

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix CM-001-0MA04

Community

MA04: Broomedge to Glazebrook

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 Broomedge to Glazebrook area (MA04).
- 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 (Appendix CM-002-00000) which should be referred to for impacts due to construction workers, and Open space condition survey (see Appendix CM-003-0MA04).
- 1.1.5 Maps showing the location of resources which will experience significant residual community effects in the Broomedge to Glazebrook area (MA04) are contained in the Volume 5, Community Map Book, maps CM-01-312b to CM-01-314a.
- 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 minor utility and/or highways works community impact assessment record sheet

Resource name	Area-wide residential properties
Community area	MA04: Broomedge to Glazebrook
Resource type	Residential properties
Resource description/profile	Residential properties located close to the route of the Proposed Scheme.
Assessment year	Construction phase (2025)
Impact 1: temporary loss of land	<p>Minor utility works will require small areas of land from the following residential properties during the construction of the Proposed Scheme:</p> <ul style="list-style-type: none"> • Heatley Heath Barns and Little Heatley Farm in Little Heatley. <p>Minor highways works will require small areas of land for tie in works or construction areas from the following residential properties:</p> <ul style="list-style-type: none"> • The Beeches on Warburton Lane in Mossbrow. <p>Duration of impact: up to three months.</p>
Assessment of magnitude	Negligible: the temporary loss of these small areas of land will not impact on the ability of the residents to use their dwellings and access will be maintained to the properties throughout the construction works.
Relevant receptors	Residents of the properties
Assessment of sensitivity of receptor(s) to impact	High: residential properties and their occupiers are identified as being highly sensitive receptors.
Significance rating of effect	Minor adverse effect which is not significant
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Minor adverse effect which is not significant
Impact 2: permanent loss of land	<p>Construction of the Glazebrook (railway) viaduct will permanently require land from the following residential property:</p> <ul style="list-style-type: none"> • Three sheds located on the Rose Cottage property on Dam Head Lane, approximately 550m to the west of Glazebrook. <p>Duration of impact: permanent</p>
Assessment of magnitude	Negligible: the permanent loss of these structures will not impact on the ability of the residents to use their dwellings and access will be maintained to the properties throughout the construction works.
Relevant receptors	Residents of the properties

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Resource name	Area-wide residential properties
Assessment of sensitivity of receptor(s) to impact	High: residential properties and their occupiers are identified as being highly sensitive receptors.
Significance rating of effect	Minor adverse effect which is not significant
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Minor adverse effect which is not significant

2.2 Residential properties in Little Heatley

Table 2: Four residential properties in Little Heatley community impact assessment record sheet

Resource name	Residential properties in Little Heatley
Community area	MA04: Broomedge to Glazebrook
Resource type	Residential properties
Resource description/profile	Four residential properties along Wet Gate Lane in Little Heatley. Little Heatley includes a total of nine residential properties that are within close proximity of each other and is located approximately 1km east of Heatley. There are five individual properties located along Wet Gate Lane.
Assessment year	Construction phase (2025)
Impact 1: permanent loss of land	Impact: four residential properties are located within the land required permanently for the construction of the Heatley South embankment. The group includes three properties on Wet Gate Lane and Heatley Heath Farm. These residential properties will be permanently lost. These properties are four of the nine properties that are in close proximity. Duration of impact: permanent
Assessment of magnitude	Medium: four residential properties will be permanently lost. Due to the size of the settlement, the loss of these four is a significant proportion of houses in the village.
Relevant receptors	Residents of the properties
Assessment of sensitivity of receptor(s) to impact	High: residential properties and their occupiers are identified as being highly sensitive receptors.
Significance rating of effect	Major adverse effect which is significant due to the land required for the construction of the Proposed Scheme.
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Major adverse effect which is significant
Impact 2: temporary in-combination effect	Impact: Little Heatley lies to the east of the route of the Proposed Scheme. 15 properties in the vicinity of Wet Gate Lane and Spring Lane, Little Heatley will be in proximity to the construction of the Heatley South embankment and the River Bollin West viaduct. Wet Gate Lane which runs through Little Heatley is a designated construction traffic route. Construction activities and traffic will result in a combination of significant direct and indirect noise effects, and significant visual effects. Noise (direct): the construction activities will result in significant airborne noise effects during the daytime on properties for approximately one year and six months. Vibration (not significant): the use of large rollers for Heatley South embankment construction will result in significant vibration effects on properties in Little Heatley for approximately two months. Noise (indirect): residential properties along Wet Gate Lane are expected to experience noise effects from construction traffic during the peak months of construction. Visual: residents of properties with direct views of the construction activity will experience significant adverse visual effects.
Assessment of magnitude	Medium: two significant residual environmental effects

