

## HS2 in your area

**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 Trowell and Tibshelf, 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.

## In your area

### Trowell to Tibshelf

Upon leaving East Midlands Hub station at Toton, the route would broadly follow the M1 corridor through this section.

Due to frequent changes of ground levels in this area, the preferred route would result in a series of cuttings, embankments and structures. The highest of these would be a viaduct over the River Erewash at South Normanton, up to 25m above the river.

The route would pass through Strelley Village Conservation Area with a cut-and-cover tunnel west of the Grade II Listed Strelley Hall. The preferred route would emerge from a tunnel to the north-east of the Conservation Area, at Nottingham Business Park, and bear northwards to run alongside the M1 to the A38 where the South Yorkshire spur is located.

North of the spur to Sheffield, the mainline would run in a cutting up to 24m deep before passing under the M1 at Tibshelf; it would be positioned on the west of the M1 as it passed Hardwick Hall. It is likely that a temporary realignment of the M1 would be required to build the box under the M1 at Tibshelf.

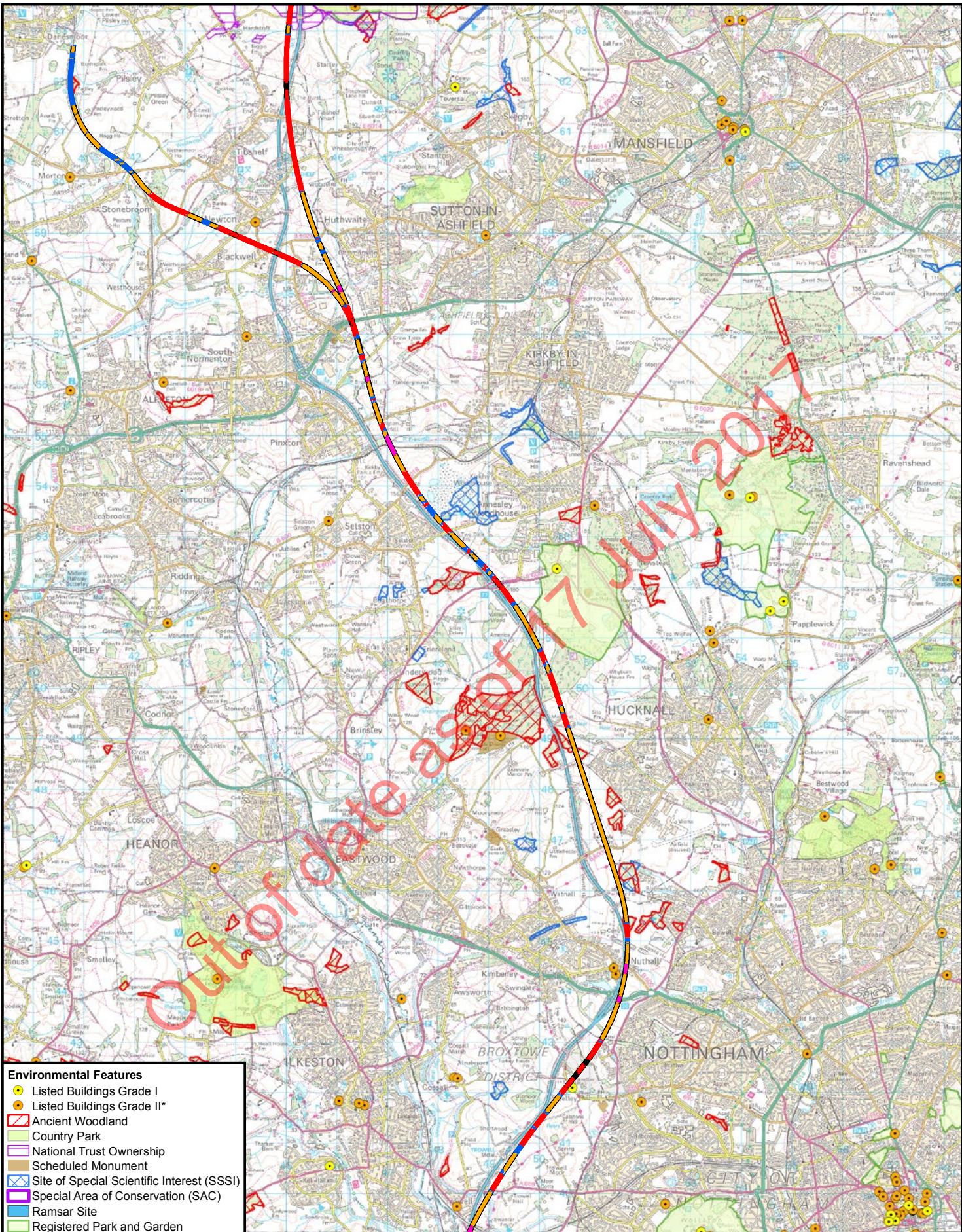
### Spur to Chesterfield and Sheffield

A spur to join the existing railway near Clay Cross would be located near the A38 and Hilcote. The spur will pass under the M1 and Alfreton Road, south of Newton, before joining the existing Erewash Valley railway east of Stonebroom. The spur would enable up to two HS2 services per hour to serve existing stations at Chesterfield and Sheffield city centre.



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

Out of date as of 1 July 2017



#### 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  
Trowell to Tibshelf



Scale at A4: 1:95,000



0 2 Kilometres

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Birmingham B4 0GA.

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## 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.

North of the East Midlands Hub station, the route would be on a continuous viaduct 2,660m in length, removing a high section of embankment. This would reduce land take and increase permeability under the HS2 route.

Applying design lessons learnt from Phase One has led to some smaller changes in this area, with the route moving east by 13m at the southern portal of Strelley tunnel, and 10m east at Bulwell Wood Site of Special Scientific Interest (SSSI). Beyond Strelley, the preferred route would be up to 3m higher over a long section of route, which would improve clearances over watercourses and roads, with higher embankments at Bulwell Wood SSSI and Nuthall.

The route has moved 80m west towards the M1 and would now cross the western edge of the Bogs Farm Quarry SSSI. The route would also avoid crossing the Bentinck Colliery landfill site and move approximately 250m further away from Langton Hall.

The South Yorkshire spur to the existing Erewash Valley railway would be located near Hilcote. More information can be found in the [HS2: Sheffield and South Yorkshire Report 2016](#).

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 South Yorkshire spur to the existing Erewash Valley railway that is part of this alternative proposal. This would be located in this area of the route, between Huthwaite and Normanton. 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](http://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.

