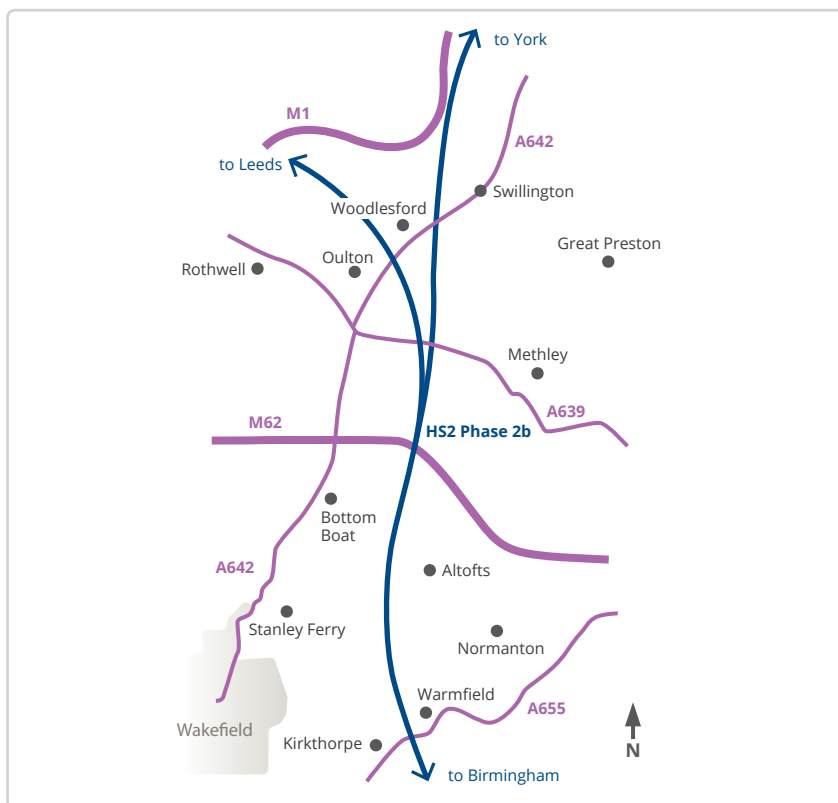


In your area

Warmfield to Swillington and Woodlesford | LA15



High Speed Two (HS2) is the Government's planned new high speed railway. High Speed Two Limited is the company responsible for developing and promoting the UK's new high speed rail network. In July 2017, the Government confirmed the route for the next phase of HS2: Crewe – Manchester and West Midlands – Leeds (Phase 2b).

Introduction

This information has been produced by HS2 Ltd to update you about the route from Warmfield to Swillington and Woodlesford. It includes:

- a summary of the proposed route in your area and how the design has developed since July 2017;
- what we are currently working on and what we will be consulting on later in the year;
- the benefits that HS2 will bring to your area;
- how to find out more about the project; and
- how to get in touch with us.



The route of the proposed scheme from Warmfield to Swillington and Woodlesford

The Warmfield to Swillington and Woodlesford community area covers approximately 15.8km. It passes through largely rural parts of West Yorkshire between Sharleston Common in the south and Swillington Common in the north. From Sharleston Common, the route passes between the communities of Kirkthorpe and Warmfield, over the existing railway and immediately to the east of Newland Hall. The route then passes to the west of Altofts and crosses the Aire and Calder Navigation and River Calder before passing over the M62. The route then again crosses the Aire and Calder Navigation and River Aire and remains broadly parallel and to the South of Swillington Lane before reaching Swillington Common close to junction 46 of the M1.

The line into Leeds leaves the mainline at the M62 and passes beneath Woodlesford in a tunnel.

