

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix CM-001-0MA07

Community

MA07: Davenport Green to Ardwick

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 Davenport Green to Ardwick area (MA07).
- 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-003-0MA07).
- 1.1.5 Maps showing the location of resources which will experience significant residual community effects in the Davenport Green to Ardwick area (MA07) are contained in the Volume 5, Community Map Book CM-01-322b to CM-01-326a.
- 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 loss of non-significant land required for construction community impact assessment record sheet

Resource name	Area-wide residential properties
Community area	MA07: Davenport Green to Ardwick
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	Minor utility works will not require access rights or land from residential properties during the construction of the Proposed Scheme. Minor highways works will not require any small areas of land for tie in works or construction areas from any residential properties. Duration of impact: n/a – no impact
Assessment of magnitude	n/a
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	n/a
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	n/a

2.2 Residential property on the B5167 Palatine Road

Table 2: Residential property on the B5167 Palatine Road community impact assessment record sheet

Resource name	Residential properties on the B5167 Palatine Road
Community area	MA07: Davenport Green to Ardwick
Resource type	Residential properties
Resource description/profile	One residential property in the grounds of Withington Golf Club on the B5167 Palatine Road.
Assessment year	Construction phase (2025)
Impact 1: permanent loss of land	Impact: the construction of Palatine Road vent shaft will require the demolition of one residential property on the grounds of Withington Golf Club on the B5167 Palatine Road. This property 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 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	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 the B5093 Wilmslow Road

Table 3: Residential properties on the B5093 Wilmslow Road community impact assessment record sheet

Resource name	Residential properties on the B5093 Wilmslow Road
Community area	MA07: Davenport Green to Ardwick
Resource type	Residential properties
Resource description/profile	Three residential properties on the B5093 Wilmslow Road in Didsbury. Didsbury has approximately 5,000 residential properties.
Assessment year	Construction phase (2025)
Impact 1: permanent loss of land	Impact: the construction of Wilmslow Road vent shaft will require the demolition of three residential properties on the B5093 Wilmslow Road in Didsbury: Flat 3, 575 Wilmslow Road; Flat 2, 575 Wilmslow Road; and Flat 1, 577 Wilmslow Road. These 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 properties will be significant to the residents of those 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 on B5093 Wilmslow Road

Table 4: Residential properties on B5093 Wilmslow Road community impact assessment record sheet

Resource name	Residential properties on the B5093 Wilmslow Road
Community area	MA07: Davenport Green to Ardwick
Resource type	Residential properties
Resource description/profile	Approximately 150 residential properties on the B5093 Wilmslow Road.
Assessment year	Construction phase (2025)
Impact 1: temporary in-combination effects	<p>Impact: the occupiers of approximately 150 residential properties to the east of the B5093 Wilmslow Road are likely to be affected by the following environmental effects during the construction of the Wilmslow Road vent shaft.</p> <p>Noise: the construction activities will result in significant airborne noise effects on residential properties during the daytime for approximately two years and ten months, and during the night-time for approximately four years.</p> <p>Vibration (not significant): vibratory rollers associated with general site works are predicted to create a minor to moderate vibration impact at properties near to the Proposed Scheme 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 in-combination effect which is significant due to change to amenity of the residential 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 on the A34 Kingsway

Table 5: Residential properties on the A34 Kingsway community impact assessment record sheet

Resource name	Residential properties on the A34 Kingsway, Ladybarn
Community area	MA07: Davenport Green to Ardwick
Resource type	Residential property
Resource description/profile	Approximately 45 residential properties along the A34 Kingsway (between Talbot Road and Mauldeth Road).
Assessment year	Construction phase (2025)
Impact 1: temporary in-combination effect	<p>Impact: the A34 Kingsway is a designated route for construction traffic and is expected to experience an increase in HGV traffic. Properties along the route are expected to experience 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 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 the A34 Kingsway between Talbot Road and Mauldeth Road.</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

2.6 Residential properties on A34 Birchfields Road (between the B5093 Moseley Road and Old Hall Lane)

Table 6: Residential properties on A34 Birchfields Road (between the B5093 Moseley Road and Old Hall Lane) community impact assessment record sheet

