

# High Speed Rail (Crewe – Manchester) Environmental Statement

## Volume 5: Appendix CM-001-0MA01

### **Community**

MA01: Hough to Walley's Green  
Community impact assessment

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## Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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# 1 Introduction

- 1.1.1 The report is an appendix to the community assessment for the Proposed Scheme in relation to the Hough to Walley's Green area (MA01).
- 1.1.2 This appendix comprises:
- community impact assessment record sheets for construction; and
  - community impact assessment record sheets for operation.
- 1.1.3 This appendix should be read in conjunction with:
- Volume 2, Community Area reports;
  - Volume 3, Route-wide effects;
  - Volume 4, Off-route effects; and
  - other Volume 5, Appendices.
- 1.1.4 Volume 5 also sets out Route-wide construction workers impacts (see Volume 5, Appendix CM-002-00000) which should be referred to for impacts due to construction workers and Open space condition survey (see Volume 5, Appendix CM-003-0MA01).
- 1.1.5 Maps showing the location of resources which will experience significant residual community effects in the Hough to Walley's Green area (MA01) are contained in the Volume 5: Community Map Book, maps CM-01-301 to CM-01-304a.
- 1.1.6 The name or description of the affected resources is labelled on the maps along with the duration of the effect (i.e. temporary or permanent).
- 1.1.7 The type of effects are denoted by symbols as shown in the map legend.

## 2 Community impact assessment record sheets – construction

### 2.1 Residential properties subject to non-significant loss of land

**Table 1: Residential properties subject to non-significant loss of land community impact assessment record sheet**

Resource name	Residential properties subject to non-significant loss of land
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Residential properties located close to the route of the Proposed Scheme.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary loss of land</b>	Construction of the Crewe north portal cutting and retaining wall may require a small area of land next to one property at the south-west of Maplin's Moss Place, Broughton Road, Crewe.
<b>Assessment of magnitude</b>	Negligible: the temporary loss of this small area of land would not impact on the ability of the residents to use their dwelling and access would be maintained to the property throughout the construction works.
<b>Relevant receptors</b>	Residents of the property
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: residential properties and their occupiers are identified as being highly sensitive receptors.
<b>Significance rating of effect</b>	Minor adverse effect which is not significant
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Minor adverse effect which is not significant

## 2.2 Residential properties on Parkers Road, Crewe

**Table 2: Two residential properties on Parkers Road, Crewe community impact assessment record sheet**

Resource name	Residential properties located on Parkers Road, Crewe
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Two residential farms located on the northern edge of Crewe.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: permanent loss of land</b>	Impact: two residential farms are located within the land required for the construction of the Crewe north portal cutting and retaining wall, these buildings will be permanently lost: <ul style="list-style-type: none"> <li>• Bridge Farm and outbuildings; and</li> <li>• Moss Bridge Farm.</li> </ul> Duration of impact: permanent
<b>Assessment of magnitude</b>	Negligible: permanent loss of less than five residential properties
<b>Relevant receptors</b>	Residents of the properties
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: residential properties and their occupiers are identified as being highly sensitive receptors.
<b>Significance rating of effect</b>	Minor adverse effect which is not significant. Although the loss of the individual property will be significant to the residents of that property, the loss of less than five residential properties is not considered significant at the community level.
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Minor adverse effect which is not significant at the community level



## 2.3 Residential properties on Sydney Road, Crewe

**Table 3: Residential properties on Sydney Road, Crewe community impact assessment record sheet**

Resource name	Residential properties on Sydney Road, Crewe
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	Approximately 25 residential properties along Sydney Road (between Crewe Green Roundabout and Maw Green Road).
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary in-combination effect</b>	<p>Impact: Sydney Road is a designated construction traffic route. Heavy Goods Vehicle (HGV) traffic along Sydney Road between Crewe Green Roundabout and the railway overbridge will result in a combination of a significant noise effect from road traffic and a traffic related severance effect due to a significant increase in HGV traffic movements.</p> <p>Noise: residents of the properties will experience significant noise effects from traffic during the peak months of construction.</p> <p>HGV traffic: HGV traffic along the route will increase by more than 30%, this will result in a traffic related severance effect for residents of properties along Sydney Road between Crewe Green Roundabout and the railway overbridge.</p>
<b>Assessment of magnitude</b>	Low: two significant residual environmental effects for a short duration
<b>Relevant receptors</b>	Residents of the properties
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: residential properties and their occupiers are identified as being highly sensitive receptors.
<b>Significance rating of effect</b>	Moderate adverse in-combination effect which is significant due to change to amenity of the residential properties as a result of significant noise and HGV traffic effects.
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Moderate adverse effect which is significant

