

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix CM-001-0MA06

Community

MA06: Hulseheath to Manchester Airport
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.

High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

A report prepared for High Speed Two (HS2) Limited:

ARUP+ ERM | FOSTER + PARTNERS | JACOBS
RAMBOLL | TYPESA | COSTAIN

MWJV

Mott MacDonald | WSP

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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 Hulseheath to Manchester Airport area (MA06).
- 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-003-0MA06).
- 1.1.5 Maps showing the location of resources which will experience significant residual community effects in the Hulseheath to Manchester Airport community area (MA06) are contained in the Volume 5, Community Map Book, maps CM-01-319 to CM-01-322a.
- 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
Community area	MA06: Hulseheath to Manchester Airport
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>Construction of the Thorns Green cutting temporarily requires land from Ashlar on Back Lane in Thorns Green.</p> <p>Construction of the Thorley Lane Overbridge temporarily requires land from Keepers Cottage on Thorley Lane in Davenport Green.</p> <p>Realignment of Mobberley Road temporarily requires land from Swallow Barns on Mobberley Road in Ashley.</p> <p>Construction of Mereside Farm Accommodation Access Diversion temporarily requires land from Mereside Farm on Chester Road, south of M56 Junction 8.</p> <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 at the community level
Impact 2: permanent loss of land	<p>Ditches alongside the highway will require small areas of land from the following residential properties: Birkin Farm on Ashley Road</p> <p>Landscape mitigation planting will require small areas of land from the following residential properties: Windy Howe in Thorns Green</p> <p>Highways works will require areas of land for tie in works from the following residential properties:</p>

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Resource name	Residential properties subject to non-significant loss of land
	<ul style="list-style-type: none"> • Chapel House Farm on Castle Mill Lane; • Orchard House on Castle Mill Lane; • Bryn Bolin on Sunbank Lane; • Rose Cottage on Sunbank Lane; • 405 Hale Road in Hale Barns; • 466 Hale Road in Hale Barns; • 468 Hale Road in Hale Barns; • 470 Hale Road in Hale Barns; • 470a Hale Road in Hale Barns; • 472 Hale Road in Hale Barns; • 474 Hale Road in Hale Barns; • 476 Hale Road in Hale Barns; • 478 Hale Road in Hale Barns; • 1 Hasty Lane (High Sierra) in Hale Barns; and • 1a Hasty Lane (Laurel Cottage) in Hale Barns. <p>Duration of impact: permanent</p>
Assessment of magnitude	Negligible: the loss of these 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 at the community level

2.2 Residential properties on Yarwoodheath Lane

Table 2: Residential properties on Yarwoodheath Lane community impact assessment record sheet

Resource name	Residential properties located on Yarwoodheath Lane
Community area	MA06: Hulseheath to Manchester Airport
Resource type	Residential properties
Resource description/profile	Three residential properties located on Yarwoodheath Lane, to the south of M56 Junction 7. These are remote, rural properties.
Assessment year	Construction phase (2025)
Impact 1: permanent loss of land	Impact: three residential properties are located within land required permanently for the construction of the Rostherene cutting. The group of residential properties comprises: Bowdon View Farm, Bowdon View Farm Cottage and Pembroke House. These residential properties will be permanently lost. Duration of impact: permanent
Assessment of magnitude	Negligible: permanent loss of less than five residential properties
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. 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.
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Minor adverse effect which is not significant at the community level

2.3 Residential properties on Lamb Lane

Table 3: Residential properties on Lamb Lane community impact assessment record sheet

Resource name	Residential properties on Lamb Lane
Community area	MA06: Hulseheath to Manchester Airport
Resource type	Residential properties
Resource description/profile	Two residential properties located on Lamb Lane, to the south-west of Ashley. These are remote, rural properties.
Assessment year	Construction phase (2025)
Impact 1: permanent loss of land	Impact: two residential properties are located within land required permanently for the construction of the Ashley embankment. The residential properties, Lamb Cottage and Arden Lodge North, will be permanently lost. Duration of impact: permanent
Assessment of magnitude	Negligible: permanent loss of less than five residential properties
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. 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.
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Minor adverse effect which is not significant at the community level

2.4 Residential properties in Thorns Green

Table 4: Residential properties in Thorns Green community impact assessment record sheet

