

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 Rostherne and Manchester Piccadilly on the western leg. It explains:

- where the route would go in this area, and how it has changed since the consultation in 2013;
- sections of the route that we are consulting on;
- how to find more information about the route and the project; and
- how to get in touch with us.

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 north-west of Knutsford. One line (the HS2 mainline) would continue north-west 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.

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.

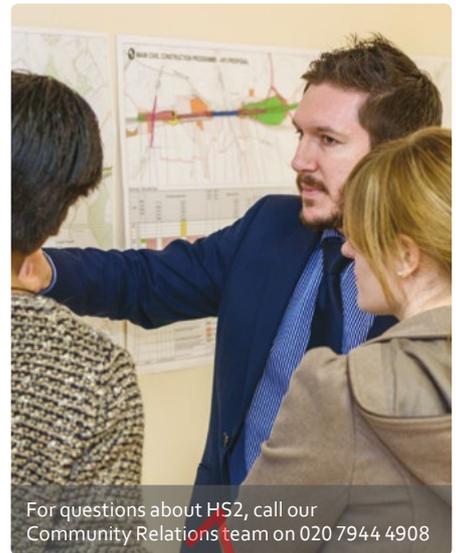
Out of date as of 17 July 2017

In your area

The route section between Rostherne and Manchester Piccadilly would pass under the A556, bearing east in a deep cutting and crossing over Blackburn Brook and Birkin Brook. Passing south of Ashley on an embankment, it would cross over the existing Altrincham to Chester railway and the River Bollin before turning north-east and dropping down under the M56. The route would pass to the east of Warburton Green in a deep cutting, with a station proposed in an open cutting to the west of the M56, between Junctions 5 and 6 (for more information on the station, see Manchester Airport High Speed Station factsheet).

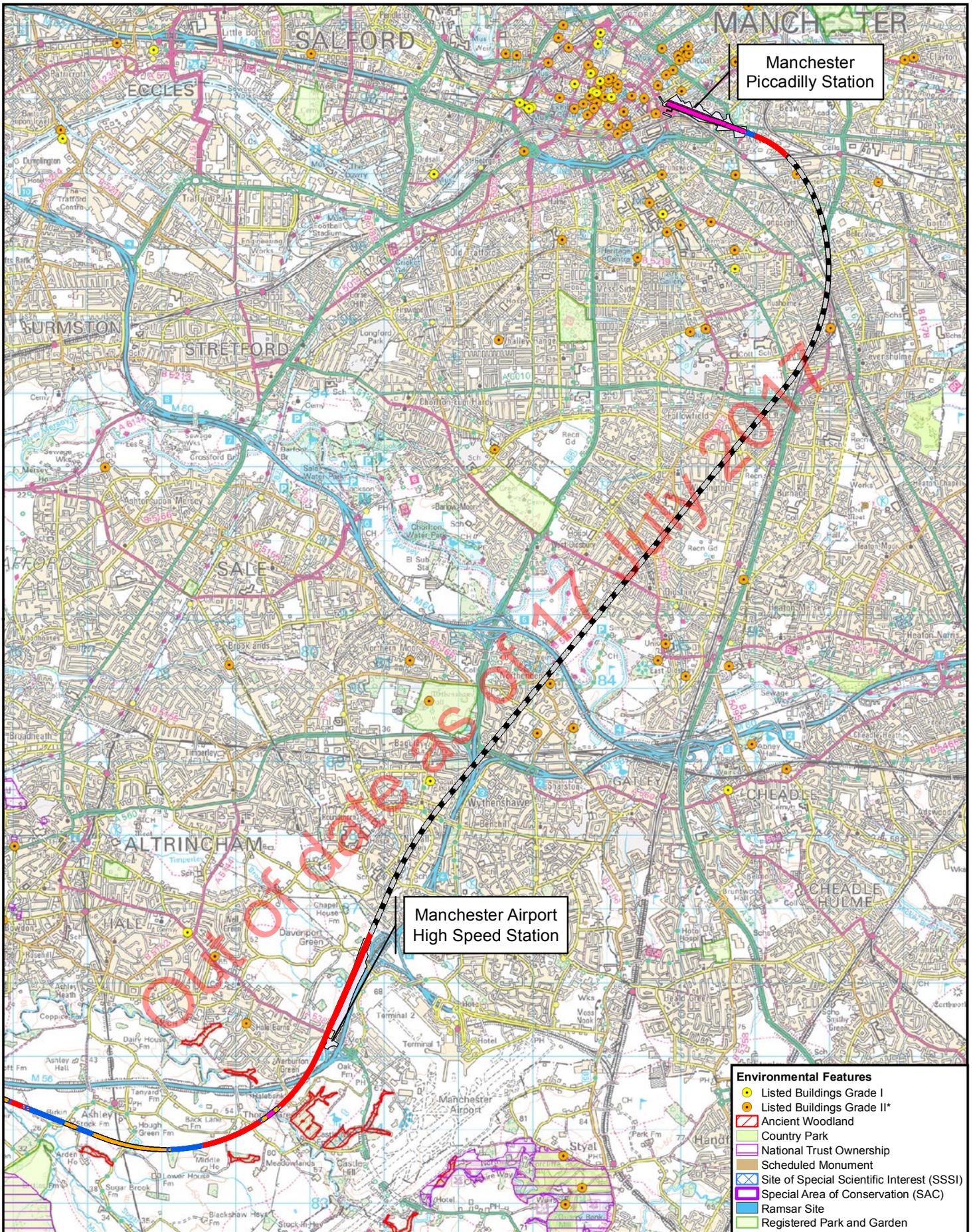
From the airport station, the route would continue north-east, descending into a tunnel for 12.8km under Newall Green, Wythenshawe, Northenden, Didsbury and Levenshulme.