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Resource name	Residential properties in Little Heatley
Relevant receptors	Residents of the properties
Assessment of sensitivity of receptor(s) to impact	High: residential properties and their occupiers are identified as being highly sensitive receptors.
Significance rating of effect	Major adverse significant in-combination effect due to change to amenity, character and residents' enjoyment of the properties as a result of significant noise, vibration and visual effects.
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Major adverse effect which is significant

2.3 Residents of Warburton

Table 3: Residents of Warburton community impact assessment record sheet

Resource name	Residents of Warburton
Community area	MA04: Broomedge to Glazebrook
Resource type	Residential properties
Resource description/profile	Residents of Warburton and Mossbrow
Assessment year	Construction phase (2025)
Impact 1: permanent isolation	<p>Impact: works to construct the Warburton cutting will require closure and realignment of A6144 Paddock Lane which provides a link between the village of Warburton and the hamlet of Mossbrow. The A6144 Paddock Lane will be realigned from a point around 400m north of the eastern part of the two settlements (on the A6144 Warrington Lane). The two settlements share community facilities. A small number of community facilities (Saracens Head public house, St Werburgh's Old Church, the new Church of St Werburgh's and the Parish Rooms) are located to the west of the Proposed Scheme, whilst the Moss Brow farm shop is located to the east of the Proposed Scheme. The route of the Proposed Scheme will permanently bisect the community.</p> <p>Engagement: formal responses to the Working Draft Environmental Statement from Warburton Parish Council and the Warburton Campaign both identify the Proposed Scheme as separating the villages and separating communities from each other and community facilities.</p> <p>Visual:</p> <ul style="list-style-type: none"> • Construction: significant adverse temporary effects are predicted for residents in Warburton during construction. The construction activity will surround some properties on the eastern side of Warburton (shown as Mossbrow on OS maps); and • Operation: significant adverse permanent effects are predicted for residents in Warburton during operation. <p>Traffic:</p> <p>The A6144 Mill Lane/Bent Lane/Paddock Lane/Warburton Lane is identified as designated temporary construction traffic route.</p> <p>The movement of excavated or fill material and construction vehicles accessing construction compounds during the construction of the Proposed Scheme together with temporary road closures and diversions is expected to result in changes in daily traffic flows. These changes in traffic flow will lead to temporary increases in delay to vehicle occupants and congestion, which are significant at the junctions of the A6144 Warburton Lane/A6144 Paddock Lane/B5160 Dunham Road.</p> <p>Construction of the Proposed Scheme will result in substantial increases in traffic flows (i.e. more than 30% for HGV or for all vehicles) in some locations, which can lead to traffic-related severance for non-motorised users. The temporary effects, which are significant are the A6144 Mill Lane/Bent Lane/Paddock Lane (between Bent Lane and the B5160 Dunham Road).</p> <p>The Proposed Scheme will require A6144 Paddock Lane to be realigned 450m north of its current alignment for 580m, crossing the route of the Proposed Scheme on the A6144 Paddock Lane overbridge, permanently increasing the journey length for users travelling between Saracens Head Public House and Moss Brow Farm Shop by 950m.</p> <p>Effect: presence of a physical barrier separating a community occur at the construction stage creating delay and severance giving rise to temporary effects that</p>

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Resource name	Residents of Warburton
	are immediately followed by permanent effects, resulting in a permanent isolation effect. Duration of impact: permanent
Assessment of magnitude	Moderate: the visual impacts and severance impacts contribute to the feeling that the Proposed Scheme forms a barrier between two parts of a settlement. There are a small number of community facilities that will be separated from the eastern side of the community (in addition to the separation of residents from each other).
Relevant receptors	Residents of Warburton and Mossbrow
Assessment of sensitivity of receptor(s) to impact	Medium: residents depend on this route for access to facilities at Warburton and for services west in Lymm and Warrington. The primary users affected are those residents in the eastern part of the community who would either walk or cycle to access services in the western part. The nature of the services (e.g. church, public house) means this maybe a weekly journey for some residents. Sensitivity is therefore assessed as medium.
Significance rating of effect	Moderate adverse effect which is significant due to isolation
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Moderate adverse effect which is significant

