

High Speed Two is the Government's planned new, high speed railway. HS2 Ltd is the company responsible for designing and building the railway, and for making recommendations to the Government.

This factsheet is to update you about the route between Tibshelf and Wales, eastern leg. It explains:

- where the route would go in this area, and how it has changed since the consultation in 2013;
- sections of the route that we are consulting on;
- how to find more information about the route and the project; and
- how to get in touch with us.

The route towards Leeds and the North East

The Phase 2b eastern leg would form approximately 123 miles (198km) of new railway and would begin north-east of Birmingham at the Phase One junction near Marston. The eastern leg would include the proposed East Midlands Hub station at Toton and would terminate at an integrated station in Leeds city centre. It would also provide a connection to the existing network at Clay Cross to allow trains to serve Chesterfield and Sheffield, as well as a connection to the East Coast Main Line via the existing rail network at Church Fenton, south of York.

Between July 2013 and January 2014

HS2 Ltd consulted the public on the proposed route and stations for Phase Two of HS2, from the West Midlands to Manchester, Leeds and beyond.

In November 2015

The Government announced its intention to bring forward the delivery of the Phase Two route between the West Midlands and Crewe, known as Phase 2a.

In November 2016

The Government announced proposals for the remainder of the Phase Two route, known as Phase 2b.

Out of date as of 17 July 2017

In your area

Tibshelf to Wales

The route would broadly follow the M1 and M18 corridor between Tibshelf and Wales. As a result of the frequent changes in ground level in this area, the route would have some deep cuttings and embankments, with bridges and viaducts to cross rivers and road infrastructure.

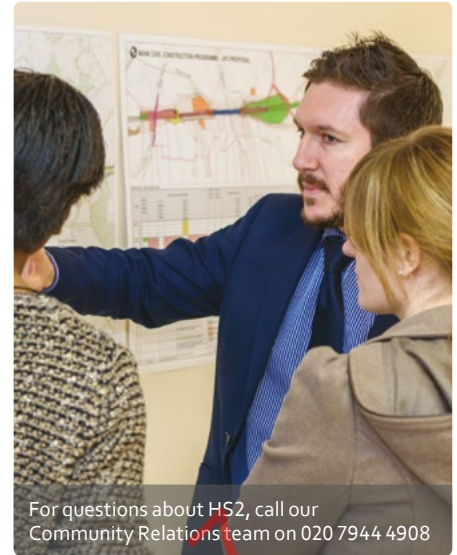
Between Tibshelf and Heath, the route would run to the west of the M1 motorway as far as Junction 29, passing through National Trust land, sitting low in the landscape past Hardwick Hall.

North of Heath, the route would cross to the east of the M1 and pass Bolsover on a mixture of embankment and viaduct around 7m high, before passing east of a series of spoil tips and landfills at Markham Vale. The route would cross back over to the west of the M1 near Mastin Moor.

The approach to the infrastructure maintenance depot at Staveley would link the HS2 mainline near Mastin Moor via a former mineral railway. The HS2 mainline would continue northwards following the west side of the motorway as closely as possible up to Wales, where retaining walls would be used to minimise the footprint of the railway and reduce impacts on nearby properties.

