

# High Speed Rail (Crewe – Manchester) Environmental Statement

## Volume 5: Appendix CM-001-0MA02

### **Community**

MA02: Wimboldsley to Lostock Gralam  
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 Wimboldsley to Lostock Gralam area (MA02).
- 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-003-0MA02).
- 1.1.5 Maps showing the location of resources which will experience significant residual community effects in the Wimboldsley to Lostock Gralam area (MA02) are contained in the Volume 5, Community Map Book, maps CM-01-304b to CM-01-309a.
- 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	Residential properties subject to non-significant loss of land
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<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>	<p>Borrow pit works will require small areas of land from the following residential properties:</p> <ul style="list-style-type: none"> <li>• Yew Tree Farm (The Dairy) House, Nantwich Road, Wimboldsley.</li> </ul> <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"> <li>• Clive Bridge Cottage, Clive Green Lane, Winsford;</li> <li>• Chapel End Cottage, Clive Green Lane, Winsford;</li> <li>• The Barn, Whatcroft Hall Lane, Northwich;</li> <li>• Hillsbro/Stearn House, Middlewich Road, Stanthorne;</li> <li>• Stanthorne Lodge, Middlewich Road, Stanthorne;</li> <li>• Melvin Holme Farm, Penny's Lane, Lach Dennis; and</li> <li>• 15 Birches Lane, Lostock Green.</li> </ul> <p>Construction of the Gad Brook viaduct will require small areas of land from the following residential properties:</p> <ul style="list-style-type: none"> <li>• 1 and 2 Pear Tree Farm Cottages, Davenham Road, Billinge Green.</li> </ul> <p>Utility works will require small areas of land from the following residential properties:</p> <ul style="list-style-type: none"> <li>• Sundown, Birch Lane, Stanthorne;</li> <li>• 2 Birches Lane, Lostock Gralam; and</li> <li>• 100 Birches Lane, Lostock Green.</li> </ul>
<b>Assessment of magnitude</b>	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.
<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
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed

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Resource name	Residential properties subject to non-significant loss of land
<b>Residual effect significance rating</b>	Minor adverse effect which is not significant
<b>Impact 2: permanent loss of land</b>	The realignment of the A530 Nantwich Road would require small areas of land from the following residential properties: <ul style="list-style-type: none"> <li>• Lea House Farm, Nantwich Road, Wimboldsley</li> </ul>
<b>Assessment of magnitude</b>	Negligible
<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.
<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 the A530 Nantwich Road

**Table 2: Five residential properties on the A530 Nantwich Road community impact assessment record sheet**

Resource name	Residential property on the A530 Nantwich Road
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Five residential properties located on the A530 Nantwich Road in Wimboldsley.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: permanent loss of land</b>	Impact: five residential properties on A530 Nantwich Road are located within the land required permanently to construct the A530 Nantwich Road overbridge and Walley's Green embankment. The group comprises Railway Cottages (1,2,3,3A and 4). These residential properties will be permanently lost. Duration of impact: permanent
<b>Assessment of magnitude</b>	Medium: permanent loss of 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>	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

## 2.3 Residential property on Coalpit Lane

**Table 3: Residential property on Coalpit Lane community impact assessment record sheet**

Resource name	Residential property located on Coalpit Lane
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	Yew Tree Farm, located on Coalpit Lane, Stanthorne is a residential property linked with running the farm of the same name. Stanthorne comprises approximately 70 residential properties.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: permanent loss of land</b>	Impact: Yew Tree Farm is located within the land required permanently for the construction of the Clive Green north embankment no. 2. This residential property will be permanently lost.
<b>Assessment of magnitude</b>	Negligible: permanent loss of less than five residential properties
<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. 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

## 2.4 Residential property on the A54 Middlewich Road

**Table 4: Residential property on the A54 Middlewich Road community impact assessment record sheet**

Resource name	Residential property on Middlewich Road
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	Stanthorne Grange is a rural residential property on A54 Middlewich Road in Stanthorne. Stanthorne comprises approximately 70 residential properties.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: permanent loss of land</b>	Impact: Stanthorne Grange is located within the land required permanently to construct the Stanthorne South embankment no.2. This residential property will be permanently lost. 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 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. 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

