

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds

Environmental Statement

Erratum slip – Working Draft Environmental Statement: Alternatives Report

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There were some errors in the online version of the working draft Environmental Statement Alternatives report that have been corrected.

These errors have no material implications on the assessment contained in the Alternatives Report.

The differences in the paragraphs of the Alternatives Report, following the correction of the errors, are as set out below. The differences are shown in red.

Paragraph Number	Alternatives Report (original uploaded version)	Alternatives Report (corrected re-uploaded version)
1.1.6	Phase 2b, referred to as 'the Proposed Scheme', is the subject of this working draft Environmental Statement (ES). The working draft ES is an interim report presenting preliminary environmental information for consultation. The design and assessment of the Proposed Scheme are at an early stage of development and are presented to enable the public and stakeholders to provide comments, which will be taken into account, as appropriate. The Environmental Impact Assessment (EIA) and design of the Proposed Scheme will continue to be refined during and following this consultation and reported in the formal ES.	Phase 2b, referred to as 'the Proposed Scheme', is the subject of this working draft Environmental Statement (ES). The working draft ES is an interim report presenting preliminary environmental information for consultation. The design and assessment of the Proposed Scheme are at an early stage of development and are presented to enable the public and stakeholders to provide comments, which will be taken into account, as appropriate. Nothing included at this stage is intended to limit the form of the final scheme that will be presented in the hybrid Bill and formal ES in light of further scheme development and the ongoing discussions with stakeholders such as Transport for the North and Midlands Connect. The Environmental Impact Assessment (EIA) and design of the Proposed Scheme will continue to be refined during and following this consultation and reported in the formal ES.
1.1.8	The powers for Phase 2b will be sought through a hybrid Bill ('the Bill') that is expected to be deposited in Parliament in 2020. Construction of Phase 2b is anticipated to commence in approximately 2023, with operation planned to start around 2033, seven years after the opening of Phase One and six years after the opening of Phase 2a.	The powers for Phase 2b will be sought through a hybrid Bill ('the Bill') that is expected to be deposited in Parliament in 2020. Construction of Phase 2b is anticipated to commence in approximately 2023, with operation planned to start around 2033.
6.1.5	The Government confirmed in September 2018 that the Proposed Scheme should include the electrification of the section of the MML between Clay Cross and Sheffield Midland Station. HS2 Ltd's consideration of the design of the proposed electrification of this section of the MML is at an early stage of development and the outcome of the environmental assessment of the likely significant effects of these works will be reported in the formal ES. Therefore, any local alternatives for the works in the MMLo1 Danesmoor to Brierley Bridge and MMLo2 Unstone Green to Sheffield Station areas are not included in the working draft ES. Any alternatives considered by HS2 Ltd since September 2018 for the works in the MMLo1 Danesmoor to Brierley Bridge and MMLo2 Unstone Green to Sheffield Station areas will be reported in the formal ES.	The Government confirmed in July 2018 that the Proposed Scheme should include the electrification of the section of the MML between Clay Cross and Sheffield Midland Station. HS2 Ltd's consideration of the design of the proposed electrification of this section of the MML is at an earlier stage of development and the outcome of the environmental assessment of the likely significant effects of these works will be reported in the formal ES. Therefore, any local alternatives for the works in the MMLo1 Danesmoor to Brierley Bridge and MMLo2 Unstone Green to Sheffield Station areas are not included in the working draft ES. Any alternatives considered by HS2 Ltd for the works in the MMLo1 Danesmoor to Brierley Bridge and MMLo2 Unstone Green to Sheffield Station areas will be reported in the formal ES.

There was an error to the column headings of *Table 5: Approach to Leeds via Woodlesford and alternative via Morley summary* within the Alternatives Report. The differences in the column headings of *Table 5*, following the correction of the errors, are as set out below, with differences shown in red. The data within *Table 5*, together with supporting and concluding paragraphs to *Table 5* are correct and remain unchanged by the corrections to the column headings of *Table 5*.

The original table is shown below.

	Route via Morley (route refinement baseline)	Route via Woodlesford
Property and Community Integrity	<u>Demolitions:</u> Approximately 11 residential Two commercial 0 community 0 industrial Approximate Total: 13	<u>Demolitions:</u> Approximately 31 residential Approximately 14 commercial One community One industrial Approximate Total: 47
Noise (numbers of properties potentially qualifying for noise insulation)	Approximately 39	Approximately 122
Landscape and Visual Impacts	Moderate to major landscape and visual impacts at seven locations along the route	Moderate to major landscape and visual impacts at eight locations along the route
Cultural Heritage	Direct impact on one Grade II listed building Moderate impact on the setting of six Grade II listed buildings Impact on the setting of one Grade II* listed building	Moderate impact on the setting of one scheduled monument Moderate impact on the setting of six Grade II listed buildings
Biodiversity and Wildlife	60 Habitats of Principal Importance intersected for approximately 8.1km One country park/local nature reserve	79 Habitats of Principal Importance intersected for approximately 7.1km One country park/local nature reserve
Water Resources and Flood Risk	Four diversions of major watercourses Nine diversions of minor watercourses	0 diversion of major watercourse Eight diversions of minor watercourses
Land use resources	One active landfill site intersected One historical landfill site intersected	One active landfill site intersected 10 historical landfill sites intersected

The correct table is shown below.

	Route via Woodlesford	Route via Morley (route refinement baseline)
Property and Community Integrity	<u>Demolitions:</u> Approximately 11 residential Two commercial 0 community 0 industrial Approximate Total: 13	<u>Demolitions:</u> Approximately 31 residential Approximately 14 commercial One community One industrial Approximate Total: 47
Noise (numbers of properties potentially qualifying for noise insulation)	Approximately 39	Approximately 122
Landscape and Visual Impacts	Moderate to major landscape and visual impacts at seven locations along the route	Moderate to major landscape and visual impacts at eight locations along the route
Cultural Heritage	Direct impact on one Grade II listed building Moderate impact on the setting of six Grade II listed buildings Impact on the setting of one Grade II* listed building	Moderate impact on the setting of one scheduled monument Moderate impact on the setting of six Grade II listed buildings
Biodiversity and Wildlife	60 Habitats of Principal Importance intersected for approximately 8.1km One country park/local nature reserve	79 Habitats of Principal Importance intersected for approximately 7.1km One country park/local nature reserve
Water Resources and Flood Risk	Four diversions of major watercourses Nine diversions of minor watercourses	0 diversion of major watercourse Eight diversions of minor watercourses
Land use resources	One active landfill site intersected One historical landfill site intersected	One active landfill site intersected 10 historical landfill sites intersected

The differences in the figures of the Alternatives Report are listed below and illustrated over the following pages.

- Figure 10: Approaches to south Manchester;
- Figure 20: Eastern route options for the 2013 initial preferred route;
- Figure 24: South Yorkshire reasonable route corridor options;
- Figure 29: Approach to Leeds via Woodlesford and alternative via Morley sustainability map;
- Figure 31: Local alternatives considered post 2013/2014 consultation;
- Figure 32: Local alternatives considered in 2015 (further refinements);
- Figure 77: Local alternatives considered 2013-2016;
- Figure 90: Local alternatives considered for the East Midland Hub; and
- Figure 110: Local alternatives considered post 2016/2017 consultation.

The title for Figure 52 has now been included within the Alternatives Report.

