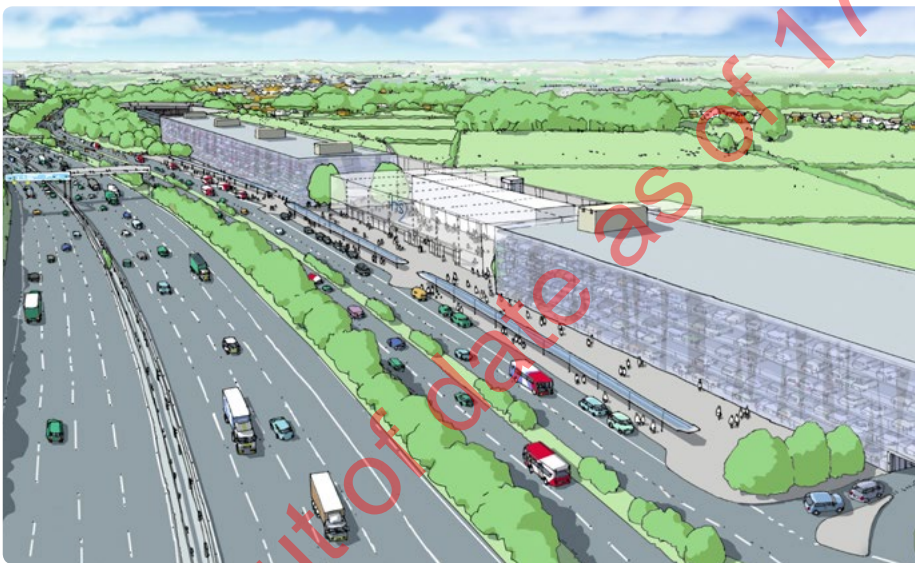


High Speed Two is the Government's planned new, high speed railway. HS2 Ltd is the company responsible for designing and building the railway, and for making recommendations to the Government.

This factsheet is to update you about the proposal for Manchester Airport High Speed station. It explains:

- where we are proposing to locate the station, and how this has changed since we last consulted in 2013;
- what the benefits of this station location would be, and where you would be able to travel to from this station;
- how to find more information about the route and the project; and
- how to get in touch with us.



■ Artist's impression of the proposed Manchester Airport Station (low level view)

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.

The route north of Crewe

The route north of Crewe would form the northern 51 miles (82 km) of the Manchester leg on the Phase Two network. It would begin 600m to the south of the existing Crewe station, near the A500, continuing on from the Phase 2a route. The route would divide into two lines to the northwest of Knutsford. One line (the HS2 mainline) would continue northwest and finish at a junction with the existing West Coast Main Line (WCML) to the south of Wigan. The other line (the Manchester spur) would terminate at Manchester Piccadilly via a station near Manchester Airport.

The station

The Government's preference is for an intermediate station near Manchester Airport. Development of this station remains subject to agreeing an appropriate local funding package. The Government continues to collaborate positively with Greater Manchester Combined Authority, Manchester Airports Group and other Greater Manchester delivery partners on this matter. The station would be located west of the M56 and between junctions 5 and 6. The station would have two platforms, plus two through lines for non-stopping trains. The platforms would be located below in an open cutting because of their close proximity to the proposed tunnel under Manchester, to Piccadilly station.

HS2 concourse facilities would be located at ground level. The main entrance to the concourse would be located to the east of the station, facing the M56 and the airport. The station forecourt would run along the full length of the eastern side of the station. Working with the relevant stakeholders such as Manchester Airports Group, Highways England, Greater Manchester Combined Authority and others, HS2 Ltd will continue to consider how the station would be connected to the airport and other local transport modes.

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.



■ Visualisation showing the connectivity of the proposed Manchester Airport station

Changes to the station since 2013

While the current route corridor and station position have not changed significantly since 2013, HS2 Ltd is proposing more efficient land use within the station site by situating the proposed car park on the land between the tracks and the motorway.

The car parking buildings are limited to no more than five storeys high. This would be in line with the surrounding area.

HS2 Ltd expects that changes to the station will mean significantly fewer visual impacts on local communities compared to the previously consulted route in 2013.

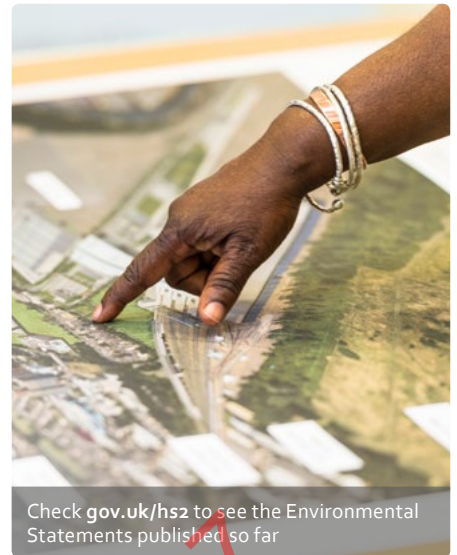
For more information about changes to the Phase 2b route since 2013, please review the [Summary of Route Refinements](#) document.