## 2.4 Residential properties on the B5076 North Street, Crewe

**Table 4: Residential properties on the B5076 North Street, Crewe community impact assessment record sheet**

Resource name	Residential properties on the B5076 North Street, Crewe
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	Approximately five residential properties along the B5076 North Street (between Middlewich Street and Broughton Road).
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary in-combination effect</b>	<p>Impact: the B5076 North Street is a designated construction traffic route. HGV traffic along the B5076 North Street between Middlewich Street and Broughton Road will result in a combination of a traffic related severance effect due to a significant increase in HGV traffic movements and a significant air quality effect.</p> <p>HGV traffic: HGV traffic along the route will increase by more than 30%, this will result in a traffic related severance effect for residents of properties along the B5076 North Street between Middlewich Street and Broughton Road.</p> <p>Air quality: approximately five residential properties along the B5076 North Street are expected to experience significant air quality effects.</p>
<b>Assessment of magnitude</b>	Low: two significant residual environmental effects for a short duration
<b>Relevant receptors</b>	Residents of the properties
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: residential properties and their occupiers are identified as being highly sensitive receptors.
<b>Significance rating of effect</b>	Moderate adverse in-combination effect which is significant due to change to amenity of the residential properties as a result of significant HGV traffic and air quality effects.
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Moderate adverse effect which is significant

## 2.5 Residential properties on the B5076 Bradfield Road, Crewe

**Table 5: Residential properties on the B5076 Bradfield Road, Crewe community impact assessment record sheet**

Resource name	Residential properties on the B5076 Bradfield Road, Crewe
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	Approximately 20 residential properties along the B5076 Bradfield Road (between Broughton Road and Mablins Lane).
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary in-combination effect</b>	<p>Impact: the B5076 Bradfield Road is a designated construction traffic route. HGV traffic along the B5076 Bradfield Road between Broughton Road and Mablins Lane will result in a combination of a traffic related severance effect due to a significant increase in HGV traffic movements and a significant air quality effect.</p> <p>HGV traffic: HGV traffic along the route will increase by more than 30%, this will result in a traffic related severance effect for residents of properties along the B5076 Bradfield Road between Broughton Road and Mablins Lane.</p> <p>Air quality: approximately 20 residential properties along the B5076 Bradfield Road will experience significant air quality effects.</p>
<b>Assessment of magnitude</b>	Low: two significant residual environmental effects for a short duration
<b>Relevant receptors</b>	Residents of the properties
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: residential properties and their occupiers are identified as being highly sensitive receptors.
<b>Significance rating of effect</b>	Moderate adverse in-combination effect which is significant due to change to amenity of the residential properties as a result of significant noise, HGV traffic and air quality effects.
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Moderate adverse effect which is significant

## 2.6 Residential properties in the vicinity of Broughton Road, Coppenhall

**Table 6: Residential properties in the vicinity of Broughton Road, Crewe community impact assessment record sheet**

Resource name	Residential properties located in the vicinity of Broughton Road, Crewe
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Approximately 250 residential properties in the vicinity of Broughton Road, Crewe.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary in-combination effect</b>	<p>Impact: Broughton Road lies to the east of the route of the Proposed Scheme. Approximately 250 residential properties on Broughton Road in Crewe will be in proximity to the construction of the Proposed Scheme.</p> <p>Noise (direct): the construction of the Crewe tunnel north portal, the Crewe north tunnel cutting and the presence of the Crewe tunnel north main compound will result in significant noise effects. The duration of the noise effects will be:</p> <ul style="list-style-type: none"> <li>• five years and six months during the daytime;</li> <li>• two years and four months during the evening; and</li> <li>• two years and six months during the night-time.</li> </ul> <p>Noise (indirect): approximately 70 residential properties along Broughton Road are expected to experience significant noise effects from road traffic during the peak months of construction.</p> <p>Vibration: vibratory rollers associated with site setup are predicted to cause a moderate vibration impact at properties near to the boundary with the construction compound for approximately six months.</p> <p>Visual: the construction of the Crewe tunnel north portal, the Crewe north tunnel cutting and the presence of the Crewe tunnel north main compound will result in significant visual effects on residents of these properties.</p> <p>Air quality: approximately 40 residential properties along Broughton Road will experience significant air quality effects.</p>
<b>Assessment of magnitude</b>	High: three significant residual environmental effects
<b>Relevant receptors</b>	Residents of the properties
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: residential properties and their occupiers are identified as being highly sensitive receptors.
<b>Significance rating of effect</b>	Major adverse in-combination effect which is significant due to change to amenity of the residential properties as a result of significant noise, vibration, visual and air quality effects.
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Major adverse effect which is significant