Resource name	Residential properties in Thorns Green
Community area	MA06: Hulseheath to Manchester Airport
Resource type	Residential properties
Resource description/profile	Five residential properties located in the settlement of Thorns Green, to the east of Ashley. There are 12 properties overall in Thorns Green.
Assessment year	Construction phase (2025)
Impact 1: permanent loss of land	<p>Impact: five residential properties are located within land required permanently for the construction of the Thorns Green cutting. The following residential properties will be permanently lost:</p> <ul style="list-style-type: none"> • Higher Thorns Green Farm; • Magnolia Cottage; • Thorns Green Cottage (Pigely Stair Cottage); • Thorn Cottage; and • Rose Cottage. <p>Duration of impact: permanent</p>
Assessment of magnitude	Medium: five residential properties will be permanently lost. This equates to approximately 42% of the housing stock in Thorns Green.
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 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

2.5 Residential properties in Ringway

Table 5: Residential properties in Ringway community impact assessment record sheet

Resource name	Residential properties in Ringway
Community area	MA06: Hulseheath to Manchester Airport
Resource type	Residential properties
Resource description/profile	Five residential properties located on Sunbank Lane in Ringway, to the south of Warburton Green. There are 20 properties in total in the hamlet of Ringway.
Assessment year	Construction phase (2025)
Impact 1: permanent loss of land	<p>Impact: five residential properties are located within land required permanently for the construction of the Ringway cutting. The following residential properties will be permanently lost:</p> <ul style="list-style-type: none"> • Hale Bank Farm; • 50 Sunbank Lane; • 52 Sunbank Lane; • 54 Sunbank Lane; and • 56 Sunbank Lane. <p>Duration of impact: permanent</p>
Assessment of magnitude	Low: five residential properties will be permanently lost. This equates to is approximately 25% of the housing stock in Ringway.
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 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	<p>Impact: Ringway lies to the south of Warburton Green and the M56, and the route of the Proposed Scheme runs through the centre of the settlement. Ringway is located near the Ringway cutting and construction traffic routes. Approximately ten properties in the vicinity of Sunbank Lane will be in proximity to the construction of the Proposed Scheme. They will be affected by a combination of significant noise and visual effects during construction, which may change amenity, character and residents' enjoyment of their properties.</p> <p>Noise: the construction activities will result in significant airborne noise effects during the daytime on properties for approximately two years and 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.

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Resource name	Residential properties in Ringway
Significance rating of effect	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.
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Major adverse effect which is significant

2.6 Residential properties in Hale Barns

Table 6: Residential properties in Hale Barns community impact assessment record sheet

Resource name	Residential properties in Hale Barns
Community area	MA06: Hulseheath to Manchester Airport
Resource type	Residential properties
Resource description/profile	Nine detached residential properties located on Hale Road and Hasty Lane in Hale Barns. There are approximately 1,500 houses in Hale Barns.
Assessment year	Construction phase (2025)
Impact 1: permanent loss of land	<p>Impact: nine residential properties are located within land required permanently for the construction of the Manchester Airport High Speed station cutting retaining wall north. The following residential properties will be permanently removed:</p> <ul style="list-style-type: none"> • Fern Cottage; • 482, Hale Road; • 480, Hale Road; • 415, Hale Road; • 411 Hale Road; • Garden House; • White Piers; • Brookfield; and • The Bungalow. <p>Duration: of impact: permanent</p>
Assessment of magnitude	Low: nine residential properties will be permanently lost. This equates to approximately 0.5% of the total housing stock in Hale Barns.
Relevant receptors	Residents of the property
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	Moderate adverse effect which is significant
Proposed mitigation options for significant effects	No mitigation proposed due to land required for the construction of the Proposed Scheme.
Residual effect significance rating	Moderate adverse effect which is significant
Impact 2: temporary in-combination effect	<p>Impact: approximately 30 properties in Hale Barns (in the vicinity of the A538 Hale Road and Hasty Lane) will be in proximity to the construction of the Proposed Scheme and will be affected by a combination of significant noise and visual effects during construction, which may change amenity, character and residents' enjoyment of their properties.</p> <p>Noise: the construction activities will result in significant airborne noise effects during the daytime on properties for approximately four years and two months.</p> <p>Visual: 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.

