

HS2 Safeguarding maps (Phase 2b)

General notes on safeguarded area

HS2 Safeguarding maps (Phase 2b): general notes on safeguarded area

A public consultation was held between July 2013 and January 2014 on the proposals for Phase Two of High Speed Two (HS2). On 15 November 2016 the Secretary of State for Transport announced the preferred route for Phase 2b. The safeguarded zone for Phase 2b has been informed by this route. Further information on the preferred route can be found at <https://www.gov.uk/government/collections/hs2-phase-two-from-the-west-midlands-to-leeds-and-manchester>

Please note that the inclusion of land within safeguarding does not necessarily mean that it will ultimately be used by the project – safeguarding is a planning tool to help the Government and High Speed Two Ltd (HS2 Ltd) protect the land that may be needed to build and operate the railway from conflicting development.

The Secretary of State for Transport has issued safeguarding directions for Phase 2b. Safeguarding Directions require local planning authorities to consult HS2 Ltd on all relevant planning applications within the safeguarded area as set out in the Directions. HS2 Ltd then assesses whether the proposals conflict with plans for the railway. The aim of safeguarding is not to prevent development on the land that may be needed to build and operate the railway, but to ensure that no conflict is created. In addition, the safeguarding directions also trigger something known as 'Statutory Blight'. This means that property owners within the safeguarded area may be eligible to serve a blight notice asking the Secretary of State to buy their property prior to it being needed for construction.

Please be aware that further work continues to be undertaken to develop the detail of the Phase 2b route. As such, the Safeguarding Directions will be reviewed at key future milestones to check whether the correct land is safeguarded and whether any changes to the safeguarding directions need to be made.

1 Overall approach to safeguarding

The standard width of the safeguarding corridor is 60m either side of the centreline (where there is standard track separation). Where track spacing increases from the standard 5m, the safeguarding corridor extends to 57.5m from the centre of the outer tracks. This approach is varied, where appropriate, to reflect the needs of the railway or other factors in that particular location (including in the instances described in this document).

Our approach to the proposed safeguarded area for Phase 2b is broadly similar to the approach to Phase One and Phase 2a.

At the current level of design, any safeguarding is, by necessity, an estimation of likely future requirements. At this stage in the development of the project, the proposed standard distance reflects HS2 Ltd's judgement of our typical engineering and planning need for land to build and operate the railway. It includes the land and property which HS2 Ltd currently believes will need to be acquired for the scheme. HS2 Ltd considers that the proposed standard distance offers the

best balance between the need to protect land and property for construction and operational purposes, and the legitimate entitlement of land owners not to have their right to develop infringed unnecessarily.

A narrower corridor would run a significantly higher risk that some subsequent developments would interfere with HS2 Ltd's needs. A wider corridor would place greater restriction on development in the land adjacent to HS2 without significantly reducing the risks to the project.

2 Maintenance loops

Maintenance loops are a series of sidings used to provide stabling for maintenance trains required for operational maintenance work, and for failed trains that cannot be pushed through to the next station, thereby allowing the line to be cleared with limited delay. The indicative location of the maintenance loops is included in the safeguarding zone, measured as 90m from the centreline of the track.

3 Cuttings and embankments

A cutting is the excavation of earth material to lower the ground level to allow a railway to remain at the same level. Cuttings also help to reduce noise and visual impacts associated with trains passing. An embankment is artificially raised ground, commonly made of an earth material structure, such as stone, on which the rail track is laid.

A wider safeguarding corridor has been allowed for deep cuttings and high embankments. For cuttings deeper or embankments higher than 16m, a safeguarding corridor of 70m either side of the centreline has been allowed (where track spacing increases from the standard 5m, the safeguarding corridor extends to 67.5m from the centre of the outer tracks). For cuttings even deeper or embankments even higher, which would fall outside this wider corridor, the safeguarding boundary has been extended to 90m either side of the centreline (where track spacing increases from the standard 5m, the safeguarding corridor extends to 87.5m from the centre of the outer tracks).

At this level of design, a standard slope angle for both cuttings and embankments of 1 vertically to 2.5 horizontally (1:2.5) has been considered.

4 Cut-and-cover tunnels

Cut-and-cover tunnels involve excavating a cutting, constructing a box-type structure and then reinstating the ground over the top to its original level and surface features. Safeguarding for cut-and-cover tunnels follows the same approach as cuttings.

Until a construction method has been confirmed in each location, it is possible that cut-and-cover tunnels may be constructed in a standard cutting and then covered over. Therefore, the same principle is applied to safeguarding as with cuttings.

5 Bored tunnels

Where the route is in bored tunnel, the standard width of the safeguarding corridor is 30m either side of the physical tunnel corridor. The distance of 30m is used as a reasonable balance between the need to protect the route alignment from conflicting development and the aim to avoid unnecessary constraints on other developments.

Safeguarding only applies to the sub-surface. This means that HS2 Ltd is typically only interested in being consulted on developments that extend beneath the ground, at any depth, and could therefore impact upon its ability to construct tunnels.

At this stage in design, we do not anticipate a change in the location of tunnel portals (openings); however, we cannot be certain until aerodynamic modelling is undertaken at a later stage. Along the line of route, the start and finish of subsurface safeguarding is approximately 100m into the bored tunnel area to allow some flexibility of design.

6 Approaching bored tunnels

Extra land has been safeguarded where the tracks diverge on approach to twin bored tunnels.

The safeguarding zone extends further away from each track up to 70m either side of the centreline where necessary. Where the earthworks extend outside this corridor, due to the depth of cutting on approach to tunnels, a wider safeguarding area of 90m either side of the centreline has been allowed.

7 Retaining walls

In some areas, particularly urban areas where housing is close by, retaining walls are used to reduce the landtake and impact on adjacent properties.

Where the route is unconstrained, the standard width of 60m either side of the centreline has been used. In locations where retaining walls are proposed, the safeguarding boundary will be offset from the retained cut by 5m in addition to the 2m allowance for the thickness of the wall, unless an existing buffer can be used (e.g. a road).

Construction would be expected to take place by machinery positioned within the railway corridor. As such, the land outside the railway corridor would not be considered necessary to construct or operate the railway. Therefore, there is no need to have a wider safeguarding boundary even if the retaining walls are deeper than 16m.

8 Viaducts

The standard width of safeguarding for viaducts is 60m either side of the centreline. In some areas, particularly urban areas where housing is close by, existing features may be followed. Alternatively, there may be a 10m buffer from the viaduct parapet.

Where there are few constraints to construction, a conservative 60m either side of the centreline is used. A 10m exclusion zone beneath the work area is required.