## 2.7 Residential properties around Wareham Drive, Crewe

**Table 7: Approximately 45 residential properties around Wareham Drive, Crewe community impact assessment record sheet**

Resource name	Residential properties located around Wareham Drive, Crewe
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Approximately 45 residential properties on Wareham Drive, Crewe.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary in-combination effect</b>	<p>Impact: Wareham Drive lies to the west of the route of the Proposed Scheme. Approximately 45 residential properties in the vicinity of Wareham Drive will be in proximity to the construction of the Proposed Scheme.</p> <p>Noise: the construction of the Crewe tunnel north portal and Crewe tunnel north portal cutting will result in significant noise effects lasting for approximately six months during the daytime.</p> <p>Visual: the construction of the Crewe tunnel north portal, and the Crewe north tunnel cutting will result in significant visual effects on residents of these properties.</p>
<b>Assessment of magnitude</b>	Low: two significant residual environmental effects for a short duration
<b>Relevant receptors</b>	Residents of the properties
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: residential properties and their occupiers are identified as being highly sensitive receptors.
<b>Significance rating of effect</b>	Moderate adverse in-combination effect which is significant due to change to amenity of the residential properties as a result of significant noise and visual effects.
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Moderate adverse effect which is significant

## 2.8 Residential properties around Perry Fields, Leighton

**Table 8: Approximately 20 residential properties in the vicinity of Perry Fields, Leighton community impact assessment record sheet**

Resource name	Residential properties located around Perry Fields, Leighton
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Approximately 20 residential properties in the vicinity of Perry Fields, Leighton.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary in-combination effect</b>	<p>Impact: Perry Fields lies to the west of the route of the Proposed Scheme. Approximately 20 residential properties in the vicinity of Perry Fields in Crewe will be in proximity to the construction of the Proposed Scheme.</p> <p>Noise: the construction of Coppenhall Moss south embankment and Coppenhall Moss cutting will result in significant noise effects during the daytime on these properties for approximately five months.</p> <p>Visual: the construction of Coppenhall Moss retaining wall and Coppenhall Moss cutting will result in significant visual effects on residents of these properties.</p>
<b>Assessment of magnitude</b>	Low: two significant residual environmental effects for a short duration
<b>Relevant receptors</b>	Residents of the properties
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: residential properties and their occupiers are identified as being highly sensitive receptors.
<b>Significance rating of effect</b>	Moderate adverse in-combination effect which is significant due to change to amenity of the residential properties as a result of significant noise and visual effects.
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Moderate adverse effect which is significant

## 2.9 Residential properties on the A530 Middlewich Road, Bradfield Green

**Table 9: Residential properties on the A530 Middlewich Road, Bradfield Green community impact assessment record sheet**

Resource name	Residential properties on the A530 Middlewich Road, Bradfield Green
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	Approximately 30 residential properties along the A530 Middlewich Road (between the B5076 Flowers Lane and St Peter's Church).
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary in-combination effect</b>	<p>Impact: the A530 Middlewich Road is a designated construction traffic route. HGV traffic along the A530 Middlewich Road between the B5076 Flowers Lane and St Peter's Church will result in a combination of a significant noise effect from road traffic and a traffic related severance effect due to a significant increase in HGV traffic movements.</p> <p>Noise: residents of the properties will experience significant noise effects from traffic during the peak months of construction.</p> <p>HGV traffic: HGV traffic along the route will increase by more than 30%, this will result in a traffic related severance effect for residents of properties along the A530 Middlewich Road between the B5076 Flowers Lane and St Peter's Church.</p>
<b>Assessment of magnitude</b>	Low: two significant residual environmental effects for a short duration
<b>Relevant receptors</b>	Residents of the properties
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: residential properties and their occupiers are identified as being highly sensitive receptors.
<b>Significance rating of effect</b>	Moderate adverse in-combination effect which is significant due to change to amenity of the residential properties as a result of significant noise and HGV traffic effects.
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Moderate adverse effect which is significant

