

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 Leeds, 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 to a grade-separated junction* at the M62, where the spur into Leeds diverges from the mainline. The spur would pass beneath Woodlesford in a 1 mile-long tunnel, emerging to the north of Rothwell Country Park to join the existing railway corridor. The route would continue alongside the existing Woodlesford-Leeds railway corridor, through the industrial areas of Stourton and Hunslet. The route would then rise past Pottery Field onto a viaduct for 750m, which incorporates the elevated station at New Lane in Leeds city centre, integrated with the existing Leeds station.

Please refer to the Leeds station factsheet for more information.

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.

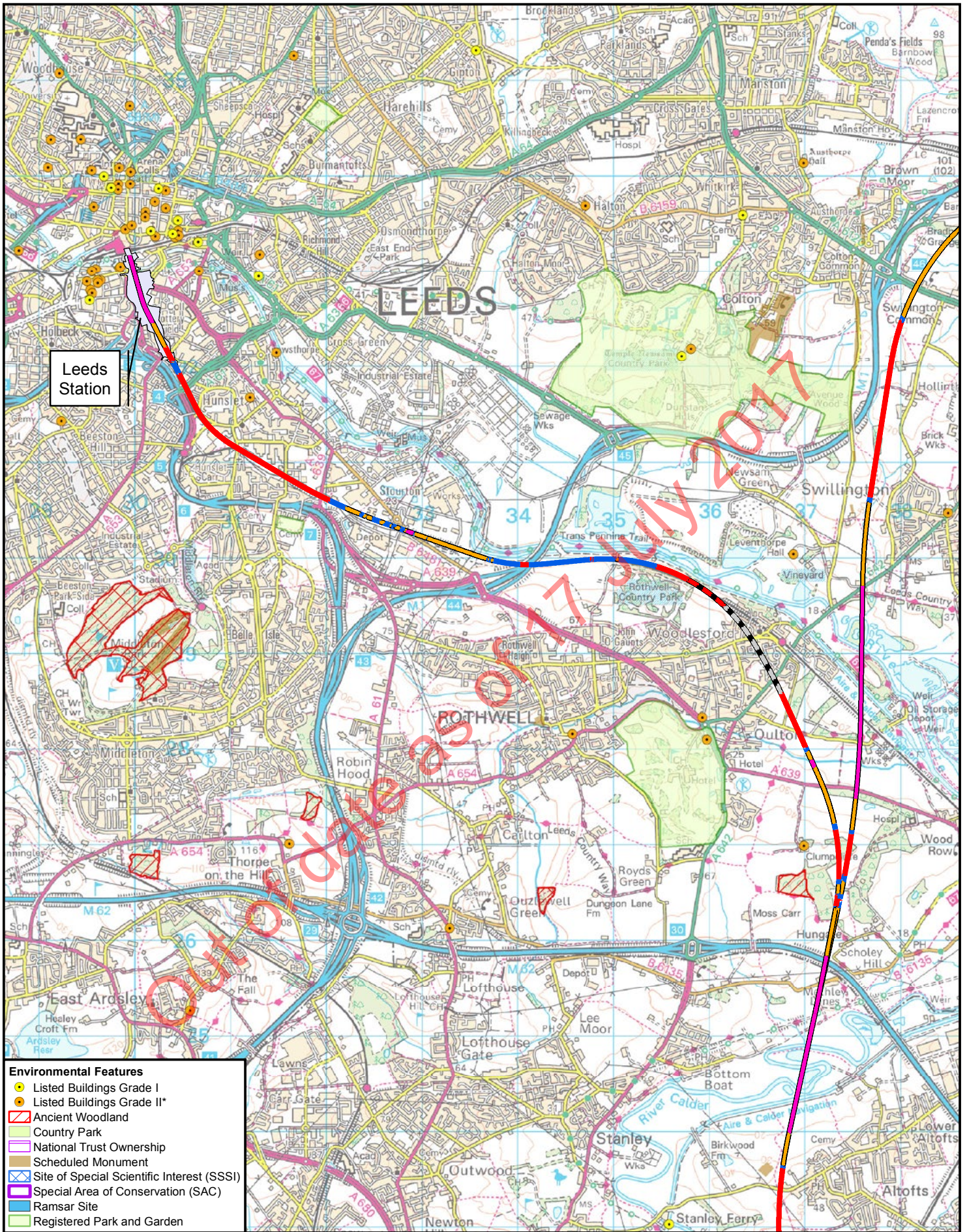
In November 2015

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.



Leeds Station

LEEDS

ROTHWELL

- 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

- 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 Leeds

hs2

Scale at A4: 1:50,000

Registered in England. Registration number 06791686.
Registered office: 2 Snowhill, Queensway, Birmingham B4 6GA.

