



Town Hall
Moorgate Street
Rotherham
S60 2TH

☎ (01709) 822723
✉ leader@rotherham.gov.uk

Freepost RTEL-YAZX-HAZT
Phase Two Route Consultation
PO Box 1152
HARROW
HA1 9LH

16 January 2014

Dear Sir/Madam

RMBC RESPONSE TO THE HS2 PHASE TWO ROUTE CONSULTATION

Rotherham Metropolitan Borough Council (RMBC) fully endorse the response to the High Speed Two Phase 2 consultation that the South Yorkshire Integrated Transport Authority (SYITA) and Sheffield City Region have submitted in support of HS2. This response provides further detail of those issues which RMBC would ask Government and HS2 Ltd to consider when confirming its support for, and development of, the eastern arm of Phase 2 and the station at Sheffield Meadowhall.

Rotherham Metropolitan Borough Council strongly supports the inclusion of the Sheffield City Region (SCR) in the High Speed Two network because it will provide much needed capacity and significantly enhance journey times from SCR to London, and other core regional centres including Leeds, Nottingham, Derby and Birmingham. HS2 will deliver wider economic benefits of £400m directly to SCR.

We fully support the 'Y' network as a comprehensive high speed connectivity solution for the UK and urge Government to consider the joint delivery of both Phases 1 and 2 so that the full economic benefits of HS2 can be fully realised earlier than 2033. However, should that not be possible, it is essential that the full HS2 Phase 2 proposals is realised and that the eastern leg of the 'Y', the economic benefits of which are estimated at £4.2 billion, is delivered at the same time as the western leg to Manchester.

Eastern Leg - West Midlands to Leeds Route

In terms of the route selected, we are broadly supportive. We also fully support the inclusion of a connection between the 'Y' network and the East Coast Main Line. The following principles should be applied to development of the eastern leg to ensure that the economic potential of the scheme for both SCR and the country as a whole is fully realised:

- HS2 should not negatively affect existing plans to upgrade and electrify the Midland Main Line (MML), including enhancements at Sheffield;
- Lines north of Sheffield, to Leeds and Doncaster (via Rotherham) should be electrified as an extension of current MML plans before HS2 is delivered;
- Existing rail capacity released by HS2 should be used to improve services at stations across SCR;

- Adverse environmental impacts of the line, the new Meadowhall Station and the proposed Infrastructure Maintenance Depot at Staveley should be avoided where possible, or minimised and mitigated through excellent design;
- Full compensation for people and businesses who are adversely affected by the new line. Meadowhall Station and maintenance depot made available at the earliest opportunity;
- High quality 'classic rail' services should be developed between Meadowhall and the SCR urban centres;
- A comprehensive access package should be provided to the new Meadowhall Station by tram, bus, walking and cycling;
- Highway constraints are addressed to provide ample capacity for all network movement in 2033 and beyond. In particular, solutions are required for M1 Junctions 34 and 33 and the local networks surrounding them;
- The HS2 station is integrated with heavy and light rail platforms, forms a bus interchange and has parking/park and ride facilities;
- The station is supported by a regional tram train network, providing express links to Barnsley, Doncaster, Rotherham and Sheffield;
- The infrastructure should have minimum negative impact on SCR residents, existing SCR businesses and their supply chains;
- Companies based in SCR should have a fair opportunity to win contracts to support construction and delivery.

The route will impact one of SCR's key development sites, the Waverley New Community (WNC). Developer, Harworth Estates, has considered the implications of the line of route as it passes through the eastern side of the WNC site and it is estimated that over 1000 proposed homes may be affected. As a result of the change in alignment of the line of route immediately north of the proposed station at Meadowhall (to avoid the Firth Rixton site), the proposed route now has a greater impact on WNC than the one announced in January's Initial Preference. Whilst the benefits associated with protecting Firth Rixton, particularly to the economy, are acknowledged and supported, we urge Government to consider changes to the proposed alignment to minimise the impact on the WNC development during the detailed engineering design process. A further issue to be considered is that Harworth Estates own review of the planned route of HS2 would indicate that the vertical alignment of the route across the former opencast site is potentially at current ground level and would not require a viaduct or embankment.

