

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 Marston and Birchmoor, 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 begin north-east of Water Orton along the M42 transport corridor. The route would cross the River Tame at Kingsbury whilst continuing to follow closely to the west of the M42 for approximately 3 miles (5km) near Tamworth. West of Birchmoor, the route would then run under the M42 in a cut-and-cover tunnel to head north-east along the eastern side of the motorway corridor.

Between July 2013 and January 2014

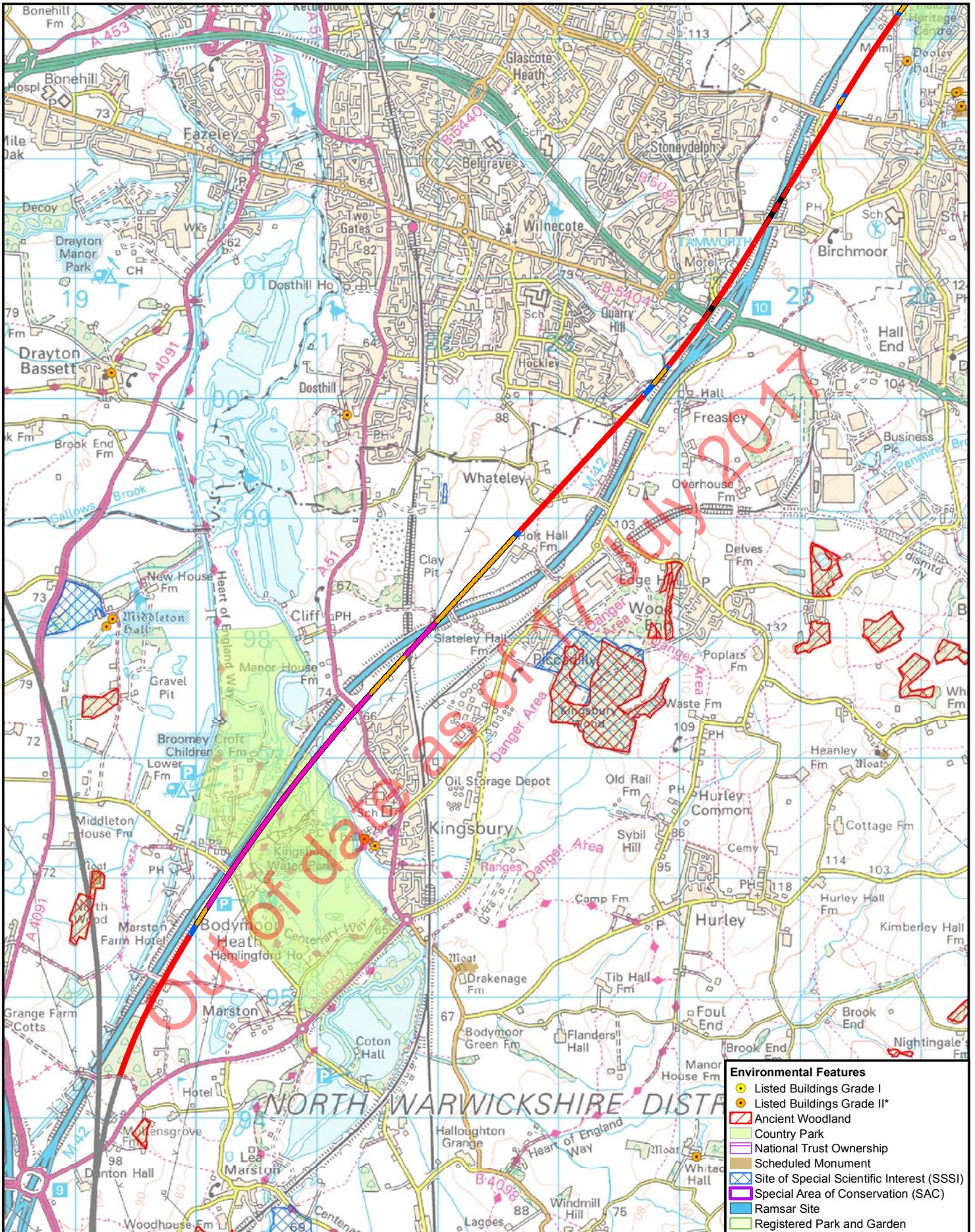
HS2 Ltd consulted the public on the proposed route and stations for Phase Two of HS2, from the West Midlands to Manchester, Leeds and beyond.

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.



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

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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

Marston to Birchmoor

Scale at A4: 1:40,000

Kilometres

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

Doc Number: PH2-HS2-CO-MAP-000-000001-P03 **Date:** 22/11/16

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 proposed series of viaducts and embankments over Kingsbury Water Park have been combined into a single viaduct, approximately 1.2 miles (2km) in length. The height of the viaduct in this location has been reduced by approximately 5m. The viaduct over the existing railway and M42 has increased in length by 50m and is approximately 2m lower.

The route past Holt Hall Farm and Whateley has been lowered due to updated design standards. The route has also been lowered by approximately 2m in order to pass under Junction 10 of the M42.

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](#).