9 Running parallel to existing rail lines or motorways

When running parallel to an existing operational railway, the safeguarding corridor includes the existing railway but not any land beyond it, even if this land falls within the standard distance corridor (see 1). When running parallel to a motorway, the safeguarding corridor follows the nearest edge of the motorway and does not include the motorway itself, even if it falls within the standard distance corridor (see 1). Construction requirements have not yet been factored into safeguarding.

10 Joining the existing network

There are three instances where the HS2 line will join the existing rail network. Safeguarding for each instance has been approached according to the engineering requirement.

The safeguarding boundary will not necessarily follow the standard corridor for joining the existing rail network, particularly in urban areas and where works will be contained within the existing rail corridor.

11 Depots

There are three depots along the preferred Phase 2b route. Land required for the operational footprint of these depots has been safeguarded.

12 Ventilation shafts

There are five ventilation shafts for Phase 2b, which are all on the Western leg. Ventilation shaft locations are indicative at this stage, and they have been surface safeguarded to protect the areas from conflicting development.

13 Stations

The construction footprint of the stations as published in the Appraisal of Sustainability have been safeguarded.

14 Highways crossings, access, environmental mitigation and other works

Highways crossings, access, environmental mitigation and other works, including construction compounds, have yet to be designed and further development work is ongoing. These requirements will be developed at the next stage of design and further planning work in the future will identify additional sites to those safeguarded at this stage. These are likely to be the subject of future revisions to the safeguarding directions, as the Secretary of State considers appropriate and proportionate.

15 Grade-separated junctions

A wider safeguarding corridor has been allowed for grade-separated junctions i.e. where HS2 tracks pass over or under each other to split the route e.g. a spur from the mainline into a city centre.

The approach follows the same principles as the overall approach to safeguarding; however, the offset is from the outermost tracks through the junction, rather than the centreline.

HS2 Safeguarding maps (Phase 2b): location-specific notes on safeguarded area

Crewe to Manchester

Volume 1 Key plan (contains maps 101 – 110, 117 and 118)

General description

Map showing the route covered in Volume 1, Cheshire East, Cheshire West and Chester, and each safeguarding map in the volume. Drawing Number PH2-HS2-PL-MAP-220-000025. (Note that the county and local authority names at the top of the individual maps are not the titles for the maps).

Map SG-02-101. Hough and connection with Phase 2a south of Crewe

General description

Safeguarding Direction map showing Hough and connection with Phase 2a south of Crewe – Drawing number PH2-HS2-PL-MAP-220-000001.

Explanatory notes

This is subject to sub-surface safeguarding only.

Safeguarded corridor is a continuation of Phase 2a Safeguarding zone. The sub-surface interest towards the north covers the land included at the standard distance of 30m either side of the physical tunnel corridor (see general note 5).

Map SG-02-102. North side of Crewe and Leighton

General description

Safeguarding Direction map showing north side of Crewe and Leighton – Drawing number PH2-HS2-PL-MAP-220-000002.

Explanatory notes

The sub-surface interest to the south covers the land included at the standard distance of 30m either side of the physical tunnel corridor (see general note 5). The footprint of the ventilation shaft at Crewe has been surface safeguarded (see note 12).

The surface interest to the north covers a wider area on the eastern side to accommodate the widening of the approach to the bored tunnel for approximately 170m of the route (see general note 6). The safeguarding corridor then reverts to the standard width of 57.5m from the centre of the outer track.

The safeguarding zone on the western side follows the boundary of the existing West Coast Main Line railway corridor (see note 9).

Map SG-02-103. Minshull Vernon and Wimboldsley

General description

Safeguarding Direction map showing Minshull Vernon and Wimboldsley – Drawing number PH2-HS2-PL-MAP-220-000003.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m from the centreline on the eastern side of HS2 (see general note 1). The western side follows the boundary of the existing West Coast Main Line railway corridor (see note 9) until it reaches the depot footprint. The footprint of the depot at Crewe North has been safeguarded (see note 11).

Map SG-02-104. North Wimboldsley, Stanthorne and Shropshire Union Canal

General description

Safeguarding Direction map showing North Wimboldsley, Stanthorne and Shropshire Union – Drawing number PH2-HS2-PL-MAP-220-000004.

Explanatory notes

This is subject to surface safeguarding only

Land is included at the standard distance of 60m from the centreline on the eastern side of HS2 (see general note 1). The footprint of the depot is included in surface safeguarding on the western side of HS2 (see note 11). Towards the north the safeguarding zone covers a wider area to the west to accommodate additional tracks for access to the depot. Here the standard width of 57.5m has been applied.

Map SG-02-105. Bostock and Bostock Green

General description

Safeguarding Direction map showing Bostock and Bostock Green – Drawing number PH2-HS2-PL-MAP-220-000005.

Explanatory notes

This is subject to surface safeguarding only.

Towards the south, a wider safeguarding corridor has been allowed for a grade separated junction (see general note 15). The safeguarding zone starts to revert back to the standard distance of 60m from the centreline as the tracks converge just north of the A533 (see general note 1). To the north, land is included at the standard distance of 60m either side of the centreline.

Map SG-02-106. Whatcroft and Rudheath

General description

Safeguarding Direction map showing Whatcroft and Rudheath – Drawing number PH2-HS2-PL-MAP-220-000006.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of centreline.

Map SG-02-107. Lostock Green and Higher Wincham

General description

Safeguarding Direction map showing Lostock Green and Higher Wincham – Drawing number PH2-HS2-PL-MAP-220-000007.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of centreline.

Map SG-02-108. Pickmere, Tabley and M6 crossing

General description

Safeguarding Direction map showing Pickmere, Tabley and M6 crossing – Drawing number PH2-HS2-PL-MAP-220-000008.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of centreline.

Map SG-02-109. Winterbottom and Hoo Green

General description

Safeguarding Direction map showing Winterbottom and Hoo Green – Drawing number PH2-HS2-PL-MAP-220-000009.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline until the tracks diverge at a grade-separated junction at Hoo Green (see general note 15). There are also short sections widening to 67.5m from the outer track to accommodate earthworks for a deep cutting (see general note 3).

Map SG-02-110. Hoo Green, High Leigh and Millington

General description

Safeguarding Direction map showing Hoo Green, High Leigh and Millington – Drawing number PH2-HS2-PL-MAP-220-000010.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 57.5m from the outer tracks at a grade-separated junction at Hoo Green (see general note 15). There are also short sections of widening to 67.5m from the outer track to accommodate earthworks for a deep cutting (see general note 3). The safeguarding zone then reverts to the standard corridor of 60m from the centreline of each track after the lines diverge out of the grade separated junction and return to a standard track spacing.

To the north, after a grade-separated junction, land is included at the standard distance of 60m either side of the centreline until just south of the M56 where a wider corridor of 70m either side of the centreline is safeguarded to accommodate earthworks for a deep cutting for approximately 630m of the route (see general note 3). The safeguarding corridor then reverts back to the standard distance of 60m either side of the centreline.