2.4 Residential properties in Agden

Table 4: Residential properties in Agden community impact assessment record sheet

Resource name	Residential properties in Agden
Community area	MA04: Broomedge to Glazebrook
Resource type	Residential properties
Resource description/profile	Approximately 15 residential properties on Agden Lane, Warrington Lane and Spring Lane.
Assessment year	Construction phase (2025)
Impact 1: temporary in-combination effect	<p>Impact: the residential properties lie approximately 200m to the east of the route of the Proposed Scheme, near the Bridgewater Canal. Approximately 15 properties will be in proximity to the construction of the Agden culvert and Heatley South embankment. Construction of the Proposed Scheme will result in a combination of significant noise, vibration and visual effects.</p> <p>Noise: the construction activities will result in significant airborne noise effects during the daytime on properties for approximately three years and 10 months.</p> <p>Vibration (not significant): the use of rollers within the A56 Lymm Road satellite compound during site mobilisation will result in a vibration effect on these properties for approximately three months.</p> <p>Visual: residents of properties with direct views of the construction activity will experience significant adverse visual effects.</p>
Assessment of magnitude	Medium: two significant residual environmental effects
Relevant receptors	Residents of the properties
Assessment of sensitivity of receptor(s) to impact	High: residential properties and their occupiers are identified as being highly sensitive receptors.
Significance rating of effect	Major adverse significant in-combination effect due to change to amenity, character and residents' enjoyment of the properties as a result of significant noise, vibration and visual effects.
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Major adverse effect which is significant

2.5 Residential properties in Hollins Green

Table 5: Residential properties in Hollins Green community impact assessment record sheet

Resource name	Residential properties in Hollins Green
Community area	MA04: Broomedge to Glazebrook
Resource type	Residential properties
Resource description/profile	Approximately 15 residential properties on St Helen's Close and Manchester Road in Hollins Green.
Assessment year	Construction phase (2025)
Impact 1: temporary in-combination effect	<p>Impact: approximately 15 properties will be in proximity to the construction of the Manchester Ship Canal viaduct. Residents of these properties will experience a combination of noise and visual effects due to construction of the Manchester Ship Canal viaduct. Manchester Road is a designated construction traffic route and properties along the route will experience a significant HGV traffic effect due to an increase in HGV traffic movements.</p> <p>Noise: the construction activities will result in significant airborne noise effects during the daytime on properties for approximately 11 months.</p> <p>Visual: residents of properties with direct views of the construction activity will experience significant adverse visual effects.</p> <p>HGV traffic: Manchester Road is expected to experience a significant increase in HGV traffic (between Dam Lane and Glazebrook Lane), which will result in a significant traffic related severance effect for residents of properties along Manchester Road.</p>
Assessment of magnitude	Medium: three significant residual environmental effects for a short duration
Relevant receptors	Residents of the properties
Assessment of sensitivity of receptor(s) to impact	High: residential properties and their occupiers are identified as being highly sensitive receptors.
Significance rating of effect	Major adverse significant in-combination effect due to change to amenity, character and residents' enjoyment of the properties as a result of significant noise, visual and HGV traffic effects.
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Major adverse effect which is significant

2.6 Camsley Grange Riding for the Disabled Group, Glazebrook

Table 6: Camsley Grange Riding for the Disabled Group, Glazebrook community impact assessment record sheet

Resource name	Camsley Grange Riding for the Disabled Group, Glazebrook
Community area	MA04: Broomedge to Glazebrook
Resource type	Recreational facility
Resource description /profile	Camsley Grange Riding for the Disabled Group offers horse riding opportunities for disabled people in the Warrington, Lymm and Irlam area of Cheshire. The facility is 8.8ha and is located on Church Farm on the outskirts of Glazebrook and is a registered charity and member group of the national 'Riding for the Disabled Association Incorporating Carriage Driving'. The facility currently operates one riding lesson on a Monday, and one on a Wednesday. There is currently a waiting list for people awaiting the availability of a suitable horse. Riding for the Disabled Association provides opportunities for therapy, achievement and fun. It has multiple benefits for children and adults with a wide range of disabilities – including physical disability, cognitive difficulties and disabilities, autism, developmental delay and emotional disorders.
Assessment year	Construction phase (2025)
Impact 1: temporary loss of land	Impact: construction of the Glazebrook North embankment will permanently require the use of 2.75ha (31%) of land from the 8.8ha Church Farm. Of this, 1.75ha of land will be temporarily required. The area of land required will be along the western and northern perimeter of Church Farm. Duration of impact: approximately four years and nine months
Assessment of magnitude	Negligible: The riding facilities and associated buildings will not be affected, and the resource can continue to function.
Relevant receptors	Users of Camsley Grange Riding for the Disabled Group
Assessment of sensitivity of receptor(s) to impact	High: the riding facility is used by users who are particularly sensitive to change. This include users with autism, special educational needs, learning disabilities and mental health needs. There are a limited number of riding schools in the wider area which are part of the Riding for the Disabled Association, with the nearest alternative located approximately 20km away.
Significance rating of effect	Minor adverse effect which is not significant
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Minor adverse effect which is not significant
Impact 2: permanent loss of land	Impact: approximately 1ha of land will be required for permanent mitigation planting. This represents a loss of approximately 11% of land. Duration of impact: permanent
Assessment of magnitude	Negligible: permanent loss of land will not impede the functionality of the riding school
Relevant receptors	Users of Camsley Grange Riding for the Disabled Group