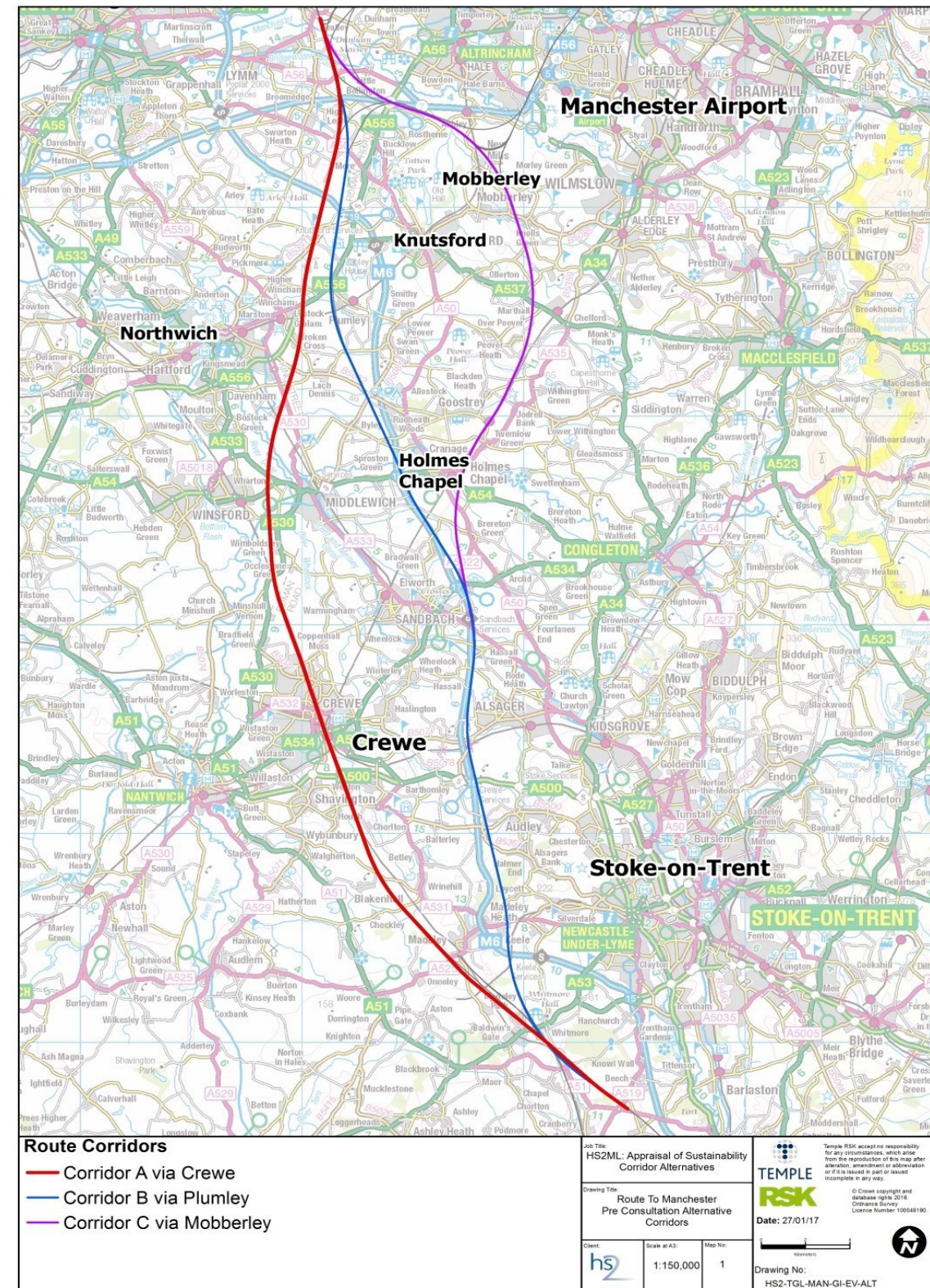
The above errors have no material implications on the assessment contained in the Alternatives Report of the working draft Environmental Statement.

We apologise for any confusion this may cause.

If you have any questions about this document or about any of the working draft Environmental Statement, please call our helpdesk on [08081 434 434](tel:08081434434) or email HS2enquiries@hs2.org.uk.

Figure 10: Approaches to South Manchester

The original map is shown below:



The correct map is shown below:

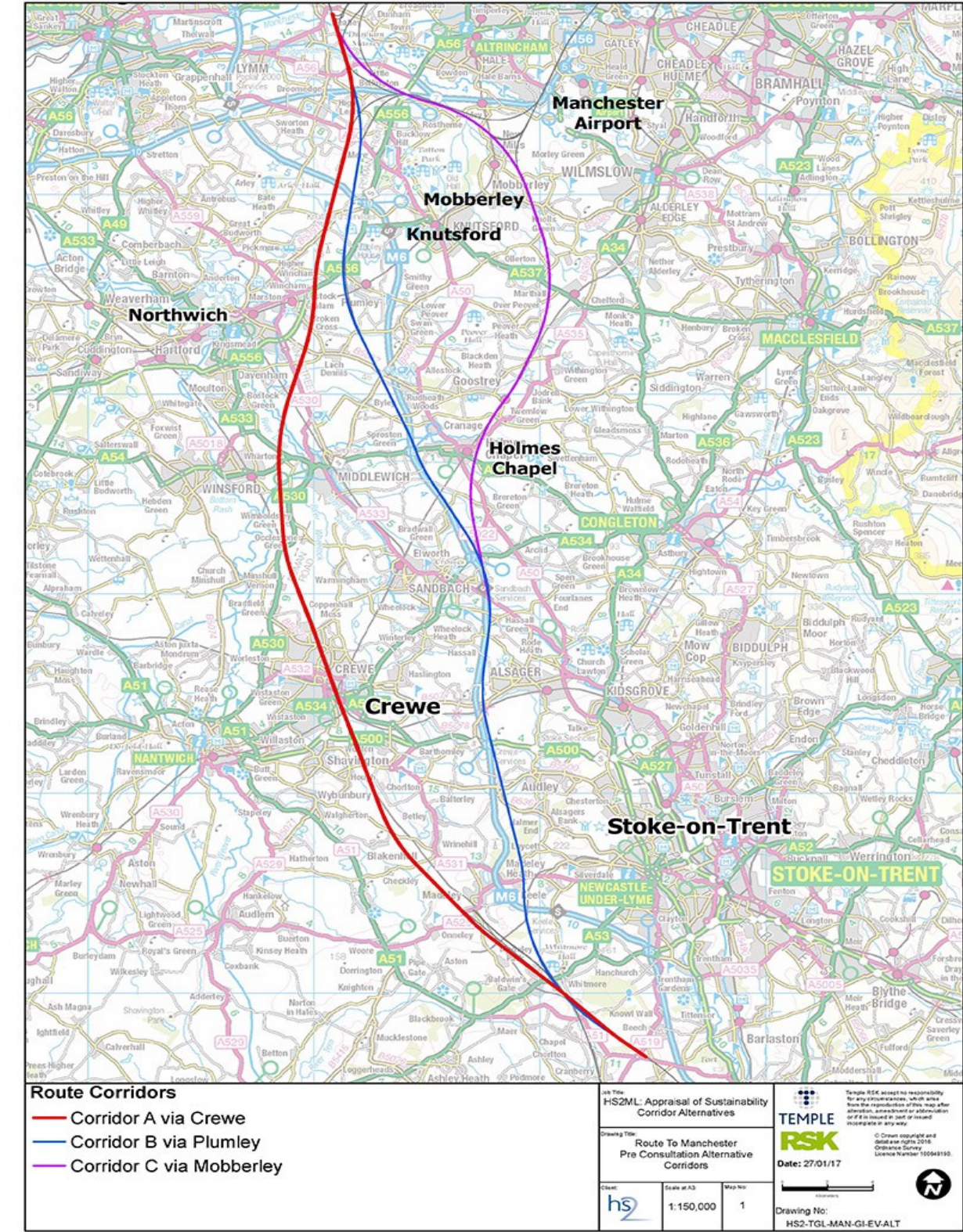
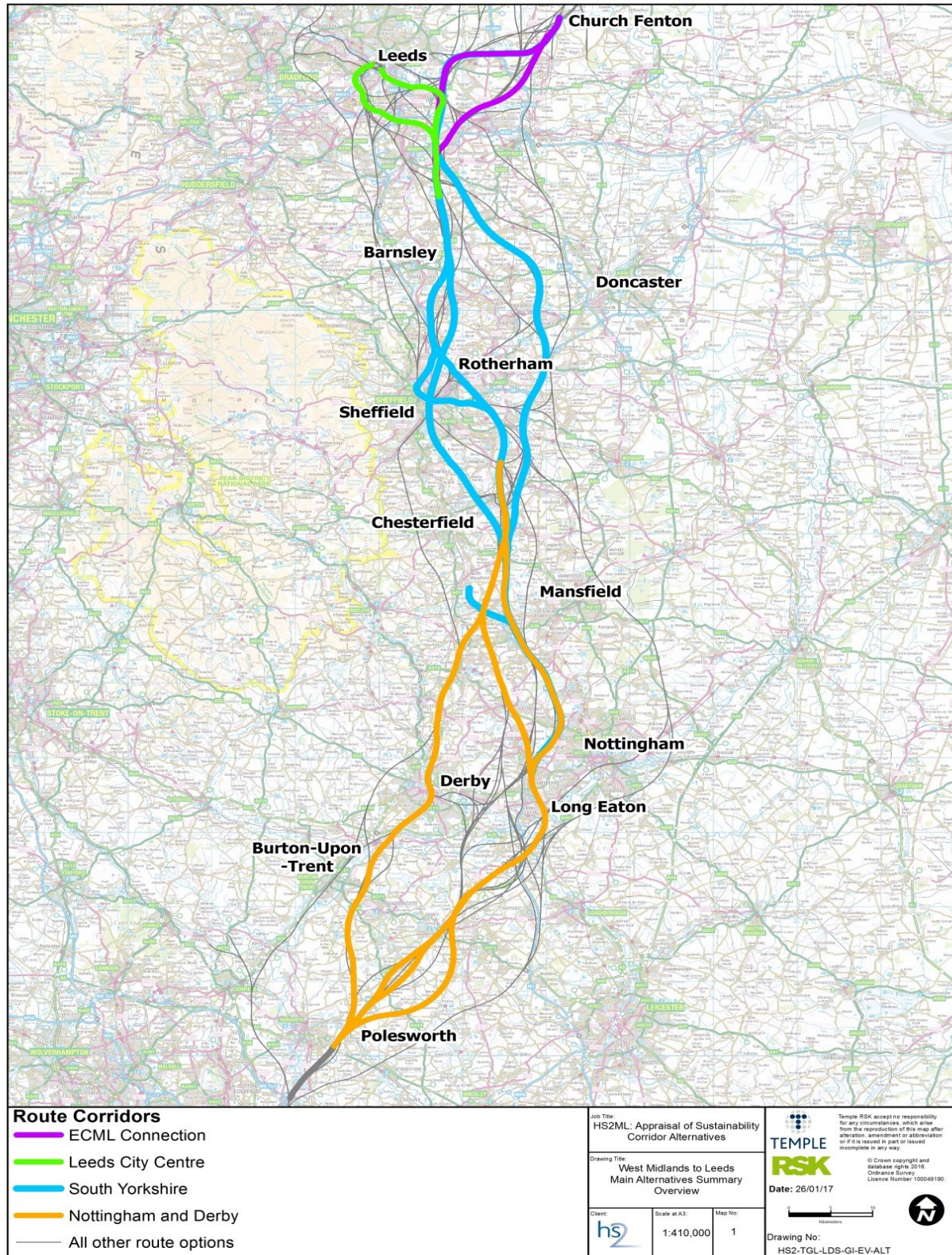