The majority of this section of route is a mix of cuttings and embankments with two significant viaducts and one deep-bored tunnel. The most significant cuttings, which are approximately 18m deep, are to the west of Altofts, the longest being to the west of Swillington Lane, which is 1.5km in length. The most significant embankments are between Kirkthorpe and Newland Hall and to the West of Swillington. The two viaducts across the Aire and Calder Navigation are both around 2km in length and reach a maximum height of 28m. The deep-bored tunnel beneath Woodlesford is just over 1km in length with a short section of shallow cut-and-cover tunnel on the southern approach.

Design development

Since the community information events in September 2017, we have continued to develop our design for the railway, which will be included in the working draft Environmental Statement that you will have an opportunity to give feedback on later this year.

We have also produced detailed maps showing the evolving design that includes construction compounds, road realignments and public rights of way. These show our work in progress and are likely to be refined or changed before we publish them as part of a consultation later in the year. To view the maps, please visit www.hs2.org.uk/building-hs2/building-the-line/phase-2b/mid-2018-information-events.

The main change in this area has been to develop proposed locations for construction compounds while carefully considering feedback raised by communities around visual intrusion and construction impacts.

There have also been changes to reduce the impact of the southern tunnel entrance at Woodlesford. Work is on-going to move the point at which the trains enter the tunnel further away from residential properties. Although the deep-bored tunnel remains at the same depth, there are plans to provide a cut-and-cover section



There is already a lot of work going on to ensure that Leeds is 'HS2 ready' and we are working with stakeholders to ensure the business voice is heard as plans evolve so that economic benefit is maximised.

Already we have seen plans for a new iconic rail station in the city which will accommodate HS2, classic rail services and future plans for a continuation of the high speed network connecting Leeds and Manchester, Liverpool, Hull and Sheffield. Confidence in the city is very high at the moment and we are seeing interest and investment driven by the prospect of improved regional and national connectivity.

The opportunities afforded by new high-speed rail links are now firmly at the heart of business and economic planning in Leeds City Region.

**Paula Dillon, President,
Leeds Chamber
of Commerce**

in the vicinity of Fleet Lane. There has also been a slight shift in the alignment to meet an environmental and constructional challenge in relation to landfill spoil below ground level.

In response to a strong community desire to reduce traffic impact around Woodlesford, we are investigating the potential for using the Aire and Calder Navigation to contribute to the movement of both surplus excavated material and new construction material required to build earthworks.

Autotransformer stations (ATS) and autotransformer feeder stations (ATFS) are pieces of infrastructure needed to power the railway. An ATFS is proposed at a site to the south of the M62 near Newmarket Lane. ATS sites are proposed to the south of the A655 between Wakefield and Warmfield, close to the point at which Bullerthorpe Lane passes over the M1 and close to the Aire and Calder Navigation to the north of Rothwell Country Park.

Transport for the North and Midlands Connect

We are working with Transport for the North and Midlands Connect to consider how HS2 can help further improve connectivity, and the Government is currently considering whether additional connections should be included in the Phase 2b scheme. Once the Government has decided how this work should be taken forward, we will explain what this means for the design of the Phase 2b route.

Environmental Impact Assessment

As part of the development of the Phase 2b proposed scheme, we are carrying out an Environmental Impact Assessment that will identify the likely significant effects of the construction and operation of the railway and the means to reduce or avoid such effects. This will be reported in our Environmental Statement, which will accompany the hybrid Bill that we expect to deposit in Parliament in late 2019.

For the purposes of reporting the findings of the Environmental Impact Assessment the Phase 2b route has been divided into 26 'community areas', of which Warmfield to Swillington and Woodlesford is one (reference LA15). The working draft and formal Environmental Statement will have a detailed report for each community area. This will include an assessment of the local environment and likely significant effects of the proposed scheme, suggested methods of reducing or avoiding those effects, and the proposals for monitoring our impact during construction and operation.