However, when considering the previous line of route options, the line of route to Meadowhall is significantly preferred to the line of route that HS2 Ltd considered for the loop option to serve Victoria Station which was aligned across the WNC site and part of the Waverley Advanced Manufacturing Park. As we have previously raised with HS2 Limited, that line of route would have an even greater adverse impact on these strategic developments and would affect investment by Rolls Royce in their factories to support the civil nuclear programme and would now involve the demolition of homes that have recently been built and others in construction.

Further detailed issues on the line of route and its impact within RMBC are attached at Appendix A. A number of issues are raised that HS2 need to consider and work with us to resolve.

Wherever possible the impact on residential and business properties should be avoided or minimised. Where the demolition of property is unavoidable Government must ensure that the appropriate compensation arrangements are applied to provide for certainty and financial security of householders, businesses, and landowners at as early a stage as possible. Consideration should also be given to the support that can be provided for tenants having to move home and employees that have to find alternative employment. Those properties and locations likely to most need to be considered further, including those through potential noise and/or visual impacts, are included in Appendix A.

In terms of the environmental impact it is acknowledged that the full scale of development impact is not yet clear and further details will become known as the scheme progresses. The Environmental Statement for Phase 1 sets out the proposals to avoid, reduce or remedy the significant environmental effects it identifies and we would welcome local input and liaison on the ES and EIA for Phase 2 from an early

stage. Issues relating to the potential environmental impact, including impacts on rights of way and parks, are included in Appendix A.

HS2 Station location - Sheffield Meadowhall

RMBC anticipates that the beneficial economic impact of the HS2 station at Meadowhall will not be confined solely to the immediate proximity of the station itself but, with improved connections from Rotherham and the other urban centres in Sheffield City Region, the development and economic growth impact will be seen across SCR. Whilst some of these improved connections from Rotherham are currently committed, such as the Bus Rapid Transit North scheme and the proposed tram-train trial, with further enhanced connections the new HS2 station will provide a first class interchange.

Rotherham Town Centre is located approximately 6-8 minutes from the current Meadowhall Interchange by rail and is ideally placed to maximise the journey time savings and productivity benefits delivered by HS2. There will be significant benefits in regional connectivity for businesses and residents in Rotherham (both existing and prospective). Journeys to Leeds currently take up to 1 hour 10 minutes during the morning peak. With HS2, journey times to Leeds from Meadowhall only taking 17 minutes; a journey time closer to half an hour between Leeds and Rotherham is achievable. With similar regional journey time savings, HS2 will provide a massive step change in connectivity for businesses and commuters in Rotherham.

We anticipate that HS2 will act as a significant catalyst to grow Rotherham's economy and, in addition to the 4,000 to 5,400 jobs which HS2 Ltd estimate will be created around the Meadowhall station, the number of businesses and employment opportunities will also increase significantly in Rotherham, particularly in the Town Centre, and locations close to it such as Parkgate, and along the Lower Don Valley.

Waverley's proximity to the Meadowhall Station will significantly enhance access to the Advanced Manufacturing Park (AMP) from London and other regions. The AMP lies at the heart of the Sheffield City Region Local Enterprise Zone, is one of the first Technology Innovation Centres and is the UK's premier advanced manufacturing technology park, providing world-class advanced manufacturing technology solutions. The AMP has a National and International recognition and is home to world-class research and manufacturing organisations, such as: the University of Sheffield's Advanced Manufacturing Research Centre (AMRC) with Boeing; Rolls Royce, which includes Project Power (civil nuclear manufacturing); Castings Technology International (Cti); Dormer Tools, TWI's Yorkshire Technology Centre and the Nuclear AMRC.