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Kilometres

Doc Number: PH2-HS2-CO-MAP-000-00001-P03 **Date:** 22/11/16

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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 would be 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. This is in response to the 2013/14 consultation, which raised concerns over the visual impacts of the viaducts north of Woodlesford.

The 2013/14 consultation also raised concerns over the connectivity between the HS2 station and the existing Network Rail station, so in response the HS2 station would move approximately 250m north, with the station platforms spanning the River Aire to connect to the existing Network Rail station.

For more information about the changes to Leeds station, please refer to [The Yorkshire Hub: An interim report on the redevelopment of Leeds station](#).

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](#).

Water

The preferred route would cross a number of rivers and streams and their floodplains, as well as canals. Any impacts would be kept to a practicable minimum and we will continue to work closely with the Environment Agency and Leeds City Council to manage any potential impacts from construction and/or operation. Watercourse crossings are designed to reduce the effect on the watercourse, its wildlife and associated wetland habitats. The design is also engineered to take account of future flood risks.

Heritage

The station platforms spanning the River Aire would have an impact on the historic Canal Wharf Conservation Area, altering its riverfront views. The station would also affect the settings of the Grade II* Listed river lock and retaining walls, and the former Leeds and Liverpool Canal and Company Warehouse. The setting of the Grade II Listed Victoria Bridge would be affected by the station platforms.

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

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.

Out of date as of 17 July 2017

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 detail on noise impacts.

Transport networks and access

Along the preferred route it is likely that several roads would require permanent or temporary realignment, such as the A639 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 minimise any traffic disruption that might arise.

The existing railway within the Woodlesford–Leeds corridor would be realigned to accommodate the tunnel portal and HS2 tracks into Leeds. We are already working with Network Rail to develop solutions and minimise 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

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

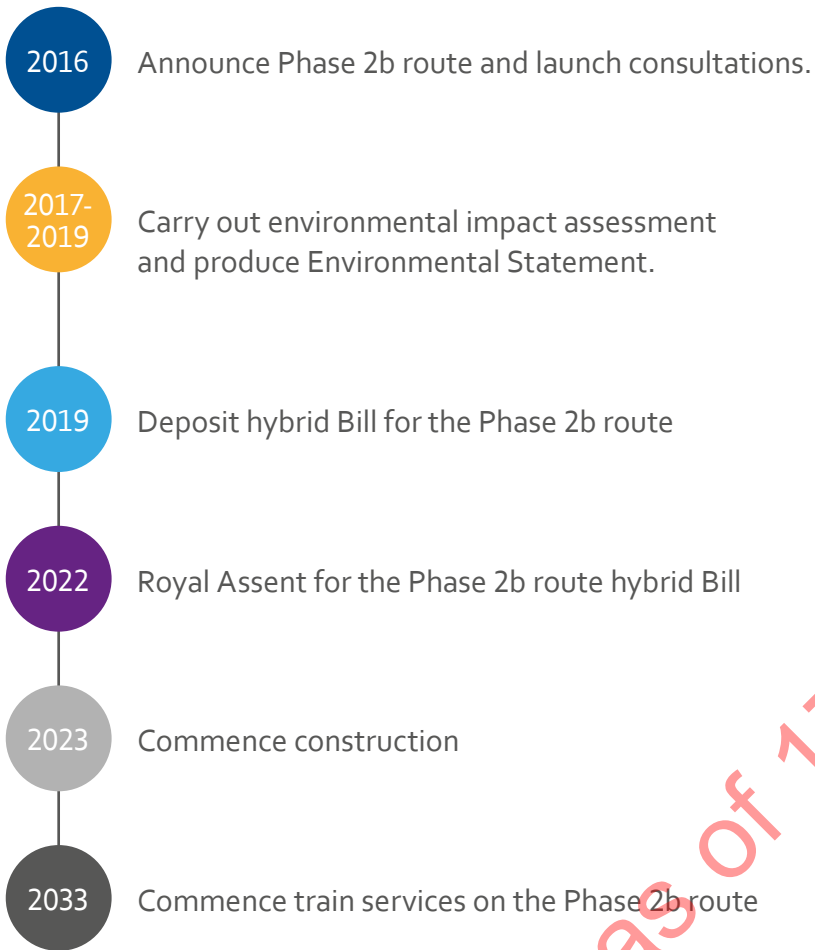
For the latest documents including route plans and profile maps visit:

www.gov.uk/hs2

¹Noise is conventionally measured using the equivalent continuous sound level (LAeq) 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

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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