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Resource name	Camsley Grange Riding for the Disabled Group, Glazebrook
Assessment of sensitivity of receptor(s) to impact	High: the riding facility is used by users who are particularly sensitive to change. This include users with autism, special educational needs, learning disabilities and mental health needs. There are a limited number of riding schools in the wider area which are part of the Riding for the Disabled Association, with the nearest alternative located approximately 20km away.
Significance rating of effect	Minor adverse effect which is not significant
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Minor adverse effect which is not significant

2.7 Rixton-with-Glazebrook Community Hall

Table 7: Rixton-with-Glazebrook Community Hall community impact assessment record sheet

Resource name	Rixton-with-Glazebrook Community Hall, Hollins Green
Community area	MA04: Broomedge to Glazebrook
Resource type	Community facility
Resource description/profile	<p>Rixton-with-Glazebrook Community Hall is located on the Manchester Road in Hollins Green. The Community Hall has a capacity of 150 people, a car park and is available to hire. It is currently used for various daytime and evening activities including karate, indoor bowling, art classes, sequence dancing classes and craft sessions. The Community Hall is additionally the venue for monthly and annual events such as Rixton-with-Glazebrook Parish Council, the Glazebrook Women’s Institute meetings and the annual village show.</p> <p>The Community Hall is affected by permanent requirements for land for the Proposed Scheme.</p>
Assessment year	Construction phase (2025)
Impact 1: temporary loss of access	<p>Access to the Community Hall is provided via Manchester Road. Minor, temporary disruptions will occur at points on this road throughout the construction period.</p> <p>Duration of impact: three years and three months</p>
Assessment of magnitude	Negligible: the temporary disruption of access will not impact on the ability of users to access the community hall. Access will be maintained throughout the construction works.
Relevant receptors	Users of Rixton-with-Glazebrook Community Hall
Assessment of sensitivity of receptor(s) to impact	Low: Users of the Community Hall will continue to have access to the Community Hall.
Significance rating of effect	Negligible which is not significant
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Negligible which is not significant

2.8 Agden Moorings (Lymm Cruising Club)

Table 8: Agden Moorings (Lymm Cruising Club), on Warrington Lane community impact assessment record sheet

Resource name	Agden Moorings (Lymm Cruising Club) in Agden
Community area	MA04: Broomedge to Glazebrook
Resource type	Recreational facility
Resource description/profile	Lymm Cruising Club is a members-only boating club based in the settlement of Lymm, approximately 3km west of the Agden mooring site. The Lymm Cruising Club comprises three recreational mooring sites along the Bridgewater Canal (Lymm Marina Clubhouse, Oughtrington, and Agden), and a clubhouse and bar which are not open to the public. Electricity points are available for each boat at the Lymm Marina Clubhouse and Agden mooring sites. The Agden mooring site is 400m long and comprises of 25 mooring spaces.
Assessment year	Construction phase (2025)
Impact 1: temporary loss of land	Impact: construction of the Bridgewater Canal viaduct will temporarily affect approximately 250m of the 400m Agden mooring site of the Lymm Cruising Club. Duration of impact: approximately three years and three months
Assessment of magnitude	Medium: land required will temporarily remove approximately 12 (48%) of the estimated 25 mooring spaces provided by Agden Moorings along the Bridgewater Canal between Spring Lane bridge and Lymm Marina.
Relevant receptors	Members of the cruising club
Assessment of sensitivity of receptor(s) to impact	Medium: there is a two-year waiting list for moorings across the three sites provided by the Lymm Cruising Club. The nearest alternative mooring area is Hesford Marine which is adjacent to the Agden mooring site, which has approximately 10 moorings and 70 hardstanding (out of water) spaces. The relatively small number of moorings at Hesford Marine means that it is not a viable alternative for those currently using Agden moorings. There are other mooring locations nearby, however availability at these sites is not known.
Significance rating of effect	Moderate adverse effect which is significant due to land required for the construction of the Proposed Scheme.
Proposed mitigation options for significant effects	HS2 Ltd is continuing to engage with owners and operators of Lymm Cruising Club, to identify reasonably practicable measures to help mitigate the likely significant effects identified in this assessment.
Residual effect significance rating	Moderate adverse effect which is significant