Furthermore, HS2 will also enhance and stimulate housing growth in Rotherham in the period up to 2028, when over 14,500 new households are planned to be delivered. The majority of these new households are proposed in the Rotherham Urban area, of which approximately 2,500 are proposed at the Basingthorpe site close to the Town Centre. Significant housing growth is also proposed at Waverley New Community.

Meadowhall Interchange is well located within SCR and already functions as an important multi-modal transport hub. There are currently approximately 300 heavy rail movements at Meadowhall per day providing links north towards Barnsley, Wakefield, Huddersfield, Doncaster, Hull and Cleethorpes and south towards Sheffield, Manchester (City and Airport) and Nottingham. The Interchange is served by frequent tram and bus services and is located near to Junction 34 of the M1 motorway, with connections to the local highway network from the A6109 and A6178. HS2 will further enhance the role of Meadowhall as a transport hub.

We are supportive of Meadowhall Station because it has the potential to maximise the number of HS2 stopping services in the City Region thereby enhancing economic output. In addition, to ensure that these economic benefits are realised, a comprehensive package of connectivity improvements is required to ensure that Meadowhall is accessible by all modes across SCR.

The full range of these connectivity improvements are set out in detail as part of the SYITA and SCR response. In successfully planning to achieve the full potential of the Meadowhall HS2 station, the early delivery of the connectivity improvements will be essential. The required improvements to enhance connectivity from Rotherham include:

Dual track on Holmes Chord

Holmes Chord is currently a section of single track that trains travelling between Meadowhall Station and Rotherham Central Station must use. This restricts rail capacity and the number of services that can access Rotherham Centre which is currently only between a 5 and 8 minute journey to Meadowhall. Dualling this chord would mean that Rotherham could be served on a more frequent basis and the timetable, where 3 of the 4 trains per hour to Meadowhall leave within a 23 minute period, would not be constrained. This will also provide additional capacity on the Meadowhall to Doncaster heavy rail corridor which is also currently constrained. The dualling of this chord is not included within a defined Control Period programme. We would request that this improvement is introduced at the earliest opportunity.

Tram-Train connectivity

RMBC is keen to see the benefits of the proposed Tram-Train link between Rotherham and Sheffield maximised well into the future with route and network expansion. This would include extensions through the Dearne Valley towards Doncaster, with a station at Magna in the Lower Don Valley. The current Tram-Train route between Rotherham and Sheffield does not access Meadowhall Interchange and connects to the current Supertram network at Meadowhall South. As part of the connectivity improvements, a new link from the heavy rail section of the tram-train network should be provided so that tram-trains from Rotherham can directly access the new HS2 station at Meadowhall.

Released Capacity – existing rail network

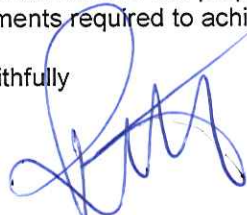
In terms of released capacity on the existing rail network, HS2 Ltd has made initial assumptions as to how services on the existing network could be modified following the introduction of HS2. These include reducing some service frequencies and re-routeing some services in ways that may worsen connectivity to and from locations in Sheffield and Leeds City Regions. Consideration should be given to making better use of the HS2 infrastructure.

SCR undertook a study to consider an alternative approach to modifying services on the existing network and we believe economic benefits are to be gained as a result of providing enhanced passenger and freight services on the existing network post-HS2. We would welcome engagement with HS2 Ltd/Network Rail to consider alternative options for use of the existing network to those currently included by HS2 Ltd in the economic case, based on proposals we have developed. Rotherham MBC also acknowledges the need for Doncaster to continue to maintain strong long distance, fast services along the East Coast Main Line corridor.

We strongly support calls for an 'existing network' investment fund to be established that would aim to ensure that maximum benefits can be derived from the rail network and be complementary to the funding required to deliver connectivity enhancements. The timescales associated with this funding should ensure that the required improvements are delivered in advance of HS2 opening and beyond.

We would welcome the opportunity to continue to work with HS2 Ltd and Government to achieve the maximum benefits for the proposed scheme and for Government to support and include the connectivity improvements required to achieve this.