As part of the Environmental Impact Assessment process, we are carrying out surveys to better understand the current local environment including noise conditions and ecology. We have also been engaging with local authorities, parish councils and other statutory bodies to collect information and local knowledge. More information about our survey work can be found online at: www.gov.uk/government/publications/a-guide-to-environmental-surveys-being-carried-out-by-hs2



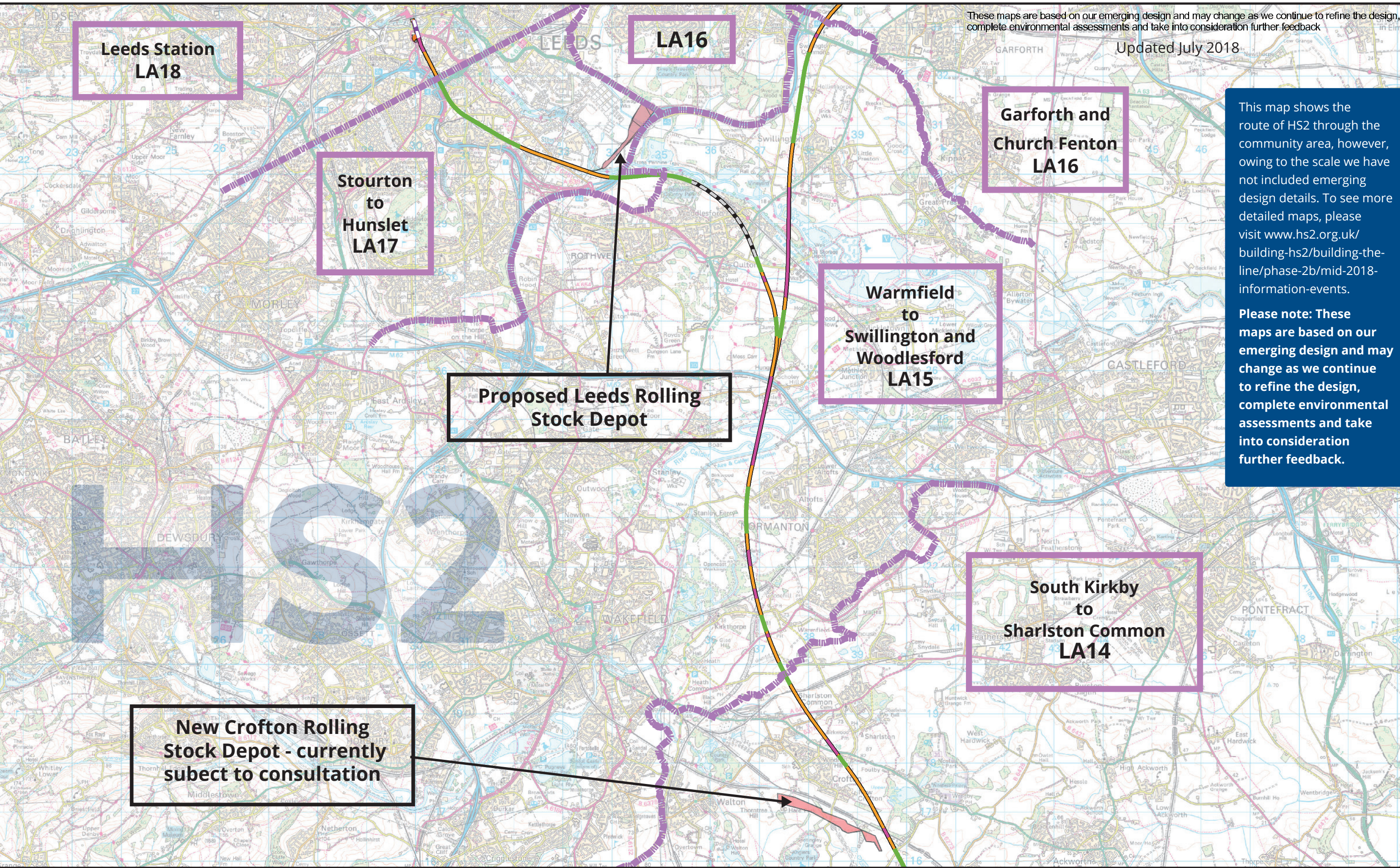
National College for High Speed Rail

The newly opened National College for High Speed Rail will play a key role in generating the workforce of the future, designing and building the UK's new high speed rail network and future infrastructure projects including HS2. With state-of-the-art facilities in Birmingham and Doncaster, the college offers courses and apprenticeships in all elements of the rail industry whether leaving school, wanting to up-skill, or take a new career direction. HS2 alone is set to create 25,000 new jobs, including 2,000 apprenticeships, and careers in this industry are set to become more and more sought after.