2.9 Cheshire Ring Canal Walk

Table 9: Cheshire Ring Canal Walk community impact assessment record sheet

Resource name	Cheshire Ring Canal Walk
Community area	MA04: Broomedge to Glazebrook
Resource type	Open space
Resource description /profile	The Cheshire Ring Canal Walk is a 158km (98 miles) long-distance walking route which follows towpaths along the Trent and Mersey Canal, Bridgewater Canal (Lymm Footpath 43), Rochdale Canal, Ashton Canal, Peak Forest Canal and Macclesfield Canal.
Assessment year	Construction phase (2025)
Impact 1: temporary loss of land	Impact: construction of the Bridgewater Canal viaduct, east of Broomedge, will temporarily affect approximately 220m of the Cheshire Ring Canal Walk (Lymm Footpath 43). A temporary alternative route for pedestrians will be put in place during the temporary closure of the canal walk. Duration of impact: approximately six months
Assessment of magnitude	Negligible: the diversion of this section of the Cheshire Ring Canal Walk will result in an increased walking distance of approximately 140m.
Relevant receptors	Users of the Cheshire Ring Canal Walk
Assessment of sensitivity of receptor(s) to impact	Low: the predominant use of the Cheshire Ring Canal Walk as a recreational walk means that the diversion is unlikely to deter users from accessing this resource.
Significance rating of effect	Negligible effect which is not significant
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Negligible effect which is not significant

2.10 Trans Pennine Trail and National Cycle Route 62

Table 10: Trans Pennine Trail and National Cycle Route 62 community impact assessment record sheet

Resource name	Trans Pennine Trail and National Cycle Route 62, Heatley
Community area	MA04: Broomedge to Glazebrook
Resource type	Open space
Resource description /profile	The Trans Pennine Trail is a 346km (215 miles) long-distance route for walkers, cyclists and horse riders. The route links the North and Irish seas, from Hornsea to Southport, passing through the Pennines. This section of the Trans Pennine Trail also includes National Cycle Route 62.
Assessment year	Construction phase (2025)
Impact 1: temporary loss of land	Impact: construction of the River Bollin west viaduct will temporarily require approximately 150m of the Trans Pennine Trail to the east of Heatley. A temporary alternative route for pedestrians will be put in place during the closure of the Trail. This impact is identical for National Cycle Route 62. Duration of impact: approximately six months
Assessment of magnitude	Negligible: the diversion of this section of the Trans Pennine Trail will result in an increased walking distance of approximately 101m.
Relevant receptors	Users of the Trans Pennine Trail and National Cycle Route 62
Assessment of sensitivity of receptor(s) to impact	Low: the predominant use of the Trans Pennine Trail as a recreational walk and cycling route. As such, that the diversion is unlikely to deter users from accessing this resource.
Significance rating of effect	Negligible effect which is not significant
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Negligible effect which is not significant