Yours faithfully



Councillor Roger Stone OBE

Enc

APPENDIX A

Rotherham Metropolitan Borough Council – HS2 Phase 2 Issues Log

Planning and Development

The impact of the route on one of Rotherham's and the Sheffield City Region's key development sites, Waverley New Community, is acknowledged within the full body of the consultation response. Harworth Estates have considered the implications of the line of route as it passes through the eastern side of the WNC site and it is estimated that over 1000 proposed homes may be affected. As a result of the change in alignment of the line of route immediately north of the proposed station at Meadowhall, in order to avoid the Firth Rixon site, the line of route proposed in the consultation has a greater impact on WNC than the one announced in January's Initial Preference. Whilst the benefits associated with protecting Firth Rixon, particularly to the economy, are acknowledged and supported, we would urge Government to consider changes to the proposed alignment of the line of route to minimise the impact on the WNC development during the detailed engineering design process. Furthermore, Harworth Estates own review of the planned route of HS2 would indicate that the vertical alignment of the route across the former opencast site will be at current ground level and not require a viaduct or embankment.

Further business premises and proposed development sites within Rotherham are affected by the proposed line of route. Wherever possible the impact on these properties should be avoided or minimised. Where the demolition of property is unavoidable Government must ensure that the appropriate compensation arrangements are applied to provide for certainty and financial security of householders, businesses, and landowners at as early a stage as possible. Consideration should also be given to the support that can be provided for tenants having to move home and employees that have to find alternative employment. These sites include:

- The Home Décor offices on the Laycast Site, Innovation Way, Fence will require demolition. Further development was proposed across this site.
- 351 Sheffield Road (B6200), Fence which is the 'Hollows' Kennels and Cattery. The line of route will pass through the centre of the site and buildings are likely to be demolished and access to other buildings severed. There is also a residential aspect to this property.
- The Morrisons Supermarket and Boundary Mill Store in Catcliffe will require demolition
- The JTF Warehouse will require demolition
- Whilst not indicated on the HS2 drawings it is likely that Whitby's fish and chip restaurant will require demolition
- The access route to the Poplars Business Park which provides access to Foers (construction, shopfitting and joinery business) and also serves Whitby's may be affected.
- Hood Hill Farm, Hood Hill. Hood Hill Farm is part of the Barley Hall Stables equestrian centre. The Farm buildings are very close to the top of the cutting where the line of route passes underneath the M1 just south of J35(a). Subject to detailed design this may result in the demolition of part of the Farm, and the loss of land. There is also a residential aspect to this property.

However, it is acknowledged that the line of route (mainline) serving Meadowhall has a significantly lower impact on development sites at Waverley than HS2 Ltd's proposed line of route for a loop from the mainline to a Sheffield City Centre station location. That alignment would require the demolition of homes that have now been constructed and occupied at Waverley New Community and have a far greater adverse impact on the further planned development. Furthermore, proposed and existing factories on the AMP, would also be adversely affected by the alignment of the loop.

Public Rights of Way and Parks

The proposed route of HS2 will impact on a number of RMBC footpaths, bridleways and recreational routes. In many cases these routes have been subject to recent upgrading and enhancements, or are part of national trails (the Trans Pennine Trail, and National Cycle Network for example). Replacement for any routes must be at least to the existing standards.

In the case of rights of way or other non-traffic routes, HS2 should provide suitable crossing facilities at all locations in the same way that highways will continue to operate. A number of local routes have been designed specifically to be used by all, and where these routes are in place suitable access for all needs to be provided as a replacement.

HS2 could have a very positive impact upon the local non-vehicular transport network. A unique opportunity exists to dovetail the proposal into the access network, addressing historical gaps in the network at minimal cost and enhancing linkages to communities and facilities. We would recommend that this opportunity could utilise the members of existing Local Access Forums in providing a cohesive, user-led series of proposals to enhance the network alongside HS2. The Local Access Forum in Rotherham has a long tradition of working with developers realistically and proactively and we would urge the Government and HS2 to work with such users when specific recommendations are looked at in greater detail.