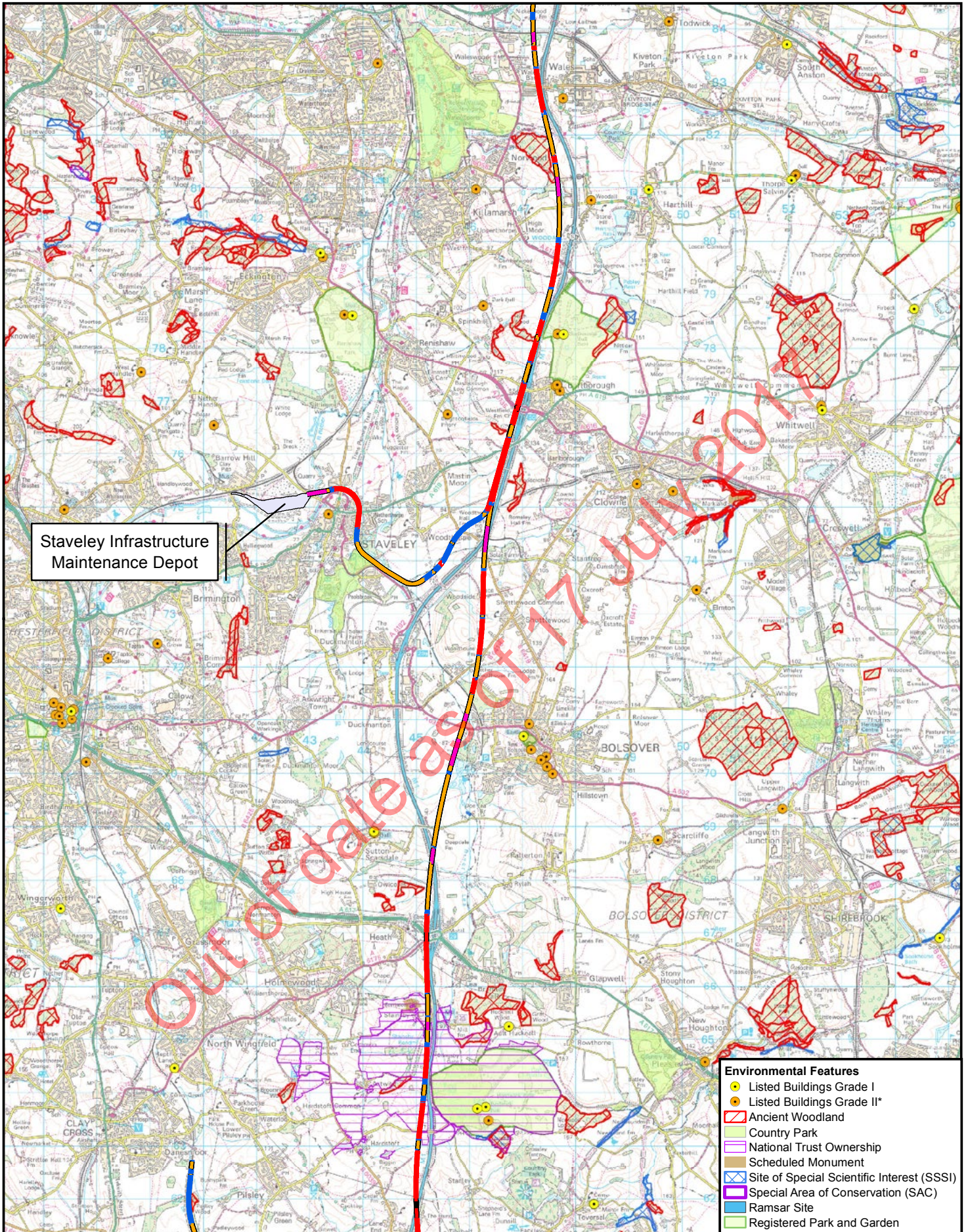
Infrastructure maintenance depot

The infrastructure maintenance depot at Staveley would be used as a base from which to carry out engineering activities to inspect, maintain and renew the railway's infrastructure. It would be located to the north-west of Staveley and would sit within a brownfield site. The site is designated for industrial and business use and forms part of Chesterfield Borough Council's Area Action Plan.