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Resource name	Residential properties in Hale Barns
Significance rating of effect	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.
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Major adverse effect which is significant

2.7 Residential properties on Chapel Lane, Bucklow Hill

Table 7: Residential properties on Chapel Lane, Bucklow Hill community impact assessment record sheet

Resource name	Residential properties on Chapel Lane, Bucklow Hill
Community area	MA06: Hulseheath to Manchester Airport
Resource type	Residential properties
Resource description/profile	Approximately 20 residential properties along Chapel Lane in Bucklow Hill (between Hulseheath Lane and the A5034 Chester Road).
Assessment year	Construction phase (2025)
Impact 1: temporary in-combination effect	<p>Impact: Chapel Lane is a designated route for construction traffic to enable access to Chapel Lane Satellite Compound and is expected to experience an increase in HGV traffic. These properties are expected to experience 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 indirect noise effects from construction 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 a section of Chapel Lane in Bucklow Hill.</p>
Assessment of magnitude	Low: two 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	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.
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Moderate adverse effect which is significant

2.8 Residential properties in Warburton Green

Table 8: Residential properties at Warburton Green community impact assessment record sheet

Resource name	Residential properties in Warburton Green
Community area	MA06: Hulseheath to Manchester Airport
Resource type	Residential properties
Resource description/profile	Approximately 40 residential properties on eastern side of Warburton Green.
Assessment year	Construction phase (2025)
Impact 1: temporary in-combination effect	<p>Impact: Warburton Green lies to the south-east of Altrincham, within the M56. Warburton Green lies to the west of the route of the Proposed Scheme near the Manchester Airport High Speed station cutting retaining wall and adjacent to the M56 East satellite compound. Approximately 40 properties on the eastern side of Warburton Green will be in proximity to the construction of the Proposed Scheme and will be affected by a combination of significant noise and visual effects during construction, which may change amenity, character and residents' enjoyment of their properties.</p> <p>Noise: the construction activities will result in significant airborne noise effects during the daytime on properties for approximately four years and five 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 in-combination effect which is significant due to change to amenity of the residential 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

2.9 The Children’s Adventure Farm Trust

Table 9: The Children’s Adventure Farm Trust community impact assessment record sheet

Resource name	The Children’s Adventure Farm Trust
Community area	MA06: Hulseheath to Manchester Airport
Resource type	Community
Resource description/profile	<p>Booth Bank Farm is located 425m north of the route of the Proposed Scheme and immediately adjacent to land required for the construction of the Proposed Scheme.</p> <p>The Children’s Adventure Farm Trust, located at Booth Bank Farm, is an open farm providing a variety of activity programmes and holiday respite accommodation for terminally ill, disabled and disadvantaged children. This includes children aged 0 to 17 with complex and severe physical and learning disabilities, sensory impairments and terminal illnesses, as well as children who act as carers, those dealing with bereavement and children who have been victims of abuse. The Children’s Adventure Farm Trust provides holiday respite accommodation for disadvantaged and disabled children (including those with complex and severe physical and learning disabilities, sensory impairments and terminal illnesses).</p> <p>The Farm offers 10 acres of wheelchair-accessible, child friendly activities with accommodation for 26 people within the Farmhouse and Respite Care Facility.</p>
Assessment year	Construction phase (2025)
Impact 1	No impacts have been identified
Assessment of magnitude	n/a
Relevant receptors	n/a
Assessment of sensitivity of receptor(s) to impact	n/a
Significance rating of effect	n/a
Proposed mitigation options for significant effects	n/a
Residual effect significance rating	n/a

2.10 Fairfield Farm Project at Higher Thorns Green Farm

Table 10: Fairfield Farm Project at Higher Thorns Green Farm community impact assessment record sheet

Resource name	Fairfield Farm Project at Higher Thorns Green Farm
Community area	MA06: Hulseheath to Manchester Airport
Resource type	Community infrastructure
Resource description/profile	Fairfield Care Ltd manages the Fairfield Farm Project at Higher Thorns Green Farm, on Castle Mill Lane in Thorns Green. The Project provides a range of social and educational opportunities for children and adults with complex learning difficulties, supported by qualified staff. Activities include animal husbandry, horticulture and farming skills which may lead to recognised qualifications for service users.
Assessment year	Construction phase (2025)
Impact 1: permanent loss of land	Impact: Higher Thorns Green Farm is located within land required permanently for the construction of the Thorns Green cutting. The farm and the services provided on-site by Fairfield Residential will therefore be permanently lost. Duration of impact: permanent
Assessment of magnitude	High: the resource will be permanently lost
Relevant receptors	Users of Fairfield Care Ltd
Assessment of sensitivity of receptor(s) to impact	High: users of the resource are identified as being highly sensitive There are no resources offering the same services in the area.
Significance rating of effect	Major 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 the operators of the Fairfield Farm Project to identify reasonably practical measures to help mitigate the likely significant effect.
Residual effect significance rating	Major adverse effect which is significant