Map SG-02-117. Millington and Rostherne

General description

Safeguarding Direction map showing Millington and Rostherne – Drawing number PH2-HS2-PL-MAP-220-000017.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-118. Ashley, Thorns Green, Hale Barns and Airport station

General description

Safeguarding Direction map showing Ashley, Thorns Green, Hale Barns and Airport station – Drawing number PH2-HS2-PL-MAP-220-000018.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1). On approach to the airport station the standard distance of 57.5m is applied from the centre of the outer tracks. The construction boundary for the footprint of the station complex is included in safeguarding (see general note 13).

Volume 2 Key plan (contains maps 110 – 116)

General description

Map showing the route covered in Volume 2, Warrington, Trafford and Wigan, and each safeguarding map in the volume. Drawing Number PH2-HS2-PL-MAP-220-000026. (Note that the county and local authority names at the top of the individual maps are not the titles for the maps.)

Map SG-02-110. Hoo Green, High Leigh and Millington

General description

Safeguarding Direction map showing Hoo Green, High Leigh and Millington – Drawing number PH2-HS2-PL-MAP-220-000010.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 57.5m from the outer tracks at a grade-separated junction at Hoo Green (see general note 15). There are also short sections of widening to 67.5m from the outer track to accommodate earthworks for a deep cutting (see general note 3). The safeguarding zone then reverts to the standard corridor of 60m from the centreline of each track after the lines diverge out of the grade-separated junction and return to a standard track spacing.

To the north, after a grade-separated junction, land is included at the standard distance of 60m either side of the centreline until just south of the M56 where a wider corridor of 70m either side of the centreline is safeguarded to accommodate earthworks for a deep cutting for approximately 630m of the route (see general note 3). The safeguarding corridor then reverts back to the standard distance of 60m either side of centreline.

Map SG-02-111. Broomedge and Warburton

General description

Safeguarding Direction map showing Broomedge and Warburton – Drawing number PH2-HS2-PL-MAP-220-000011.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-112. Hollins Green and Glazebrook

General description

Safeguarding Direction map showing Hollins Green and Glazebrook – Drawing number PH2-HS2-PL-MAP-220-000012.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-113. Risley, M62 crossing, Culcheth and Taylor Business Park

General description

Safeguarding Direction map showing Risley, M62 crossing, Culcheth and Taylor Business Park – Drawing number PH2-HS2-PL-MAP-220-000013.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of centreline (see general note 1).

Map SG-02-114. Culcheth Linear Park and Lowton St Marys

General description

Safeguarding Direction map showing Culcheth Linear Park and Lowton St Marys – Drawing number PH2-HS2-PL-MAP-220-000014.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-115. Lowton and Golborne

General description

Safeguarding Direction map showing Lowton and Golborne – Drawing number PH2-HS2-PL-MAP-220-000015.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-116. Bamfurlong and connection to West Coast Main Line

General description

Safeguarding Direction map showing Bamfurlong and connection to West Coast Main Line – Drawing number PH2-HS2-PL-MAP-220-000016.

Explanatory notes

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until the HS2 tracks converges with the existing West Coast Main Line at Golborne. The existing railway is used as a boundary for the safeguarding zone with the safeguarding extending to its western boundary (see general note 9). The safeguarding zone for the eastern side is the standard 57.5m width from the furthest east HS2 track.

Volume 3 Key plan (contains maps 118 – 123)

General description

Map showing the route covered in Volume 3, Trafford and Manchester, and each safeguarding map in the volume. Drawing Number PH2-HS2-PL-MAP-220-000027. (Note that the county and local authority names at the top of the individual maps are not the titles for the maps.)

Map SG-02-118. Ashley, Thorns Green, Hale Barns and Airport station

General description

Safeguarding Direction map showing Ashley, Thorns Green, Hale Barns and Airport station – Drawing number PH2-HS2-PL-MAP-220-000018.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1). On approach to the airport station the standard distance of 57.5m is applied from the centre of

the outer tracks. The construction boundary for the footprint of the station complex is included in safeguarding (see general note 13).

Map SG-02-119. Airport station, Davenport Green and Newall Green

General description

Safeguarding Direction map showing Airport station, Davenport Green and Newall Green – Drawing number PH2-HS2-PL-MAP-220-000019.

Explanatory notes

The surface interest to the south covers the airport station construction footprint where the construction boundary is included in safeguarding (see general note 13). On the approach to the bored tunnel, the eastern side of the HS2 route has a widened safeguarded area (see general note 6). The western side has been widened to accommodate earthworks for a deep cutting for approximately 310m of the route (see general note 6).

The sub-surface interest towards the north covers the land included at the standard distance of 30m either side of the physical tunnel corridor (see general note 5).

Map SG-02-120. Whythenshaw and Didsbury

General description

Safeguarding Direction map showing Whythenshaw and Didsbury – Drawing number PH2-HS2-PL-MAP-220-000020.

Explanatory notes

The sub-surface interest covers the land included at the standard distance of 30m either side of the physical tunnel corridor (see general note 5). The footprint of the ventilation shafts at Whythenshaw and Didsbury has been surface safeguarded (see note 12).

Map SG-02-121. Withington

General description

Safeguarding Direction map showing Withington – Drawing number PH2-HS2-PL-MAP-220-000021.

Explanatory notes

The sub-surface interest covers the land included at the standard distance of 30m either side of the physical tunnel corridor (see general note 5). The footprint of the ventilation shaft at Withington has been surface safeguarded (see note 12).

Map SG-02-122. Levenshulme, West Gorton and Ardwick

General description

Safeguarding Direction map showing Levenshulme, West Gorton and Ardwick – Drawing number PH2-HS2-PL-MAP-220-000022.

Explanatory notes

The sub-surface interest covers the land included at the standard distance of 30m either side of the physical tunnel corridor (see general note 5). The footprint of the ventilation shaft at Levenshulme has been surface safeguarded (see note 12).

The surface interest towards the north covers the approach to the bored tunnel which has been safeguarded at 57.5m from the centre of the outer track except around the deeper tunnel portal area where 67.5m from the centre of the outer track has been applied. To the north, from the final approaches to Manchester Piccadilly station, the station construction footprint is included (see general note 13).

Map SG-02-123. Piccadilly station

General description

Safeguarding Direction map showing Piccadilly station – Drawing number PH2-HS2-PL-MAP-220-000023.

Explanatory notes

The sub-surface interest covers the land included at the standard distance of 30m either side of the tunnel corridor (see general note 5).

The surface interest towards the north covers the approach to the bored tunnel which has been safeguarded at 57.5m from the centre of the outer track except around the deeper tunnel portal area where 67.5m from the centre of the outer track has been applied. To the north, from the final approaches to Manchester Piccadilly station, the station construction footprint is included (see general note 13).

