



Ulley Parish Council

Clerk to the Council: Emma Taylor
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Dear Sir

Re: Proposed change of route to HS2

Question 7 Derbyshire to West Yorkshire

(M18/Eastern Route)

On behalf of Ulley Parish Council please accept this letter as an objection concerning the proposed change of route to HS2 in the South Yorkshire Area in the M18 corridor.

The original route for HS2, that was subject to the first round of consultation, involved the route running to Meadowhall, Sheffield, thus creating a new station, linking to a good transport infrastructure and direct and quick links to London and other economically important areas. This option serves the South Yorkshire area well given the integrated travel infrastructure available at Meadowhall and gives the potential to create jobs in the local areas of Rotherham, Barnsley, Doncaster and Sheffield and importantly create major opportunities for residents to obtain employment in the other major commercial centre's served by the HS2 link. This would help both current and future generations.

The proposed changes, lead to no direct HS2 train links to South Yorkshire and only a normal speed branch line service, which will run through an already crowded Sheffield station. HS2 staff at the exhibitions in the local area stated the need for HS2 was in part because the line running through Sheffield is at capacity and as such cannot take additional traffic. How then are these extra branch line services to be accommodated without causing further deterioration to existing

services? In addition the road infrastructure in Sheffield is also at capacity and would remove any possible reduction in journey times from the rail link due to congestion in the road network.

This proposal leaves the people in Rotherham, Doncaster and Barnsley with none of the promised benefits that the original scheme offered. Indeed the proposed journey time to London via the branch line, is virtually unchanged from the services that Rotherham residents can currently access from existing current train links to London.

The Sheffield and South Yorkshire report 2016 stated that HS2 should undertake a study to make recommendations to the secretary of state about the potential for a parkway station on the M18 eastern leg, which could serve South Yorkshire as a whole if the current HS2 proposals went ahead. So far no sites have been identified and we would suggest that no site will be found that offers the integrated transport network offered by Meadowhall with the associated potential to regenerate and build capacity in the South Yorkshire region.

The current proposed route will inevitably hold many consequences for the residents of Rotherham such as a loss of homes, businesses, recreation facilities and school places, without bringing any apparent benefit. The nearby areas of Bramley and Aston, are located at two of the region's busiest points of access to the M1 and M18 (and lead to the A1M) motorway network and will be hugely affected by the proposals and the building works the HS2 line will bring. This will cause extreme travel disruption for a large part of the region's population, again bringing into question the benefit of the proposed scheme to the residents of the locality.

Ulley, a small village of some seventy houses, has already witnessed the green belt land, which is also classed as an area of outstanding landscape value in the local plan, that surrounds it transformed by a wind farm and the upheaval that creation of such a site brings. The proposed HS2 route will run through the same land close to Ulley, to the extent that at least one of the turbines will have to be removed. We are aware that other windfarms will also be similarly affected by HS2 and this brings into question the commitment to renewable energy generation but also has an immediate financial effect on five local Parish Councils.

Two community funding regimes exist based on the Penny Hill Wind farm. The funding levels for both funds are based on the generating capacity of the six turbines, which make up the wind farm, which will fall if turbines are removed.

The fund operated by the Banks Group (the windfarm operators), which provides funding opportunities to the Parishes of Ulley, Treeton, Aston, Whiston and Thurcroft, would be cut by approximately 17 % from £20,400 per annum to £16,932 if only one turbine is removed.

The second fund is provided for the village of Ulley by Lord Halifax, one of the local land owners with turbines on his property. This fund is based on the

generating capacity of only three turbines and generates £6,000 per annum. The loss of one turbine equates to a 33% loss; reducing the funding available to £4,000. The impact on these two funding regimes represents a potential loss to our village of £5,468

We strongly urge that all involved in the process consider very carefully the new proposed route and whether it really benefits the people of South Yorkshire as it was originally promised. If the aim is to bring the North and South together, the new route appears to offer little advantages to those it was specifically intended to help. We object to the proposed route. The most advantageous route to the City Region, would still appear to be the original proposed route to a station at Meadowhall.

Yours faithfully

Peter Hubbard
Chair of Ulley Parish Council