Four ventilation shafts are proposed at roughly equal distance along the tunnel. The location of the ventilation shafts will be subject to further development as part of the hybrid Bill process. Potential sites have been identified in the commercial development at the junction of the A560 and the M56; an area to the north of the Withington golf course; the site of a demolished public house currently used as a car park; and in an area presently occupied by playing fields in the large grassed area adjacent to the WCML. The route would emerge from the tunnel at Ardwick and rise onto a viaduct on the approach into Manchester Piccadilly HS2 station, to the north of the existing station (for more information on the station, see Manchester Piccadilly Station factsheet).



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

Out of date as of 17 July 2017



Manchester Piccadilly Station

Manchester Airport High Speed Station

- 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

Rostherne to Manchester Piccadilly

hs2 Scale at A4: 1:65,000

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

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Doc Number: PH2-HS2-CO-MAP-000-000001-P02 Date: 17/11/16

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.

Northern chord

The removal of the proposed northern chord means that a grade-separated junction to the north-east of Rostherne Mere is no longer required; however, in order to improve clearance over watercourses, the route has been raised by up to 6m as it passes over Blackburn Brook and Birkin Brook.

Manchester Airport station

In response to concerns raised during public consultation, the proposed access arrangements and layout for Manchester Airport station have been altered to maximise the use of space between the M56 and the HS2 station as well as to reduce environmental impacts. Further work on the station design will be required as the project progresses, including ongoing engagement and collaboration with local stakeholders.

Manchester tunnel

The tunnel under Manchester has been shifted eastwards by up to 370m and lengthened by approximately 880m, so that the northern tunnel portal would now be located at Ardwick. This change addresses concerns raised during the 2013 consultation, by reducing environmental and community impacts at West Gorton and removing some engineering complexities. This allows the approach to Manchester Piccadilly HS2 station to be straightened, which would help to increase operational capacity.

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

Sections of the route we are consulting on in your area

We are undertaking further consultation on the approach to Manchester Piccadilly station in this area. This is to make sure we have considered stakeholders' views before the Secretary of State takes a decision on this section of the route. For more information about the consultation, please see the route refinement consultation document or factsheet, both of which are available at www.gov.uk/hs2, or contact HS2 using the information on this factsheet.

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.

Key impacts

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

Landscape

The alignment was selected to avoid impacts on the historic parkland and setting of Dunham Massey and Tatton Park. Passing in a deep and wide cutting beneath the M56 and past Hale Barns, visual impacts would affect residents living on the edges of Hale Barns and Davenport Green. Further north, the scheme would affect the character of the open countryside to the east of Davenport Green in the Timperley Brook valley. Approaching the urban fringe of Manchester, the proposed route and high speed station would be closely associated with the motorway and existing airport. However, the Manchester Airport High Speed Station would result in some visual impacts for local residents. Potential impacts through much of Manchester would be avoided by the route entering a tunnel, but there could be visual impacts from the four proposed ventilation shafts. 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.

Biodiversity and wildlife

The route has been refined to avoid impacts on the qualifying features of several important protected sites, including Rostherne Mere Ramsar site and Site of Special Scientific Interest (SSSI). We will continue to work closely with Natural England and the Environment Agency to manage any potential impacts from construction and/or operation. HS2 Ltd has a policy to seek no net loss to biodiversity.

