

SHEFFIELD MEADOWHALL STATION

July 2013

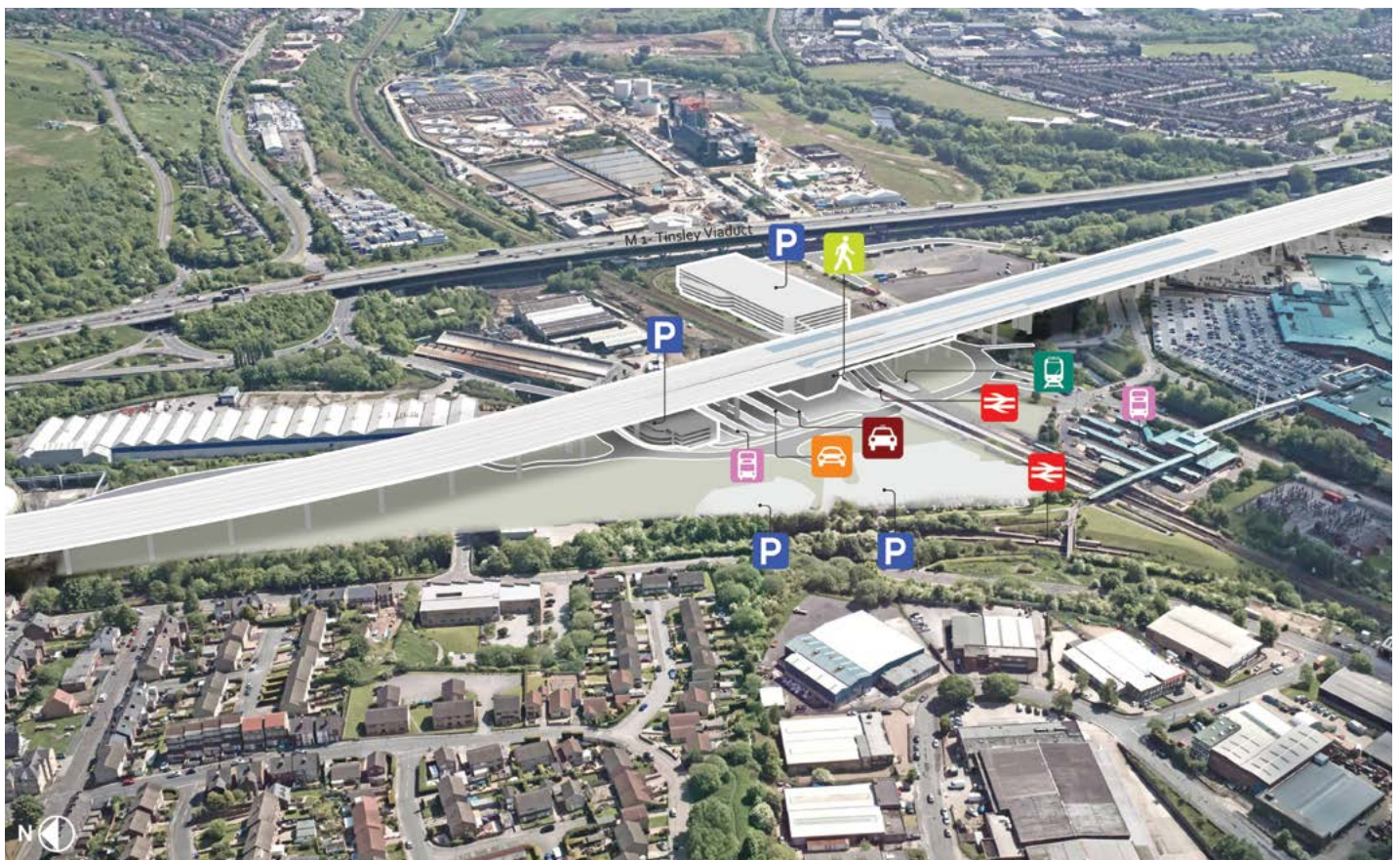
High Speed Two (HS2) is the planned new high speed rail network, connecting London with the West Midlands and running lines on to Manchester and Leeds. This factsheet, produced to accompany the consultation on the route from the West Midlands to Manchester, Leeds and beyond, provides information on proposed station at Sheffield Meadowhall, including:

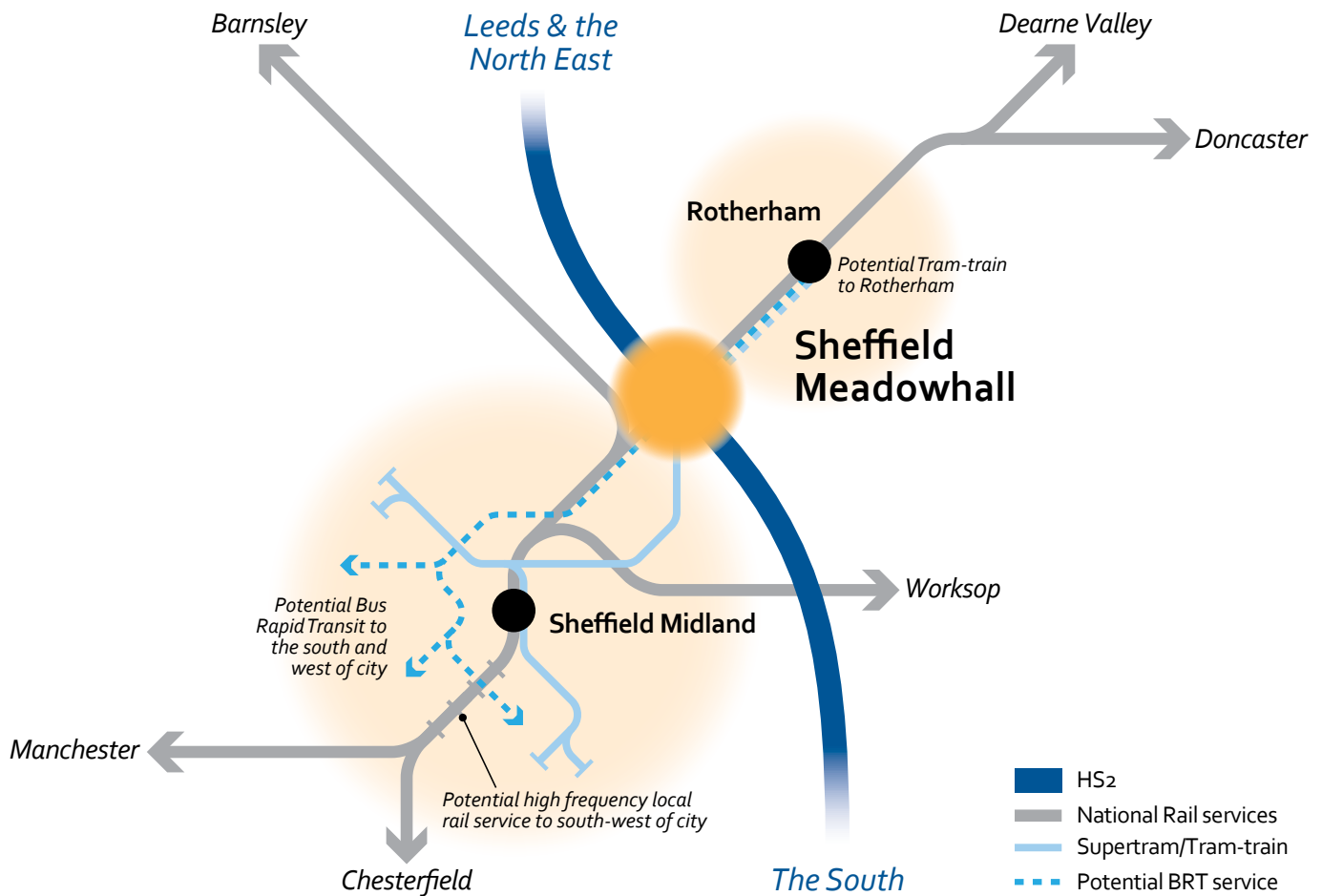
- the benefits of the proposed station;
- the effects on the local area and how we would address them; and
- how we would manage construction.

The proposed station

The proposed station at Sheffield Meadowhall would serve South Yorkshire and would be near the Meadowhall retail complex. The site is close to Junction 34 of the M1 motorway, with excellent connections to public transport. The station would be four miles north-east of central Sheffield, three miles south-west of the centre of Rotherham, 20 miles south-west of Doncaster and 11 miles south-east of Barnsley.

The main high speed line would run south-east to north-west and would be on a viaduct, at approximately