2.11 Ringway Golf Club, Hale Barns

Table 11: Ringway Golf Club community impact assessment record sheet

Resource name	Ringway Golf Club
Community area	MA06: Hulseheath to Manchester Airport
Resource type	Recreational infrastructure
Resource description/profile	Ringway Golf Club is on Hale Road in Hale Barns. It is an 18-hole course covering approximately 38ha of land. In addition to the course, there is a club house that serves food and drink and there are several function rooms available for hire. The golf club is open to non-members but offers a range of memberships packages, including for under 12s.
Assessment year	Construction phase (2025)
Impact 1: permanent loss of land	Impact: a replacement floodplain storage area will require approximately 0.06ha of land from the 38ha Ringway Golf Course on a permanent basis. The land required will be along the eastern extent of the course and will affect up to one hole (hole 10 of the course). Duration of impact: permanent
Assessment of magnitude	Medium: the club house and 17 holes will not be affected.
Relevant receptors	Users of Ringway Golf Course
Assessment of sensitivity of receptor(s) to impact	Low: the golf club will remain open as a 17-hole golf course. Hale Golf Club and Altrincham Golf Club, which may provide alternatives, are located 3.5km and 4.3km away respectively. Both of these golf clubs offer similar membership packages to those at Ringway Golf Club and are open to new members.
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

2.12 Cheshire Cycleway

Table 12: Cheshire Cycleway community impact assessment record sheet

Resource name	Cheshire Cycleway
Community area	MA06: Hulseheath to Manchester Airport
Resource type	Open Space
Resource description/profile	The Cheshire Cycleway, also known as Regional Route 70, is a 282km long distance way-marked circular route around Cheshire. In the Hulseheath to Manchester Airport area (MA06) it passes through Little Bollington, Ashley and Hale.
Assessment year	Construction phase (2025)
Impact 1: permanent loss of land	Impact: construction of the Ashley east embankment and Ashley west embankment will sever the Cheshire Cycleway at two locations; Ashley Road and Mobberley Road, south of the town of Ashley. The cycle route will be permanently diverted, via the 857m stretch of realigned Ashley Road, to the south of Ashley. The realignment will affect approximately 1.9km of the current route and no longer pass through the village of Ashley. Duration of impact: permanent
Assessment of magnitude	Negligible: a permanent realignment will be provided, therefore resulting in a decrease in journey length of approximately 1km. The existing Ashley Road will remain open until the realigned Ashley Road has been constructed.
Relevant receptors	Users of the Cheshire Cycleway
Assessment of sensitivity of receptor(s) to impact	Low: the predominant use of the Cheshire Cycleway as a recreational cycle route means that the realignment 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

2.13 Bollin Valley Way

Table 13: Bollin Valley Way community impact assessment record sheet

Resource name	Bollin Valley Way
Community area	MA06: Hulseheath to Manchester Airport
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 east of Thorns Green, through Hale and north of Little Bollington.
Assessment year	Construction phase (2025)
Impact 1: temporary loss of access	Impact: Footpath Ringway 14 forms part of the Bollin Valley Way. Construction of the River Bollin East viaduct will require the temporary closure of this section of the Bollin Valley Way, 300m east of Thorns Green and 300m west of Sunbank Lane. Users will be diverted via Rossmill Lane, Chapel Lane, Sunbank Lane and Footpath Ringway 13, increasing the overall journey length by 972m. On completion of construction, Footpath Ringway 14 will be reinstated along its existing alignment. Duration of impact: one year and two months
Assessment of magnitude	Low: a proportion (FP14 Ringway (FP14)) of the Bollin Valley Way will be closed for one year and two months. However a diversion of less than a kilometre will be in place.
Relevant receptors	Users of the Bollin Valley Way
Assessment of sensitivity of receptor(s) to impact	Medium: the nearest comparable alternative is the North Cheshire Way which crosses the Bollin Valley Way at Hooksbank Wood, 2.1km south of the stretch of the Bollin Valley Way that will be closed.
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

3 Community impact assessment record sheets – operation

3.1.1 No community impacts have been identified for the operation phase.

High Speed Two (HS2) Limited

Two Snowhill

Snow Hill Queensway

Birmingham B4 6GA

Freephone: 08081 434 434

Minicom: 08081 456 472

Email: HS2enquiries@hs2.org.uk