## 2.5 Residential property on the A533 Northwich Road

**Table 5: Residential property on the A533 Northwich Road community impact assessment record sheet**

Resource name	Residential property on the A533 Northwich Road
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	Greenheyes Farm is a residential farm on the A533 Northwich Road in Stanthorne. Stanthorne comprises approximately 70 residential properties.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: permanent loss of land</b>	Impact: Greenheyes Farm is located within the land required permanently to construct the Stanthorne North embankment. This building will be permanently lost. 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 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. 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

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## 2.6 Residential property on Davenham Road

**Table 6: Residential property on Davenham Road community impact assessment record sheet**

Resource name	Residential property on Davenham Road
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	Higgins Lane Farm is a residential farm on Davenham Road, south of the settlement of Rudheath. Rudheath comprises approximately 1,900 properties.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: permanent loss of land</b>	Impact: Higgins Lane Farm is located within the land required permanently to construct the Whatcroft North embankment. This residential property will be permanently lost. 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 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. 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

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## 2.7 Residential property on King Street

**Table 7: Residential property on King Street community impact assessment record sheet**

Resource name	Residential property on King Street
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	High House Farm is a residential farm property on King Street, south of the settlement of Rudheath. Rudheath comprises approximately 1,900 properties.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: permanent loss of land</b>	Impact: High House Farm is located within the land required permanently to construct the Rudheath embankment. This property will be permanently lost. 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 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. 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

## 2.8 Residential properties on Cookes Lane

**Table 8: Residential properties on Cookes Lane community impact assessment record sheet**

Resource name	Residential properties on Cookes Lane
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Nine residential properties located on Cookes Lane, which links Rudheath with Lockstock Green and Lockstock Gralam. Rudheath comprises approximately 1,900 properties. The nine residential properties include a mix of self-contained flats, semi-detached and detached dwellings.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: permanent loss of land</b>	Impact: nine properties are located within the land required permanently to construct the Rudheath embankment and A556 Shurlach Road realignment. The properties comprise 2, 4, 6, 8, 10 and 12 Cookes Lane, Newcroft, Brookside and Beech House. These residential properties will be permanently lost. Duration of impact: permanent
<b>Assessment of magnitude</b>	Low: permanent loss of nine 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>	Moderate adverse effect which is significant due to land required for 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

## 2.9 Residential properties on Birches Lane

**Table 9: Residential properties on Birches Lane community impact assessment record sheet**

Resource name	Residential properties on Birches Lane
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Five residential properties located on Birches Lane in Lostock Green, located to the east of the existing A556 Shurlach Road. There are approximately 500 residential properties in Lostock Green.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: permanent loss of land</b>	Impact: five properties are located within the land required permanently to construct the Rudheath embankment and A556 Shurlach Road realignment. The group includes 3,5,7, 9 and 11 Birches Lane. These residential properties will be permanently lost. Duration of impact: permanent
<b>Assessment of magnitude</b>	Low: permanent loss of 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>	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



## 2.10 Residential properties in Clive Green

**Table 10: Approximately 20 residential properties in Clive Green community impact assessment record sheet**

Resource name	Residential properties in Clive Green
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Approximately 20 residential properties in Clive Green.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary in-combination effect</b>	<p>Impact: Clive Green lies to the west of the Proposed Scheme. Approximately 20 properties will be in proximity to the Proposed Scheme during construction of the Clive Green south embankments. Clive Green Lane is a designated construction traffic route and will also experience an increase in HGV traffic between the A530 Nantwich Road and Clive Back Lane.</p> <p>Noise: the construction activities will result in significant airborne noise effects during the daytime on properties for approximately one year and three months.</p> <p>Vibration: vibratory rollers associated with embankment and finishing works are predicted to cause a moderate vibration impact at properties closest to highway works associated with the Clive Green Lane Overbridge for approximately five months.</p> <p>Visual: residents of properties with direct views of the construction activity will experience significant adverse visual effects.</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 Clive Green Lane between the A530 Nantwich Road and Clive Back Lane.</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 HGV traffic effects.
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Major adverse effect which is significant

