

KILLAMARSH TO TINSLEY

In your area

July 2013

High Speed Two (HS2) is the planned new high speed rail network, connecting London with the West Midlands and running lines to Manchester and Leeds. This factsheet, produced to accompany the consultation on the route from the West Midlands to Manchester, Leeds and beyond, explains how the proposed route will affect your area, including:

- the proposed HS2 route between Killamarsh and Tinsley;
- the implications for people living between Killamarsh and Tinsley; and
- how we would manage construction.

The proposed route

Running through the Rother Valley, the route would adopt the alignment of the existing Chesterfield to Rotherham Railway which, for a length of two miles (3.4km), would have to be moved westwards. The route would pass onto viaduct through the Waverley New Community Major Development site (on the former Orgreave Colliery site), before entering a deep cutting through the former Sheffield Airport and passing onto embankment along the site of the former Tinsley Marshalling Yard.

North of Tinsley, the route would be on a two and a half mile viaduct (4km), up to 22m high, across the Don Valley – a comparable level to the M1 as it runs across the Tinsley viaduct. The route would widen from two tracks to four, and then to six at the location of the proposed Sheffield Meadowhall station.

Implications for people living between Killamarsh and Tinsley

Opportunities

The station at Sheffield Meadowhall could support between 4,000 and 5,400 jobs and between 250 and 300 homes. People living along this section of the route could access HS2 services through the station at Sheffield Meadowhall, benefiting from faster, more frequent services to London, the East Midlands and Leeds.

Journey times

From Sheffield Meadowhall

Destination	Current time (mins)	HS2 time (mins)
London	n/a	69
Birmingham	n/a	38
Nottingham	n/a	34
Midland	n/a	17
Leeds	n/a	23
York	n/a	87
Newcastle	n/a	

The current projected journey time from Sheffield to Newcastle is 1hr 55 minutes. HS2 will reduce this journey times to 1hr 27mins, a saving of 28 mins. Other intermediate destinations on the proposed service specification, including but not limited to Darlington and Durham, would experience similar journey time reductions.

Landscape and townscape

Landscape impacts would be limited by the route passing along an existing rail corridor for several kilometres at the Rother Valley Country Park. The route would then pass into industrialised areas of Sheffield and Rotherham. Later designs would seek to reduce potential impacts by introducing landscaping, including earthworks and planting of trees, hedgerows and shrubs.

Water

The proposed route would cross a number of rivers, streams and their floodplains. One floodplain over 100m in length would be crossed in this section of the route: the River Rother. Any impacts would be kept to a practicable minimum and we would work closely with the Environment Agency and other stakeholders in order to determine how best to do this. Crossings would be designed so as to minimise the effect on the watercourse, its wildlife and associated wetland habitats. The design would also be engineered to take account of future flood risk.

Transport networks and access

Several roads are likely to require permanent or temporary re-alignment: these include the B6058, the A57, the B6200, Poplar Way, the A630 and additional minor roads. We are already working with the Highways Agency and,

in due course, we would work with local authorities to minimise any traffic disruption which might arise.

We are already working with Network Rail and, in due course, we will work with local authorities in order to minimise disruption arising where the Chesterfield to Rotherham Railway would be moved westwards. Any effects on cycle routes and footpaths would be addressed as more detailed planning is done. Wherever possible, routes would be reinstated or alternatives provided.

Property and land

Residential properties at West Killamarsh could be isolated and the station at Sheffield Meadowhall could result in 60 residential demolitions, of which 49 would be at South Tinsley and 11 at Wincobank. In order to provide assistance to those people whose properties may be affected at this early stage of the scheme, the Government introduced a discretionary Exceptional Hardship Scheme (EHS). The EHS is designed for those who, for reasons of exceptional hardship, have an urgent need to sell their property, but have not been able to, except at a substantially reduced price, as a direct result of Phase Two. More information about the Phase Two EHS and how to apply is available on the HS2 website, www.hs2.org.uk.