If you would like further information, or to apply, visit the college website www.nchsr.ac.uk/ call the college on 0330 120 0375 or email on enquiries@nchsr.ac.uk

These maps are based on our emerging design and may change as we continue to refine the design, complete environmental assessments and take into consideration further feedback

Updated July 2018



This map shows the route of HS2 through the community area, however, owing to the scale we have not included emerging design details. To see more detailed maps, please visit www.hs2.org.uk/building-hs2/building-the-line/phase-2b/mid-2018-information-events.

Please note: These maps are based on our emerging design and may change as we continue to refine the design, complete environmental assessments and take into consideration further feedback.

Phase 2b Route

- At Grade
- Bored Tunnel
- Cut And Cover Tunnel
- Cutting
- Embankment
- Viaduct
- Box Structure
- Depot
- Green Tunnel
- Retained Cut
- Retaining Wall
- Station
- Tunnel Portal
- Underground Box

Legend

- Community Area Boundary

**High Speed Two Phase 2b
Community area map June 2018**

**Warmfield to Swillington and Woodlesford
LA15**

Published

HS2

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Date: 29/05/18

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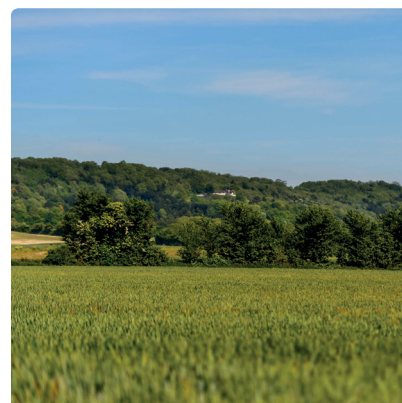
Future consultations

Later in the year, we will consult on a working draft of the Environmental Statement. This will be an opportunity to see and comment on our work in progress. Parliament does not require us to consult on a draft of the document; however we believe it is important for communities and stakeholders to have a formal opportunity, to understand the progress of our work and provide feedback at this stage.

This will also be accompanied by the working draft Equality Impact Assessment, which identifies people with protected characteristics that may be disproportionately affected and any action that may be necessary to limit such effects. Feedback to these consultations will be considered in the development of the proposed scheme presented to Parliament.

The benefits of HS2 in your region

- Over 80 companies in Yorkshire have already been awarded work on HS2, either directly or through its supply chain, and HS2 Ltd has engaged with more than 360 businesses in Yorkshire on potential opportunities.
- Over 40 businesses from across Yorkshire, 76% of which were small and medium-sized enterprises, met with HS2 Ltd's direct contractors at our largest supply chain engagement event to date on 10 May 2018.
- Improved transport connectivity that HS2 provides will strengthen the attraction of Yorkshire as a business location and support the development of highly skilled jobs in the region.
- HS2 will increase the number of skilled workers that businesses based in Yorkshire can access – both directly on HS2 services, and by releasing capacity on the existing rail network for local commuter services.
- HS2 will provide fast, frequent and reliable access to job opportunities in a broader network of places without the need to relocate. For example, someone living close to Leeds station will have the option of accessing jobs in Sheffield and the East Midlands in under 30 minutes' travel time on HS2 services, in addition to improved local career opportunities in West Yorkshire.
- Yorkshire's strong and diverse tourist offer contributed over £5 billion to the region's economy in 2015. Yet visitors from London and the South East accounted for a low share of visitors to the Yorkshire and Humber region (5% in 2011). HS2 will bring Yorkshire's tourist destinations closer for people based in the Midlands, London and the South East, as well as improving rail links to airports to attract international tourists to the region.
- HS2 will help support growth and productivity by integrating with Northern Powerhouse Rail to ease the combination of congestion and poor connectivity across the region.