## 2.11 Residential properties on the B5309 Centurion Way, Middlewich

**Table 11: Residential properties on the B5309 Centurion Way, Middlewich community impact assessment record sheet**

Resource name	Residential properties on the B5309 Centurion Way, Middlewich
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	Approximately 40 residential properties along the B5309 Centurion Way (between the B5081 Byley Lane and the B5309 King Street).
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary in-combination effect</b>	<p>Impact: the B5309 Centurion Way is a designated construction traffic route. HGV traffic along the B5309 Centurion Way, between the B5081 Byley Lane and the B5309 King Street, 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 B5309 Centurion Way between the B5081 Byley Lane and the B5309 King Street.</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

## 2.12 Residential properties on the B5081 Byley Road, Byley

**Table 12: Residential properties on the B5081 Byley Road, Byley community impact assessment record sheet**

Resource name	Residential properties on the B5081 Byley Road, Byley
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	Approximately 30 residential properties along the B5081 (between Byley Lane and Moss Lane).
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary in-combination effect</b>	<p>Impact: the B5081 Byley Road is a designated construction traffic route. HGV traffic along the B5081 Byley Road between Lily Lane and B5082 Northwich Road 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 B5081 between Byley Lane and Moss Lane.</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

## 2.13 Greenheyes Farm on Northwich Road

**Table 13: Greenheyes Farm on Northwich Road community impact assessment record sheet**

<b>Resource name</b>	<b>Community facility on Northwich Road</b>
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Community facility
<b>Resource description/profile</b>	Greenheyes Farm is a working dairy farm on the B5082 Northwich Road in Stanthorne. The farm provides free educational trips to local groups and is part of the 'Countryside Stewardship Scheme'. The visits are open to all age groups and there is partial access for disabled visitors.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: permanent loss of land</b>	Impact: Greenheyes Farm is located within the land required permanently to construct the Stanthorne North embankment. This building will be permanently lost. Duration of impact: permanent
<b>Assessment of magnitude</b>	High: permanent loss of community resource
<b>Relevant receptors</b>	Local community and school groups who visit the centre for educational purposes.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: Greenheyes Farm is used by schools for free educational trips. As visits must be booked ahead of time and the resource is located in a sparsely populated area, it is not likely to be frequently accessed. There is one comparable alternative nearby, Riverside Organic Farm, which provides educational visits related to farming for a fee of £5 a head and £100 minimum. Riverside Organic Farm is 4km from Greenheyes Farm and would be accessible by coach for school groups.
<b>Significance rating of effect</b>	Major 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>	Major adverse effect which is significant

## 2.14 Lostock Green Picnic Area

**Table 14: Lostock Green Picnic Area community impact assessment record sheet**

<b>Resource name</b>	<b>Lostock Green Picnic Area, A556 Shurlach Road, Northwich</b>
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Open space
<b>Resource description/profile</b>	This area of green space is approximately 2.2ha and comprises picnic benches, a cafe public toilets and green space. The area can be accessed via a layby on the A556 Shurlach Road and on foot from Cookes Lane. The primary users of the resource are passing motorists (an on-road cycle route also provides access).
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: permanent loss of land</b>	Impact: the realignment of A556 Shurlach Road and construction of the Rudheath embankment will permanently require all of 2.2ha of land comprising Lostock Green Picnic Area. Duration of impact: permanent
<b>Assessment of magnitude</b>	High: the entire resource will be permanently unusable for its intended purpose.
<b>Relevant receptors</b>	Users of the Lostock Green Picnic Area
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: this facility is used by passing motorists rather than local residents. The nearest alternative public toilet and service station is located on Tabley Hill Lane off the A556, 4.5 miles to the north.
<b>Significance rating of effect</b>	Moderate adverse effect that 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 that is significant