For questions about HS2, call our
Community Relations team on 020 7944 4908

Out of date as of 17 July 2017



Staveley Infrastructure Maintenance Depot

OUT OF DATE AS OF 7 JULY 2011

- Environmental Features**
- Listed Buildings Grade I
 - Listed Buildings Grade II*
 - ▭ Ancient Woodland
 - ▭ Country Park
 - ▭ National Trust Ownership
 - ▭ Scheduled Monument
 - ▭ Site of Special Scientific Interest (SSSI)
 - ▭ Special Area of Conservation (SAC)
 - ▭ Ramsar Site
 - ▭ Registered Park and Garden

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- Legend**
- Preferred Route**
- ▬ At Grade
 - ▬ Bored Tunnel
 - ▬ Cut And Cover Tunnel
 - ▬ Cutting
 - ▬ Embankment
 - ▬ Viaduct
 - ▭ Depot/Station Operational Boundary
 - ▬ Phase One/2a Route


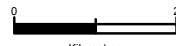
High Speed Two

Phase 2b

Tibshelf to Wales



Scale at A4: 1:90,000

Registered in England. Registration number 06791686.
Registered office: 2 Snowhill, Queensway,
Birmingham B4 6GA.

Doc Number: PH2-HS2-CO-MAP-000-000001-P03 Date: 22/11/16

Changes to the route since 2013

Since the 2013 consultation we have refined the route based on consultation responses, updates to design standards, lessons learnt from Phase One and ongoing strategic review of the Phase 2b proposals.

The route as far as Heath would broadly follow the terrain and is similar to the route consulted in 2013. Where the route would pass Hardwick Hall, the line has been raised by approximately 2m to pass over the many watercourses. Near Stainsby, the railway would increase in height from approximately 5m to 10m to provide clearance over Mill Lane. The railway would be at a similar height to the M1 at this point.

As a result of the strategic change proposed by Sir David Higgins in the Sheffield and South Yorkshire Report in July 2016, the route no longer follows the River Rother valley towards Meadowhall. Instead, it would pass to the east of the Markham tips before crossing back over the M1 to follow the west side of the motorway and continuing northwards to pass to the east of Rotherham.

The infrastructure maintenance depot would continue to be located at Staveley, albeit with a different depot footprint, and its approach would follow the former mineral railway into Staveley.

For more information about changes to the Phase 2b route since 2013, please review the [Summary of Route Refinements](#).

Sections of the route we are consulting on in your area

The [HS2: Sheffield and South Yorkshire Report 2016](#) recommended an alternative proposal for serving the South Yorkshire region. This would see the route from Derbyshire to West Yorkshire move over 70km. As a result, we are undertaking further consultation on the route in this area between Tibshelf and Wales. This is to make sure we have considered stakeholders' views before the Secretary of State takes a decision on this section of the route. For more information about the consultation, please see the route refinement consultation document or factsheet, both of which are available at www.gov.uk/hs2, or contact HS2 using the information on this factsheet.

Who are HS2 Ltd?

We are the company set up by the Government to deal with the design, engineering and technical requirements of building the railway.

We also have an important role in making sure that if you're affected by the Government's plans, you understand what to expect (and when), and how we can help.

Out of date as of 17 July 2017

Key impacts

This section highlights the key impacts of the preferred route. For further information about these impacts, please review the [Sustainability Statement](#).

Landscape

In this section, the route would broadly follow the M1, which helps to limit potential impacts. However, some impacts would prevail in this area, given the amalgamation of prominent historic features and landscapes. Locally, the setting of Stainsby would be affected, with visual impacts for residents. Further north, visual impacts would be expected for residents at Bolsover, affecting residents on the A632 west of the route as well as visitors to Carr Vale Flash nature reserve and Bolsover Castle.

The infrastructure maintenance depot at Staveley would be in brownfield and industrial land. It is expected that it would affect the character of the Rother Valley and the setting of Staveley and Barrow Hill Conservation Areas. Viaducts over the River Rother would cause visual impacts on recreational users of Canal Marina, Chesterfield Canal and the Trans Pennine Trail.

Where feasible and appropriate, we would apply a high-quality landscape design that fits into the character of the surrounding landscape. Examples of this may include the planting of trees, hedgerows and shrubs and the creation of landscape earthworks, to reduce any potential adverse impacts.