## 2.10 Oakfield Lodge School

**Table 10: Oakfield Lodge School community impact assessment record sheet**

Resource name	Oakfield Lodge School
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Community facility
<b>Resource description/profile</b>	Oakfield Lodge School is a pupil referral unit and provides education provision for children who are unable to attend mainstream school. The school has 45 pupils, ranging from 11 to 16 years of age.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary in-combination effect</b>	<p>Impact: the school is located on Warmingham Road, approximately 750m west of the Proposed Scheme. Warmingham Road is a designated construction traffic route. HGV traffic along Warmingham Road between Broughton Road and Groby Road, and construction of the Proposed Scheme will result in a combination of significant noise effects and a traffic related severance effect due to a significant increase in HGV traffic movements.</p> <p>HGV traffic: HGV traffic along the route will increase by more than 30%, this will result in a traffic related severance effect for students and staff at Oakfield Lodge School.</p> <p>Noise: the construction of Coppenhall Moss cutting, Coppenhall Moss south embankment and Footpath Crewe 29/1 overbridge will result in significant noise effects for approximately three years and seven months.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual environmental effects
<b>Relevant receptors</b>	Students and staff at the school
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: children are more sensitive to changes in noise levels. The increase in HGV traffic may increase journey times for those walking and driving to the school. The school is for children who are unable to attend mainstream education, they may have behavioural issues or Special Educational Needs (SEN) meaning that they may be more sensitive to changes in the learning environment.
<b>Significance rating of effect</b>	Major adverse in-combination effect which is significant due to significant noise and HGV traffic effects.
<b>Proposed mitigation options for significant effects</b>	HS2 Ltd is continuing to engage with Cheshire East Council and Oakfield Lodge School to identify reasonably practicable measures to help mitigate potential significant effects identified in the assessment.
<b>Residual effect significance rating</b>	Major adverse effect which is significant



## 2.11 Bentley Manor Care Home, Crewe

**Table 11: Bentley Manor Care Home, Crewe community impact assessment record sheet**

<b>Resource name</b>	<b>Bentley Manor Care Home, Sherborne Road, Crewe</b>
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Bentley Manor Care Home is a purpose-built care home and provides residential and nursing care and as well as care for those which suffer the impact of dementia on their lives and other mental health issues.
<b>Assessment year</b>	Operation phase (2038)
<b>Impact 1: permanent in-combination effect</b>	Impact: Bentley Manor Care Home lies approximately 15m to the north of the Middlewich Street ventilation shaft and headhouse. Vibration Middlewich Street vent shaft satellite compound and the construction of Middlewich Street vent shaft will result in significant vibration effects for residents of the care home for approximately three months. Visual: residents experiencing views of Middlewich Vent Shaft and headhouse will experience significant adverse visual effects.
<b>Assessment of magnitude</b>	Negligible: two significant residual environmental effects for a short duration
<b>Relevant receptors</b>	Residents of the care home
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: residents of care homes are identified as being highly sensitive
<b>Significance rating of effect</b>	Minor adverse in-combination effect which is not significant
<b>Proposed mitigation options for significant effects</b>	HS2 Ltd will with work Bentley Manor Care Home to identify reasonably practicable measures to mitigate the residual significant effects identified in this assessment.
<b>Residual effect significance rating</b>	Minor adverse in-combination effect which is not significant

## 2.12 Winton Equestrian Centre, Crewe

**Table 12: Winton Equestrian Centre, Crewe community impact assessment record sheet**

<b>Resource name</b>	<b>Winton Equestrian Centre, Crewe</b>
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Recreational facility
<b>Resource description/profile</b>	Winton Equestrian Centre is open five days a week and provides private riding lessons and livery services, as well as organising regular competitions and show days. The equestrian centre covers 3ha of land and is part of Moss Bridge Farm, which is a residential farm on Parkers Road, Crewe (see Table 2).
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: permanent loss of land</b>	Impact: the equestrian centre is located within the land required for the construction of the Crew north portal cutting. All of the land belonging to the equestrian centre will be permanently lost. Duration of impact: permanent
<b>Assessment of magnitude</b>	High: Winton Equestrian Centre will be permanently lost
<b>Relevant receptors</b>	Users of Winton Equestrian Centre
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: other equestrian centres within 10km include Woodside Stables (Herbert Street, Crewe), Oakhanger Riding and Pony Club Centre (Holmshaw Lane, Oakhanger) and Smiths Green Livery and Riding Centre (Barthomley Road, Crewe), which means that comparable alternatives are available. The closest of these is Woodside Stables, which is 3km away from Winton Equestrian Centre.
<b>Significance rating of effect</b>	Moderate adverse effect which is significant due to land required for the construction of the Proposed Scheme.
<b>Proposed mitigation options for significant effects</b>	Winton Equestrian Centre will be compensated within the provisions of the Compensation Code if eligible.
<b>Residual effect significance rating</b>	Moderate adverse effect which is significant