## **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 would help to limit potential impacts. Where possible, the HS2 route has been designed to follow the existing transport corridor. However, due to viaducts and embankments, there would be some visual impacts at Sandiacre, Stanton Gate and Stapleford. The cut-and-cover tunnel at Strelley would directly impact the Strelley Village Conservation Area. Further north, a section of embankment and cutting in Park Forest would result in landscape impacts. There would be visual impacts between Pinxton and Huthwaite. From the Sheffield spur, there would be landscape and visual impacts at Old Blackwell Conservation Area and Newton, and for users of the Silverhill 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 preferred route would broadly follow the existing M1 corridor with a cut-and-cover tunnel which would reduce the impacts when passing through Strelley and the Conservation Area. This historic village has numerous listed buildings, as well as a Scheduled Monument, comprising a medieval moat and fishponds at Strelley Church. The cutting that leads into the tunnel would adversely affect the setting of the monument, but links between the Scheduled Monument, Strelley Hall and the church would be maintained. South-west of Annesley Woodhouse, the preferred route would pass on embankment in close proximity to a Scheduled Monument comprised of a series of fishponds.

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

### **Wildlife and habitats**

North of Nuthall, the preferred route would pass close to Seller's Wood SSSI and Bulwell Wood SSSI. South of Kirkby-in-Ashfield, the route would pass by Annesley Woodhouse Quarries SSSI. With detailed design and careful construction, we expect to be able to mitigate any effects. The preferred route would cross the western edge of Bogs Farm Quarry SSSI, east of the M1 at Selston.

We will continue to work closely with Natural England and the Environment Agency to manage any potential impacts from construction and/or operation. HS2 Ltd has a policy to seek no net loss to biodiversity.

### 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: [hs2enquiries@hs2.org.uk](mailto:hs2enquiries@hs2.org.uk)

For the latest documents including route plans and profile maps visit:  
[www.gov.uk/hs2](http://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.<sup>1</sup>

Residual noise impacts would be expected to affect residents of Pinxton, Hucknall and Hilcote. 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.

## Property

A number of residential properties at Nuthall and at Newton would need to be demolished, as well as some commercial properties at Nottingham Business Park, north of Strelley. Please note that at this stage of design we have not developed the construction methodology for the route or determined the resulting 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, A609 Nottingham Road, A608, Salmon Lane 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 reduce any traffic disruption that might arise.

Some realignment and electrification of the existing Erewash Valley railway would be required within the existing corridor where HS2 joins. We are already working with Network Rail to develop solutions and reduce disruption.