Heritage

In this section the route would pass in close proximity to a number of heritage assets, including Hardwick Hall comprising a Grade II* Registered Park and Garden, Grade I Listed building and Scheduled Monument. The route would pass Stainsby Conservation Area and Scheduled Monument, Heath Conservation Area, Sutton Scarsdale Conservation Area, Bolsover Castle Scheduled Monument, Bolsover Conservation Area and, further to the north, Barlborough Hall Registered Park and Garden. The proposed route would have a direct impact on Stainsby Conservation Area, as well as Heath Old Church and Woodhouse Farm Grade II Listed buildings.

The sensitivity of the landscape in this area in relation to heritage assets is recognised and we will continue to work closely with Historic England and the National Trust to manage any potential impacts from construction and/or operation.

Contact us at HS2

If you have any questions about this leaflet, please get in touch. You can contact our helpdesk on:

T: 020 7944 4908

E: hszenquiries@hs2.org.uk

For the latest documents including route plans and profile maps visit:

www.gov.uk/hs2

Noise

Our initial airborne noise appraisal for this early stage of the design process has predicted levels of railway noise on groups of dwellings during an 18-hour daytime period.¹

Residual noise impacts would be expected to affect residents of Bolsover. The sustainability mapping included within the Sustainability Statement 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, as well as looking at ways to reduce noise entering properties. Please see the Noise factsheet, which provides further general detail on noise impacts.

Transport network and access

Along the preferred route it is likely that several roads would require permanent or temporary realignment, such as the M1 Junction 29, A632, Bolsover Road, A619, A6315 and additional minor roads. At this stage we have not designed or appraised road realignments. We are already working with Highways England and, in due course, would work with local authorities to minimise any traffic disruption that might arise.

Where the preferred route or its construction would potentially sever rights of way, such as footpaths, bridleways and cycleways, new crossings or temporary access would be provided where practicable, subject to discussions with the relevant authorities.

Construction

We are extremely aware of the issues that building a new railway presents to those who live nearby. We take our responsibilities very seriously. We are committed to reducing disruption to communities, business and the environment.

As part of the hybrid Bill process, a number of mechanisms will be introduced to control the environmental impacts of Phase 2b. For example, on Phase One, Environmental Minimum Requirements are a key element of the Government's overall strategy for ensuring that impacts which have been assessed in the Phase One Environmental Statement are not exceeded unless under certain circumstances.