Figure 20: Eastern route options for the 2013 initial preferred route

The original map is shown below:



The correct map is shown below:

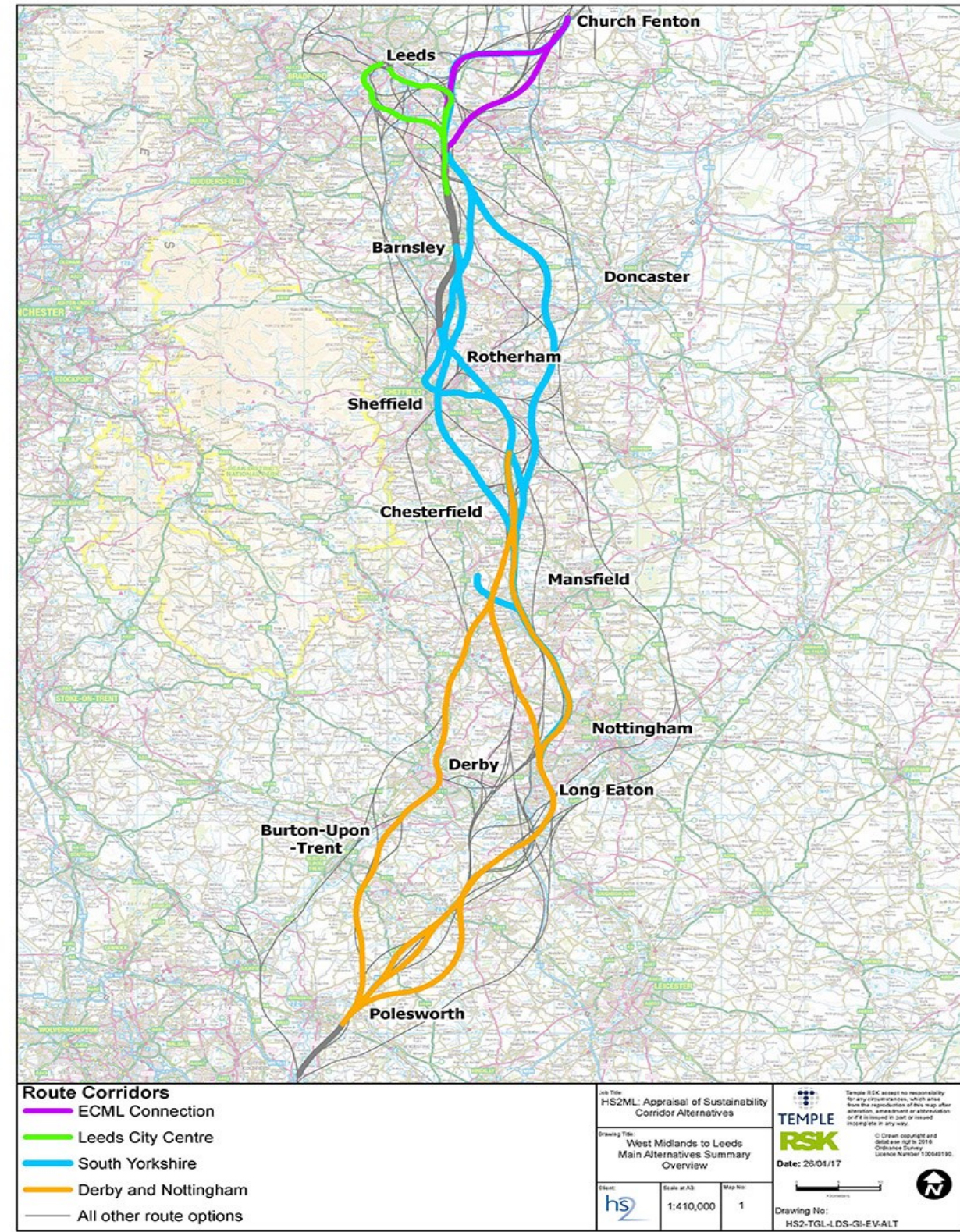
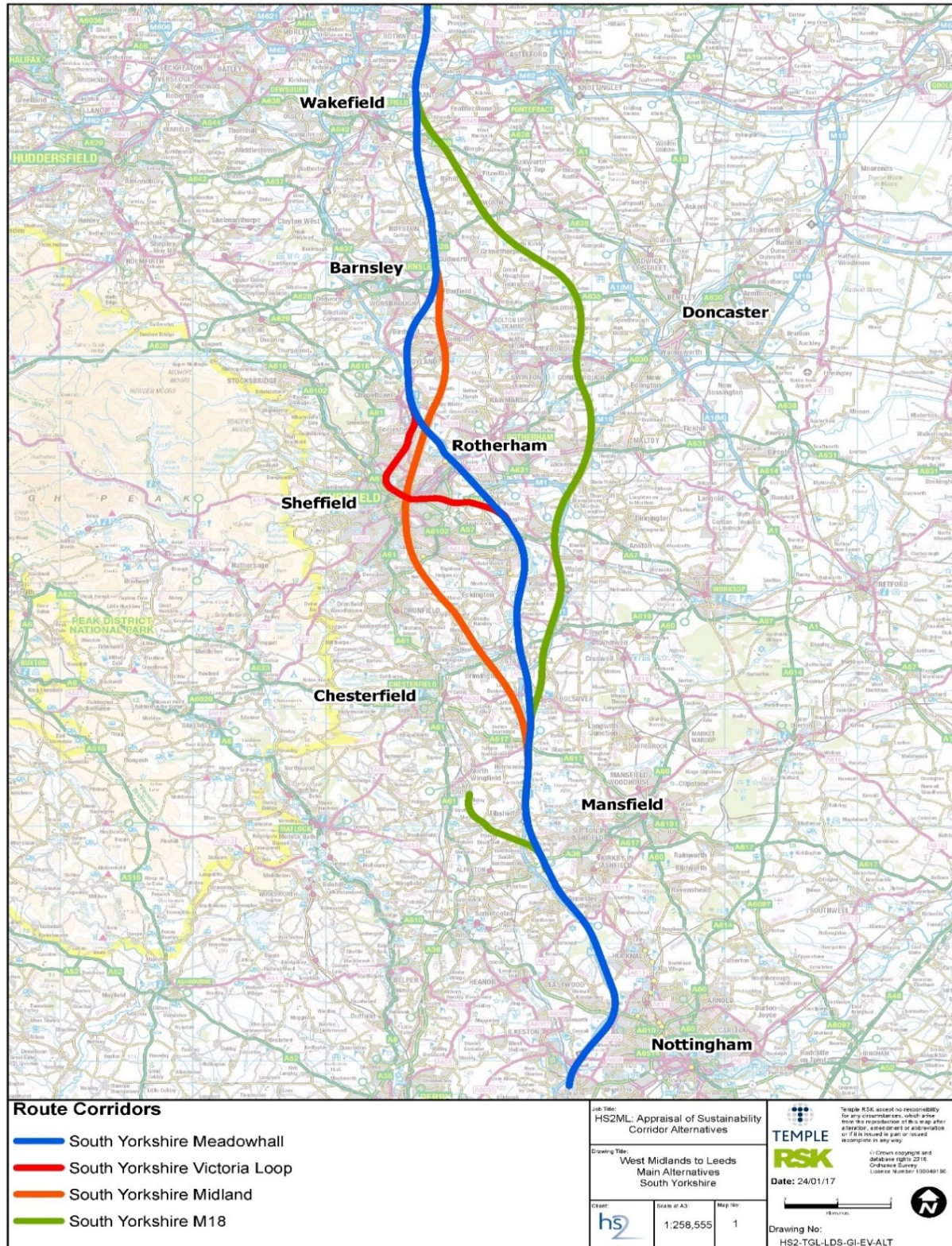


Figure 24: South Yorkshire reasonable route corridor options

The original map is shown below:



The correct map is shown below:

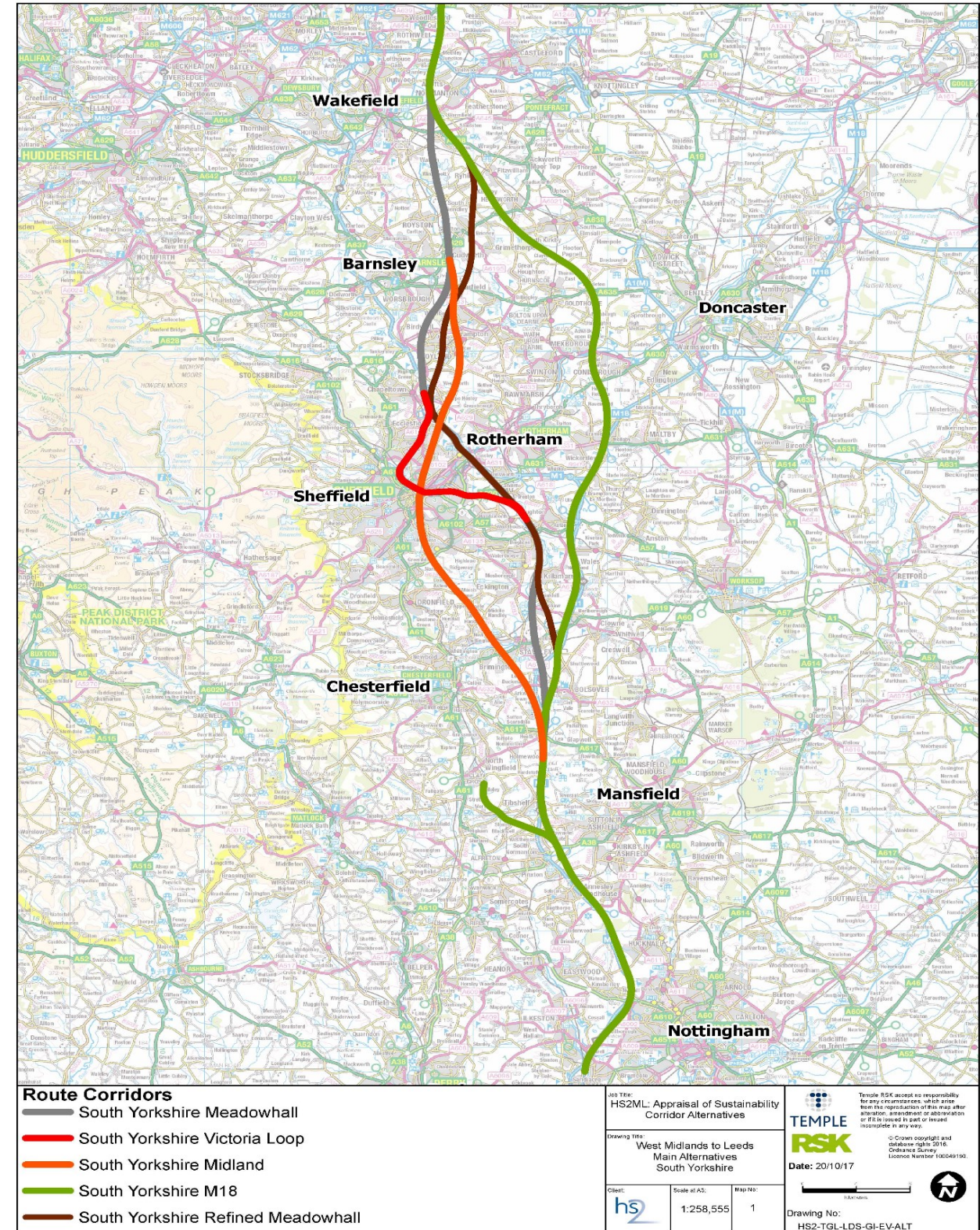
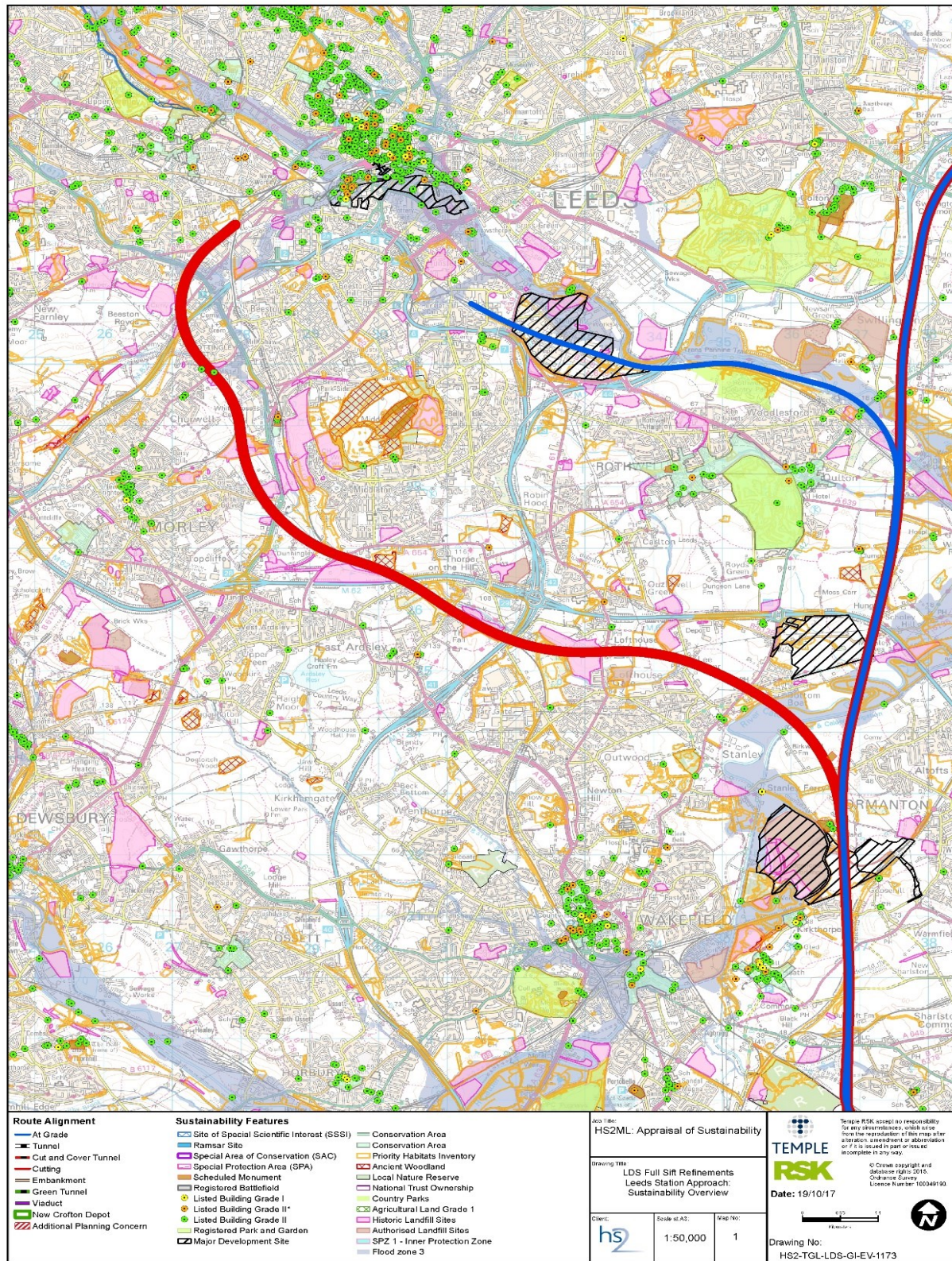


Figure 29: Approach to Leeds via Woodlesford and alternative via Morley sustainability map

The original map is shown below:



The correct map is shown below:

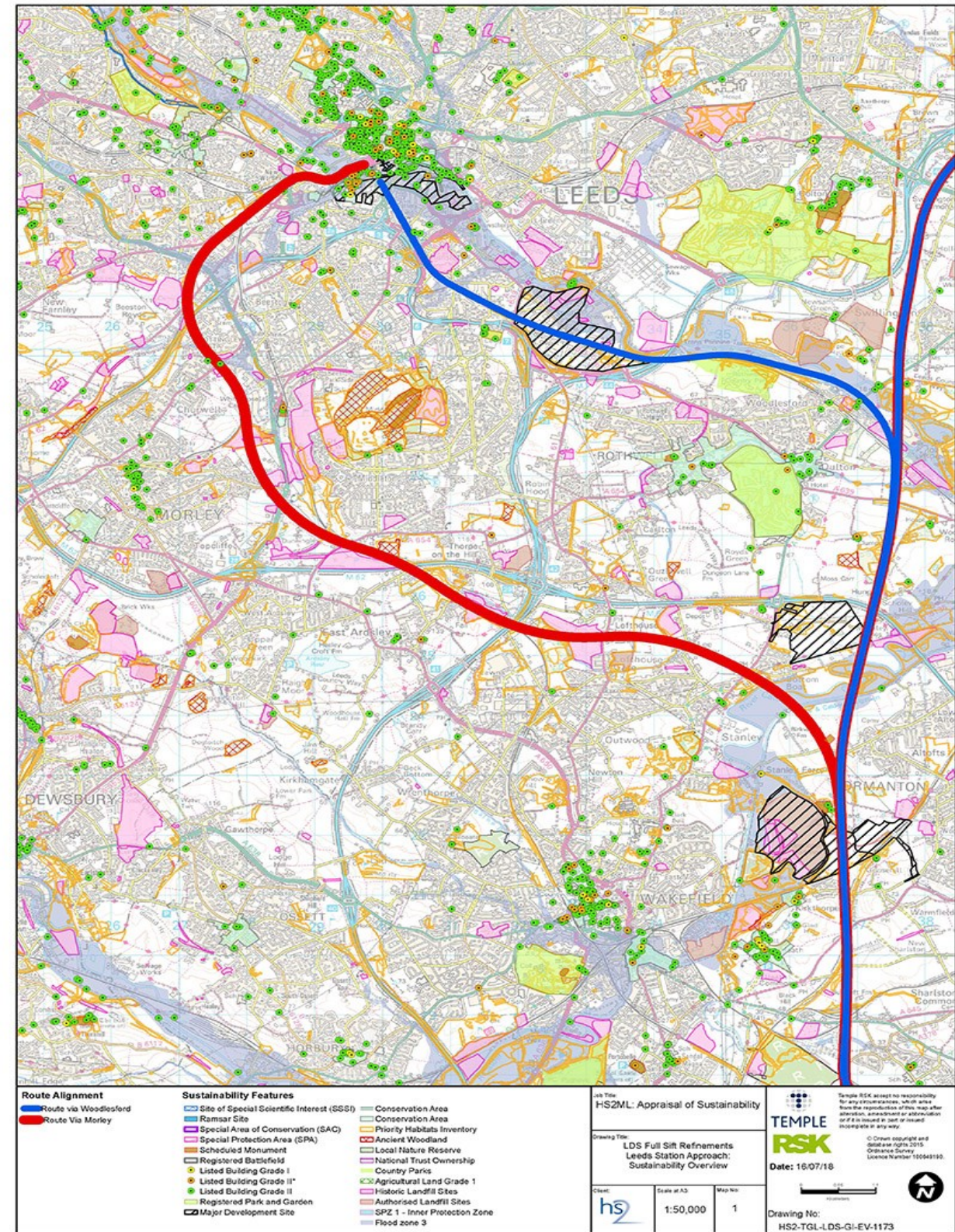
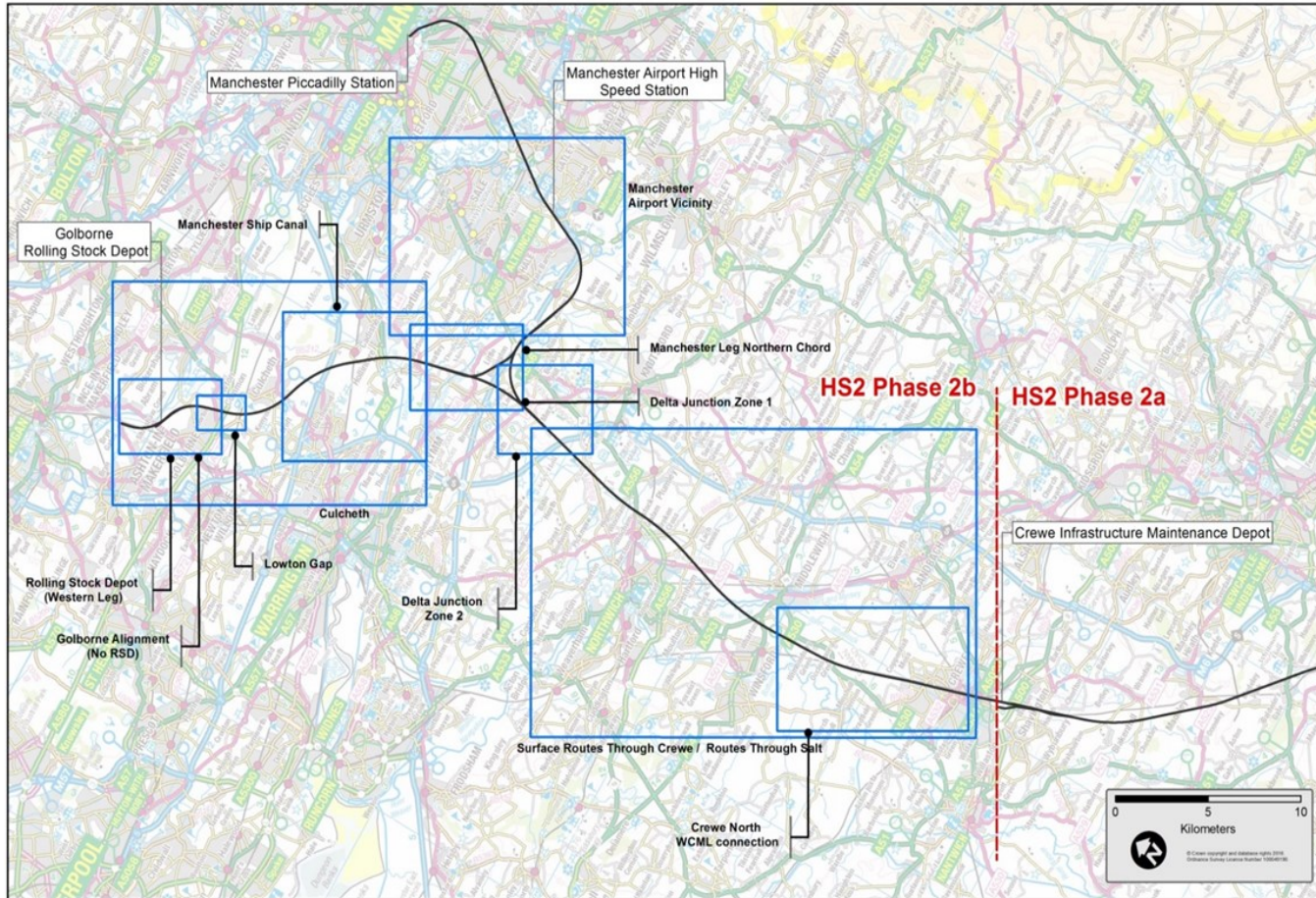


Figure 31: Local alternatives considered post 2013/2014 consultation

The original map is shown below:



The correct map is shown below:

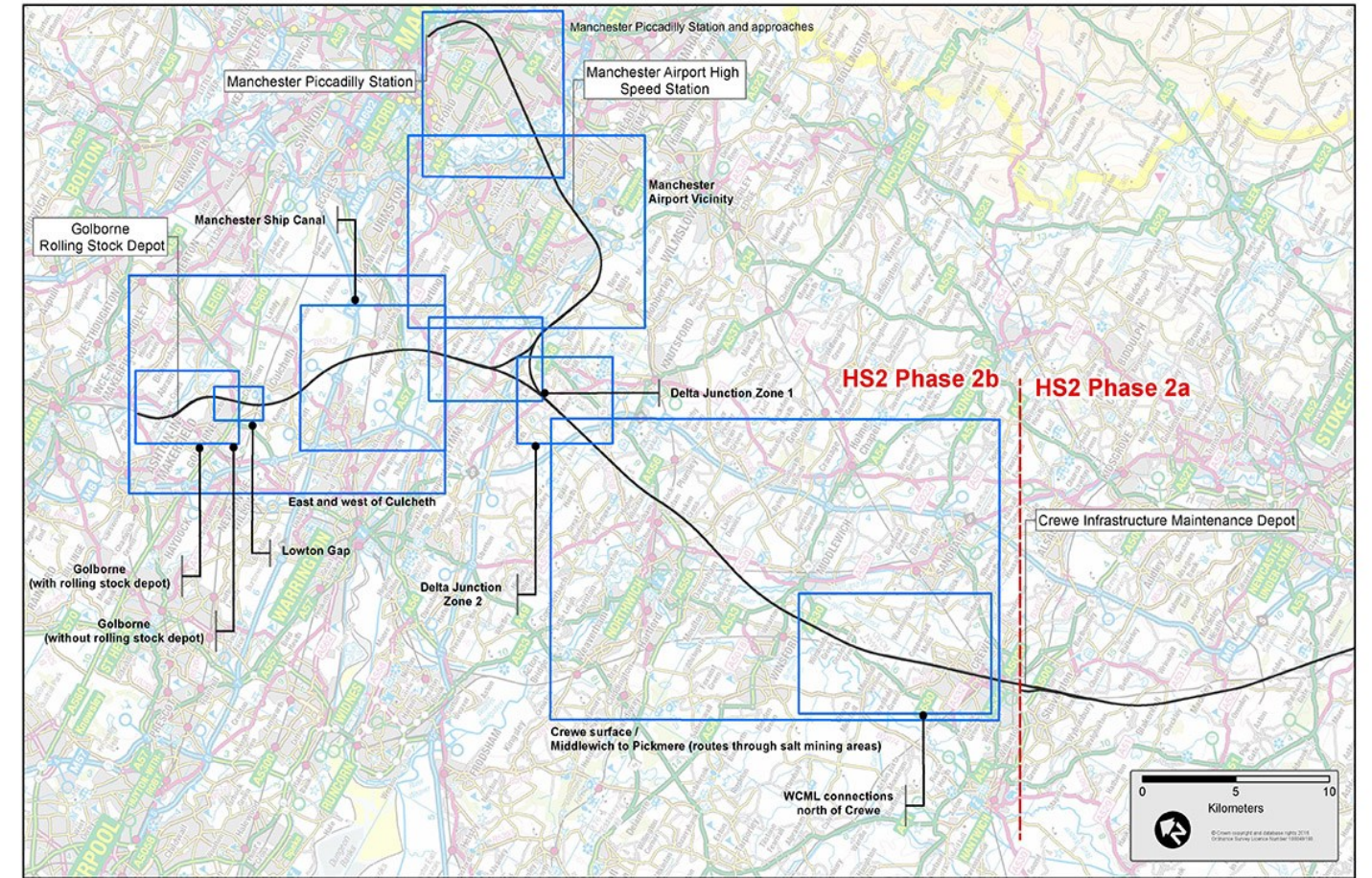
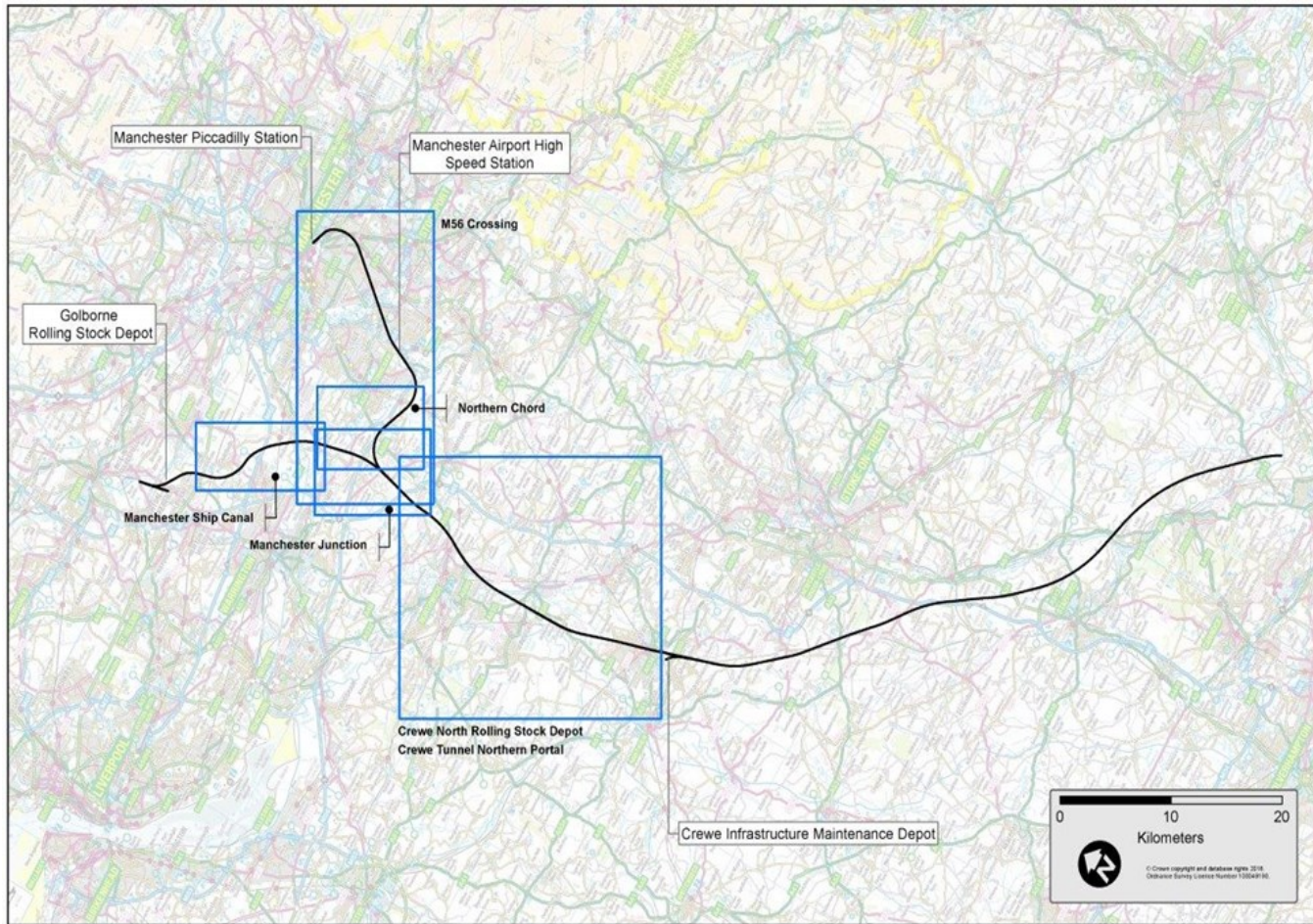


Figure 32: Local alternatives considered in 2015 (further refinements)

The original map is shown below:



The correct map is shown below:

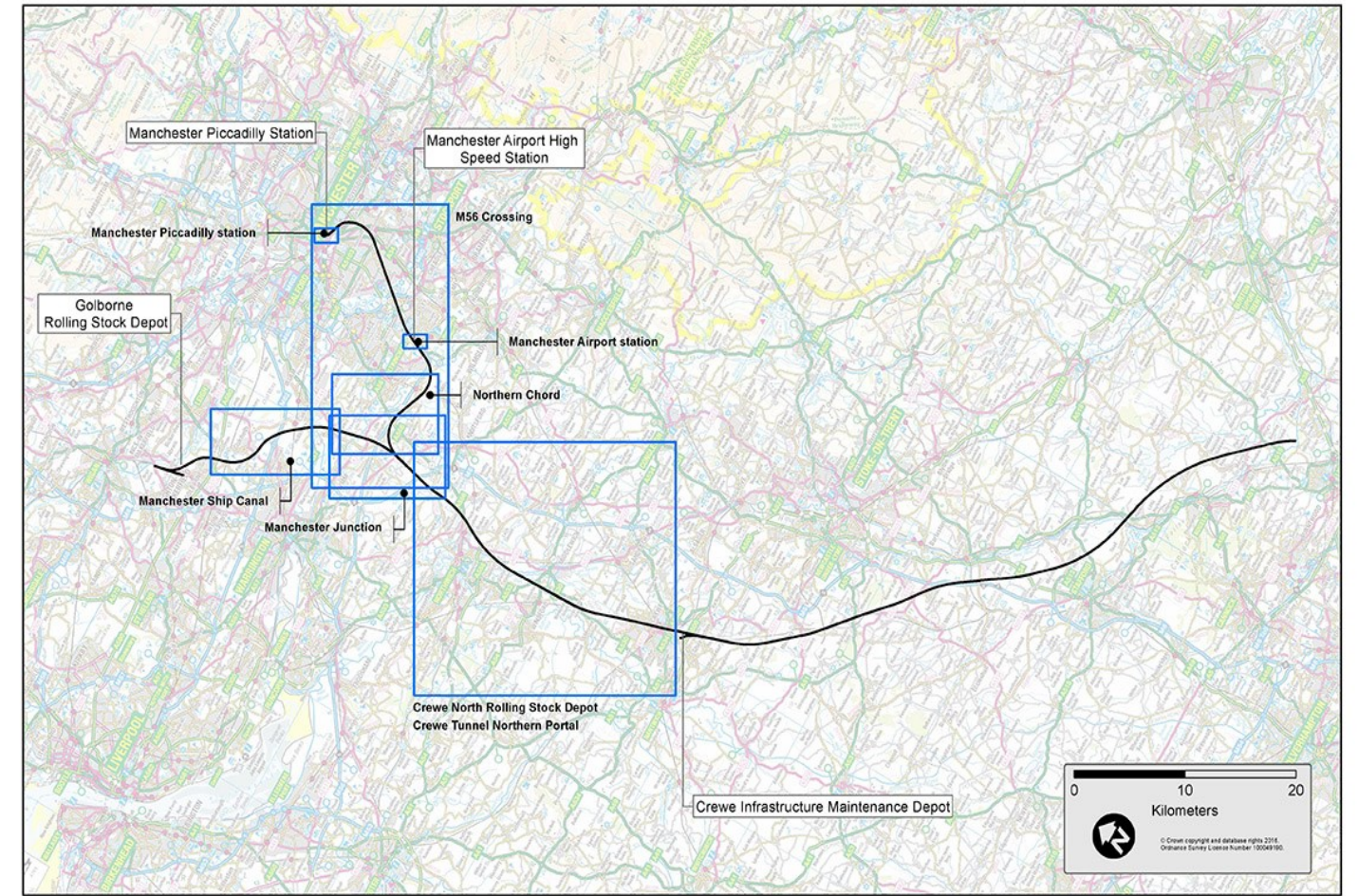
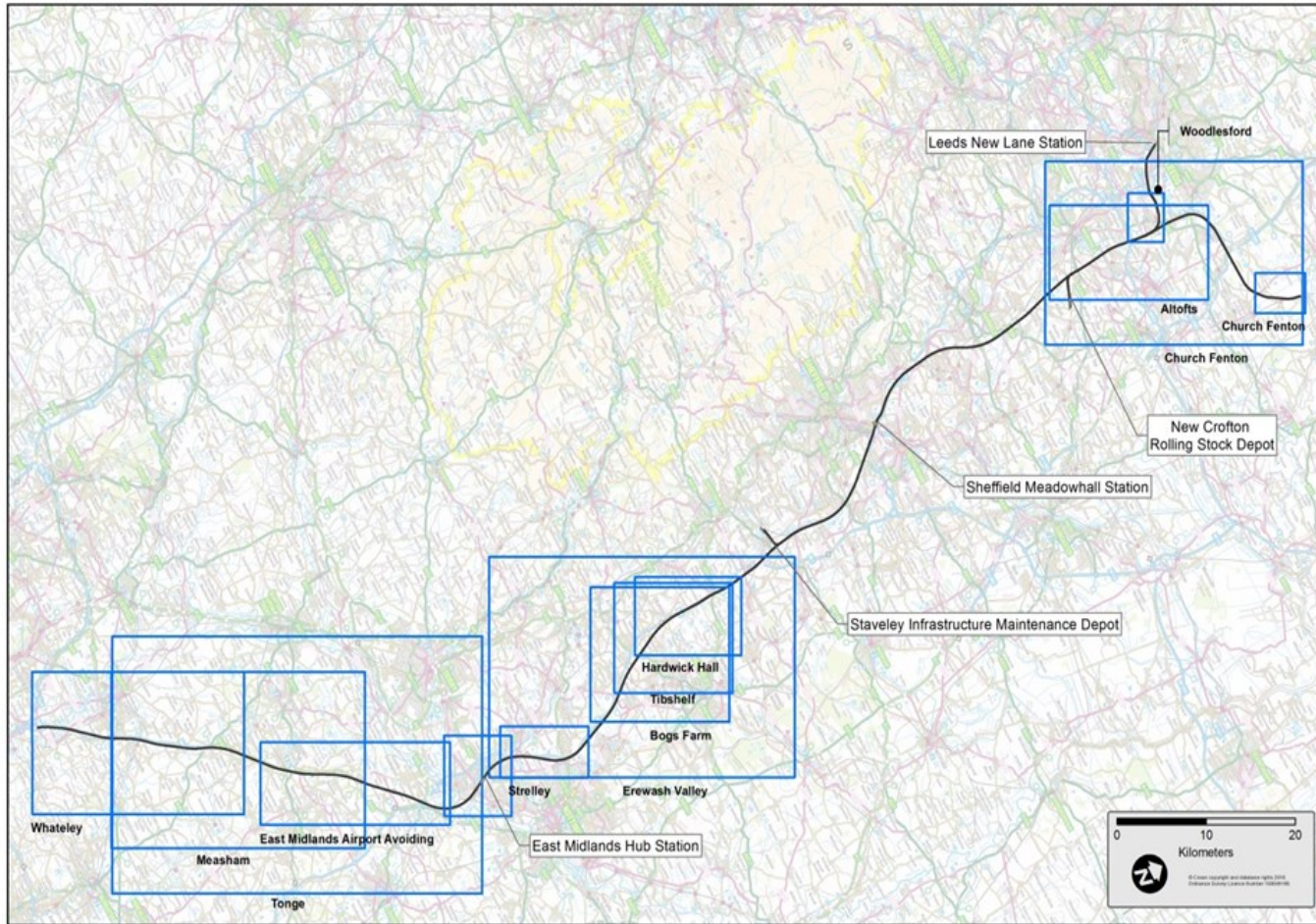


