

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 Goldthorpe and Altofts, 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Out of date as of 17 July 2017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

Goldthorpe to Altofts

The route would pass east of Hickleton in deep cutting before heading north-west to pass north of Thurnscoe and Clayton on a 490m-long viaduct over the existing railway. This location has been identified as a potential connection point between HS2 and the existing railway, where trains travelling north from Sheffield could continue on the HS2 mainline.

Continuing north-west, the route would pass to the west of South Kirkby, Hemsworth and Fitzwilliam on a number of cuttings and embankments, due to the undulating landscape. The route would pass over the A638 on a 300m-long viaduct between Crofton and Sharlston Common. The route would pass over the existing railway at Kirkthorpe and then continue west of Normanton and Altofts.

New Crofton Rolling Stock Depot

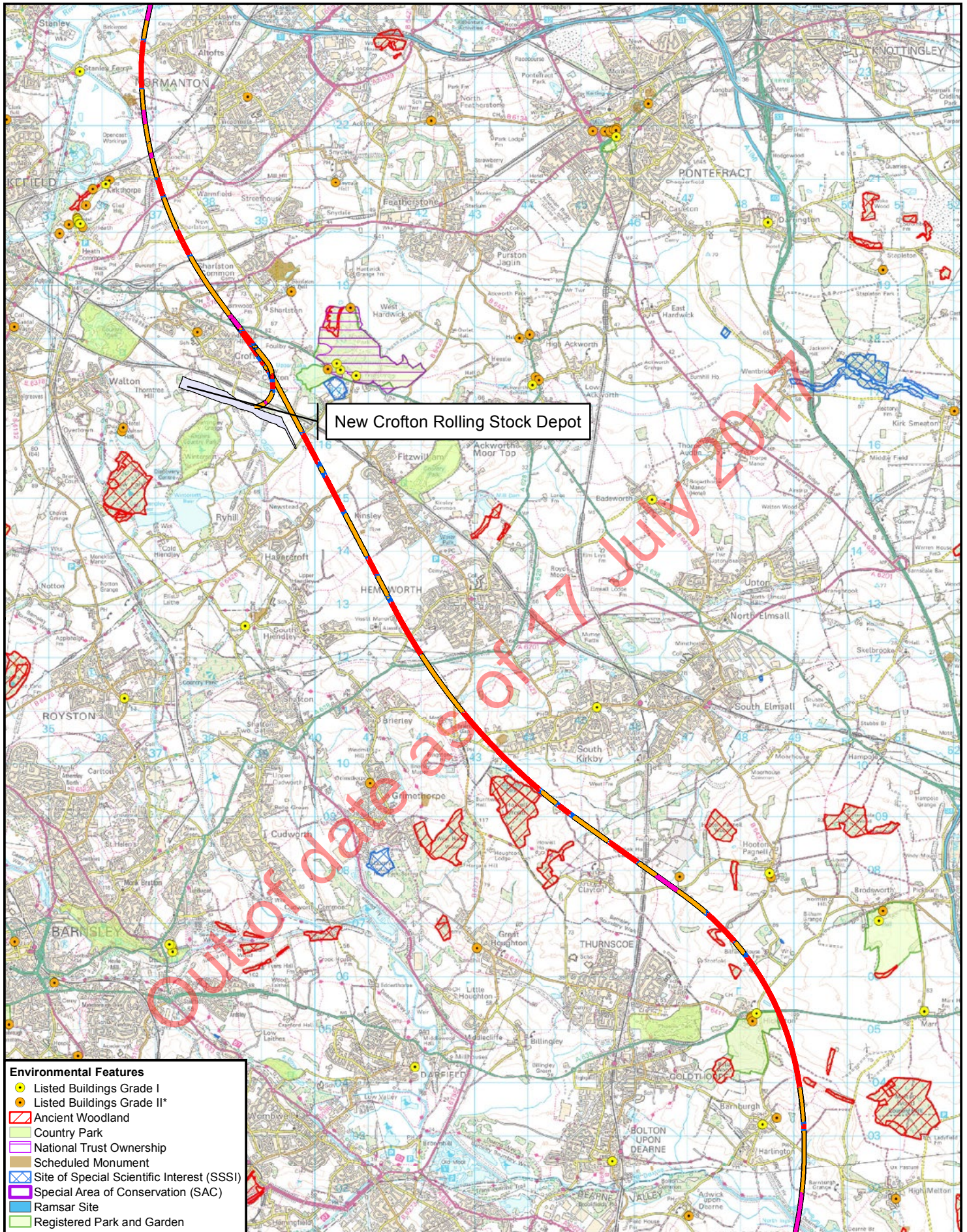
The New Crofton Rolling Stock Depot would be located to the east of Wakefield, south of Crofton, on former industrial land adjacent to the existing railway line. Access to the depot from the HS2 mainline would be via a flyover junction that would pass underneath the HS2 mainline to the south-east of Crofton.

In response to concerns raised by the local community during recent engagement activities, we are considering a number of alternative locations for the depot. Work to assess these alternative locations is ongoing, and we expect to feed back on this review when we respond to the results of this consultation. However, a number of options have been identified and we are confident that some of these may be viable alternatives for the Secretary of State to consider.



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

Out of date as of 17 July 2017



New Crofton Rolling Stock Depot

- 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

Goldthorpe to Altofts



Scale at A4: 1:90,000





Kilometres

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

Doc Number: PH2-HS2-CO-MAP-000-00001-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.