West Midlands to Leeds

Volume 1 Key plan (contains maps 201 – 214)

General description

Map showing the route covered in Volume 1, Warwickshire, Staffordshire and Leicestershire, and each safeguarding map in the volume. Drawing Number PH2-HS2-PL-MAP-100-000056. (Note that the county and local authority names at the top of the individual maps are not the titles for the maps).

Map SG-02-201. The start of Phase Two after Phase One ends at Marston

General description

Safeguarding Direction map showing. The start of Phase Two after Phase One ends at Marston – Drawing number PH2-HS2-PL-MAP-100-000001.

Explanatory notes

This is subject to surface safeguarding only.

The Safeguarding corridor is a continuation of Phase One safeguarding. Land is included at the standard distance of 60m from the centreline on the eastern side of HS2 (see general note 1). On the western side, the safeguarding corridor follows the boundary of the M42 where this is less than 60m from the centreline (see general note 9). Just before the crossing of the M42 and the existing railway between Tamworth and Water Orton, the safeguarding boundary is widened to 70m either side of the centreline to accommodate earthworks for a high embankment (see general note 3). After around 160m, the safeguarding corridor reverts back to the standard distance of 60m either side of the centreline.

Map SG-02-202. Kingsbury, Whateley and Tamworth

General description

Safeguarding Direction map showing Kingsbury, Whateley and Tamworth – Drawing number PH2-HS2-PL-MAP-100-000002.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until just before the crossing of the M42 and the existing railway between Tamworth and Water Orton where the safeguarding boundary has widened to 70m either side of the centreline to accommodate earthworks for a high embankment (see general note 3). After approximately 160m of the route, the safeguarding corridor reverts back to the standard distance of 60m either side of the centreline.

Map SG-02-203. Tamworth, Birchmoor and Polesworth

General description

Safeguarding Direction map showing Tamworth, Birchmoor and Polesworth – Drawing number PH2-HS2-PL-MAP-100-000003.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1). As the tracks diverge to enter the cut-and-cover tunnel under the A5 the safeguarding corridor is measured as 57.5m from the centre of the outer tracks and continues until north of Tamworth Road. The safeguarding boundary is widened to 67.5m from the centre of the outer tracks to accommodate the M42 cut-and-cover tunnel earthworks (see general note 4). After approximately 710m of the route, the eastern side widens further to 87.5m from the centre of the outer track just before Dark Lane.

The western side also widens further to 87.5m from the centre of the outer track to accommodate the deep cut-and-cover tunnel earthworks. After around 530m, just after Hermitage Lane, the safeguarding corridor reverts back to the standard distance of 57.5m from the centre of outer tracks.

Map SG-02-204. M42 at Austrey Meadows

General description

Safeguarding Direction map showing M42 at Austrey Meadows – Drawing number PH2-HS2-PL-MAP-100-000004.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until safeguarding starts following the boundary of the M42 on the western side just after Linden Lane which is less than 60m from the centreline (see general note 9). After around 1.1km the safeguarding corridor reverts back to the standard distance of 60m either side of the centreline.

Map SG-02-205. Austrey

General description

Safeguarding Direction map showing Austrey – Drawing number PH2-HS2-PL-MAP-100-000005.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until Appleby Hill and Salt Street where the safeguarding corridor is widened to 70m either side of the centreline to accommodate earthworks for the deep cutting at Hill Farm (see general note 3). After around 220m the safeguarding corridor reverts back to the standard 60m either side of the centreline on the western side first, then the eastern side.

Map SG-02-206. Appleby Parva and Appleby Magna

General description

Safeguarding Direction map showing Appleby Parva and Appleby Magna – Drawing number PH2-HS2-PL-MAP-100-000006.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at 70m either side of the centreline to accommodate earthworks for the deep cutting at Hill Farm (see general note 3) after which the safeguarding corridor reverts back to the standard 60m either side of the centreline on the western side first, then the eastern side.

Map SG-02-207. Measham

General description

Safeguarding Direction map showing Measham – Drawing number PH2-HS2-PL-MAP-100-000007.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-208. Packington and Ashby-de-la-Zouch

General description

Safeguarding Direction map showing Packington and Ashby-de-la-Zouch – Drawing number PH2-HS2-PL-MAP-100-000008.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until safeguarding starts following the boundary of the M42 on the western side near Ashby-de-la-Zouch which is less than 60m from the centreline (see general note 9). After around 740m the safeguarding corridor reverts back to the standard distance of 60m from the centreline.

Map SG-02-209. Lount and Newbold

General description

Safeguarding Direction map showing Lount and Newbold – Drawing number PH2-HS2-PL-MAP-100-000009.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until the eastern side of the safeguarding corridor widens to 70m from the centreline just after the A511 along the A512 for around 110m to accommodate earthworks for the deep cutting adjacent to the A512 (see general note 3), after which the safeguarding corridor reverts to the standard width of 60m either side of the centreline.

The standard corridor of 60m either side of the centreline continues till near Hall Farm where a wider corridor of 70m either side of the centreline is used to accommodate earthworks for a deep cutting (see general note 3). After approximately 170m of the route the safeguarding corridor reverts back to the standard distance of 60m either side of the centreline until Rough Park where the western side of HS2 will widen to 70m from centreline to accommodate earthworks for a deep cutting. After approximately 210m of the route the safeguarding corridor reverts back to the standard distance of 60m either side of the centreline.

Map SG-02-210. Worthington and Breedon on the Hill

General description

Safeguarding Direction map showing Worthington and Breedon on the Hill – Drawing number PH2-HS2-PL-MAP-100-000010.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-211. Langley Priory

General description

Safeguarding Direction map showing Langley Priory – Drawing number PH2-HS2-PL-MAP-100-000011.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-212. Diseworth, Long Whatton and East Midlands Airport

General description

Safeguarding Direction map showing Diseworth, Long Whatton and East Midlands Airport – Drawing number PH2-HS2-PL-MAP-100-000012.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-213. Kegworth

General description

Safeguarding Direction map showing Kegworth – Drawing number PH2-HS2-PL-MAP-100-000013.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-214. Ratcliffe on Soar Power Station

General description

Safeguarding Direction map showing Ratcliffe on Soar Power Station – Drawing number PH2-HS2-PL-MAP-100-000014.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1).

Volume 2 Key plan (contains maps 214 – 232)

General description

Map showing the route covered in Volume 2, Nottinghamshire, Derbyshire and Nottingham, and each safeguarding map in the volume. Drawing Number PH2-HS2-PL-MAP-100-000057. (Note that the county and local authority names at the top of the individual maps are not the titles for the maps).