The EHS is not the only opportunity affected property owners will have to sell their properties in the medium to long term. Based on the timescales of Phase One, it is expected that the Phase Two EHS will run until the end of 2016. A wider package of longer-term property compensation schemes would be expected to replace the EHS at that point, in addition to the statutory provision.

Noise

At this early stage of the design process, our initial airborne noise appraisal has predicted the exposure of railway noise on groups of dwellings during an 18-hour daytime period¹.

Residual noise impacts are predicted to affect residents of Killamarsh, Bighton, Swallownest, Woodhouse, Treeton and Tinsley. The map included with this factsheet highlights areas likely to be affected by noise based on this early appraisal. It also indicates locations at which we would explore further opportunities to mitigate airborne noise, such as the use of noise barriers and earth mounds. A factsheet providing further detail on noise has been produced to accompany the consultation.

¹Noise is conventionally measured using the equivalent continuous sound level (L_{Aeq}) indicator. This level is defined as the constant level of sound that, over a period of time, has the same total sound energy as the actual varying sound over the same period.

Local issues

Our work with regional stakeholders has highlighted some areas where the route could cause concern for local people, such as the impact on a number of planned development sites within Sheffield Enterprise Zone; we expect the consultation will highlight other issues not included here. We will work with local authorities, communities and stakeholders to develop the engineering design in a way which minimises potential impacts and discuss the proposals for mitigation where possible.

Managing construction

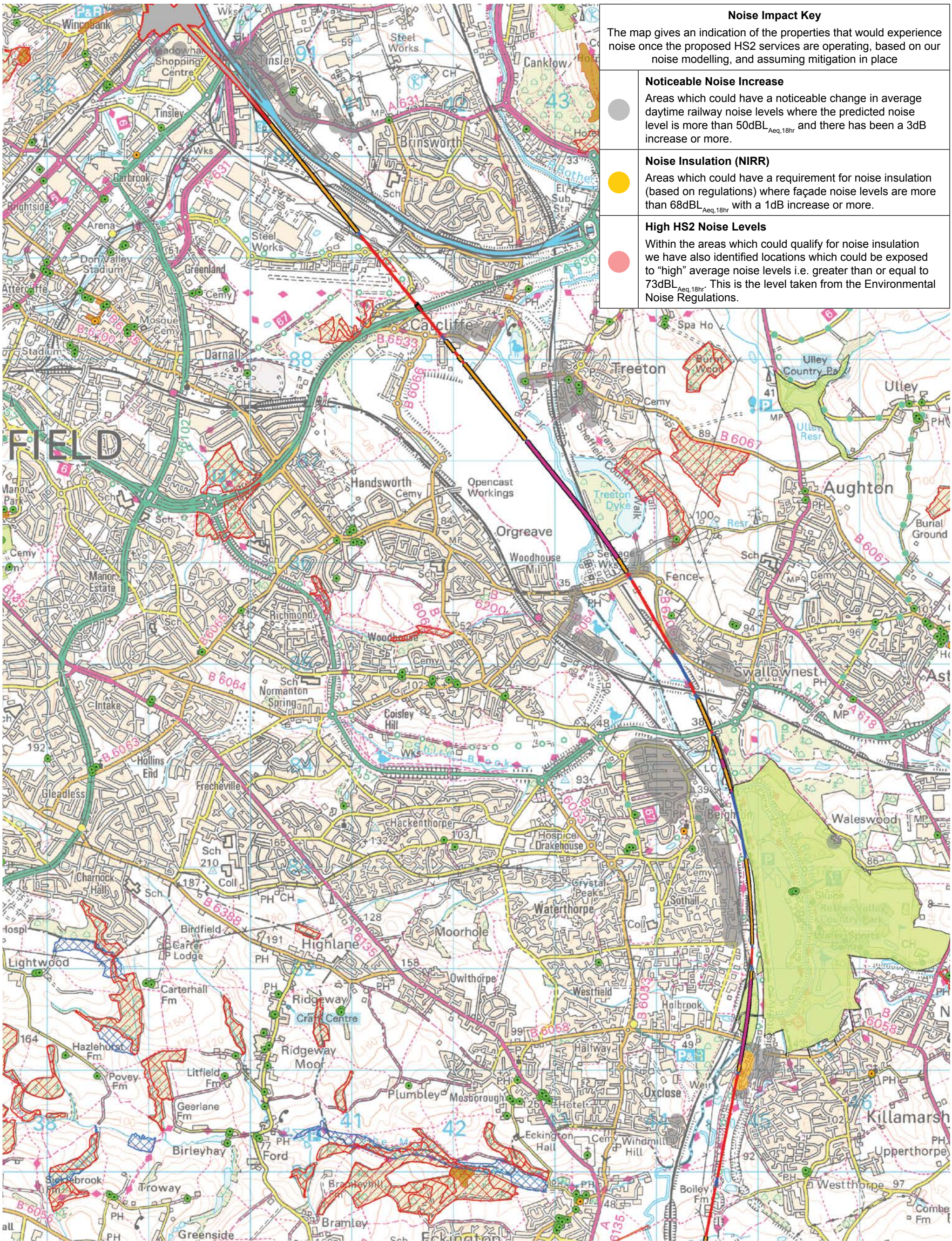
Following Royal Assent to the Phase Two hybrid Bill, there would be a period to prepare for construction – for example, for land to be acquired and contracts let. Construction itself will take approximately nine years overall, although, in most places, the duration of construction is likely to be much less. This period of construction will include a period of testing from early 2031, with Phase Two expected to open in 2032/33.