Factsheets

HS2 Ltd has published factsheets that explain how we intend to manage areas of concern and minimise impacts on the environment.

These factsheets can be found online at: www.hs2.org.uk/building-hs2/building-the-line/phase-2b/mid-2018-information-events

What is HS2?

HS2 is the largest infrastructure project in Europe and the most advanced railway ever built in the UK. It is a catalyst for growth – revitalising the country, creating new opportunities for jobs and skills, regenerating towns and cities, and bringing the nation closer together. It will increase capacity on our railways and improve connectivity between eight of Britain's ten biggest cities. It will run between London and Birmingham (Phase One) from 2026, extend to Crewe (Phase 2a) by 2027 and then link to Manchester, Leeds and further north from 2033 (Phase 2b). Once completed HS2 will travel to over 25 stations and serve 30 million people across Britain.

Why do we need HS2?

The future prosperity of the UK depends on a modern, strong and growing economy which enables us to compete on the international stage. Good rail links are essential for a strong economy, making it easier to import and export goods, for people to do business and to get to work.

HS2 will not only reduce journey times, it will provide more capacity for local, regional and freight services on the current network, relieving congestion and providing better travel options. By transforming journey times, HS2 will bring more opportunities within closer reach for employment, business, leisure and education.

What is the process for building HS2?

We have legal powers from Parliament to construct Phase One and must now gain approval to build the route from the West Midlands to Leeds and Manchester (Phase Two). On 17 July 2017 the Secretary of State for Transport confirmed the route for Phase 2b, and we are now preparing the documentation, known as the Phase 2b hybrid Bill, ready for submission to Parliament in 2019.

Submitting a hybrid Bill to Parliament is how the Government gains permission to build this nationally important infrastructure. As part of the Parliamentary process we will consult with the public on various aspects of the proposals. This is a real opportunity for communities to get involved and contribute to helping design the railway. In addition, people whose property or interests are specially and directly affected by the Bill can petition the Parliamentary committee considering the legislation, which can result in changes to the Bill.



Next steps

2017 – 2019

Carry out Environmental Impact Assessment

Late 2018

Consultation on the working draft Environmental Statement and working draft Equality Impact Assessment

2019

Deposit hybrid Bill for Phase 2b route and consult on final Environmental Statement and Equality Impact Assessment

2022

Gain Royal Assent for the Phase 2b hybrid Bill

2023

Start of construction period of Phase 2b

2033

Start of train services on the Phase 2b route

Keeping you informed

We are committed to keeping you informed and making sure that if you are affected by the Government's plans, you understand what to expect (and when), and how we can help.



Community engagement

We have a local engagement team which covers your area. If you would like to speak to them, please contact us using the contact details provided here. We have published a Community Engagement Strategy, which sets out our approach to community engagement and what it means for those who either live or work within the communities along the line of the new railway. You can read it by visiting:

www.gov.uk/government/publications/hs2-ltds-community-engagement-strategy

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 Residents' Commissioner's reports are published at:

www.gov.uk/government/collections/hs2-ltd-residents-commissioner

You can contact the Commissioner at:
residentscommissioner@hs2.org.uk

Property and compensation

You can find our guide to property schemes by visiting:

www.gov.uk/government/collections/hs2-property

You can also find out if you are eligible for compensation at:

www.gov.uk/claim-compensation-if-affected-by-hs2



Contact us at HS2

If you have any questions about the information in this booklet, please get in touch. You can also contact us if you'd like a free copy of this booklet in: Large print | Braille | Audio | Easy Read or for help and information in a different language.

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