Map SG-02-214. Ratcliffe on Soar Power Station

General description

Safeguarding Direction map showing Ratcliffe on Soar Power Station – Drawing number PH2-HS2-PL-MAP-100-000014.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-215. Long Eaton and East Midlands Hub Station

General description

Safeguarding Direction map showing Long Eaton and East Midlands Hub Station – Drawing number PH2-HS2-PL-MAP-100-000015.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until the northern boundary of the Nottingham to Loughborough/Derby railway line just north of Trent Cottages where the safeguarding boundary is narrowed to 10m each side of the viaduct parapet (see general note 8). This continues until south of Main Street where the safeguarding boundary follows the existing low level railway corridor through Long Eaton on the western side, and the boundary of Meadow Lane, New Tythe Street and Bonsall Street on the eastern side (see general note 9).

Land is included on the eastern side following the station construction boundary or at the standard distance of 60m either side of the centreline (see general notes 1 and 13).

On the western side the safeguarding corridor is increased to 90m from the railway centreline to accommodate the maintenance loops (see general note 2). Beyond the maintenance loops the safeguarding corridor tapers in to the standard distance of 60m from the centreline.

Map SG-02-216. East Midlands Hub Station, Stapleford and Sandiacre

General description

Safeguarding Direction map showing East Midlands Hub Station, Stapleford and Sandiacre – Drawing number PH2-HS2-PL-MAP-100-000016.

Explanatory notes

This is subject to surface safeguarding only.

Land is included on the eastern side following the station construction boundary or at the standard distance of 60m either side of the centreline (see general notes 1 and 13). North of the

A52 the safeguarding corridor follows the railway corridor and boundary of Bessell Lane and properties on Derby Road, West End Street and Bailey Street (see general note 9) until it reverts to the standard distance of 60m from the centreline.

Land is included on the western side at the standard distance of 60m from the centreline (see general note 1) until the safeguarding corridor narrows as it follows the property boundary of Ilkeston Road, and then reverts back to the standard distance of 60m from the centreline.

The safeguarding zone on the eastern side subsequently starts to follow the boundary of the M1 (see general note 9) near Tree Close.

Map SG-02-217. Stapleford and Trowell

General description

Safeguarding Direction map showing Stapleford and Trowell – Drawing number PH2-HS2-PL-MAP-100-000017.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until the eastern side of the corridor reaches the M1 near Tree Close. At this point safeguarding starts following the M1 (see general note 9) before reverting to a 10m offset from the viaduct parapet south of Stapleford Road (see general note 8). The safeguarding corridor then reverts to the standard 60m either side of the centreline after it crosses the Nottingham to Trowell railway line (see general note 1) until it starts to follow the boundary of the M1 north of Trowell Service Area and decreases in width on the western side (see general note 9). After approximately 430m of the route the safeguarding corridor reverts back to the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-218. Strelley and New Nuthall

General description

Safeguarding Direction map showing Strelley and New Nuthall – Drawing number PH2-HS2-PL-MAP-100-000018.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline until Strelley whereby the distance increases to 70m either side of the centreline to accommodate earthworks for a deep cut-and-cover tunnel (see general note 4). After approximately 450m of the route the safeguarding corridor reverts to the standard distance of 60m either side of the centreline at Nottingham Business Park until it starts to follow the boundary of the M1 on the western side at the junction with the A610 and decreases in width (see general note 9). After approximately

1.5km of the route the safeguarding corridor reverts to the standard distance of 60m either side of the centreline shortly after crossing the disused railway at New Nuthall.

Map SG-02-219. Hucknall

General description

Safeguarding Direction map showing Hucknall – Drawing number PH2-HS2-PL-MAP-100-000019.

Explanatory notes

This is subject to surface safeguarding only.

The western side of the safeguarding corridor follows the boundary of the M1 and the safeguarding corridor subsequently reverts to the standard distance of 60m either side of the centreline shortly after crossing the disused railway at New Nuthall. The safeguarding corridor is widened at Watnall Coppice where the distance is 70m either side of the centreline to accommodate the earthworks for a high embankment (see general note 3).

Map SG-02-220. North of Hucknall

General description

Safeguarding Direction map showing North of Hucknall – Drawing number PH2-HS2-PL-MAP-100-000020.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until Watnall Coppice where the distance is widened to 70m either side of the centreline to accommodate the earthworks for a high embankment (see general note 3). After approximately 340m of the route the safeguarding corridor reverts to the standard distance of 60m either side of the centreline (see general note 1) until Park Forest where the distance is widened to 70m either side of the centreline to accommodate earthworks for a deep cutting (see general note 3).

Approximately 300m further on, the safeguarding corridor reverts to the standard distance of 60m either side of the centreline until The Dumbles where the eastern side is widened to 70m from centreline to accommodate the earthworks for a high embankment (see general note 3). The western side is also widened to follow the boundary of the M1 (see general note 9). After approximately 270m of the route the safeguarding corridor reverts to the standard 60m from the centreline (see general note 1), until the western side starts to follow the boundary of the M1 at Junction 27, Mansfield Road and narrows in width (see general note 9).

Map SG-02-221. Sherwood Park and Selston

General description

Safeguarding Direction map showing Sherwood Park and Selston – Drawing number PH2-HS2-PL-MAP-100-000021.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until the western side starts to follow the boundary of the M1 at Junction 27, Mansfield Road and narrows in width (see general note 9). After approximately 1.5km of the route the safeguarding corridor reverts to the standard distance of 60m either side of centreline around Salmon Lane (see general note 1).

Map SG-02-222. Pinxton

General description

Safeguarding Direction map showing Pinxton – Drawing number PH2-HS2-PL-MAP-100-000022.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until the junction for the Sheffield Spur. The safeguarding corridor increases in width as it is measured at 57.5m from the centre of the outer tracks due to the non-standard track separation through the grade separated junction (see general note 15).

On the mainline, the safeguarding zone is widened to 67.5m from the centre of the eastern track just before Alfreton Road, A38, to accommodate earthworks for the deep cutting of the grade separated junction (see general note 3). After 370m of the route the corridor reverts back to the standard distance before widening again to 67.5m from the centre of outer tracks for a high embankment (see general note 3). After 170m of the route the corridor reverts back to the standard distance of 57.5m from the centre of the outer tracks which then continues on both sides of the mainline (see general note 1).

Map SG-02-223. Sheffield Spur at Hilcote and Mainline at Huthwaite

General description

Safeguarding Direction map showing Sheffield Spur at Hilcote and Mainline at Huthwaite – Drawing number PH2-HS2-PL-MAP-100-000023.

Explanatory notes

This is subject to surface safeguarding only.

To the south, on the Sheffield Spur, land is included at the standard distance of 57.5m from the centre of the outer tracks.