## 2.15 Shropshire Union Canal (Middlewich Branch)

**Table 15: Shropshire Union Canal (Middlewich Branch) community impact assessment record sheet**

Resource name	Shropshire Union Canal (Middlewich Branch), running 500m west from Coalpit Lane
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Open space
<b>Resource description/profile</b>	<p>The Shropshire Union Canal (Middlewich Branch) is a canal and towpath that is 16km long and is a promoted route. It forms part of the larger Shropshire Union Canal and is used by walkers, cyclists and water-based recreation. The National Cycle Route 5 runs along part of this stretch of the canal.</p> <p>The Shropshire Union Canal (Middlewich Branch) is surrounded by small woodlands and contains two marinas to provide moorings for pleasure craft.</p>
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary loss of land</b>	<p>Impact: the Shropshire Union Canal will experience impacts in two places during the construction phase. Construction of the Clive Green Lane overbridge and Shropshire Union Canal viaduct will temporarily affect a total of 255m of the canal and towpath along two footpaths which form part of the towpath. Of the 255m, 55m will affect Stanthorne Footpath 3/4 at Wharf Cottage on Clive Green Lane. The remaining 200m will affect Stanthorne Footpath 3/1 at Park Farm near Coalpit Lane in the small settlement of Clive Green.</p> <p>Duration of impact: two years and one month for Stanthorne Footpath 3/4 (at Wharf Cottage) and two years and seven months for Stanthorne Footpath 3/1 (at Park Farm).</p>
<b>Assessment of magnitude</b>	<p>Medium: the two footpaths along the Shropshire Union Canal (Middlewich Branch) will be unusable, however temporary diversions will be put in place throughout the construction period. A 625m diversion will be created for Stanthorne Footpath 3/4 and 1500m diversion for Stanthorne Footpath 3/1.</p> <p>The diversions will result in an increased walking distance of approximately 2km. This will be an increase of 33% as a percentage of the entire Canal route.</p>
<b>Relevant receptors</b>	Users of the Shropshire Union Canal (Middlewich Branch) towpath
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: the predominant use of the Shropshire Union Canal (Middlewich Branch) as a recreational walk means that the diversion is unlikely to deter users from accessing this resource.
<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

## 2.16 Cheshire Ring Canal Walk

**Table 16: Cheshire Ring Canal Walk community impact assessment record sheet**

Resource name	Cheshire Ring Canal Walk
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Open space
<b>Resource description/profile</b>	The Cheshire Ring Canal Walk is a 158km (98 miles) long-distance walking route which follows towpaths along the Trent and Mersey Canal. Approximately 9km of the Cheshire Ring Canal Walk runs through the area, between Middlewich and Lostock Gralam. The section of the route heading north from Middlewich to immediately north of Whatcroft is intersected by the Proposed Scheme on three occasions.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary loss of land</b>	<p>Impact: construction of the River Dane viaduct, the Puddinglake Brook viaduct and the Trent and Mersey Canal viaduct will affect a total of approximately 470m of the Cheshire Ring Canal Walk in three locations around Bostock and Whatcroft:</p> <ul style="list-style-type: none"> <li>• Southern crossing for River Dane viaduct (Davenham Footpath 6X/1): 125m;</li> <li>• Middle crossing for Puddinglake viaduct (Davenham Footpath 6X/2): 95m; and</li> <li>• Northern crossing for Trent and Mersey Canal viaduct (Rudheath Footpath 10/1): 250m.</li> </ul> <p>Duration of impact: two years and 11 months for the southern crossing, one year for the middle crossing and one year and five months for the northern crossing.</p>
<b>Assessment of magnitude</b>	<p>Low: three sections of the Cheshire Ring Canal Walk will be unusable, however temporary diversions will be put in place throughout the construction period:</p> <ul style="list-style-type: none"> <li>• Southern crossing (Davenham Footpath 6X/1): up to 150m;</li> <li>• Middle crossing (Davenham Footpath 6X/2): up to 350m; and</li> <li>• Northern crossing (Rudheath Footpath 10/1): up to 180m.</li> </ul> <p>The diversions add 210m onto this section of the walk, meaning there will be limited impact on people in the local community who use this resource.</p>
<b>Relevant receptors</b>	Users of Cheshire Ring Canal Walk.
<b>Assessment of sensitivity of receptor(s) to impact</b>	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. The Dane Valley Way forks from this resource just south of the middle crossing diversion, meaning there is an alternative PRow nearby.
<b>Significance rating of effect</b>	Negligible effect which is not significant
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Negligible effect which is not significant