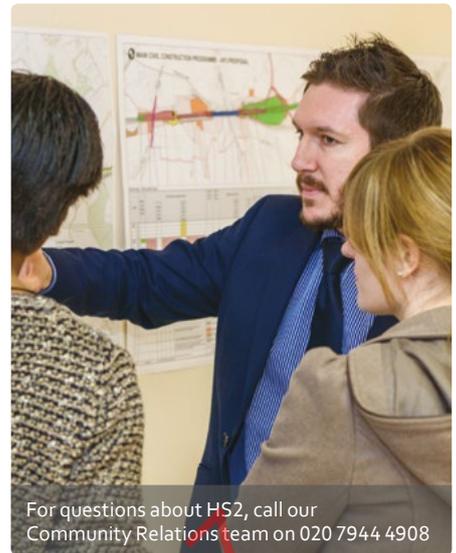
Landscape

In this section, the route would broadly follow the M42, which helps to limit potential impacts. Where possible, the HS2 route has been designed to follow the existing transport corridor. However, as the route is on a series of viaducts and embankments, there would be some localised visual and landscape impacts at the crossing of the Tame Valley and at Kingsbury Water Park (Country Park). The route would diverge from the M42 on low embankment past Holt Hall Farm then cutting past Whateley village, affecting its landscape setting.

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.

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 are working and will continue to work closely with the Environment Agency and other stakeholders 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.



For questions about HS2, call our Community Relations team on 020 7944 4908

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

Residual noise impacts would be expected to affect residents of Kingsbury. 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.

Property

A number of dwellings would need to be demolished at Whateley, and the preferred route would also result in the isolation and severance of residential properties there. Please note that at this stage of design we have not developed the construction methodology for the route or determined the resulting impacts.

Transport networks and access

Along the preferred route it is likely that several roads would require permanent or temporary realignment, such as Bodymoor Heath Road, the A51, the M42, Overwoods Road and additional minor roads. At this stage we have not designed or appraised road re-alignments. We are already working with Highways England and, in due course, would work with local authorities to reduce any traffic disruption that might arise.

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

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.

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: hszenquiries@hs2.org.uk

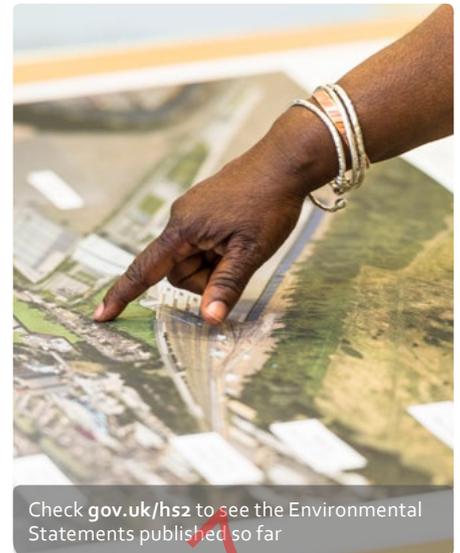
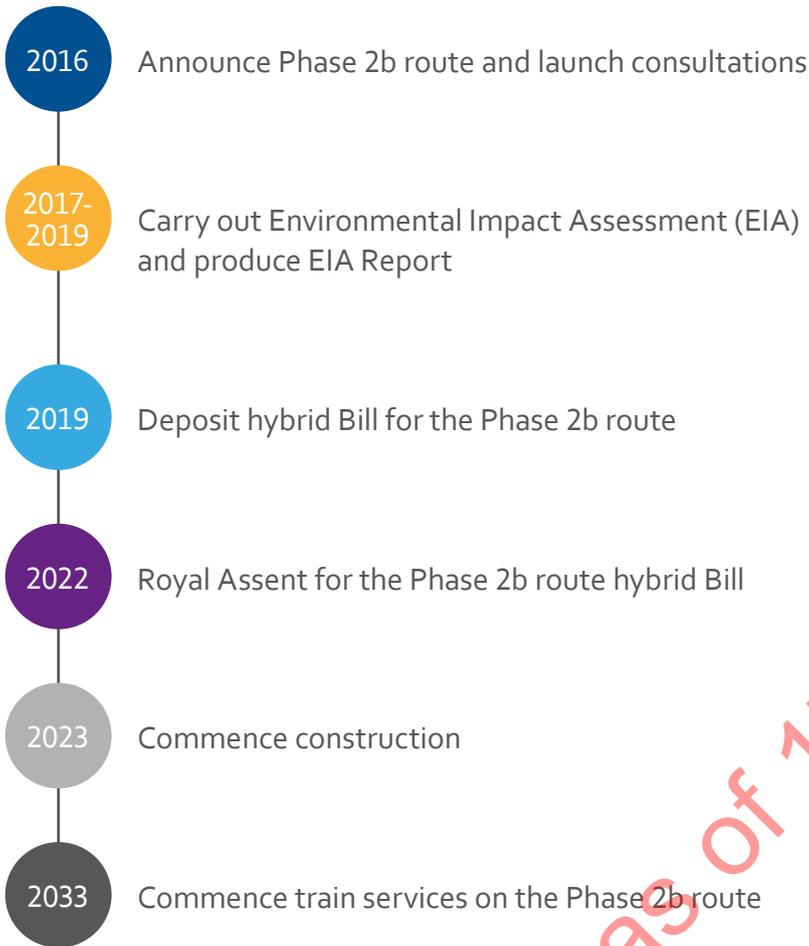
For the latest documents including route plans and profile maps visit:

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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