

# MANCHESTER AIRPORT HIGH SPEED STATION

July 2013

High Speed Two (HS2) is the planned new high speed rail network connecting London with the West Midlands and running lines on to Manchester and Leeds. This factsheet, produced to accompany the consultation on the route from the West Midlands to Manchester, Leeds and beyond, provides information on the proposed Manchester Airport High Speed Station, including:

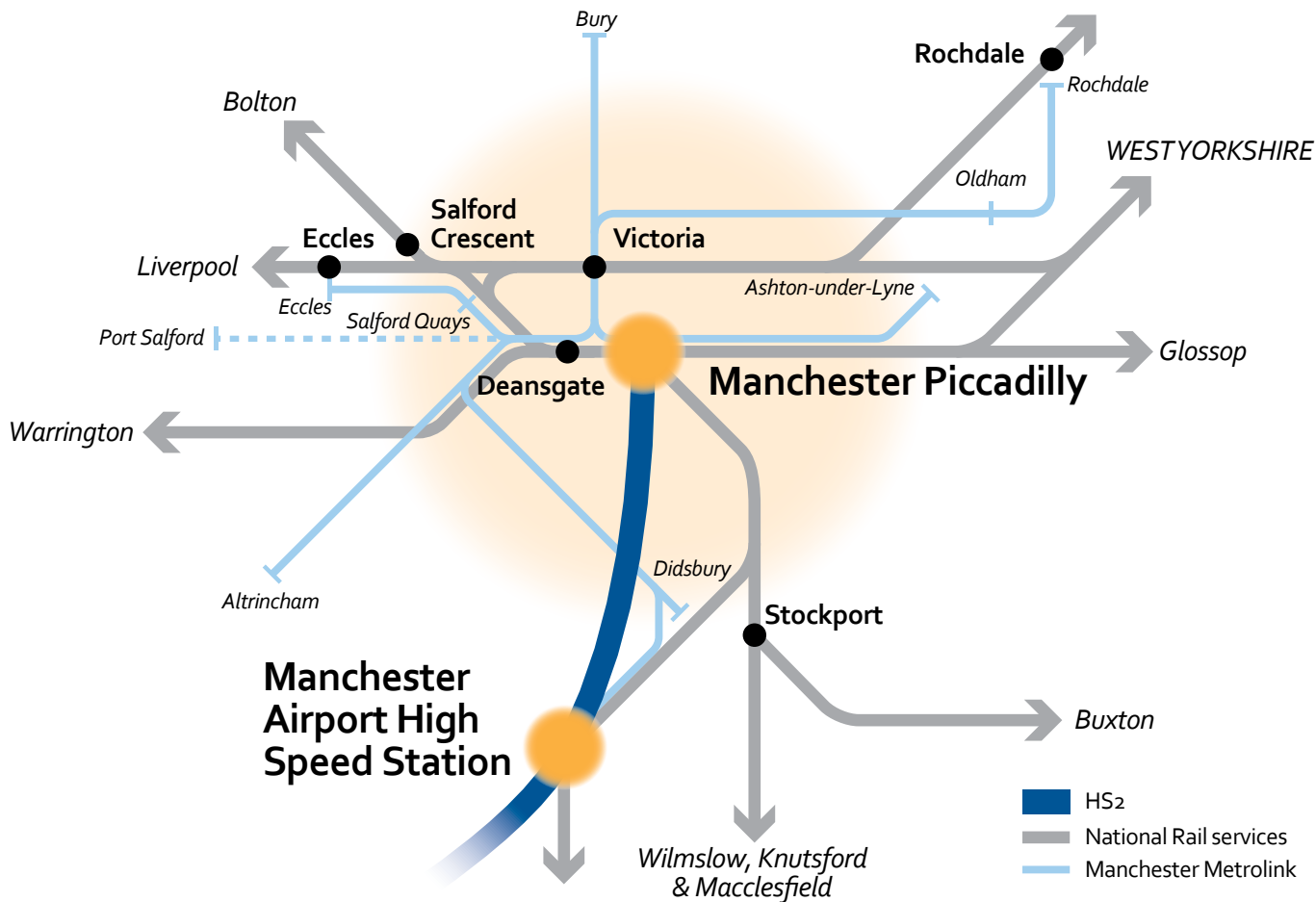
- the benefits of the proposed station;
- the effects on the local area and how we would address them; and
- how we would manage construction.