## 2.17 Dane Valley Way

**Table 17: Dane Valley Way community impact assessment record sheet**

Resource name	Dane Valley Way
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Open space
<b>Resource description/profile</b>	The Dane Valley Way is a 77km long-distance walking route from Buxton to Northwich which follows the towpath along the Trent and Mersey Canal, and footpaths in Middlewich and Northwich. The Dane Valley Way runs through the study area, between Middlewich and Rudheath. The Dane Valley Way is impacted south of Whatcroft, along Davenham Footpath 6X/1.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary loss of land</b>	Impact: construction of the River Dane viaduct would affect approximately 125m of the Dane Valley Way at Davenham Footpath 6X/1. Duration of impact: two years and 11 months
<b>Assessment of magnitude</b>	Low: access to this section of the Dane Valley Way will be managed during construction, occasionally there may be a diversion using local routes. The potential diversion will result in an increased walking distance of approximately 5m. This will be a negligible increase as a percentage of the entire route.
<b>Relevant receptors</b>	Users of the Dane Valley Way
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: the predominant use of the Dane Valley Way as a recreational walk means that the diversion is unlikely to deter users from accessing this resource.
<b>Significance rating of effect</b>	Negligible effect which is not significant
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Negligible effect which is not significant



## 2.18 Winnington and Peas Wood Local Wildlife Site

**Table 18: Winnington and Peas Wood Local Wildlife Site community impact assessment record sheet**

Resource name	Winnington and Peas Wood Local Wildlife Site
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Open space
<b>Resource description/profile</b>	Winnington and Peas Wood Local Wildlife Site (LWS) is located to the north of the A556 Shurlach Road / A559 Manchester Road and north-east of Lostock Gralam and comprises approximately 12ha of woodland with walking routes through the wood.
<b>Assessment year</b>	Construction phase (2025)
<b>Impact 1: temporary loss of land</b>	Impact: the construction of Smoker Brook viaduct and the realignment of the A556 Shurlach Road will temporarily require approximately 1.2ha (10%) of woodland from Winnington and Peas Wood LWS. Duration of impact: two years and three months
<b>Assessment of magnitude</b>	High: the requirement for land would temporarily prevent access to the majority of Winnington and Peas Wood LWS via the formal track which is 40m to the east of the route of the Proposed Scheme at the A559 Manchester Road. This means that the wood would not be able to be used during construction.
<b>Relevant receptors</b>	Users of Winnington and Peas Wood LWS
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: the wood is commonly used by local residents for recreational purposes. There is a limited number of comparable and accessible alternatives within the vicinity. The nearest comparable woodland open space, Holford Moss, is approximately 1.6km away.
<b>Significance rating of effect</b>	Major 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>	Major adverse effect which is significant
<b>Impact 2: permanent loss of land</b>	Impact: the construction of Smoker Brook viaduct and the realignment of the A556 Shurlach Road will permanently require approximately 0.4ha (3%) of woodland from Winnington and Peas Wood LWS. Duration of impact: permanent
<b>Assessment of magnitude</b>	High: the construction of Smoker Brook viaduct and the realignment of the A556 Shurlach Road will permanently sever access to the woodland from the A559 Manchester Road, which will mean that the majority of the walking track and woodland will be inaccessible.
<b>Relevant receptors</b>	Users of Winnington and Peas Wood LWS
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: the wood is commonly used by local residents for recreational purposes. There is a limited number of comparable and accessible alternatives within the vicinity. The nearest comparable woodland open space, Holford Moss, is approximately 1.6km away.
<b>Significance rating of effect</b>	Major adverse effect which is significant due to land required for the construction of the Proposed Scheme.

