

Guidelines for filling in your Response form against HS2

ROUTE Response form

1. Complete your details on page 3
2. Put NO for 'Are you responding on behalf of an organisation or group?'
3. Complete questions 7, 8 & 9
4. Hand your form in to Harlington News, Harlington Inn, Barnburgh Chemist or the Crown 1st MARCH
5. OR... Post it back to arrive by 9TH MARCH at the latest to
FREEPOST HS2 PHASE 2B ROUTE REFINEMENT CONSULTATION

PROPERTY Response form

1. Complete your details on page 3
2. Put NO for 'Are you responding on behalf of an organisation or group?'
3. Complete question 1
4. Hand your form in to Harlington News, Harlington Inn, Barnburgh Chemist or the Crown 1st MARCH
5. OR... Post it back to arrive by 9TH MARCH at the latest to
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ANSWERING QUESTION 7 on the ROUTE response form

****PLEASE DON'T USE THE SAME WORDING OR THEY WILL BE GROUPED TOGETHER AS JUST ONE RESPONSE.****

The arguments you might want to include:

1. Does not benefit Doncaster people at all. We cannot get on the train without travelling to either Sheffield city centre or Leeds, and we already have fast trains from Doncaster to London. Yet will suffer for several years from construction, then permanently from noise and loss of our environment.
2. If HS2 goes to Sheffield city centre, because of where it will be it has to move over onto an extra bit of track and will only be able to travel at normal speeds! If it goes to Meadowhall it will be on High Speed track all the way. This will make Sheffield more attractive to businesses who want to invest somewhere that has full High Speed train access.
3. If HS2 goes to Sheffield city centre, because of where it will be there can only be 1 (maybe 2) trains per hour and they have to be half the size. If it goes to Meadowhall there can be 6 trains an hour at full size. Meadowhall provides capacity for growth, Sheffield city centre does not.
4. HS2 say they are saving £1 Billion by putting the route through Sheffield city centre (then on the Barnburgh) rather than through Meadowhall. This has been proven to be false because if it goes through Sheffield city centre there will be an extra £1 Billion of costs that haven't been included for such as
 - upgrading the extra track that the HS2 train will need to travel on to get into Sheffield city centre and out again;
 - Building a parkway station

5. If HS2 goes to Sheffield city centre, it will cost over £1 Billion MORE IN RUNNING COSTS than the Meadowhall route!
6. HS2 say the number of homes affected by the M18 route (i.e. Sheffield city centre/Barnburgh) is less than the number affected if they take HS2 through Meadowhall. This has been proven to be false as HS2 are quoting the number of ACTUAL demolitions rather than the number of houses they've 'safeguarded' as being seriously impacted.
 - Example: there are only a few houses on the Shimmer estate that will need to be actually demolished, but there are HUNDREDS that have been safeguarded as seriously impacted (i.e. Uninhabitable!). HS2 are only including the 'few' in their figures.
7. HS2 say the main reason they moved the route from Meadowhall to the M18 (i.e. Sheffield city centre/Barnburgh) is that the organization Transport for the North (who are working on better city to city connectivity) said the M18 route worked better. It has been proved by the Leader of Transport for the North that this is not true. He called HS2 "disingenuous " for saying this.

ANSWERING QUESTIONS 8 & 9 on the ROUTE response form

The arguments you might want to Include:

1. The question of creating a northern junction, possibly in Clayton, were not part of the original application and should not be included as part of this official consultation.
2. The M18 route doesn't bring any benefits to Doncaster, either through growth in our economy or improved connectivity, so there is no reason to consider the question of a northern route.
3. The costs of providing a Northern Loop from Sheffield to Leeds via Clayton have not been included in HS2 costings, and building this would make the M18 route far more expensive than the original Meadowhall route.
4. Clayton is a village that will already be seriously impacted by the M18 route if it were to go ahead. Building a junction here would mean the village was surrounded by HS2 trains coming from two directions and would completely decimate the whole community and its environment.

ANSWERING QUESTION 1 on the PROPERTY CONSULTATION FORM

The arguments you might want to Include:

1. Compensation for people in the Rural Support Zone (RSZ) needs to be expanded as it does not go far enough.

HS2 will have a massive effect on the WHOLE of Barnburgh & Harlington, not just the properties within 300 metres of it. People in this area have paid higher than normal prices for their properties BECAUSE it is in an area of beauty, peace & tranquility and this value will be LOST if a high speed train is built.

The construction and existence of this train, RUNNING 18 TIMES AN HOUR will ruin the beautiful countryside and take away the peace and quiet, meaning this will no longer be a sought after area and house prices will plummet.

We will effectively be cut off from Doncaster by a 21m high embankment and will have to suffer several years of disruption, noise and dirt.

This will affect EVERYONE in Barnburgh & Harlington, not just people living within 300 metres of the track and if it were to go ahead it is ONLY FAIR that we be compensated accordingly.