## The proposed station

The station, alongside Manchester Airport, would have two platforms, plus two through tracks for non-stopping trains, below surface level. The station would be parallel to the M56, around halfway between Junctions 5 and 6, and linked to it by a new road. A number of options could link the station to the airport terminals and adjacent transport interchange.

Additionally, existing proposals for extending the Manchester Metrolink network could be developed so





Connectivity from Manchester Airport High Speed Station | Source: HS2 Ltd

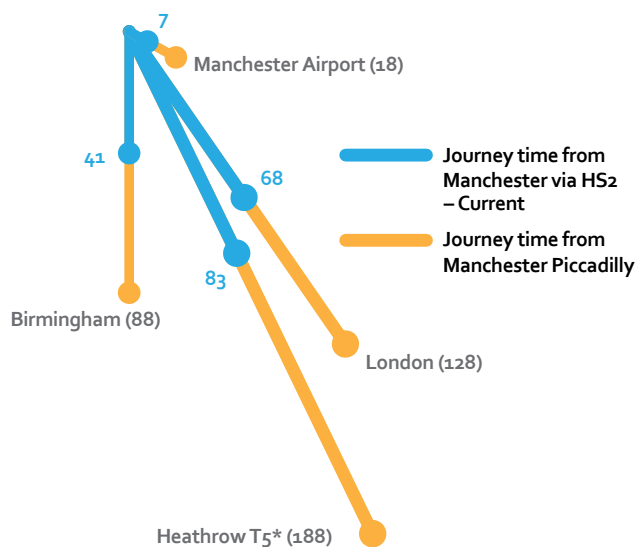
that it would serve the station directly and provide a service into the airport and the wider area. During the process to select the station location, HS2 Ltd engaged with relevant local authorities, including passenger transport executives and Network Rail.

Given the potential for significant development around an HS2 station at this location, the Government conditionally supports the airport station subject to agreeing a suitable funding package with the airport and the wider region in order to deliver a fair deal for the taxpayer. Since announcing this support for an HS2 station alongside Manchester Airport, the Government has engaged further with Manchester Airport Group and other Greater Manchester delivery partners. This engagement and collaboration will continue as the project progresses.

## Benefits

The proposed station's excellent transport connectivity has the potential to improve passenger volumes at the airport, and attract passengers from the important market in south Manchester and north Cheshire. HS2 services would enable passengers to benefit from faster, more frequent services to Birmingham, London and other destinations.

The proposed station would support an estimated 300 to 700 jobs, in addition to those generated by the existing Enterprise Zone development. This figure could ultimately be higher, depending on the aspirations of the local authority and the wider region. Sensitive, high-quality development could provide significant economic opportunities.



\* With HS2 – Heathrow via Old Oak Common  
Current – Heathrow via existing connections