The current line of route through Rotherham passes close to the south western edge of Rother Valley Country Park. Along this section of the route the alignment proposed is predominantly on the line of the existing railway, which itself will require realignment. Views of HS2 from Rother Valley Country Park are likely to be obscured by the existing trees and vegetation that are present along this edge of the Country Park. Should this planting, which currently provides effective screening of the railway, be affected through the scheme further mitigation may be required.

Environment

Whilst it is accepted that the detail of the environmental assessment will increase as the engineering detail of the scheme is progressed, and that these will inform one another, culminating in the full Environmental Statement (ES), in terms of the environmental impact we would raise the following issues:

The Sustainability Statement identifies those internationally and nationally important sites that have influenced the proposed route so far and also note which publically available datasets have been considered. Rotherham's sites of substantive nature conservation need to be considered and this information is not publically available and it should be obtained from the Rotherham Biological Records Centre (within RMBC).

Attached at Table 1 is a preliminary identification of sites of biodiversity interest in Rotherham that will be adversely impacted by HS2. Priority habitat mapping, geological sites and protected species data also need to be considered by HS2 Ltd in the further work to inform the ES.

The proposed route runs through two ancient woodland sites that are on the Rotherham / Sheffield boundary. The avoidance of impact on ancient woodland sites would demonstrate a commitment to avoiding adverse impact on the natural environment (as stated in the HS2 Sustainability Policy). The South Yorkshire Green Infrastructure Strategy identifies opportunities for enhancement and restoration, including potential mitigation for lost habitat and other green assets. See <http://www.syforest.co.uk/projects.php?p=273>

The work to inform the ES needs to include identification of committed projects that aim to improve the environment and biodiversity so that future baselines can be used when assessing impact and the need for mitigation and compensation. In Rotherham these include ongoing work to enhance the biodiversity and water quality in Rotherham's Rivers.

Adequate time needs to be allowed for sufficient ecological data to be collected (desk and field study) in order to complete the impact assessment and scoping of the survey work needed should begin as soon as possible to provide confidence in the assessment process. Ecological surveys to assess the impact for a scheme of this significance should utilise the full extent of measures to obtain access to land likely to be affected. Liaison with SCR and Authorities would be welcomed.

Expected elements of the Ecological Impact Assessment include:

- Identification of all construction sites, haul roads, associated and enabling works and any permanent or temporary feature of HS2 development
- Agreement of adequate buffer areas within which desk and field study will be undertaken
- Identification of the presence of national and local designated sites of interest for nature conservation, of priority habitats and species (i.e. Natural Environment & Rural Communities listed), of locally prioritised habitats and species (i.e. from local Biodiversity Action Plans) and of protected species
- Adequate survey data collected over a sufficient period of time and in accordance with best practice methodologies
- Application of the avoidance and mitigation hierarchy for each receptor/impact identified

- A presumption that the route can be altered to accommodate sites or features considered irreplaceable or where an adverse impact would remain despite mitigation
- Survey and impact assessment should consider the development in the context of the landscape and/or ecosystem provision to help identify the best solutions for mitigation and compensation
- EclA should be specific to sites and features along the route with the significance of impact assessed for each and not just for, for example, a habitat type
- The draft results and proposals should be made available to the relevant local authorities in advance of the production of the Environment Statement in order to include local knowledge

When consulting on the draft Environmental Statement for Phase 2, it would be beneficial that the full ecological assessment be available.

As part of the further work to inform the ES, HS2Ltd should consult Rotherham Geological Record Centre for the relevant geological record data (sagt@geodiversity.org). HS2 may impact on an identified site of geo-diversity value at Waverley (cRIGS R137), and potentially may impact geo-conservation interests at one other site.

There is a positive opportunity to professionally record geological details in ground investigation, boreholes and rock exposures; these potentially useful records should be submitted to Rotherham Geological Records Centre. Consideration should also be given to the preservation and management of any geological assets where access to these remains possible after completion of the works.