We recognise that people will be concerned about the impacts of construction on their area. We are committed to managing these impacts and reducing disruption to communities, businesses and the environment in ways that reflect the best practice used by the construction industry. We will work closely with local authorities and communities to draw up a comprehensive and detailed package of measures to address the local effects of construction, such as the Code of Construction Practice being introduced for Phase One.

Where to get further information

The consultation document *High Speed Rail: Investing in Britain's future – Consultation on the route from the West Midlands to Leeds, Manchester and beyond*, which sets out our proposals in detail, can be downloaded from our website: www.hs2.org.uk.

Our Sustainability Statement, which describes the extent to which the proposed scheme supports objectives for sustainable development, is also available on the site, along with further supporting materials. You can also call the HS2 Enquiries line (020 7944 4908) for more information.



Noise Impact Key

The map gives an indication of the properties that would experience noise once the proposed HS2 services are operating, based on our noise modelling, and assuming mitigation in place

Noticeable Noise Increase

Areas which could have a noticeable change in average daytime railway noise levels where the predicted noise level is more than 50dBL_{Aeq,18hr} and there has been a 3dB increase or more.

Noise Insulation (NIRR)

Areas which could have a requirement for noise insulation (based on regulations) where façade noise levels are more than 68dBL_{Aeq,18hr} with a 1dB increase or more.

High HS2 Noise Levels

Within the areas which could qualify for noise insulation we have also identified locations which could be exposed to "high" average noise levels i.e. greater than or equal to 73dBL_{Aeq,18hr}. This is the level taken from the Environmental Noise Regulations.

Legend

Eastern leg proposed alignment

- At Grade
- Cut & Cover Tunnel
- Cutting
- Embankment
- Tunnel
- Viaduct
- Depot or Station Operational Boundary

Key environmental features

- Listed Building Grade I
- Listed Building Grade II*
- Listed Building Grade II

- National Trust Ownership
- Registered Park and Garden
- Scheduled Monument
- Ancient Woodland
- Country Park
- Ramsar Site
- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Special Protection Area (SPA)

High Speed 2 Phase Two
Eastern Leg

Proposed Route 2013
Key Environmental Features

Killamarsh to Tinsley

hs2

Scale at A3: 1:35,000

0 0.25 0.5 0.75 1
Kilometres

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