## 2.13 Informal open space (Yellow Park) near Middlewich Street, Crewe

**Table 13: Informal open space (Yellow Park) near Middlewich Street, Crewe community impact assessment record sheet**

Resource name	Informal open space (Yellow Park) near Middlewich Street, Crewe
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Open space
<b>Resource description/profile</b>	An area of informal open space between the West Coast Main Line (WCML) and Middlewich Street. The total area of open space is 1.19ha and is primarily used for informal activities including dog walking and football. There is also a children's play area within the open space, however this will not be impacted by the construction of the Middlewich Street vent shaft.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary loss of land</b>	Impact: the Middlewich Street vent shaft satellite compound (to construct the Middlewich Street vent shaft and building and headhouse) will require the temporary use of 55% (0.66ha) of the informal open space (1.19ha). Duration: four years and six months
<b>Assessment of magnitude</b>	High: over half of the informal open space, and the total area of the playing field, will be required during construction (for a period of four years and six months) and therefore would not be accessible.
<b>Relevant receptors</b>	Users of the open space
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: there are a number of publicly accessible open spaces available in the area, including a playing field on Henry Street (400m), Badger Park on Badger Avenue (600m) and McLaren Park on McLaren Street (950m). These are accessible, with paths and are used by dog walkers.
<b>Significance rating of effect</b>	Moderate adverse effect which is significant due to land required for the construction of the Proposed Scheme
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Moderate adverse effect which is significant
<b>Impact 2: permanent loss of land</b>	Impact: of the 0.66ha required for the construction of the Middlewich Street vent shaft, 0.22ha of land will be permanently required for the vent shaft from the informal open space at the western end of Ridgway Street, Audley Street West and Mellor Street. Duration: permanent
<b>Assessment of magnitude</b>	Medium: approximately a third of the land will be permanently required for operation of the Proposed Scheme. However, the remaining area will include landscape mitigation planting and is therefore expected to be an improved space for use by the local community. The remaining area of land will be accessible to users long-term, with landscaping and paths to navigate around the vent shaft.
<b>Relevant receptors</b>	Users of the open space
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: there are a number of publicly accessible open spaces available in the area, including a playing field on Henry Street, Badger Park on Badger Avenue and McLaren Park on McLaren Street.

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<b>Resource name</b>	<b>Informal open space (Yellow Park) near Middlewich Street, Crewe</b>
<b>Significance rating of effect</b>	Minor adverse which is not significant
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Minor adverse which is not significant

## 2.14 Footpath Crewe 13 and open space, Parkers Road, Crewe

**Table 14: Footpath Crewe 13 and open space, Parkers Road, Crewe community impact assessment record sheet**

Resource name	Footpath Crewe 13 and open space, Parkers Road, Crewe
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Open space
<b>Resource description/profile</b>	An area of open space with tarmac footpaths located in North Crewe between the WCML and Hythe Avenue. The total area of open space is approximately 2.5ha and is used for informal activities such as dog walking.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary loss of land</b>	Impact: approximately 0.4ha would be lost temporarily for the construction of Parkers Road overbridge. Duration: two years and two months
<b>Assessment of magnitude</b>	Low: approximately 16% of the open space will be temporarily required during construction. The remaining recreational open space will be accessible for use throughout the construction period.
<b>Relevant receptors</b>	Users of the open space
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: the majority of the open space (84%) will remain accessible to users throughout the construction period.
<b>Significance rating of effect</b>	Negligible which is not significant
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Negligible which is not significant