The Sustainability Statement does confirm that EIA work will include the preparation of a package of mitigation and enhancement measures that will address direct impact and wider priorities, which is very welcome. It is hoped that the EIA process will be collaborative to enable discussions on identified impacts and proposals for avoidance, mitigation, compensation and enhancement prior to the publication of the final document.

We consider that HS2 should not aim for 'no net loss' for the natural environment but that the aim should be more ambitious and provide an overall net gain. This should include the potential for the Government's proposal for a national biodiversity offsetting scheme to be tested, which would highlight the full environmental benefits of HS2 and set an exemplar standard.

Table 1: Preliminary identification of sites of biodiversity interest in Rotherham

Receptor Type	Receptor Name	Location
River corridors	River Rother	RMBC
	River Don	RMBC / SCC
Canal Networks	Sheffield & SY Navigation	RMBC / SCC
	Chesterfield Canal	RMBC
Landscape-scale Projects	Living Don: Rotherham Rivers project	RMBC / SCC
	Deane Valley Green Heart NIA	RMBC / BMBC
	Lower Don Valley Masterplan area	RMBC / SCC
SSSI		
LNRs	Woodhouse Washlands	RMBC / SCC
	Catcliffe Flash	RMBC
	Centenary Riverside	RMBC
Ancient Woodland	Smithy Wood	RMBC / SCC
	Hesley Wood	RMBC / SCC
Local Wildlife Sites (inc. candidates)	Rother Valley Country Park	RMBC
	Pithouse West	RMBC
	Woodhouse Washlands	RMBC / SCC
	Forgemasters Tip (Treeton Dyke)	RMBC
	Catcliffe Flash	RMBC
	S&SY Navigation	RMBC / SCC
	Grange Park	RMBC
	Smithy Wood	RMBC / SCC
	Hesley Wood	RMBC / SCC
Other Key Sites	Waverley Park	RMBC

Communities

At this stage it is difficult to determine the full implications of the proposed HS2 line of route on the local communities that the railway will pass through or adjacent to. The full implications will be known when the detailed design progresses, the construction path required is known, and the Environmental Statement is prepared. We would welcome the opportunity to continue close engagement and liaison with Government and HS2 Ltd as these issues progress.

However, the line of route subject to consultation does indicate that there are properties in Rotherham that will require demolition. Those businesses and properties that will require demolition are highlighted in the Planning and Development section above. It should be noted that many of these businesses are core parts of our local communities, providing employment and services to them. Furthermore, a number of properties in Rotherham may be affected by noise or visual impacts of the scheme, both during construction and operation of the railway. These impacts, particularly on residential communities close or adjacent to the line of route and station, need to be fully assessed and appraised within the environmental appraisal proposed. Adverse impacts will be subject to the location and proximity of properties to the line of route and should be mitigated against, including the potential for avoidance, and compensation where appropriate.

Those communities in Rotherham that are closest to the proposed line of route and may face the greatest impacts are:

Fence / Swallownest

Properties to the north east of the B6200 Aston Bypass, are likely to be affected due to the realignment required described in the highways section below. Details of the proposed realignment need to be provided by HS2 Ltd.

Properties on Falconer Lane, to which the rear gardens of certain houses, are close to the line of route.

Catcliffe

Properties in the Southern parts of Catcliffe will be close to the line of route, such as those on The Crofts, with other areas of Catcliffe having views of the railway. Those parts of Catcliffe to the North of the A630 Sheffield Parkway are likely to be affected when a cutting underneath the Parkway is constructed but as a result the impact upon completion may be reduced.

Treeton

Certain properties with views to the south or west across Waverley and Orgreave are likely to have views of the HS2, which is elevated on either viaduct or embankment across the Waverley New Community site.

Waverley (New Community)

The impact on WNC is highlighted in previous sections.

Brinsworth

Certain properties with views to the south or west may have views of HS2 although the M1 motorway will lie between these properties and the railway.

