, Waggoner’s Lane hedge, Snakes hill & River Oxbow, Ford to Botley House corridor , Moor Covert & Pool SBI. Draft ES CF21 7.4.5 , 7.4.6 , 7.4.7 . “....likely residual significant ecological effects in combination may be significant” (construction and operation)

7 “...visibility of the proposed scheme , particularly the large & potentially open face of cutting slopes at Roundhill Wood , reduction in woodland cover , interruption of key vista around Hints in wider context of west Tamworth “ Draft ES CF21 9.6.10 p 83 (view south east from Heart Of England Way)

Reports on DfT website –

8. 23 September 2010 – states line at Hints was lowered slightly “ to reduce noise and visual impact” ; “ a more westerly alignment was considered that would move the published route away from the village of Hints” This was **rejected** as it would require operating at the limit of the railway’s technical specification (at 400 KPH)& *only* “potentially” would generate more noise and frequent night time maintenance causing **more disturbance to village inhabitants** .

9. November 2010 - a consideration of a straight line route to the east of Hints which did not require any compromise to the design speed was rejected .

10. December 2010 (consistent with Philip Hammond's announcement of preferred route) - The line was moved to the east of Lichfield which resulted in the line being raised by 6 metres at Hints and the curvature increased beyond the technical specification, requiring the maximum operating speed to be reduced to 350 KPH . This will result in increased wheel to rail friction, causing additional wheel screech & the need for increased frequency of night time maintenance .**Factors which were deemed unacceptable for Hints and its community in September 2010 are now built into the proposed scheme.**

Unfortunately this increased blight was compounded by statements in letters to Christopher Pincher MP from :

1. Philip Hammond - Secretary of State for Transport (January 2011) suggesting these changes "will lessen impacts on the local community in your constituency"

2. Sir Brian Briscoe – Chair of Hs2 Ltd (July 2011) " In Hints area the track has been designed for a maximum speed of 350KPH rather than 400 KPH in order to increase curvature allowing a realignment 100m further from Hints"

FOI request resulted in a letter from Alison Monroe –CEO HS2 Ltd (17 May 2011) to a member of our community "... the increase in curvature and the lowering of the speed was to avoid visual and physical impact on properties in the area"

The re- alignment of the track ,the raising of the track and the reduction in maximum operating speed around Hints is a compromised engineering solution as a result of moving the proposed scheme to the east of and further away from Lichfield and was not done to improve mitigation for the village of Hints . In fact the reverse is the case.

Ann Outen (Vice Chair Hints with Canwell Parish Council) 25 June 2013