2.11 Bollin Valley Way

Table 11: Bollin Valley Way community impact assessment record sheet

Resource name	Bollin Valley Way
Community area	MA04: Broomedge to Glazebrook
Resource type	Open space
Resource description /profile	The Bollin Valley Way is a 40km (25 mile) walking route linking Macclesfield with Partington, which runs along the Manchester Ship Canal towpath. The route follows the River Bollin passing through Macclesfield, Prestbury, Wilmslow, Hale, Bowdon, ending at the Manchester Ship Canal at Partington.
Assessment year	Construction phase (2025)
Impact 1: temporary loss of land	Impact: Partington Bridleway 6 forms part of the Bollin Valley Way. Construction of the Manchester Ship Canal viaduct will temporarily require approximately 220m of the Bollin Valley Way to the west of Partington. A temporary alternative route for pedestrians will be put in place during the temporary closure of the walking route. Duration of impact: approximately six months
Assessment of magnitude	Negligible: this section of the Bollin Valley Way will be unusable, however a 400m temporary diversion will be put in place to allow users to continue to use this route throughout the construction period. This will result in an increased walking distance of approximately 369m.
Relevant receptors	Users of the Bollin Valley Way
Assessment of sensitivity of receptor(s) to impact	Low: the predominant use of the Bollin Valley Way as a recreational walk means that the diversion is unlikely to deter users from accessing this resource.
Significance rating of effect	Negligible effect which is not significant
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Negligible effect which is not significant
Impact 2: permanent loss of land	Impact: Warburton Footpath 3 forms part of the Bollin Valley Way. Construction of the Heatley North embankment will require the permanent realignment of Warburton Footpath 3, via a new overbridge, to the south of Mossbrow. The realignment will affect approximately 750m of the current route. Duration of impact: permanent
Assessment of magnitude	Negligible: a permanent realignment will be provided totalling 900m and therefore resulting in an increase in journey length of approximately 150m. The existing Warburton Footpath 3 will remain open until the three-year construction period of the overbridge is complete.
Relevant receptors	Users of the Bollin Valley Way
Assessment of sensitivity of receptor(s) to impact	Low: the predominant use of the Bollin Valley Way as a recreational walk means that the diversion is unlikely to deter users from accessing this resource.
Significance rating of effect	Negligible effect which is not significant
Proposed mitigation options for significant effects	No mitigation proposed

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Resource name	Bollin Valley Way
Residual effect significance rating	Negligible effect which is not significant

3 Community impact assessment record sheets – operation

3.1 Residential properties in Agden

Table 12: Residential properties in Agden community impact assessment record sheet

Resource name	Approximately 15 residential properties on Agden Lane, Warrington Lane and Spring Lane
Community area	MA04: Broomedge to Glazebrook
Resource type	Residential properties
Resource description/profile	Approximately 15 residential properties located along Agden Lane, Warrington Lane and Spring Lane in Agden.
Assessment year	Operation phase (2038)
Impact 1: permanent significant noise and visual effects	<p>Impact: the 15 residential properties will be in proximity to the Proposed Scheme during operation. The route of the Proposed Scheme main line will pass the properties on the Lymm North embankment, Bridgewater Canal viaduct and Heatley South embankment.</p> <p>Noise: the running of trains along the route will result in significant noise effects during the daytime and night-time on all of the properties.</p> <p>Visual: residents of all of the properties will experience significant adverse visual effects due to views of the overhead line equipment and passing trains.</p> <p>Duration of impact: permanent. The growth and maturity of the landscape mitigation planting is expected to reduce these effects over time and visual effects are not assessed as significant by Year 15.</p>
Assessment of magnitude	Medium: two significant residual environmental effects
Relevant receptors	Residents of the properties
Assessment of sensitivity of receptor(s) to impact	High: residential properties and their occupiers are identified as being highly sensitive receptors.
Significance rating of effect	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.
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Major adverse effect which is significant

3.2 Residential properties in Little Heatley

Table 13: Residential properties in Little Heatley community impact assessment record sheet

Resource name	10 residential properties on Wet Gate Lane, Little Heatley
Community area	MA04: Broomedge to Glazebrook
Resource type	Residential properties
Resource description/profile	10 residential properties located on Wet Gate Lane, Little Heatley
Assessment year	Operation phase (2038)
Impact 1: permanent significant noise and visual effects	<p>Impact: Little Heatley lies on the route of the Proposed Scheme near the Heatley South embankment. Ten residential properties will be in proximity to the Proposed Scheme during operation.</p> <p>Noise: the running of trains along the route will result in significant noise effects during the daytime and night-time on all of the properties.</p> <p>Visual: residents of all of the properties will experience significant adverse visual effects due to views of the overhead line equipment and passing trains.</p> <p>Duration of impact: permanent. The growth and maturity of the landscape mitigation planting is expected to reduce these effects over time and are not assessed as significant by Year 15.</p>
Assessment of magnitude	Medium: two significant residual environmental effects
Relevant receptors	Residents of the properties
Assessment of sensitivity of receptor(s) to impact	High: residential properties and their occupiers are identified as being highly sensitive receptors.
Significance rating of effect	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.
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Major adverse effect which is significant

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