

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 Altofts and Church Fenton, eastern leg. It explains:

- where the route would go in this area, and how it has changed since the consultation in 2013;
- 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.

In your area

The route would head northwards from Altofts towards the grade-separated junction* for the spur into Leeds as it crosses over the M62. The mainline route, towards the East Coast Main Line, would then continue almost due north, crossing the Aire and Calder Navigation and then the River Aire to the east of Woodlesford. It would pass to the west of Swillington before bearing east following the corridor of the M1 around Garforth. It would pass beneath the A1(M) just south of its junction with the M1, and then predominantly would use cutting and embankment through undulating and wooded farmland before bearing northwards once again to the north of Sherburn-in-Elmet. It would rise onto a long viaduct and would connect into the existing railway network between Church Fenton and Ulleskelf, facilitating a connection with stations further north including York, Darlington, Durham and Newcastle.

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.

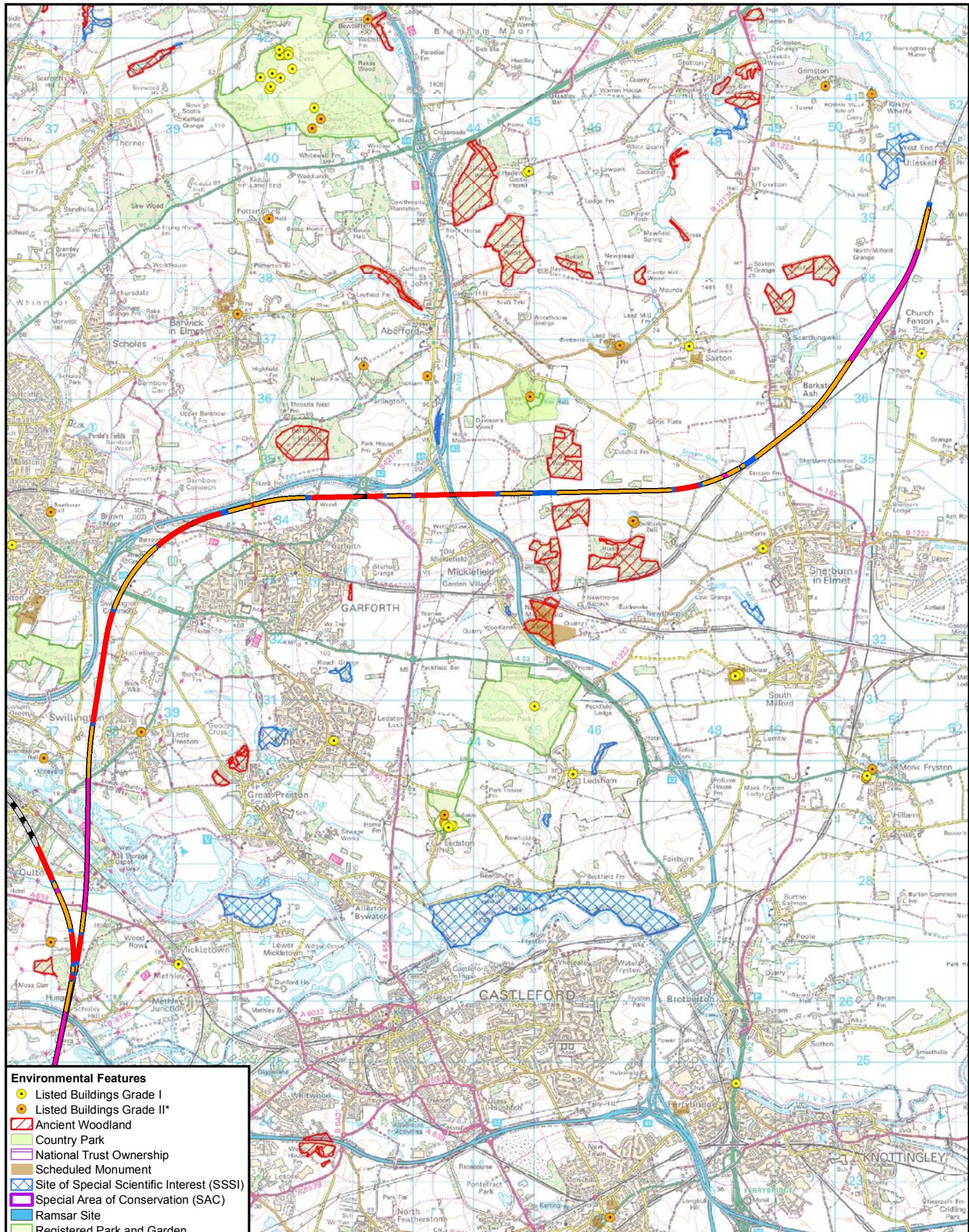
In November 2015

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.

*A grade separated junction is a vertical separation of a rail junction. For example, a bridge to carry one railway line over another railway line.



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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

Altofts to Church Fenton



Scale at A4: 1:80,000



0 2 Kilometres

Registered in England. Registration number 06791686.
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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.