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 determine how best to do this. 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 route would remain just south of the M56, avoiding impacts on the historic Tatton Park and Dunham Massey. This section of the preferred route would result in the demolition of the Grade II Listed Buckhall at Hale Barns, a mid-18th-century brick farmhouse. It now forms part of a hotel complex and its setting has been greatly diminished. We will work closely with stakeholders, including the National Trust and English Heritage, to reduce the impacts as far as possible.

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

Out of date as of 17 July 2017

Noise

Our initial airborne noise appraisal for this early stage of the design process has predicted levels of railway noise on groups of dwellings during an 18-hour daytime period.*

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

The route would result in three clusters of demolitions on the approach to Manchester Airport High Speed Station. The preferred scheme would also require the demolition of a number of properties to accommodate the proposed HS2 station at Piccadilly. 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 the M56, A538, Mancunian Way, Fairfield Road, Chancellor Lane 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 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.

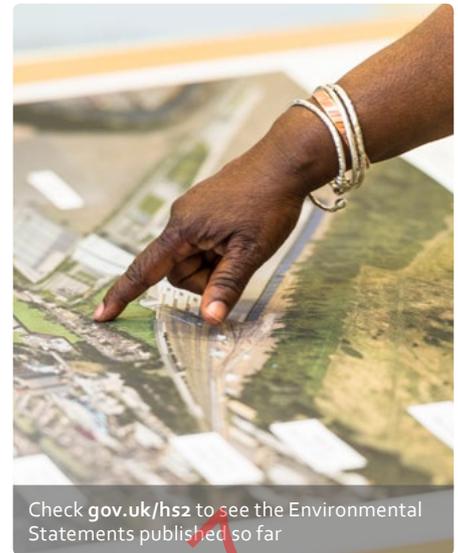
Construction

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:

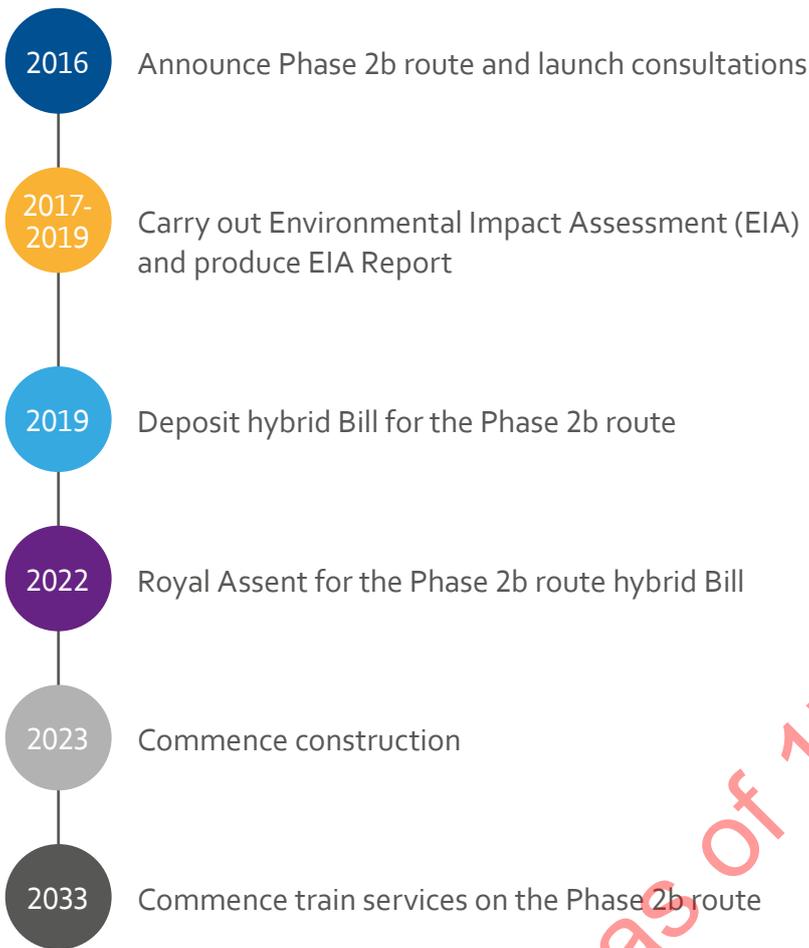
www.gov.uk/government/publications/hs2-information-papers-construction



*Noise 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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