HS2: Sheffield and South Yorkshire Report 2016 recommended an alternative proposal for serving the South Yorkshire region. The route adopts this proposal.

The route would pass to the east of Crofton, passing to the east of Kirkthorpe before re-joining the consultation alignment to the south-west of Altofts.

The New Crofton Rolling Stock Depot site location remains unchanged; however, the orientation of the depot has changed, as the route would approach the depot from the east.

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 Goldthorpe and Altofts. 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 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

Through this section, the route would pass large areas of relatively unspoilt landscape. The route would be in cutting to the east of Hickleton Hall, affecting the landscape setting of the village and the registered park and gardens. There would be landscape impacts at Frickley, with a series of viaducts and embankments. Heading north between Clayton and Crofton, the route would fragment the countryside and surrounding villages, with embankments affecting landscape setting.

The location of the rolling stock depot at New Crofton on relatively prominent high ground would have an impact on the landscape character to the south, including for users of Anglers Country Park, and would have visual impacts for residents of Crofton and New Crofton. There would be landscape impacts west of Normanton due to both cutting and the high-level crossing of the River Calder.

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

The route would pass in cutting within 10m of the Grade II Registered Park and Garden of Hickleton Hall. Further north the route would be in cutting between the Grade II Listed buildings of Bilham Belvedere Summerhouse and Bilham House. The Grade II* Registered Park and Garden of Nostell Priory would lie within 400m of the route, on embankment near New Crofton.

We will continue to work closely with Historic England to manage any potential impacts from construction and/or operation.

Noise

At this early stage of the design process, our initial airborne noise appraisal 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 Crofton, New Crofton and Charlston. 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.

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

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.

Transport network and access

Along the preferred route it is likely that several roads would require permanent or temporary realignment. 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.

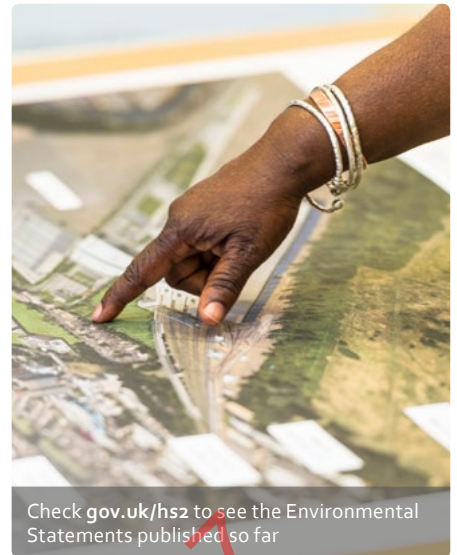
Construction

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

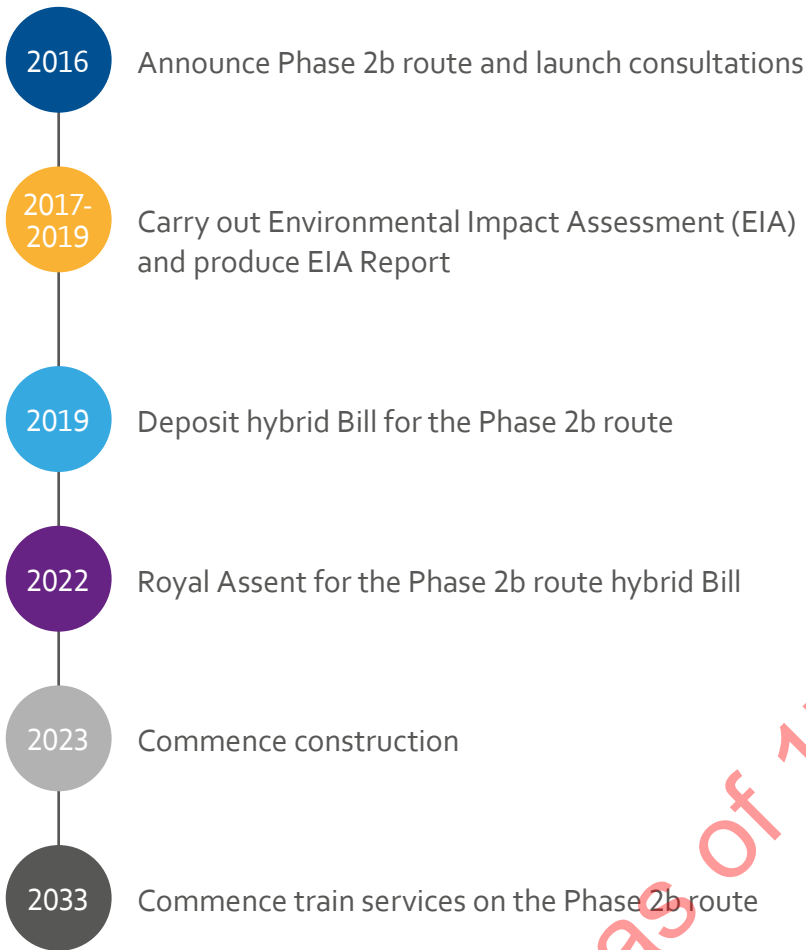


Check gov.uk/hs2 to see the Environmental Statements published so far

Out of date as of 17 July 2017

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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