Figure 77: Local alternatives considered 2013-2016

The original map is shown below:



The correct map is shown below:

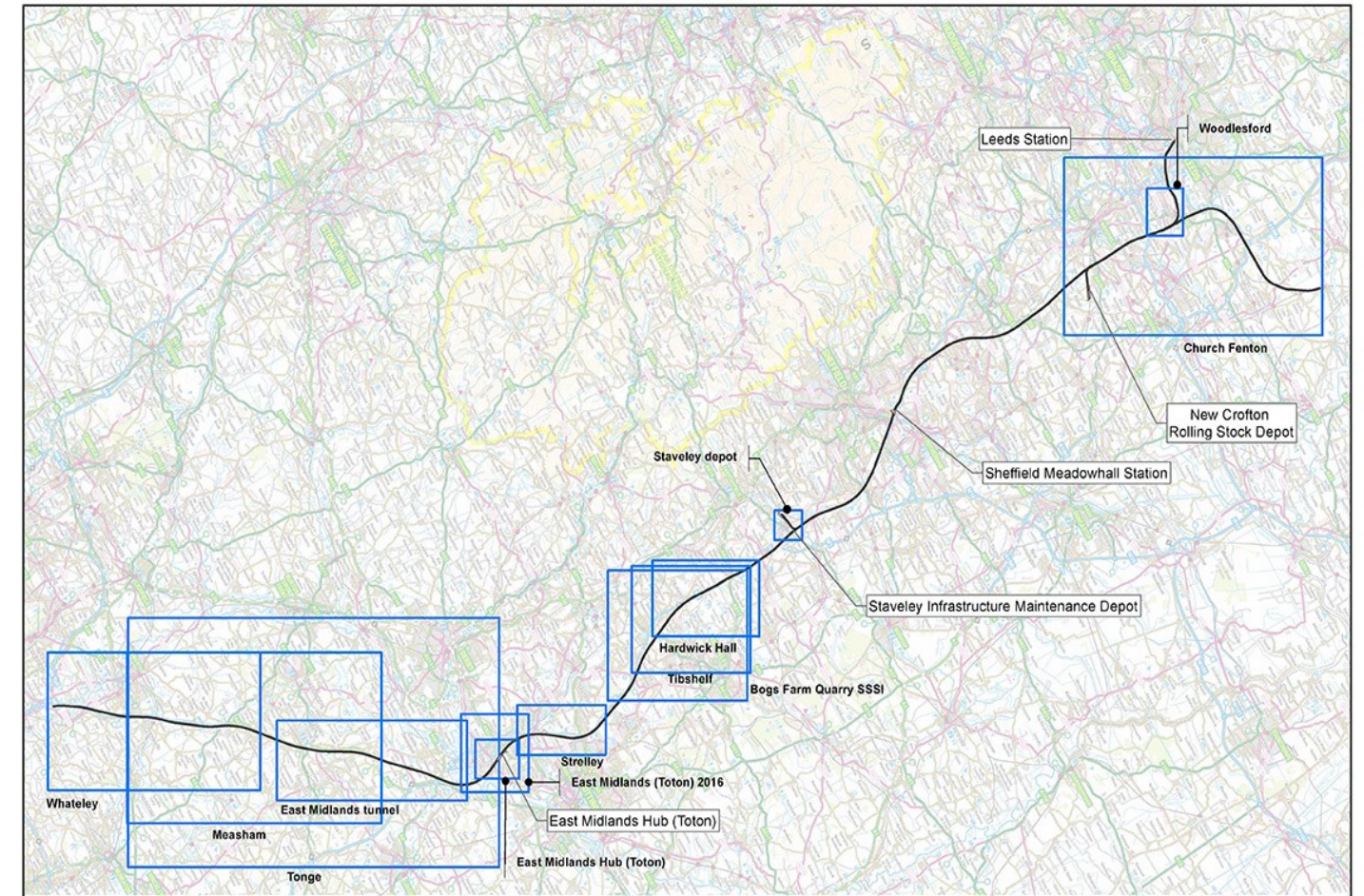
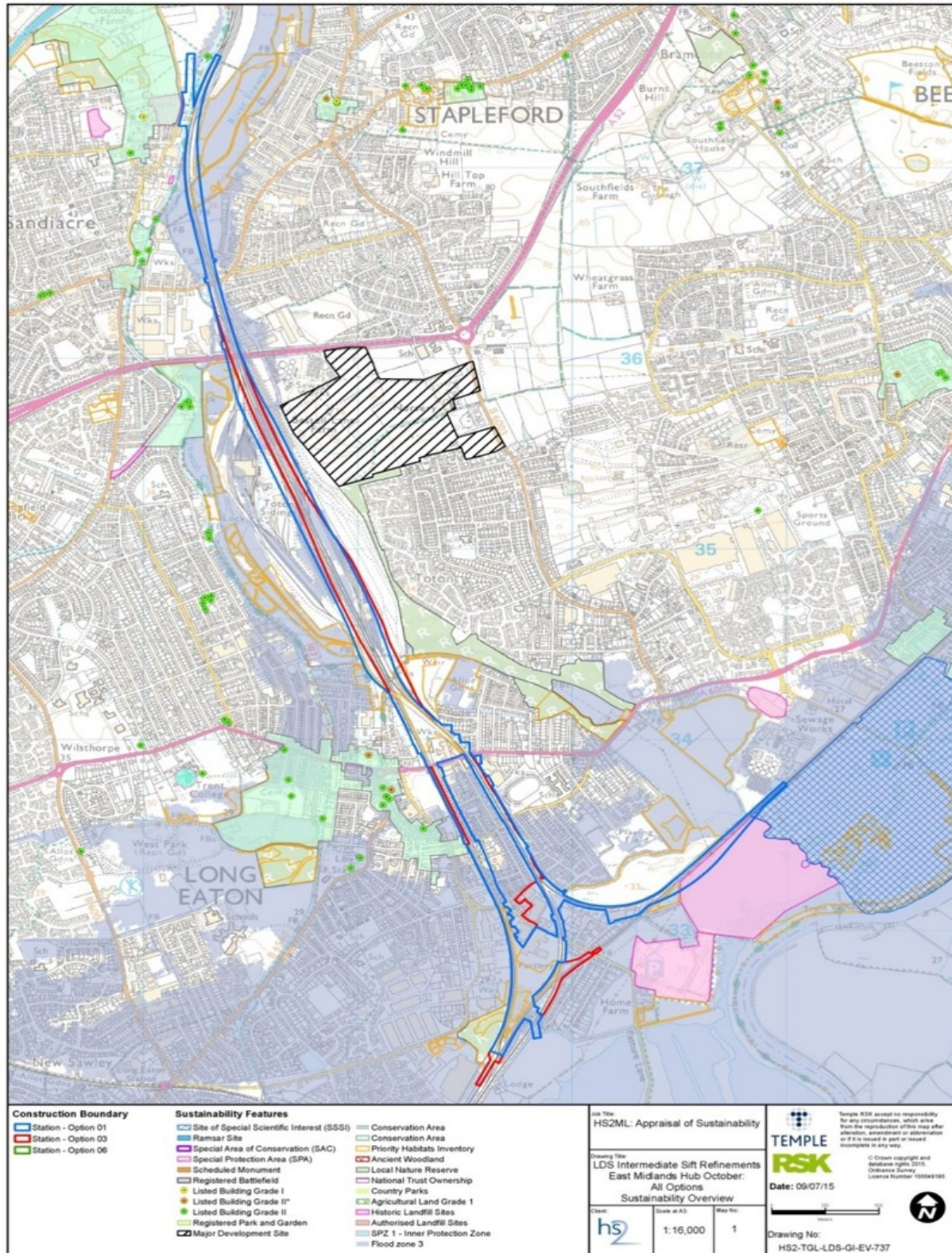