**Environmental Statement**  
Volume 5: Appendix CM-001-0MA02  
Community  
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Community impact assessment

<b>Resource name</b>	<b>Winnington and Peas Wood Local Wildlife Site</b>
<b>Proposed mitigation options for significant effects</b>	No mitigation proposed
<b>Residual effect significance rating</b>	Major adverse effect which is significant

## 3 Community impact assessment record sheets – operation

### 3.1 Residential properties in Clive Green

**Table 19: Residential properties in Clive Green community impact assessment record sheet**

Resource name	Residential properties on Clive Green Lane, Clive Green
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Approximately 15 residential properties located on Clive Green Lane, Clive Green and Stanthorne.
<b>Assessment year</b>	Operation phase (2038)
<b>Impact 1: permanent significant noise and visual effects</b>	<p>Impact: Clive Green lies adjacent to the route of the Proposed Scheme near the Clive Green south embankment. Approximately 15 properties will be in proximity to the Proposed Scheme during operation.</p> <p>Noise: the running of trains along the Clive Green south embankment will result in significant noise effects during the daytime and night-time on all of the properties.</p> <p>Visual: residents of the properties will experience significant adverse visual effects due to views of the overhead line equipment and passing trains. 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 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>	Major adverse effect which is significant

**Environmental Statement**  
 Volume 5: Appendix CM-001-0MA02  
 Community  
 MA02: Wimboldsley to Lostock Gralam  
 Community impact assessment

## 3.2 Residential properties in Clive

**Table 20: Residential properties in Clive community impact assessment record sheet**

Resource name	Residential properties in Clive
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Approximately 10 residential properties located in the vicinity of Middlewich Road, Clive.
<b>Assessment year</b>	Operation phase (2038)
<b>Impact 1: permanent significant noise and visual effects</b>	<p>Impact: Clive is located to the west of the route of the Proposed Scheme. Approximately 10 properties will be in proximity to the Stanthorne South embankment 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 the properties.</p> <p>Visual: residents 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. Visual effects will be significant at Year 1 and Year 15, however they will reduce and are not assessed as significant by Year 30.</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 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>	Major adverse effect which is significant

### 3.3 Residential properties in Stanthorne

**Table 21: Residential properties in Stanthorne community impact assessment record sheet**

Resource name	Residential properties in Stanthorne
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Approximately 25 residential properties located in Stanthorne
<b>Assessment year</b>	Operation phase (2038)
<b>Impact 1: permanent significant noise and visual effects</b>	<p>Impact: Stanthorne lies adjacent to the route of the Proposed Scheme near the Middlewich Box Structure, Stanthorne South embankment retaining wall and Stanthorne South embankment no.1. Approximately 25 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 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. Visual effects will be significant at Year 1 and Year 15, however they will reduce and are not assessed as significant by Year 30.</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 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>	Major adverse effect which is significant

## 3.4 Residential properties in Whatcroft

**Table 22: Residential properties in Whatcroft community impact assessment record sheet**

Resource name	Residential properties on Whatcroft Hall Lane and Manor Lane, Whatcroft
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Approximately 25 residential properties located on Whatcroft Hall Lane and Manor Lane, Whatcroft.
<b>Assessment year</b>	Operation phase (2038)
<b>Impact 1: permanent significant noise and visual effects</b>	<p>Impact: Whatcroft lies adjacent to the route of the Proposed Scheme near the Dane Valley embankment and Puddinglake viaduct. Approximately 15 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 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</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 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>	Major adverse effect which is significant

## 3.5 Residential properties on Davenham Road

**Table 23: Residential properties on Davenham Road community impact assessment record sheet**

Resource name	Residential properties on Davenham Road, Billinge Greene
<b>Community area</b>	MA02: Wimboldsley to Lostock Gralam
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Approximately 10 residential properties located at Pear Tree Farm Cottages, Davenham Road, Billinge Green.
<b>Assessment year</b>	Operation phase (2038)
<b>Impact 1: permanent significant noise and visual effects</b>	<p>Impact: Pear Tree Farm Cottages on Davenham Road lie adjacent to the route of the Proposed Scheme near the Gad Brook viaduct. Approximately 10 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 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</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 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>	Major adverse effect which is significant







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