Key impacts of the station

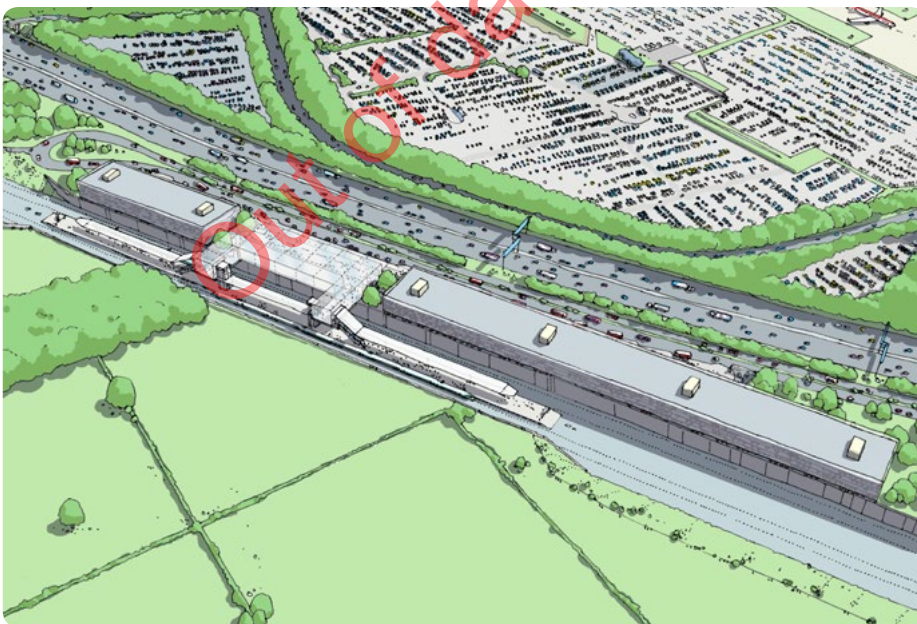
This section highlights the key impacts from the preferred route. For further information about these impacts, please review the [Sustainability Statement](#).

For Manchester City Council, Trafford Council and other delivery partners in Manchester, it is important to ensure that HS2 fits with the development plans for the area. HS2 Ltd will continue to work with local stakeholders to ensure that the design is consistent with local aspirations.

The new HS2 station would sit within Green Belt land by the urban fringes of south Manchester, the M56 motorway and the airport itself. A number of demolitions would be required for the proposed HS2 station and its approach, including the Grade II listed Buckhall at Hale Barns. There would be landscape and visual impacts associated with the approach into the station, the station itself and the proposed multi-storey car parks.



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



■ Artist's impression of the proposed Manchester Airport Station (aerial view)

Benefits

Greater Manchester and Manchester Airports Group's growth plans would look to identify how best to integrate local transport networks into the airport station and unlock its role as an international gateway for the North. Department for Transport are committed to working with Greater Manchester and Manchester Airports Group to support these ambitions, and have already provided some funding for this.

The wider area south of Manchester, including Stockport and north Cheshire, would be served by HS2. Services would enable rail passengers to benefit from faster, more frequent services to Birmingham, London and other destinations. The proposed station has the potential to support growing passenger volumes at the airport, and improve connectivity across the Manchester city region, north Cheshire and throughout the wider North West.

Direct connections could be provided to the major new Airport City development and other components of the Manchester Enterprise Zone. Manchester Airport High Speed station also reduces pressure on Piccadilly and releases further capacity on the existing network.

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

Contact us at HS2

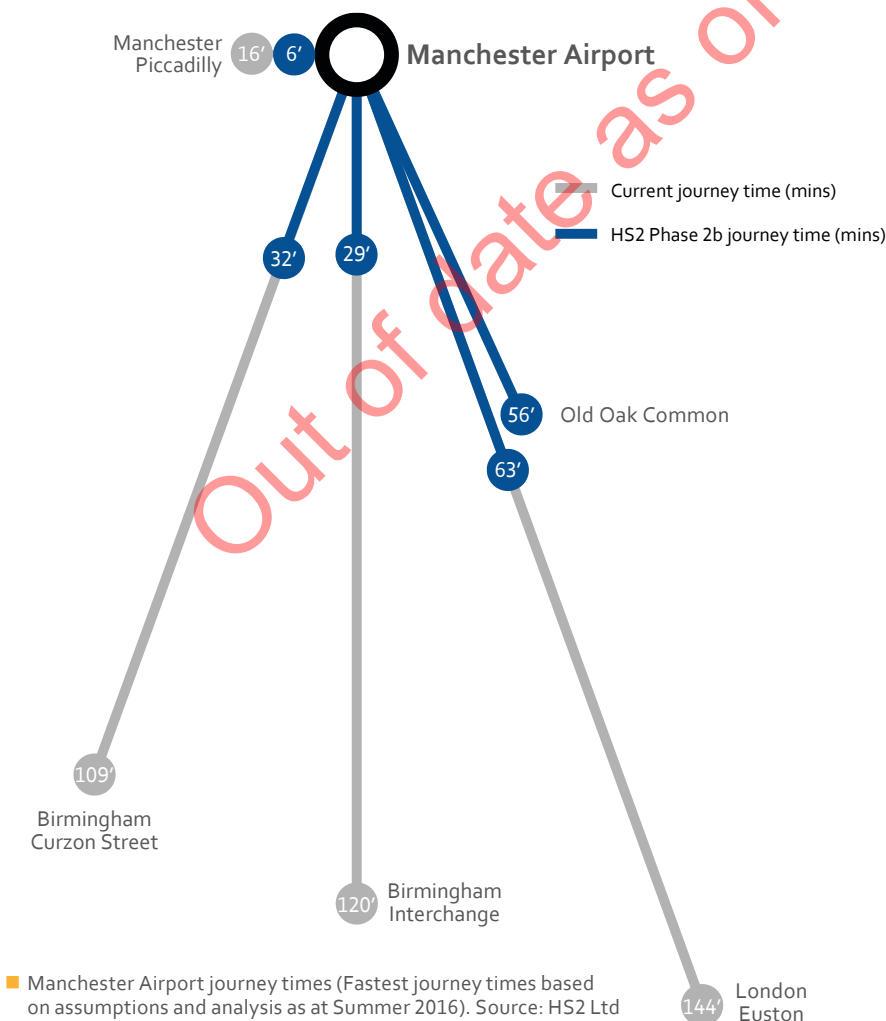
If you have any questions about this leaflet, please get in touch. You can contact our helpdesk on:

T: 020 7944 4908

E: hszenquiries@hs2.org.uk

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

www.gov.uk/hs2



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, businesses 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

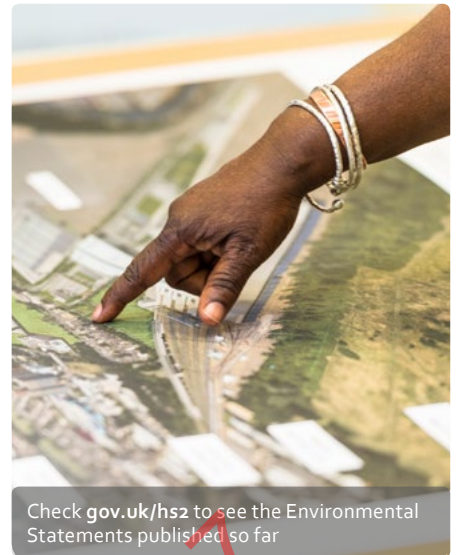
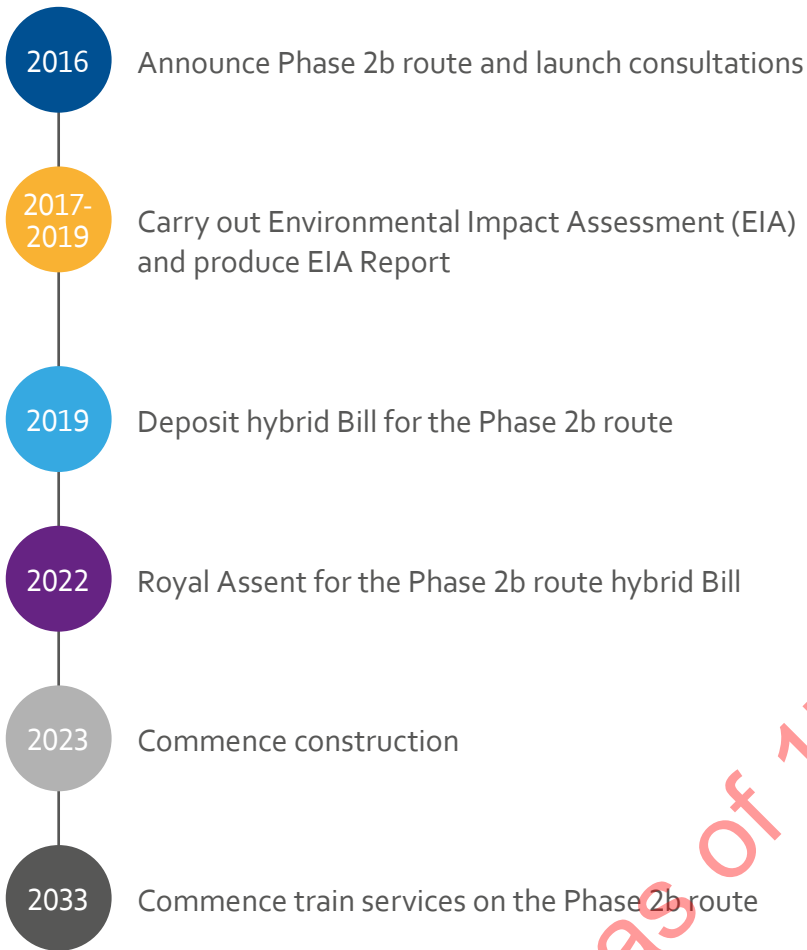


For questions about HS2, call our Community Relations team on 020 7944 4908

Out of date as of 17 July 2017

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*

This document may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard, please contact HS2 Ltd.