Towards the north, on the mainline, the widened corridor of 67.5m from the centre of the outer tracks reverts to the standard corridor of 57.5m from centre of the outer tracks.

Map SG-02-224. Sheffield Spur at Newton, Morton and Clay Cross

General description

Safeguarding Direction map showing Sheffield Spur at Newton, Morton and Clay Cross – Drawing number PH2-HS2-PL-MAP-100-000024.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of centreline (see general note 1) until the western side follows the existing Midland Mainline railway corridor approaching Morton (see general note 9) and the tracks join the existing rail network (see general note 10).

Map SG-02-225. Sheffield Spur at Hilcote and Mainline at Huthwaite

General description

Safeguarding Direction map showing Sheffield Spur at Hilcote and Mainline at Huthwaite – Drawing number PH2-HS2-PL-MAP-100-000025.

Explanatory notes

This is subject to surface safeguarding only.

Towards the west, on the Sheffield Spur, land is included at the standard distance of 57.5m from the centre of the outer tracks (see general note 1).

Towards the north, on the mainline, the safeguarding corridor is widened to 67.5m from the centre of the outer tracks just after the grade separated junction for a high embankment (see general note 3).

After 170m of the route the corridor reverts back to the standard 57.5m from outer tracks which then continues on both sides of the mainline (see general note 1) until it widens to 67.5m from the centre of the outer tracks at Tibshelf Service Area to accommodate earthworks for a deep cutting (see general note 3). This widens further to 87.5m from the centre of the eastern track over Mansfield Road for a short distance (140m).

The western side reverts to the standard distance of 57.5m from the centre of the track south of the M1, while the eastern side reverts to the standard distance of 57.5m from the centre of the track at The Hurst.

Map SG-02-226. Tibshelf

General description

Safeguarding Direction map showing Tibshelf – Drawing number PH2-HS2-PL-MAP-100-000026.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 57.5m from the centre of the track on the eastern side, and a wider distance of 67.5m from the centre of the western track to accommodate earthworks for a deep cutting (see general note 3). The western side reverts to the standard distance of 57.5m from the centre of the track south of the M1. The safeguarding corridor then widens to 87.5m from the centre of the track on the western side north of the M1 for approximately 280m of the route to accommodate earthworks for a deep cutting (see general note 3).

The safeguarding corridor then reverts to the standard distance of 57.5m from the centre of the outer tracks until this is widened by 67.5m from the centre of the track on the eastern side and 87.5m from the centre of the track on the western side at Deep Lane to accommodate earthworks for a deep cutting (see general note 3). The widened safeguarding corridor reverts back to the standard 60m from the centreline (see general note 1) after a short distance (180m) on the eastern side, followed by the western side (340m).

At Cockshutt Woods the safeguarding corridor follows the boundary of the M1 and reduces in width for approximately 560m of the route (see general note 9). The safeguarding corridor then reverts to the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-227. Stainsby and Heath

General description

Safeguarding Direction map showing Stainsby and Heath – Drawing number PH2-HS2-PL-MAP-100-000027.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until it follows the boundary of the M1 after Mill Lane for around 570m (see general note 9). The safeguarding corridor then reverts to the standard distance of 60m either side of the centreline until just north of Junction 29 of the M1. At the northern tunnel portal under Junction 29 of the M1, the safeguarding corridor widens to 70m from the centreline on the western side for approximately 130m of the route to accommodate earthworks for a deep cutting (see general note 3).

The safeguarding corridor then reverts to the standard distance of 60m either side of the centreline (see general note 1) until south of the M1 where it widens to 70m either side of the

centreline for approximately 480m on the western side and 360m on the eastern side of the route to accommodate earthworks for a high embankment leading up to the viaduct over the M1 (see general note 3).

Map SG-02-228. New Bolsover

General description

Safeguarding Direction map showing New Bolsover – Drawing number PH2-HS2-PL-MAP-100-000028.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until south of Woodhouse Lane where it widens to 70m either side of the centreline for a short distance (100m) to accommodate earthworks for a deep cutting (see general note 3). The safeguarding corridor then reverts to the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-229. Bolsover Woodhouse and Shuttlewood

General description

Safeguarding Direction map showing Bolsover Woodhouse and Shuttlewood – Drawing number PH2-HS2-PL-MAP-100-000029.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until after Bolsover Woodhouse where the safeguarding boundary is widened to 90m from the centreline on the eastern side and to 70m from the centreline on the western side to accommodate the earthworks for a deep cutting (see general note 3). The safeguarding corridor then reverts to the standard distance of 60m either side of the centreline, until the depot connection tracks whereby the safeguarding corridor is measured as 57.5m from the centre of the outer tracks, until approximately 720m north of Sheffield Road.

Initially, the safeguarding zone is measured as 67.5m from the centre of the outer track on the western side of the depot connection to accommodate the earthworks for a deep cutting (see general note 3) while the eastern side follows the boundary of the M1 to the east of Mastin Moor (see general note 9). The eastern side subsequently follows a 70m distance from centreline for around 440m for the aforementioned deep cutting while the western side reverts back to the standard distance of 60m from the centreline.

The spur to the west towards Staveley follows the standard corridor of 60m from the centreline.

Map SG-02-230. Staveley Infrastructure Maintenance Depot

General description

Safeguarding Direction map showing Staveley Infrastructure Maintenance Depot – Drawing number PH2-HS2-PL-MAP-100-000030.

Explanatory notes

This is subject to surface safeguarding only.

The safeguarding boundary follows the standard distance of 60m from either side of the centreline (see general note 1) until near Gisborne Close and before Fan Road where the safeguarding corridor follows a 5m plus 2m boundary along the retaining wall (see note 7) and the existing mineral railway corridor (see note 9). The safeguarding corridor widens to 10m from the viaduct parapet for the last 360m of the approach to the depot (see general note 8). The safeguarding boundary then includes the Staveley Infrastructure Maintenance Depot construction boundary (see general note 11).

Map SG-02-231. Staveley Infrastructure Maintenance Depot Connection

General description

Safeguarding Direction map showing Staveley Infrastructure Maintenance Depot Connection – Drawing number PH2-HS2-PL-MAP-100-000031.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 57.5m from the centre of outer tracks along the length of the depot connection tracks, which end approximately 720m north of Sheffield Road.

At the southern end of the western depot connection, the corridor widens to 70m from the centreline to accommodate the earthworks for a deep cutting (see general note 3) while the eastern side follows the boundary of the M1 to the east of Mastin Moor (see general note 9). The eastern side follows a 70m distance from the centreline for approximately 440m for the aforementioned deep cutting while the western side reverts back to the standard distance of 60m from the centreline.

North of Sheffield Road and to the northwest of Barlborough the eastern side follows the boundary of the M1 for approximately 1.2km of the route (see general note 9) before reverting back to the standard 60m distance.