Resource name	Residential properties on the A34 Birchfields Road
Community area	MA07: Davenport Green to Ardwick
Resource type	Residential properties
Resource description/profile	Approximately 20 residential properties on the A34 Birchfields Road.
Assessment year	Construction phase (2025)
Impact 1: temporary in-combination effects	<p>Impact: the occupiers of approximately 20 residential properties on the southern end of the A34 Birchfields Road (between the B5093 Moseley Road and Old Hall Lane) are likely to be affected by a combination of significant noise, visual and HGV traffic effects during the construction of the Birchfields Road vent shaft.</p> <p>Noise (direct): the construction activities will result in significant airborne noise effects during the daytime on properties for approximately seven months.</p> <p>Noise (indirect): traffic along the A34 Birchfields Road will result in significant indirect noise effects during the peak months of construction.</p> <p>Vibration (not significant): vibratory rollers associated with general site works are predicted to create a minor to moderate vibration impact at properties near to the Proposed Scheme for approximately three months.</p> <p>Visual: residents of properties with direct views of the construction activity will experience significant adverse visual effects.</p> <p>HGV traffic: the A34 in a designated construction traffic route and there will be a significant increase in HGV traffic along the route. This will result in a significant severance effect for residents of these properties.</p>
Assessment of magnitude	Low: 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	Moderate adverse in-combination effect which is significant due to change to amenity of the residential 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	Moderate adverse effect which is significant

2.7 St Peter’s Catholic Primary School, Newall Green

Table 7: St Peter’s Catholic Primary School community impact assessment record sheet

Resource name	St Peter’s Catholic Primary School, Davenport Green
Community area	MA07: Davenport Green to Ardwick
Resource type	Community facility
Resource description/profile	Catholic school with nursery admission, reception and year 1-6 provision.
Assessment year	Construction phase (2025)
Impact 1: permanent loss of land	Impact: minor utilities work will temporarily require 0.01ha of land from the corner of the schools playing field. Duration of impact: permanent
Assessment of magnitude	Low: only a small section of the playing field will be required during construction. It will have minimal impact on the rest of the playing field.
Relevant receptors	Children and staff at the school
Assessment of sensitivity of receptor(s) to impact	High: the users of the St Peter’s Catholic Primary School are children and young people.
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

2.8 Car Park D, Christie Hospital, Withington

Table 8: Car Park D, Christie Hospital community impact assessment record sheet

Resource name	Car Park D, Christie Hospital, Wilmslow Road
Community area	MA07: Davenport Green to Ardwick
Resource type	Community facility
Resource description/profile	<p>Christie Hospital is a cancer treatment and research centre. It is located on Wilmslow Road in the Withington area of South Manchester. The hospital treats more than 44,000 patients each year. There are two main patient car parks at the hospital - Car Park C, a multi-storey car park on Palatine Road with approximately 200 parking spaces, and Car Park D on Wilmslow Road which has approximately 135 parking spaces. Both car parks provide Blue Badge parking. Car Park D has approximately 30 parking bays for blue badge holders.</p> <p>Car Park D at The Christie Hospital currently operates under temporary planning permission. For the purpose of this assessment, it is assumed that at commencement of construction of the Proposed Scheme, the car park will continue to be operating under a temporary planning permission.</p>
Assessment year	Construction phase (2025)
Impact 1: permanent loss of land	<p>Impact: construction of the Wilmslow Road vent shaft will result in the permanent loss of The Christie Hospital Car Park D, which is accessed from the B5093 Wilmslow Road. There are limited further alternatives available for patients and visitors as the majority of on-street parking requires a permit. Car Park D will be demolished and permanently lost. The 30 blue badge parking will be relocated.</p> <p>Duration: permanent</p>
Assessment of magnitude	Low: there are alternative hospital car parks nearby. However, demand for parking is high in the area.
Relevant receptors	Staff and patients at The Christie Hospital
Assessment of sensitivity of receptor(s) to impact	High: the car park is used by essential staff and patients of the hospital who may have accessibility issues. It is associated with an important medical facility.
Significance rating of effect	Moderate adverse which is significant due to land required for the construction of the Proposed Scheme.
Proposed mitigation options for significant effects	HS2 Ltd will continue to engage with the operators of Car Park D at The Christie Hospital to identify reasonably practicable measures to help mitigate the likely significant effects.
Residual effect significance rating	Moderate adverse which is significant