## 2.15 Crewe and Nantwich Circular Walk

**Table 15: Crewe and Nantwich Circular Walk community impact assessment record sheet**

Resource name	Crewe and Nantwich Circular Walk
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Open Space
<b>Resource description/profile</b>	<p>A 47km long distance walking route that circles the towns of Crewe and Nantwich. It follows Footpath Crewe 29/1, Footpath Crewe 12/1, Footpath Leighton 17/1 and Footpath Leighton 7/1 within land required for the construction of the Proposed Scheme.</p> <p>The walk also passes to the south of Crewe along Footpath's Chorlton 7 and 8, where it joins with the South Cheshire Way. A 54.4km long distance walking route linking Mow Cop, Cheshire with Grindley Brook, Shropshire.</p>
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary loss of land</b>	<p>Construction of the Coppenhall Moss embankment will intersect the Circular Walk to the north of Crewe and to the east of Coppenhall Moss. Footpath Crewe 29/1 will be closed for the construction of the Footpath Crewe 29/1 accommodation overbridge. Footpath Crewe 12/1, Footpath Leighton 7/1 and Footpath Leighton 17/1 will be closed during the construction of Crewe North Connection Works. 1.3km of the walk is within land required for the construction of the Proposed Scheme. A temporary diversion will be provided. This will add approximately 569m to the route at this location and is along similar paths.</p> <p>Footpath Crewe 29/1 will be closed for two years and eight months. Footpath Crewe 12/1, Footpath Leighton 7/1 and Footpath Leighton 17/1 will be closed for five years and eight months.</p>
<b>Assessment of magnitude</b>	Low: the diversion enables users to continue to use the majority of the Crewe and Nantwich Circular Walk throughout the construction period.
<b>Relevant receptors</b>	Users of the walking route
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: the predominant use of the Crewe and Nantwich Circular Walk as a recreational walk means that the diversion is unlikely to deter users from accessing this resource.
<b>Significance rating of effect</b>	Negligible which is not significant
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Negligible which is not significant

## 3 Community impact assessment record sheets – operation

### 3.1 Residential properties on Middlewich Street, Crewe

**Table 16: Residential properties in Middlewich Street, Crewe community impact assessment record sheet**

Resource name	Residential properties in Middlewich Street, Crewe
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	Approximately 15 residential properties on and around the southern part of Middlewich Street in Crewe.
<b>Assessment year</b>	Operation phase (2038)
<b>Impact 1: permanent in-combination effect</b>	<p>Impact: 15 residential properties will be in proximity to the operation of the Proposed Scheme.</p> <p>Noise: the running of trains along the route in the tunnel under the properties will result in significant ground-borne noise effects during the daytime and night-time on properties.</p> <p>Visual: residents of properties on Middlewich Street with views of Middlewich Street vent shaft and headhouse will experience significant adverse visual effects. The growth and maturity of the landscape mitigation planting is expected to reduce the visual effects over time (within 30 years). Visual effects are significant at Year 1 and Year 15 but reduce and are not assessed as significant by Year 30.</p> <p>Duration of impact: permanent.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual environmental effects
<b>Relevant receptors</b>	Residents of the properties
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: residential properties and their occupiers are identified as being highly sensitive receptors.
<b>Significance rating of effect</b>	Major adverse significant in-combination effect due to change to amenity, character and residents' enjoyment of the properties as a result of significant noise and visual effects.
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Major adverse effect which is significant

## 3.2 Bentley Manor Care Home, Crewe

**Table 17: Bentley Manor Care Home, Crewe community impact assessment record sheet**

Resource name	Bentley Manor Care Home, Sherborne Road, Crewe
<b>Community area</b>	MA01: Hough to Walley's Green
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Bentley Manor Care Home is a purpose-built care home and provides residential and nursing care and as well as care for those which suffer the impact of dementia on their lives and other mental health issues.
<b>Assessment year</b>	Operation phase (2038)
<b>Impact 1: permanent in-combination effect</b>	<p>Impact: Bentley Manor Care Home lies to the north of the Middlewich Street vent shaft and headhouse.</p> <p>Noise: the running of trains along the route, in the tunnel underneath the premises, will result in significant ground-borne noise effects during the daytime and night-time on the care home.</p> <p>Visual: residents experiencing views of Middlewich Vent Shaft and headhouse will experience significant adverse visual effects. The growth and maturity of the landscape mitigation planting is expected to reduce the adverse visual effects over time (within 30 years). Visual effects are significant at Year 1 and Year 15 but reduce and are not assessed as significant by Year 30.</p> <p>Duration of impact: permanent</p>
<b>Assessment of magnitude</b>	Medium: two significant residual environmental effects.
<b>Relevant receptors</b>	Residents of the care home
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: residents of care homes are identified as being highly sensitive
<b>Significance rating of effect</b>	Major adverse significant in-combination effect due to change to amenity, character and residents' enjoyment of the properties as a result of significant noise and visual effects.
<b>Proposed mitigation options for significant effects</b>	HS2 Ltd continues to review the design and mitigation in relation to ground-borne noise effects, and any changes will be brought forward during the passage of the Bill in Parliament.
<b>Residual effect significance rating</b>	Major adverse effect which is significant





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