Connectivity from Sheffield Meadowhall | Source: HS2 Ltd

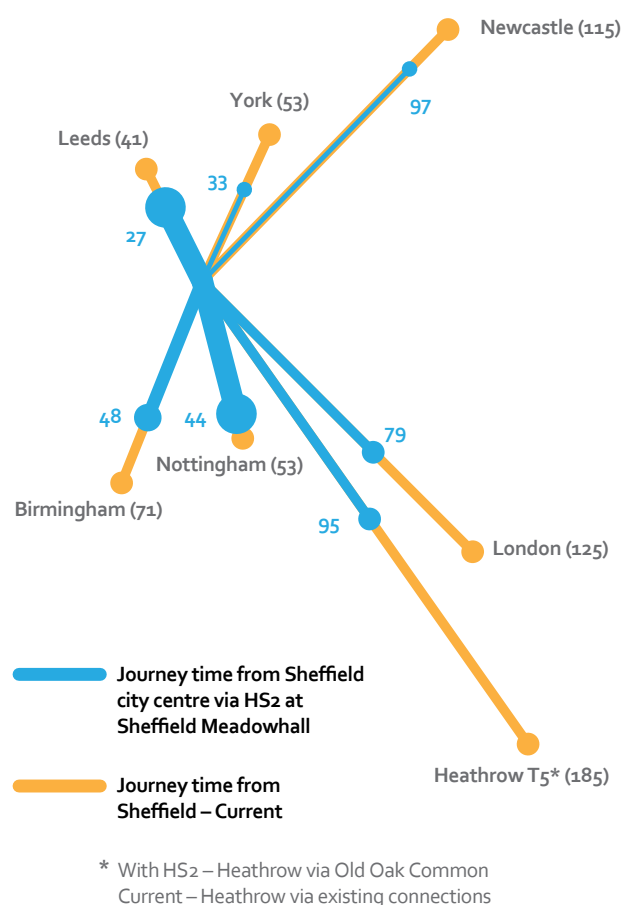
the same level as the upper deck of the M1 Tinsley viaduct (some 23m above ground level). The four platforms would be arranged as two islands. Two additional central tracks would be dedicated fast lines, for trains not stopping at the station.

The route in this area has been refined to minimise impacts on local industry. The HS2 Sheffield Meadowhall station would be about 250m from the four-platform Network Rail station at Meadowhall Interchange, some 120m closer than previously proposed.

During the process to select the station location, HS2 Ltd engaged with relevant local authorities, including passenger transport executives and Network Rail. We are continuing to work with regional stakeholders to develop the HS2 proposals and ensure that the benefits of the station are maximised, and to look at ways of reducing impacts on the local area.

Benefits

HS2 could support a significant amount of additional development near Sheffield Meadowhall Station, which could in turn give rise to between 4,000 and 5,400 jobs and between 250 and 300 homes. The station could displace an estimated 800 jobs; however, it is likely that



Sheffield Meadowhall via HS2 | Source: HS2 Ltd

the majority of these jobs would be accommodated in the region.

Much of the Lower Don Valley at Meadowhall is earmarked for future development, with schemes associated with the Sheffield Enterprise Zone and the Meadowhall Quadrant masterplan around the proposed HS2 station. The route and station would cross some of these proposed areas, but there could be opportunities for HS2 to support some of these developments. HS2 Ltd would work closely with stakeholders in developing the route through these areas.

Connecting to Sheffield and the wider region

By rail

The existing Sheffield to Rotherham platforms at Meadowhall Interchange on the conventional network would be extended and links provided to the upper concourse of the HS2 station. The walking time between the HS2 station and Meadowhall Interchange would be under four minutes. The existing station has a frequent service to Sheffield Midland station in the city centre, with up to nine trains per hour all day, taking as little as five minutes. Trains from Meadowhall serve Rotherham, Barnsley, Wakefield, Doncaster and destinations further afield, such as Leeds, Manchester and Chesterfield. Improved rail access to Meadowhall from south-west Sheffield could also be considered – for example, a frequent service between Dore & Topley and Meadowhall could be included. Proposed future transport schemes include the tram-train project; if successful, this could be extended to allow further interchange possibilities at the HS2 station.

By tram

The station would continue to provide access to the Sheffield 'Supertram', which would pass underneath the station. At present, the tram serves the existing Meadowhall station, with a 20-minute journey to the city centre and from the city centre via the Lower Don Valley. Trams run every 10 minutes at peak times and provide a convenient, high-capacity link for key parts of the city. A new tram stop would be integrated into the HS2 station.

By car

The HS2 station at Meadowhall would be situated alongside the M1, providing convenient access by road to and from the wider region. We will work with the Highways Agency and local authorities to ensure adequate capacity to support the station and other planned developments, such as the Sheffield Enterprise Zone.

By bus

Meadowhall is already a major bus station and an important calling point on the National Express

coach network, with routes serving the local Sheffield and Rotherham area, as well as the wider South Yorkshire region.

Addressing local effects

The viaducts north and south of the station would affect the townscape setting of the Meadowhall Centre, as well as views from the M1, the residential area of Wincobank, and the Trans Pennine Trail (which runs along the valley). However, the station would be in an area already characterised by large-scale development and the existing M1 viaduct already influences views in this area. Some woodland and trees could be lost along the route in this area.

The station could result in 60 residential demolitions at Sheffield Meadowhall, 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) 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.

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. In light of early analysis, we estimate that construction of the entire station would take around five years. 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.

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.