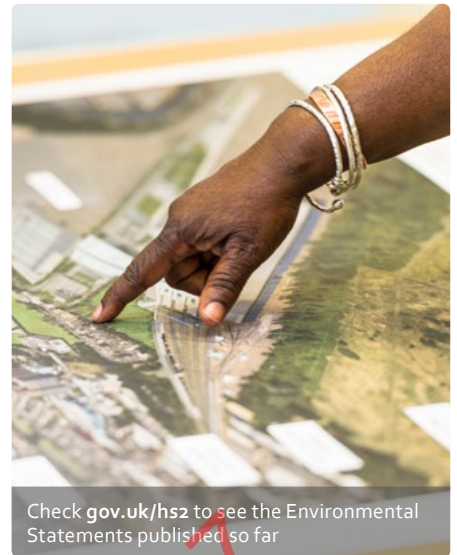
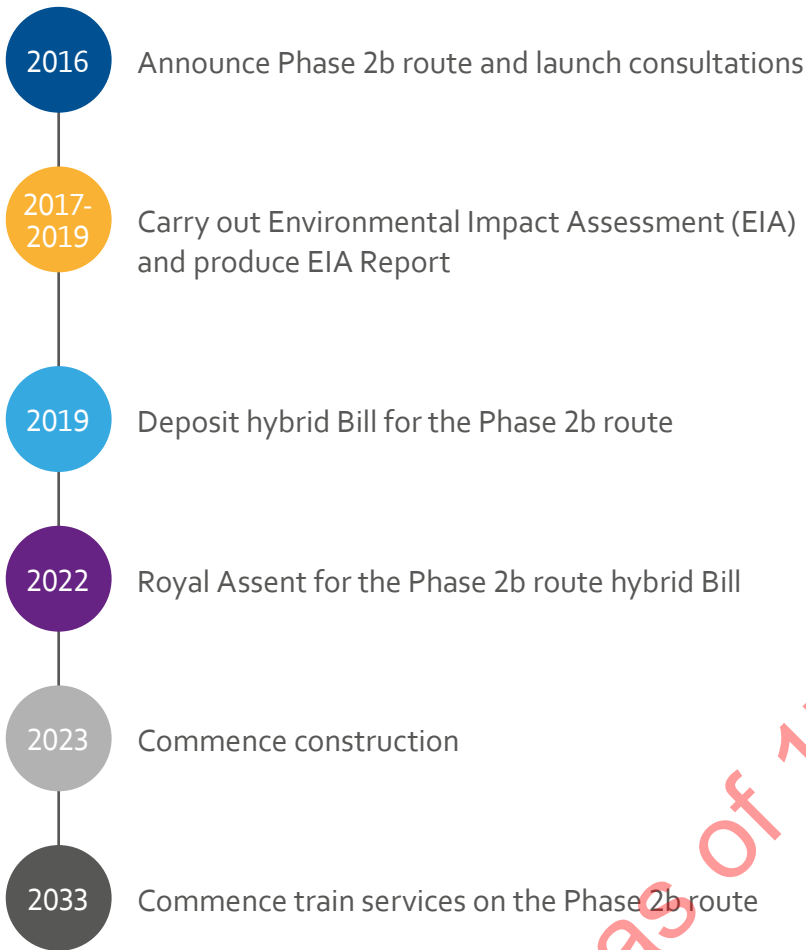
Information papers on construction for Phase One can be found at the following link:

www.gov.uk/government/publications/hs2-information-papers-construction

¹Noise is conventionally measured using the equivalent continuous sound level (LAeq) 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.

Next steps

This graphic shows what would happen between now and when trains start running on Phase Two.



Presenting a hybrid Bill to Parliament is how the Government gets permission to build the railway, and provides the opportunity for everyone's comments to be heard. Construction can only begin with Parliament's approval.

We will also carry out an Environmental Impact Assessment (EIA) to understand how the project would affect the environment and local communities, and what we can do about it. Further work will be done to mitigate the impact of the railway as the design develops.

To find out more about the documents mentioned in this factsheet, visit www.gov.uk/hs2

Keeping you informed

We are committed to keeping you informed via various channels



Residents' Charter and Commissioner

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route. You can read it by visiting:

www.gov.uk/government/publications/hs2-residents-charter

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review. The first of the Residents' Commissioner's reports is published at:

www.gov.uk/government/publications/hs2-residents-commissioner-report-1-may-2015

You can contact the Commissioner at:

residentscommissioner@hs2.org.uk

Project updates

For more information about Phase Two, visit

www.gov.uk/government/collections/hs2-phase-two-from-the-west-midlands-to-leeds-and-manchester

And for details of events in your area, visit

www.gov.uk/government/collections/hs2-events

Contact us

HS2 Helpdesk

Tel: 020 7944 4908

Email: hs2enquiries@hs2.org.uk

Property and compensation

You can find out all about HS2 and properties along the line of route by visiting:

www.gov.uk/government/collections/hs2-property

You can also find out if you're eligible for compensation at:

www.gov.uk/claim-compensation-if-affected-by-hs2

Jobs and skills

To see what jobs are available on HS2 at the moment, check our careers page:

<http://careers.hs2.org.uk>

If you're a student wondering what careers in STEM subjects are like, check out articles and have a look around our Plotr World:

www.plotr.co.uk/careers/worlds/hs2

And if you're a business wondering how to get involved with HS2, have a look at our guides and updates on:

www.gov.uk/hs2 – search for *HS2 business*

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