The western side follows the standard distance of 60m from the centreline (see general note 1).

Map SG-02-232. Woodall and South of Wales

General description

Safeguarding Direction map showing Woodall and South of Wales – Drawing number PH2-HS2-PL-MAP-100-000032.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until Woodall Common where the safeguarding corridor is widened to 70m either side of centreline for a short distance (220m) until Mansfield Road to accommodate earthworks for a deep cutting (see general note 3). The safeguarding corridor reverts back to the standard distance of 60m either side of the centreline until the eastern side follows the boundary of the M1 approaching Wales (see general note 9).

Volume 3 Key plan (contains maps 232 – 242)

General description

Map showing the route covered in Volume 3, Rotherham, Doncaster and Barnsley, and each safeguarding map in the volume. Drawing Number PH2-HS2-PL-MAP-100-000058. (Note that the county and local authority names at the top of the individual maps are not the titles for the maps).

Map SG-02-232. Woodall and South of Wales

General description

Safeguarding Direction map showing Woodall and South of Wales – Drawing number PH2-HS2-PL-MAP-100-000032.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until Woodall Common where the safeguarding corridor is widened to 70m either side of the centreline for a short distance (220m) until Mansfield Road to accommodate earthworks for a deep cutting (see general note 3). The safeguarding corridor reverts back to the standard distance of 60m either side of the centreline until the eastern side follows the boundary of the M1 approaching Wales (see general note 9).

Map SG-02-233. Wales and Aston

General description

Safeguarding Direction map showing Wales and Aston – Drawing number PH2-HS2-PL-MAP-100-000033.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at a standard distance of 60m either side of the centreline (see note 1) until the eastern side follows the boundary of the M1 approaching Wales (see general note 9).

After following the M1 corridor for approximately 800m (see general note 9), the safeguarding corridor reverts to the standard 60m either side of the centreline north of Wales (see general note 1).

Map SG-02-234. M1/M18 Junction at Thurcroft

General description

Safeguarding Direction map showing M1/M18 Junction at Thurcroft – Drawing number PH2-HS2-PL-MAP-100-000034.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until between Carr Lane and Penny Hill Lane where it widens to 70m either side of the centreline for a short distance (160m) to accommodate earthworks for a high embankment (see general note 3). The safeguarding corridor then reverts to the standard 60m either side of the centreline until the eastern side follows the boundary of the M18 at around Junction 32 with M1 for around 1.8km (see general note 9).

Map SG-02-235. Thurcroft and Bramley

General description

Safeguarding Direction map showing Thurcroft and Bramley – Drawing number PH2-HS2-PL-MAP-100-000035.

Explanatory notes

Land is included at the standard distance of 60m on the western side (see general note 1) whilst the eastern side follows the boundary of the M18 for approximately 1.4km of the route (see general note 9).

The safeguarding corridor then reverts to the standard 60m either side of the centreline from Junction 1 of the M18 and the A631 (see general note 1) until south of Lidget Lane where it is widened to 70m either side of the centreline for 350m of the route to accommodate earthworks for a deep cutting (see general note 3).

Map SG-02-236. Braithwell Common

General description

Safeguarding Direction map showing Braithwell Common – Drawing number PH2-HS2-PL-MAP-100-000036.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until South of Lidget Lane where it is widened to 70m either side of the centreline for 350m of the route to accommodate earthworks for a deep cutting (see general note 3). The safeguarding corridor reverts to the standard distance of 60m either side of the centreline just before Lidget Lane (see general note 1).

Map SG-02-237. Conisbrough and south of Mexborough

General description

Safeguarding Direction map showing Conisbrough and south of Mexborough – Drawing number PH2-HS2-PL-MAP-100-000037.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until the Shimmer Estate in Mexborough where the whole site is included.

Map SG-02-238. North of Conisbrough and Mexborough

General description

Safeguarding Direction map showing North of Conisbrough and Mexborough – Drawing number PH2-HS2-PL-MAP-100-000038.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until the Shimmer housing estate in Mexborough where the whole site is included due to various engineering and construction complexities in that area, after which the safeguarding corridor

reverts to the standard distance of 60m either side of the centreline. The safeguarding corridor is widened to 70m either side of the centreline for around 410m of the route around Ludwell Hill to accommodate earthworks for a high embankment (see general note 3) until it reverts back to the standard distance of 60m either side of the centreline just before St Helen's Lane (see general note 1).

Map SG-02-239. Goldthorpe

General description

Safeguarding Direction map showing Goldthorpe – Drawing number PH2-HS2-PL-MAP-100-000039.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until the western side widens to 70m from the centreline to the north east of Barnburgh to accommodate earthworks for a high embankment (see general note 3). After approximately 260m of the route the safeguarding corridor reverts to the standard distance of 60m either side of the centreline (see general note 1) until Stables Lane whereby the eastern side widens to 90m from the centreline followed by the western side also widening to 90m from centreline to accommodate earthworks for a deep cutting.

After around 500m the safeguarding corridor reverts to the standard distance to 60m either side of the centreline until just after Red Hill Lane where the corridor widens to 70m either side of the centreline for approximately 290m of the route to accommodate earthworks for a deep cutting (see general note 3). The safeguarding corridor then reverts to the standard distance of 60m either side of the centreline.

Map SG-02-240. Thurnscoe and Clayton

General description

Safeguarding Direction map showing Thurnscoe and Clayton – Drawing number PH2-HS2-PL-MAP-100-000040.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until just before Watchley Lane where the corridor widens to 70m either side of the centreline for a short distance (120m) to accommodate earthworks for a deep cutting (see general note 3). The safeguarding corridor then reverts to the standard distance of 60m either side of the centreline (see general note 1) until just before Church Field Road where it widens to 70m either side of the

centreline for a short distance (130m) to accommodate earthworks for a high embankment (see general note 3).

The safeguarding corridor then reverts to the standard distance of 60m either side of the centreline until it widens to 90m either side of the centreline over a length of 1.3km to the west of the crossing of the existing railway between Sheffield and York where the indicative location of a northern connection between Sheffield and Leeds is proposed to be located.

Map SG-02-241. South Kirkby

General description

Safeguarding Direction map showing South Kirkby – Drawing number PH2-HS2-PL-MAP-100-000041.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the wider distance of 90m either side of the centreline where the indicative location of a northern connection between Sheffield and Leeds is proposed to be located until north-west of Sheepwash Plantation and subsequently reverts to the standard distance of 60m either side of the centreline.

Map SG-02-242. Hemsworth

General description

Safeguarding Direction map showing Hemsworth – Drawing number PH2-HS2-PL-MAP-100-000042.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of centreline (see general note 1).