2.9 Car Park at Fallowfield Retail Park

Table 9: Car Park at Fallowfield Retail Park community impact assessment record sheet

Resource name	Car Park at Fallowfield Retail Park, Manchester
Community area	MA07: Davenport Green to Ardwick
Resource type	Community facility
Resource description/profile	<p>Fallowfield Retail Park is a shopping centre and retail park in Fallowfield, three miles to the south of Manchester city centre. Among the main retailers of the Fallowfield Shopping Centre include Iceland, Poundstretcher, Sainsbury's Carphone Warehouse, Jollyes, Barnardos and Home Bargains. From the entrance to the retail park, there is a north car park and a south car park. In total, there are 196 car parking spaces. Hawthorn Medical Practice is located at the very south of the retail park.</p> <p>The car park is also informally used by some parents to drop children at nearby schools (Birchfields Primary School and Manchester Enterprise Academy (MEA) Central) as part of a 'park and stride' scheme promoted by Manchester City Council (Living Streets Programme). The schools are located at the northern boundary of the retail park / north car park, with pedestrian access from the car park to the rear entrances of the education facilities.</p>
Assessment year	Construction phase (2025)
Impact: permanent loss of land	<p>Impact: construction of the Birchfields Road vent shaft will permanently require three retail businesses and the whole of the northern car park located adjacent to these three businesses; approximately 123 parking spaces.</p> <p>Duration of impact: permanent</p>
Assessment of magnitude	Moderate: the whole of the north car park will be permanently required for the Proposed Scheme. This car park serves the adjacent businesses that are identified for demolition as part of the Proposed Scheme. The area affected includes the car parking currently used for the 'park and stride' scheme. The south car park will remain open for the duration of construction and operation of the Proposed Scheme. The car parking area used by Hawthorn Medical Practice will not be affected by the Proposed Scheme.
Relevant receptors	Users of the Fallowfield Retail Park. A number of parents accessing the nearby schools.
Assessment of sensitivity of receptor(s) to impact	Medium: the permanent loss of car parking spaces at the Fallowfield Retail Park will reduce the car park availability for those using the car park for the retail park and for the 'park and stride' scheme. The remaining south car park is the nearest alternative parking (approximately 100 parking spaces), although this would not provide direct access to the school.
Significance rating of effect	Moderate adverse effect which is significant due to land required for construction of the Proposed Scheme.
Proposed mitigation options for significant effects	No mitigation proposed
Residual effect significance rating	Moderate adverse effect which is significant

2.10 Birchfields Primary School

Table 10: Birchfields Primary School community impact assessment record sheet

Resource name	Birchfields Primary School, Manchester
Community area	MA07: Davenport Green to Ardwick
Resource type	Community facility
Resource description/profile	A state school for boys and girls aged 3 to 11, with range of extra-curricular facilities available at the school.
Assessment year	Construction phase (2025)
Impact 1: temporary in-combination effect	<p>Impact: Birchfields Primary School is located north of the land required for the construction of the Birchfields Road vent shaft. One of the access routes to the school (from the south) is via the A34 Birchfields Road, which is a designated construction traffic route. The school will be affected by a combination of noise, visual and HGV traffic effects.</p> <p>Noise: construction activities will result in adverse airborne noise effects for approximately five years and two months.</p> <p>Visual: construction activities will result in adverse visual effects to the students of the school which will be significant.</p> <p>HGV traffic: HGV traffic along the route will increase by more than 30%, this will result in a traffic related severance effect for students and staff at Birchfields Primary School.</p>
Assessment of magnitude	High: three significant residual environmental effects
Relevant receptors	Children and staff at the school
Assessment of sensitivity of receptor(s) to impact	High: students at the school are highly sensitive receptors to the changes in visual and noise effects of the construction works nearby the school.
Significance rating of effect	Major adverse in-combination effect which is significant due to change to amenity of Birchfields Primary School as a result of significant noise, visual and HGV traffic effects.
Proposed mitigation options for significant effects	HS2 Ltd will work closely with Birchfields Primary School to identify reasonably practicable measures to mitigate the residual significant amenity effects, including discretionary measures identified in the draft CoCP.
Residual effect significance rating	Major adverse effect which is significant