Blackburn

Blackburn is very close to the line of route as it passes on a viaduct across the Lower Don Valley serving the proposed Meadowhall Station, with the M1 motorway between these properties and the railway. However, it should be noted that significant visual impact is likely, with the potential for noise, as the railway will be on an elevated viaduct and at this point trains will be on the approach/ exit to the station.

From Blackburn to M1 J35(a)

The line of route of HS2 remains closely aligned to the M1 on the Sheffield side. The vertical alignment of the railway moves in a transition from viaduct at Blackburn to embankment then predominantly cutting as it moves north towards J35(a). Just south of M1 J35(a) the line of route crosses underneath the M1 in a cutting into Rotherham at Hood Hill. Here the line of route passes very close to Hood Hill Farm as stated above in the planning and development section. The level of noise and visual impact on properties in Rotherham will be subject to the vertical alignment of HS2 and their proximity to the M1 and line of route.

Tourism

Visions of China is a proposed new major themed tourist attraction to be built at the former Pithouse West colliery site, located to the north of Rother Valley Country Park and near Jct 31 of the M1 motorway.

The project will incorporate a 120 acre cultural theme park set in an authentically built and landscaped Chinese environment. It aims to combine the beauty and distinctiveness of Chinese architecture; the

charming originality of Chinese garden design; the mystique of Chinese culture and customs; and the originality of its entertainment, in a single spectacular parkland environment, offering a menu of entertainment which will appeal to both domestic and overseas visitors alike.

One and a half million visitors are expected to visit the park each year enjoying its spectacular mix of Oriental lakes and gardens; China Town retail street; Shaolin temple and cultural centre; theatre; children's fantasy land; restaurants; Oriental spa; pavilions; pagoda; and hotel.

The project, costing in excess of £100 million, is envisaged to create 200 jobs during its two year construction and more than 380 permanent jobs once the theme park is in operation. The site is approximately 20-25 minutes' drive to the proposed HS2 station at Meadowhall and would present an attractive way of accessing the proposed attraction, particularly from London.

Magna Science Adventure Centre is an educational visitor attraction, appealing primarily to children. It is located in a disused steel mill in the Lower Don Valley and would be approximately 3 minutes from the proposed HS2 station at Meadowhall. The principal exhibits are divided into five *pavilions*: Earth, Air, Fire, Water and Power. The site, often used for staging events, conferences and gigs, won the Enjoy England Gold Award for Business Tourism in 2006 as well as many other awards for the high quality of product.

Highways and Transport

The impacts on public highways within Rotherham are as follows:

- **B6200 Aston Bypass, Fence/Swallownest** – The line of route of HS2 will require the realignment of part of the B6200. Details are not provided of how this will be achieved or the impact this may have on the adjacent houses on Haigh Moor Way.
- **B6200 Sheffield Road, Fence** – will the level of the existing carriageway be altered to accommodate HS2 travelling underneath it – new overbridge
- **B6066 Poplar Way, Catcliffe/Waverley** - The consultation plans indicate that the proposed alignment of HS2 will be at the same level as the B6066 Poplar Way. It is unclear what the proposed accommodation works to the B6066 at this location will be.

As outlined in the economic development section above, improved connectivity to the HS2 Meadowhall station from the SCR Urban Centres is essential to its success and the economic growth of SCR. The connectivity improvements required between Rotherham and Meadowhall include:

- **Holmes Chord Heavy Rail track dualling** – The capacity on the Meadowhall to Doncaster heavy rail corridor is constrained by a section of single track known as Holmes Chord. All services serving Rotherham Central Station have to use this single track either coming from or going towards Meadowhall. This limits the number of stopping services at Rotherham Central and capacity more widely on this important corridor. Currently the dualling of this chord is not included within a defined Control Period programme. We would request that this improvement is introduced at the earliest opportunity.
- **Further enhancements to the planned Rotherham-Sheffield Tram-Train network** will be required to maximise the benefits of HS2. These include new track alignments to serve the HS2 station from Rotherham and also include extensions through the Dearne Valley towards Doncaster, with a station at Magna in the Lower Don Valley.