Volume 4 Key plan (contains maps 241 – 254)

General description

Map showing the route covered in Volume 4, Wakefield, Leeds and North Yorkshire, and each safeguarding map in the volume. Drawing Number PH2-HS2-PL-MAP-100-000059. (Note that the county and local authority names at the top of the individual maps are not the titles for the maps).

Map SG-02-241. South Kirkby

General description

Safeguarding Direction map showing South Kirkby – Drawing number PH2-HS2-PL-MAP-100-000041.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the wider distance of 90m either side of the centreline where the indicative location of a northern connection between Sheffield and Leeds is proposed to be located until north-west of Sheepwash Plantation and subsequently reverts to the standard distance of 60m either side of the centreline.

Map SG-02-242. Hemsworth

General description

Safeguarding Direction map showing Hemsworth – Drawing number PH2-HS2-PL-MAP-100-000042.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-243. Havercroft and Crofton

General description

Safeguarding Direction map showing Havercroft and Crofton – Drawing number PH2-HS2-PL-MAP-100-000043.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until the New Crofton Rolling Stock Depot of which the construction boundary is included in safeguarding (see general note 11).

Map SG-02-244. Crofton

General description

Safeguarding Direction map showing Crofton – Drawing number PH2-HS2-PL-MAP-100-000044.

Explanatory notes

This is subject to surface safeguarding only.

The construction boundary of the New Crofton Rolling Stock Depot is included in safeguarding (see general note 11). The safeguarding corridor then follows the tracks out of the New Crofton Rolling Stock Depot as a grade separated junction at 57.5m from centre of the outer tracks (see general note 15). The safeguarding corridor then starts to revert to the standard distance of 60m from either side of the centreline shortly after Doncaster Road (see general note 1).

Map SG-02-245. Normanton and Altofts

General description

Safeguarding Direction map showing Normanton and Altofts – Drawing number PH2-HS2-PL-MAP-100-000045.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see note 1) until just after the A655 where the eastern side is widened to 90m from the centreline to accommodate earthworks for a deep cutting for around 320m. The safeguarding corridor then reverts to the standard distance of 60m either side of the centreline until Newland Park where the corridor is widened to 70m either side of the centreline for around 150m to accommodate earthworks for a deep cutting (see general note 3). The safeguarding corridor then reverts to the standard distance of 60m either side of the centreline.

Map SG-02-246. North of Altofts and Leeds Metropolitan Spur South of Woodlesford

General description

Safeguarding Direction map showing North of Altofts and Leeds Metropolitan Spur South of Woodlesford – Drawing number PH2-HS2-PL-MAP-100-000046.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline until just after the M62 where the safeguarding corridor is measured as 57.5m from the outer tracks of the grade separated junction (see general note 15). The safeguarding corridor continues at the standard distance from the centreline on both sides of the Leeds Metropolitan Spur of the HS2 and the HS2 mainline.

Map SG-02-247. Leeds Metropolitan Spur South of Woodlesford and Swillington

General description

Safeguarding Direction map showing Leeds Metropolitan Spur South of Woodlesford and Swillington – Drawing number PH2-HS2-PL-MAP-100-000047.

Explanatory notes

This is subject to both surface and sub-surface safeguarding.

Land is included at the standard distance of 60m either side of the centreline (see general note 1). The spur to the west towards Woodlesford is subject to sub-surface safeguarding from 100m into the deep bored tunnel just after Airedale Road (see general note 5). From here, land is safeguarded as sub-surface at a standard distance of 30m either side of the tunnel corridor (see general note 5) for around 940m of the tunnelled route. After Northwood Falls, the safeguarding corridor becomes subject to surface safeguarding and is included at a standard distance of 60m either side of the centreline (see general note 1).

The HS2 mainline is safeguarded at the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-248. North of Swillington and Garforth

General description

Safeguarding Direction map showing North of Swillington and Garforth – Drawing number PH2-HS2-PL-MAP-100-000048.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until near Barrowby Hall where the corridor is widened to 70m either side of the centreline for around 310m to accommodate earthworks for a deep cutting (see general note 3). The safeguarding corridor reverts to the standard corridor of 60m either side of the centreline on the western side first and then the eastern side (see general note 1). The western side follows the boundary of the M1 after crossing the existing Selby to Leeds railway line (see general note 9).

Map SG-02-249. Garforth

General description

Safeguarding Direction map showing Garforth – Drawing number PH2-HS2-PL-MAP-100-000049.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at the standard distance of 60m either side of the centreline (see general note 1) until the western side follows the boundary of the M1 after crossing the existing Selby to Leeds railway line (see general note 9). After Barwick Road the corridor reverts to the standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-250. Micklefield

General description

Safeguarding Direction map showing Micklefield – Drawing number PH2-HS2-PL-MAP-100-000050.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at a standard distance of 60m either side of the centreline (see general note 1).

Map SG-02-251. Barkston Ash

General description

Safeguarding Direction map showing Barkston Ash – Drawing number PH2-HS2-PL-MAP-100-000051.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at a standard distance of 60m either side of the centreline (see general note 1) until the north of Mile Hill where the eastern side follows the existing rail corridor from New Micklefield to Church Fenton (see general note 9). The safeguarding corridor reverts to the standard distance of 60m either side of the centreline just after Saw Well's Lane (see general note 1).

Map SG-02-252. North of Church Fenton

General description

Safeguarding Direction map showing North of Church Fenton – Drawing number PH2-HS2-PL-MAP-100-000052.

Explanatory notes

This is subject to surface safeguarding only.

Land is included at a standard distance of 60m either side of the centreline (see general note 1) and ends where it joins the existing rail network from Church Fenton to Ulleskelf (see general note 10).

Map SG-02-253. Rothwell

General description

Safeguarding Direction map showing Rothwell – Drawing number PH2-HS2-PL-MAP-100-000053.

Explanatory notes

This is subject to both sub-surface and surface safeguarding.

Land is subject to sub-surface safeguarding at a standard distance of 30m either side of the tunnel corridor (see general note 5). This continues until after Northwood Falls, where the safeguarding corridor becomes surface and is a standard distance of 60m either side of the centreline (see general note 1). From around Junction 44 of the M1, the southern side follows the boundary of the existing rail network from Normanton to Leeds (see general note 9) and the northern side includes 5m plus 2m from the retaining wall (see general note 7).

Map SG-02-254. Leeds

General description

Safeguarding Direction map showing Leeds – Drawing number PH2-HS2-PL-MAP-100-000054.

Explanatory notes

This is subject to surface safeguarding only.

The safeguarding corridor follows the boundary of the existing rail network from Normanton to Leeds on the southern side (see general note 9) and the northern side includes 5m plus 2m from the retaining wall (see general note 7). This continues until Leeds station where the construction footprint is included in safeguarding (see general note 13).