2.11 Withington Golf Club

Table 11: Withington Golf Club community impact assessment record sheet

Resource name	Withington Golf Club, Palatine Road
Community area	MA07: Davenport Green to Ardwick
Resource type	Recreational facility
Resource description/profile	Withington Golf Club is a private-members, 18-hole golf course, with a clubhouse and pro shop. The club offers tuition and has a Ladies Golf Academy.
Assessment year	Construction phase (2025).
Impact 1: temporary loss of land	Impact: construction of the Palatine Road vent shaft will require approximately 10ha (27%) of land from the 36ha Withington Golf Club. Of the 10ha, 2.5ha (7%) will be required permanently. The land required temporarily covers four of the course's 18 holes meaning they will not be playable. Duration of impact: five years
Assessment of magnitude	High: the temporary requirement for land will affect four of the course's 18 holes and therefore the resource will be compromised throughout the construction period. Furthermore, as it is an 18-hole course, it may mean that the whole course is not used.
Relevant receptors	Members of the Withington Golf Club
Assessment of sensitivity of receptor(s) to impact	Low: there are two alternative golf clubs adjacent to Withington. These are Northenden Golf Club and Didsbury Golf Club. Northenden Golf Club is 0.6km away and Didsbury Golf Club is 1.1 km away from the Withington Golf Club.
Significance rating of effect	Moderate adverse effect which is significant due to land required for construction of the Proposed Scheme.
Proposed mitigation options for significant effects	Potential mitigation proposed for the Withington Golf Club is subject to the ongoing discussions with HS2 Ltd. Therefore, outcome of the ongoing engagement with the Golf Club is yet to confirm an agreed mitigation.
Residual effect significance rating	Moderate adverse effect which is significant
Impact 2: permanent loss of land	Impact: construction of the Palatine Road vent shaft will permanently require approximately 2.5ha (7%) of land, comprising one hole and the club house, at the Withington Golf Club. The club house has a bar and catering area, primarily for the members of the golf club. Duration of impact: permanent
Assessment of magnitude	Moderate: land required for the Proposed Scheme will result in the demolition of the club house. In the absence of another club house that could service the golf course, it could be that the golf course is unable to function.
Relevant receptors	Members of the Withington Golf Club
Assessment of sensitivity of receptor(s) to impact	Low: there are two alternative golf clubs adjacent to Withington. These are Northenden Golf Club and Didsbury Golf Club. Northenden Golf Club is 0.6km away and Didsbury Golf Club is 1.1 km away from the Withington Golf Club. Both of these clubs allow visitors to play without a membership.
Significance rating of effect	Moderate adverse effect which is significant due to land required for construction of the Proposed Scheme.
Proposed mitigation options for significant effects	HS2 Ltd is continuing to engage with owners and operators of Withington Golf Club, to identify reasonably practicable measures to help mitigate the likely significant effects identified in this assessment.

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Resource name	Withington Golf Club, Palatine Road
Residual effect significance rating	Moderate adverse effect which is significant

2.12 Trans Pennine Trail

Table 12: Trans Pennine Trail community impact assessment record sheet

Resource name	Trans Pennine Trail
Community area	MA07: Davenport Green to Ardwick
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. The Trail also features a spur to York, a spur to Kirkburton, and a north-south route connecting Leeds and Chesterfield.
Assessment year	Construction phase (2025)
Impact 1: Temporary loss of land	Impact: construction of the Palatine Road vent shaft will temporarily require access to land adjacent to the Trans Pennine Trail. Access to the Trail will be required for planting purposes alongside the footpath with no works proposed affecting the footpath. Duration: 7 months
Assessment of magnitude	Negligible: no works are required that would affect users of the Trail
Relevant receptors	Users of the Trans Pennine Trail
Assessment of sensitivity of receptor(s) to impact	Low: the predominant use of the Trans Pennine Trail as a recreational walk means that the footpath required will unlikely to deter users from accessing the 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

3 Community impact assessment record sheets – operation

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

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