Manchester Piccadilly station via HS2 | Source: HS2 Ltd

## Addressing local effects

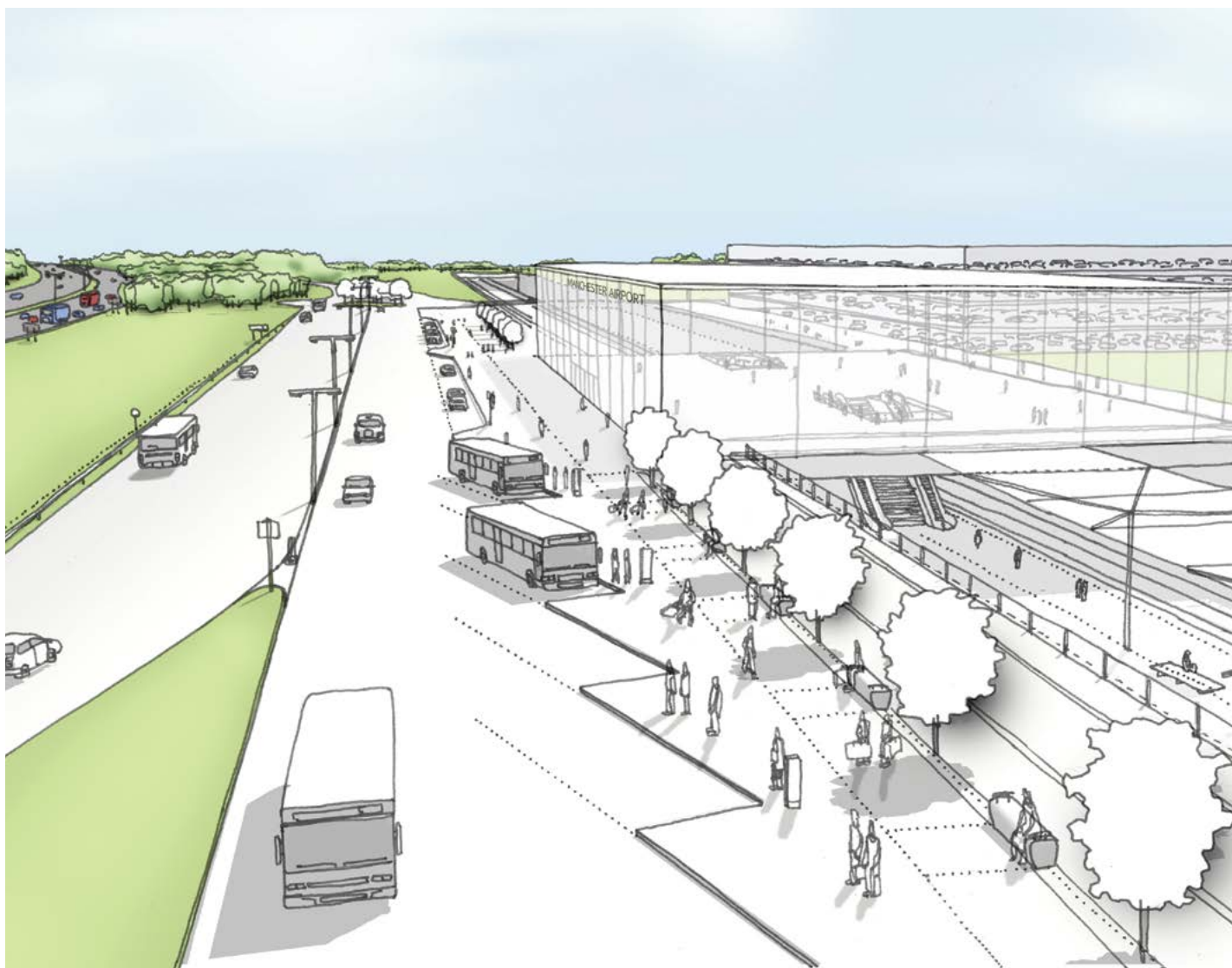
Three groups of properties, at Thorns Green, Halebank and Warburton Green – comprising an estimated 15 dwellings in total – would be demolished for the proposed Manchester Airport High Speed Station and its approach, to the south and east of Warburton Green. In order to provide assistance to those people whose properties may be affected at this early stage of the scheme, the Government introduced a discretionary Exceptional Hardship Scheme (EHS). The EHS is designed for those who for reasons of exceptional hardship have an urgent need to sell their property but have not been able to, except at a substantially reduced price, as a direct result of Phase Two. More information about the Phase Two EHS and how to apply is available on the HS2 website, [www.hs2.org.uk](http://www.hs2.org.uk).

The EHS is not the only opportunity affected property owners will have to sell their properties in the medium to long term. Based on the timescales of Phase One, it is expected that the Phase Two EHS will run until the end of 2016. A wider package of longer-term property compensation schemes would be expected to replace the EHS at that point, in addition to the statutory provision.

## Managing construction

Following Royal Assent to the Phase Two hybrid Bill, there would be a period to prepare for construction – for example, for land to be acquired and contracts let. Construction itself will take approximately nine years overall, although, in most places, the duration of construction is likely to be much less. In light of early analysis, we estimate that construction of the entire station would take around four years. This period of construction will include a period of testing from early 2031, with Phase Two expected to open in 2032/33.

We recognise that people will be concerned about the impacts of construction on their area. We are committed to managing these impacts and reducing disruption to communities, businesses and the environment in ways that reflect the best practice used by the construction industry. We will work closely with local authorities and communities to draw up a comprehensive and detailed package of measures to address the local effects of construction, such as the Code of Construction Practice being used for Phase One.



Visualisation of the proposed Manchester Airport High Speed Station at street level | Source: HS2 Ltd

## Where to get further information

The consultation document *High Speed Rail: Investing in Britain's future – Consultation on the route from the West Midlands to Leeds, Manchester and beyond*, which sets out our proposals in detail, can be downloaded from our website: [www.hs2.org.uk](http://www.hs2.org.uk).

Our Sustainability Statement, which describes the extent to which the proposed scheme supports objectives for sustainable development, is also available on the site, along with further supporting materials. You can also call the HS2 Enquiries line (**020 7944 4908**) for more information.