The viaducts over the River Calder floodplain have been combined into a single 1.2 mile (1.9km) long viaduct.

The grade-separated junction for the spur to Leeds would be relocated approximately 1km south, placing the spur in tunnel beneath Woodlesford. Further detail on these changes can be found in the Altofts to Leeds In Your Area factsheet.

North of the spur, the viaducts over the River Aire floodplain and the Aire and Calder Navigation have been combined into a single 1.5 mile (2.4km) long viaduct. Moving the junction south would reduce the visual impacts of the viaducts north of Woodlesford.

At Church Fenton, the viaducts have been consolidated into one 1.4 mile (2.2km) long viaduct, which would connect into the existing railway.

Other options were considered in response to the 2013/14 consultation; however, there was no better solution, as alternatives transferred impacts to new communities.

For more information about changes to the Phase 2b route since 2013, please review the [Summary of Route Refinements](#).

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 helps to limit potential impacts. Where possible, the HS2 route has been designed to follow the existing transport corridor. The viaduct crossing of the River Calder would result in visual impacts on residents of Methley Lanes. As the route continues north, there would be landscape impacts on wooded farmland, as well as visual impacts as the route passes on viaduct over the River Aire and the Aire and Calder Navigation. There would be landscape impacts west of Swillington, near Garforth and around Barrowby Hall. Landscape and visual impacts would also arise at Church Fenton as a result of the viaduct east of Barkston Ash.

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.

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.

Wildlife and habitats

The route would pass near to Kirkby Wharfe Site of Special Scientific Interest, north of Church Fenton. 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.

Heritage

The route would directly impact a Grade II Listed milepost at Aberford Road, north-east of Garforth. It is likely that through detailed design and mitigation, the milepost would be stored during construction and sensitively relocated. The preferred route would avoid any direct impact on Towton Registered Battlefield site, currently 1.7km to the north-west of the route. Proposals to extend the designated area of the battlefield would reduce this to approximately 800m.

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

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.

Transport access and networks

Along the preferred route it is likely that several roads would require permanent or temporary realignment, such as Barwick Road, M1 junction 47, the A1(M), the A162, Common 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.

The existing railway around Church Fenton and Ulleskelf would be realigned to accommodate the connection with HS2. 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.

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

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 (L_{Aeq}) 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.

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:

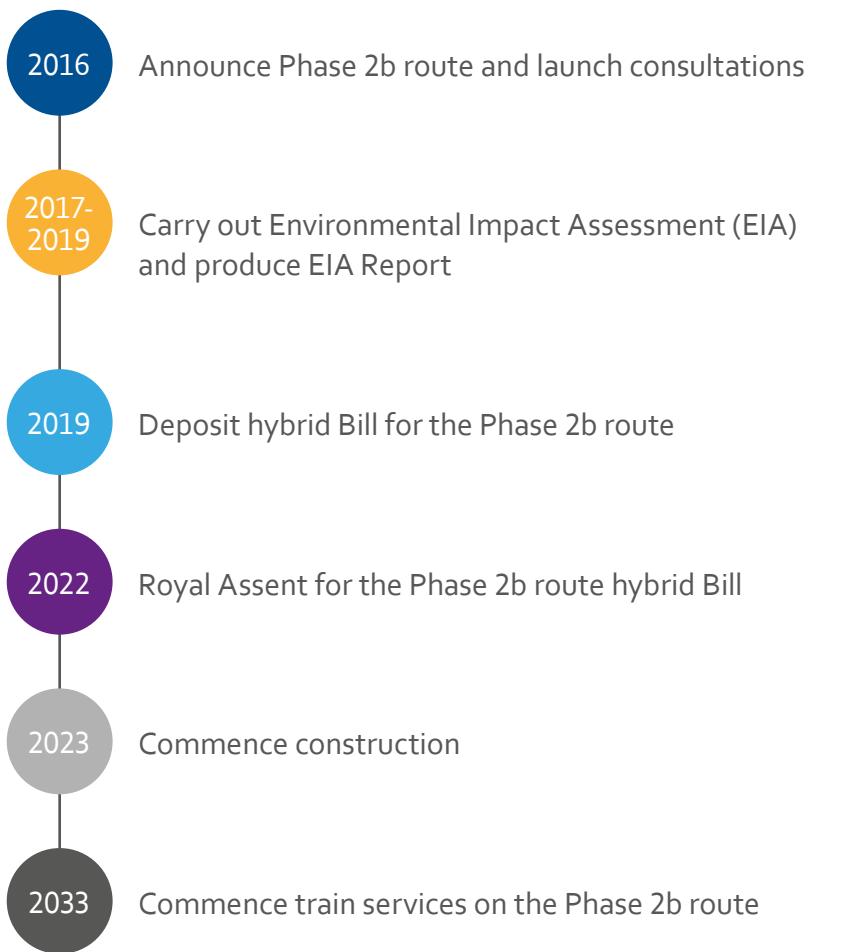
www.gov.uk/government/publications/hs2-information-papers-construction



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

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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