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](http://www.gov.uk/government/publications/hs2-information-papers-construction)

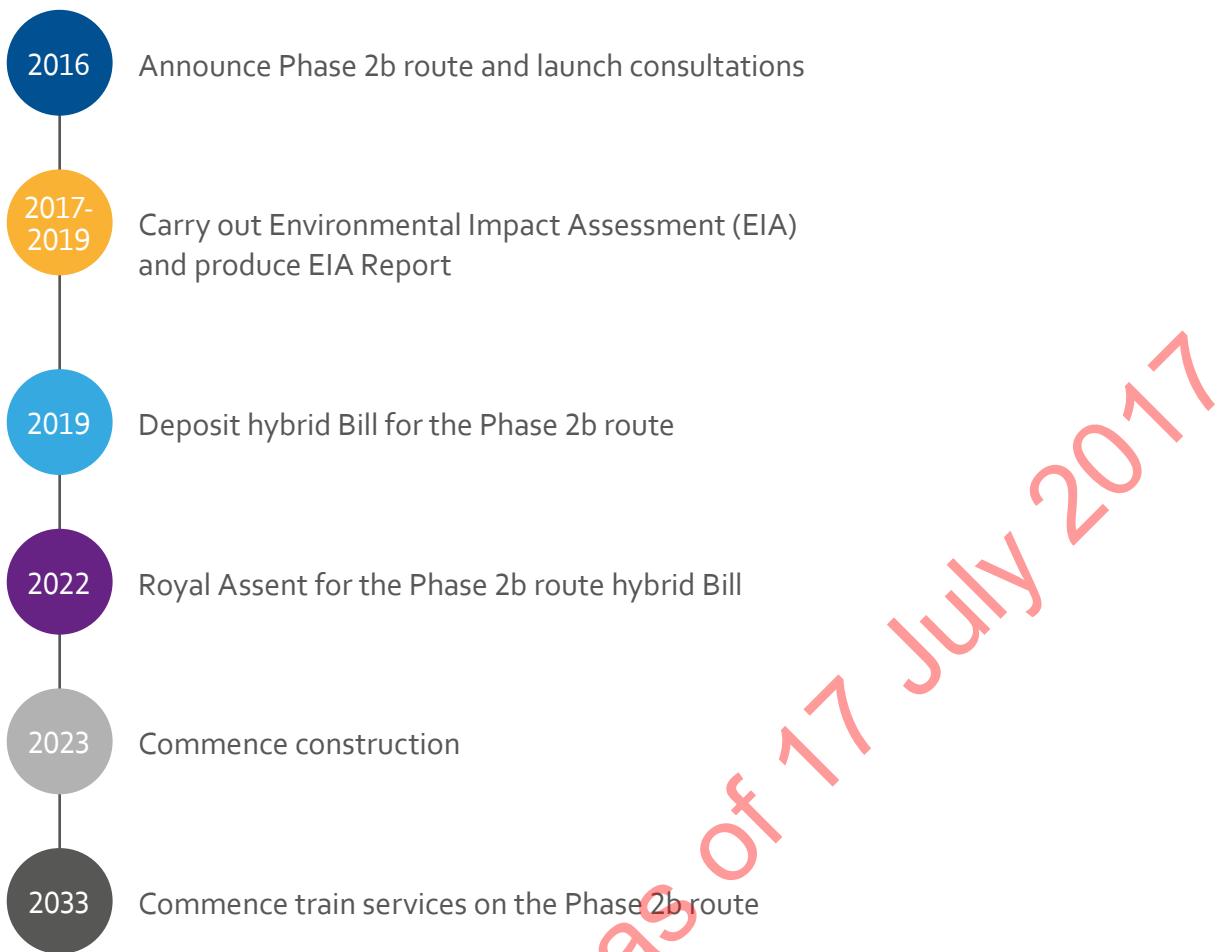


Check [gov.uk/hs2](http://gov.uk/hs2) to see the Environmental Statements published so far

<sup>1</sup>Noise is conventionally measured using the equivalent continuous sound level (L<sub>Aeq</sub>) 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](http://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](http://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](http://www.gov.uk/government/publications/hs2-residents-commissioner-report-1-may-2015)

You can contact the Commissioner at:

[residentscommissioner@hs2.org.uk](mailto: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](http://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](http://www.gov.uk/government/collections/hs2-events)

### Contact us

HS2 Helpdesk

Tel: 020 7944 4908

Email: [hs2enquiries@hs2.org.uk](mailto: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](http://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](http://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](http://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](http://www.gov.uk/hs2) – search for **HS2 business**

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