Figure 90: Local alternatives considered for the East Midland Hub

The original map is shown below:



The correct map is shown below:

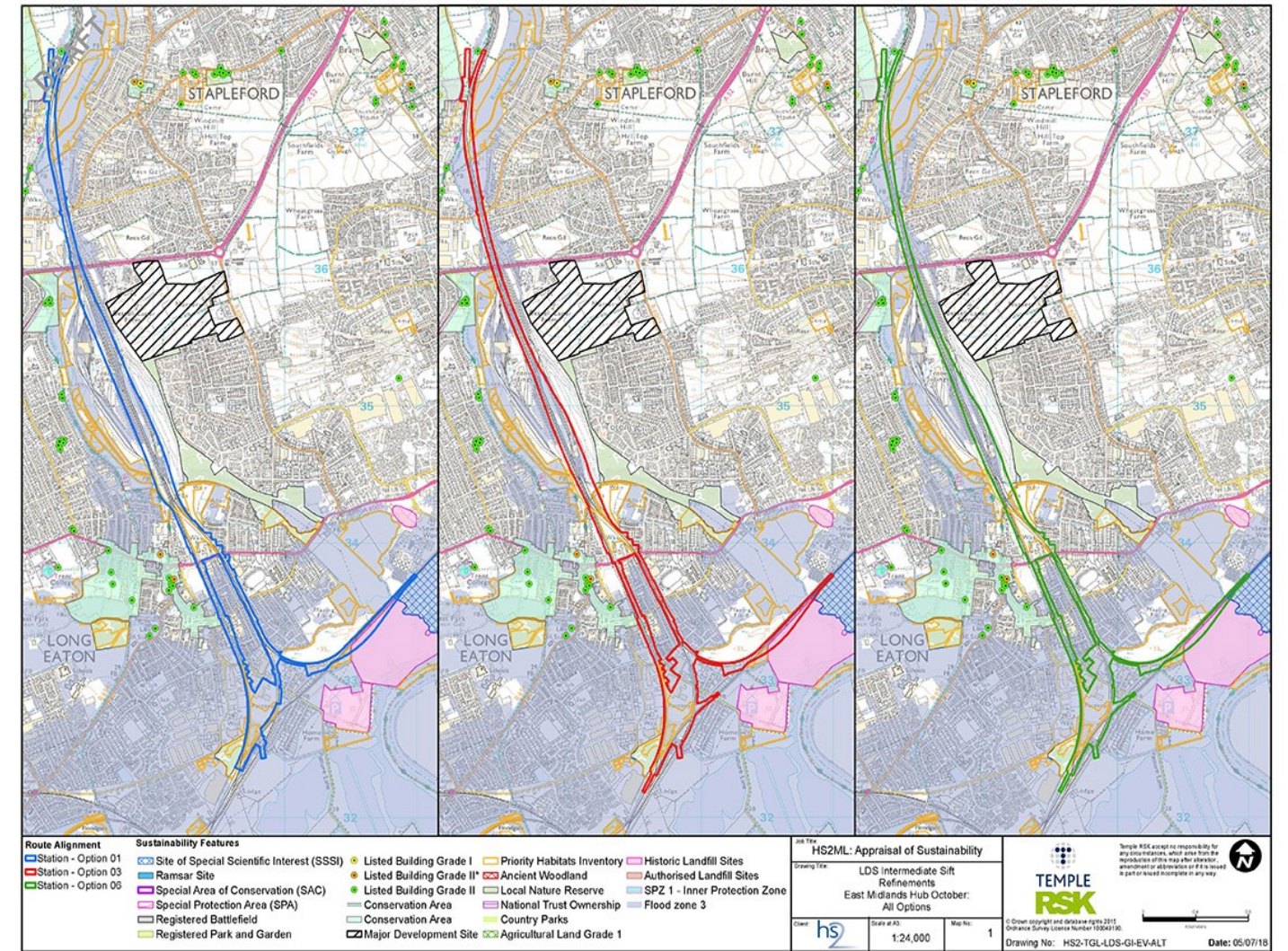
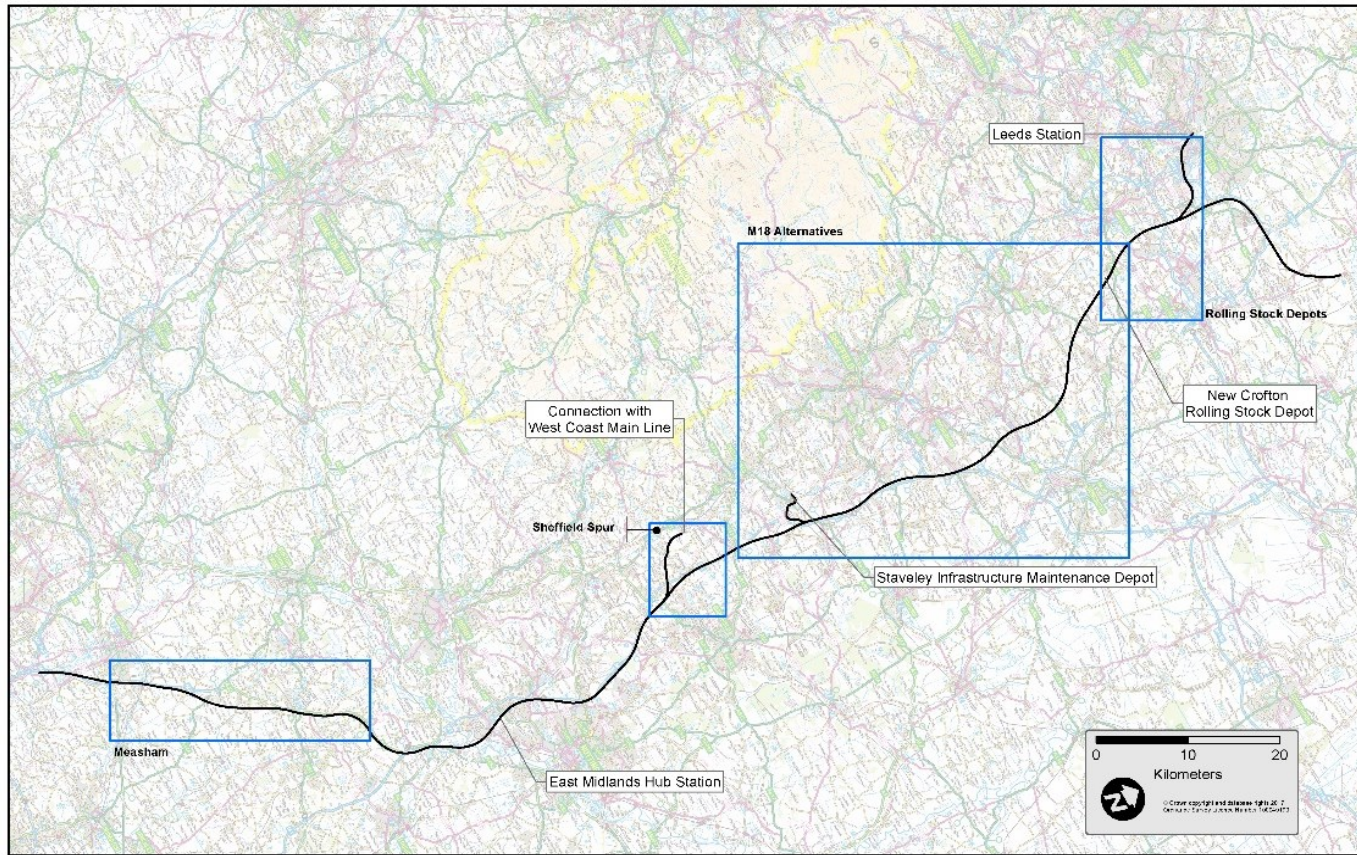


Figure 110: Local alternatives considered post 2016/2017 consultation

The original map is shown below:



The correct map is shown below:

