

Report of Head of Transport Planning

Report to Director of City Development

Date: 4th September 2019

Subject: Leeds City Council response to the HS2 Phase 2b Design Refinement Consultation

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s): All with specific impacts on Beeston & Holbeck, Burmantofts & Richmond Hill, Garforth & Swillington, Hunslet & Riverside, Kippax & Methley, Rothwell, Middleton	
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, access to information procedure rule number:	
Appendix number:	

Summary

1. Main issues

- HS2 Ltd as the scheme promotor are currently undertaking design refinement consultation on the vertical alignment of the HS2 route from Woodlesford tunnel exit to Leeds station. The consultation closes on 6th September and was reported to Executive Board on 24 July 2019 and approval of submission of the final response was delegated to the Director City Development.
- On the Leeds corridor, Woodlesford to Leeds station (west of the Woodlesford tunnel northern entrance only) the Secretary of State is minded to change the height of the route for 8km on the approach into Leeds station so the line runs predominantly on a viaduct, rather than a combination of at ground level, cutting and embankment.
- The main implications of the proposed change to the design are:
 - Disruption of the highway and rail network will be reduced during construction compared to the current design. In particular, the change avoids the need to realign the Hallam Line, including providing a new box structure under the M1,

and potentially avoiding the need to reconstruct nine bridges between the M1 and the city centre. It also reduces the number of utility diversions and avoids the need to close Jack Lane.

- There will be a significant visual impact of the viaduct structure through south Leeds including residential areas in Rothwell, Woodlesford, Hunslet and Belle Isle, and other sensitive locations such as Rothwell Country Park and Grade II listed St Mary's church in Hunslet.
 - Potential increase in noise levels affecting residential properties with the line raised on a viaduct. LCC have not been provided with the noise assessment data. Mitigation measures to reduce noise may increase the visual impact or height of the structure.
 - The viaduct will be between 14m and 32m wide leaving large undercroft areas.
- The council's response to the consultation reiterates the council support for HS2 Phase 2b in principle but sets out a number of significant issues that the council considers needs to be comprehensively addressed by the DfT and HS2 Ltd on the basis that they proceed with the proposed design refinement.
 - The response identifies the following mitigation measures as being imperative if the design refinement is pursued:
 - The long-term infrastructure legacy and visual intrusion of the viaduct must be minimised through a holistic approach to high quality design, enhanced landscaping and wider master planning which delivers an international landmark.
 - A high level of noise mitigation for residents whose properties are impacted upon by HS2 operational noise must be an integral component of the viaduct design.
 - A funded development strategy and funded and deliverable masterplan to develop the undercroft areas and adjacent land to the viaduct which supports the city's wider regeneration and place making ambitions.
 - The Council considers the potential severance impact of the viaduct to be greater than the current design. The potential separation of communities through physical infrastructure must be addressed through increased permeability for key routes intersecting the corridor.
 - The viaduct must also integrate new public spaces and new green infrastructure into the city's existing open space networks, in addition to securing a high level of flood mitigation and providing flood alleviation enhancements for South Leeds.
 - The visual information provided in the consultation material is inadequate to enable the council to be able to fully assess the extent of the visual impact on communities along the route. The council is therefore unable to comment at present on whether the proposals are acceptable. To enable a meaningful consultation to occur it is imperative that HS2 Ltd provide a visualisation of the viaduct alongside detailed design information on the architectural design and treatment of the structure.

- The response also provides detailed comments in respect to: urban integration and planning; sound, noise and vibration; flood risk; business relocation; community impacts; heritage; climate emergency; traffic and transport; structures and Northern Powerhouse Rail.

2. Best Council Plan Implications (click here for the latest version of the Best Council Plan)

- It is recognised through the Leeds City Region HS2 Growth Strategy that HS2 can be a major contributor to the Vision for Leeds, Best City and council Plans and Inclusive Growth Strategy where its economic and investment impacts have great potential.

3. Resource Implications

- The response has been developed through internal resource.

Recommendations

The Director of City Development is requested note the information in this report and the proposed full response to the HS2 Phase 2b Design Refinement Consultation in appendix 1 and to:

- a) Authorise the submission of the Leeds City Council response to the HS2 Phase 2b Design Refinement Consultation; and
- b) Authorise the publication of the Leeds City Council response to the HS2 Phase 2b design refinement consultation

1. Purpose of this report

- 1.1 This report provides a summary of the proposed Council response to the HS2 Phase 2b Design Refinement Consultation and highlights the key issues the Council wishes to make representations to HS2 Ltd on.
- 1.2 The report seeks authorisation for the submission of the Leeds City Council response to the HS2 Phase 2b Design Refinement Consultation, and the publication of this response on the council's website.
- 1.3 The HS2 Phase 2b Design Refinement Consultation proposed Council response can be found in Appendix A.

2. Background information

- 2.1 HS2 is a national transport infrastructure project which will provide a new high speed rail link between York, the Midlands and London. HS2 in combination with Northern Powerhouse Rail (NPR) is expected to help transform the economy of the North of England by significantly improving the capacity, frequency and journey time of rail links between the region's main economic centres.
- 2.2 The council has previously welcomed plans for creating a domestic high speed rail network and has supported the Government's initial proposals for the HS2 Phase 2B route from Birmingham to Leeds, which were announced in January 2013 and subsequently given in principle support at the 15 February 2013 Executive Board.
- 2.3 In March 2017, the council formally responded to the HS2 Phase 2b 2017 property consultation. The council outlined that our over-riding concern is to see prompt, fair and equitable treatment for property owners, especially residents, who have been, through no fault of their own, adversely affected by the uncertainty arising from HS2 Phase 2b.
- 2.4 In October 2017 Executive Board considered the Leeds Integrated Station Masterplan and Leeds City Region HS2 Growth Strategy which set out the key economic benefits and inclusive growth opportunities for Leeds and the City Region.
- 2.5 Through the work of the Leeds Station Integrated Masterplan the council continues to work in partnership with the DfT, HS2 Ltd, Network Rail and the West Yorkshire Combined Authority to deliver proposals for a combined rail station in Leeds, through this collaboration the economic and place making benefits of HS2 for the city and city region will continue to be maximised.
- 2.6 Last year HS2 Ltd issued a Working Draft Environmental Statement (WDES) on the route alignment. The working draft was subject to public consultation, which included stakeholder and community consultation events. The council's formal response to this consultation was approved at Executive Board in December 2018. The council's response set out several concerns and issues about the impacts in the WDES
- 2.7 As a key stakeholder the council continues to press HS2 Ltd for the highest standards of construction planning and coordination and the development of detailed plans to minimise construction disruption and impact both for the line of route and the new station with the necessary mitigation at the highest levels of

quality. In particular this should have regards to:

- Detailed and timely engagement throughout with communities and business with established and enduring points of contact which are available throughout the development and construction.
- Attention to landscaping and mitigation during the construction period to minimise the impacts.
- Clear and well defined access plans with traffic management in place and proposals which avoid construction traffic travelling through residential and local communities.
- Noise and environmental mitigation.
- Where business displacement or impacts form part of the project early action to support and ensure that such disruption is kept to a minimum and allows the uninterrupted continuation of their trading.
- Early and detailed engagement with the local planning, environmental and highways authority which must go beyond statutory requirements to ensure at all stages the best possible outcomes are achieved.

3. Main issues

3.1 HS2 Ltd is currently consulting on 11 proposed changes to the design of the HS2 Phase 2b route which includes one design refinement in Leeds. The consultation on these proposed changes opened on 6th June 2019 and closes on 6th September 2019. The HS2 consultation document describes the design refinement proposed within Leeds as follows:

- Woodlesford to Leeds station (west of the Woodlesford tunnel northern entrance only) the Secretary of State is minded to change the height of the route for 8km on the approach into Leeds station so the line runs predominantly on a viaduct, rather than a combination of at ground level, cutting and embankment.

3.2 The consultation and was reported to Executive Board on 24 July 2019 and approval of submission of the final response was delegated to the Director City Development

Summary of current design

3.3 In the current design the Leeds Spur branches away from the HS2 mainline southeast of Oulton. The Leeds Spur then heads north-west before entering a 2km bored tunnel to the south of Woodlesford. The tunnel then passes under Woodlesford before emerging between Network Rail Hallam Line and the Aire and Calder Navigation approximately 1km to the west of Woodlesford.

3.4 The existing Hallam Line would be realigned southwards for 2.5km between the Woodlesford tunnel and Stourton. This would require the construction of new crossing under the M1 for the Hallam line.

3.5 From Stourton, HS2 alignment (mainly in a cutting) and existing rail line run in parallel diverging near junction 4 of the M621 where HS2 runs through the Southbank area to the new HS2 station. This section would require work to 12 bridges over rail line and the permanent closure of Jack Lane.

HS2 Ltd identified issues with previous design

- 3.6 The consultation document sets out the following issues with the current design. These issues are anticipated during the expected five year construction period affecting the length and cost of construction works and the extent and length of temporary highway and rail line closures during construction.
- i. Disruption to the existing Hallam Line (passenger and freight services) during on existing rail line during construction.
 - ii. Disruption to the local and strategic highway networks including public transport.
 - iii. The number and size of utility diversions required.
 - iv. The number and duration of construction traffic movement, including HGVs

Description of the proposed change

- 3.7 The proposed change would see the Woodlesford tunnel shortened so that it emerges closer to Woodlesford. The route then climbs onto a viaduct through the northern edge of Rothwell Country Park and over the M1 and Hallam line into Stourton. It would be constructed on an embankment for 400m between Pontefract Road and the connection into the Rolling Stock Depot to the north of the river. The route then continues on a viaduct for 3.3km into Leeds Station crossing above the highway network, with a typical clearance of 5.7m from the road to the underside of the viaduct.

Implications of proposed changes

- 3.8 The main implications of the proposed change to the design are:
- i. Disruption of the highway and rail network will be reduced during construction compared to the current design. In particular, the change avoids the need to realign the Hallam Line, including providing a new box structure under the M1, and potentially avoiding the need to reconstruct nine bridges between the M1 and the city centre. It also reduces the number of utility diversions and avoids the need to close Jack Lane.
 - ii. There will be a significant visual impact of the viaduct structure through south Leeds including residential areas in Rothwell, Woodlesford, Hunslet and Belle Isle, and other sensitive locations such as Rothwell Country Park and Grade II listed St Mary's church in Hunslet.
 - iii. Potential increase in noise levels affecting residential properties with the line raised on a viaduct. LCC have not been provided with the noise assessment data. Mitigation measures to reduce noise may increase the visual impact or height of the structure.
 - iv. The viaduct will be between 14m and 32m wide leaving large undercroft areas.

Leeds City Council response to the consultation

- 3.9 The council's response to the consultation reiterates the council support for HS2 Phase 2b in principle but sets out a number of significant issues that the council considers needs to be comprehensively addressed by the DfT and HS2 Ltd on the basis that they proceed with the proposed design refinement. The key issues are summarised below.

- 3.10 The council continues to welcome the principle of HS2 Phase 2b. It is recognised through the Leeds City Region HS2 Growth Strategy that HS2 can be a major contributor to the Vision for Leeds, Best City and Council Plans and Inclusive Growth Strategy where it's economic and investment impacts have great potential for the city, the city region and the North.
- 3.11 The council is committed to continuing our partnership working with HS2 Ltd to help ensure the delivery of a quality design solution for the city. This productive collaboration has already seen design changes that will benefit the city including securing enhanced integration with the classic station and wider South Bank regeneration proposals, including provision of a new southern entrance to the station south of Meadow Lane.
- 3.12 The council recognises the challenges and complexities of the construction of a high speed line of route to Leeds city centre and welcomes the opportunity to reduce the impacts of construction on local communities and business especially with regard to disruption to the road and rail network. The council is clear that the final scheme needs to achieve the optimum balance of a deliverable design with a high level of mitigation deemed acceptable by the council and local communities.
- 3.13 The council's response sets out the council's position with regards to the additional impacts of the design refinement on the level of consultation information provided by HS2 Ltd with regards to change in elevation and position of the line of route between Woodlesford and Leeds Station. On the level of information provided council is unable to comment at present on whether the proposals are acceptable.
- 3.14 Should the DfT pursue the current design refinement option for the approach to Leeds it is imperative that the following mitigation measures are delivered:
- i. The long-term infrastructure legacy and visual intrusion of the viaduct must be minimised through a holistic approach to high quality design, enhanced landscaping and wider master planning which delivers an international landmark.
 - ii. A high level of noise mitigation for residents whose properties are impacted upon by HS2 operational noise must be an integral component of the viaduct design.
 - iii. A funded development strategy and funded and deliverable masterplan to develop the undercroft areas and adjacent land to the viaduct which supports the city's wider regeneration and place making ambitions. With a focus on active frontages and creating places with development areas that have the flexibility to accommodate a variety of uses and building types. The viaduct must be integrated into the urban fabric of the city, maximising place making, increasing productivity and delivering local employment opportunities. The council will continue to press HS2 Ltd for the timely delivery of their land acquisition strategy, which it is understood that HS2 Ltd require prior to commencing the master planning process. For the design refinement option this will be especially important with regards to both the temporary construction works areas and the final scheme design and the medium and long-term regeneration strategy associated with this.
 - iv. The Council considers the potential severance impact of the viaduct to be greater than the current design. The potential separation of communities through physical infrastructure must be addressed through increased

permeability for key routes intersecting the corridor. In addition to maximising walking and cycling connectivity enhancements at ground level along the viaduct route and links into the wider network

- v. The viaduct must also integrate new public spaces and new green infrastructure into the city's existing open space networks, in addition to securing a high level of flood mitigation and providing flood alleviation enhancements for South Leeds.

Visual impacts

- 3.15 The visual information provided in the consultation material is inadequate to enable the council to be able to fully assess the extent of the visual impact on communities along the route. The council is therefore unable to comment at present on whether the proposals are acceptable. To enable a meaningful consultation to occur it is imperative that HS2 Ltd provide a visualisation of the viaduct alongside detailed design information on the architectural design and treatment of the structure. Visual intrusion of the viaduct on local communities along the route must be fully mitigated through a holistic approach to high quality design, enhanced landscaping and wider master planning which ultimately delivers an international landmark and lasting positive legacy.

Urban integration

- 3.16 The viaduct based scheme will have significant implications for the integration of the HS2 scheme into the urban fabric of Leeds compared to the existing design particularly in respect to:
- Securing an appropriate scale and form of development under and adjoining the viaduct.
 - Ensuring that uses developed around the viaduct are appropriate and can help meet the identified needs of the local community and businesses.
 - Protecting and enhancing areas of green space and green infrastructure along the viaduct corridor; providing mitigation for climate change and the visual impact of the scheme where this has been identified as the priority.
 - Ensuring that the alignment of key connections, particularly for pedestrians and cycling, through and along the route are protected and delivered through future development where necessary.
- 3.17 The response sets out the council's view that a planning document will need to be prepared to address urban integration matters that will fall outside the remit of the Hybrid Bill. This document would be used to guide planning decisions and would have the appropriate weight enable the council to make planning decisions that enable the scheme to be integrated positively. The response request that HS2 should fund the preparation of this document.

Sound, Noise and vibration

- 3.18 Securing a high level of mitigation for residents whose properties are impacted upon by HS2 operational noise is imperative for the council. Without the inclusion of measured environmental baseline data, the council has been unable to comment if the impact of and mitigation on the HS2 WDES design is acceptable. The council expects to see the measured environmental baseline, noise assessment data and

appropriate noise mitigation proposals for the design refinement at the earliest opportunity.

Flood risk

- 3.19 In line with the council's Local Flood Risk Management Strategy, securing appropriate flood mitigation measures are of paramount importance to the council. The Council will press HS2 Ltd for early engagement with these agencies to identify the full range of issues and determine the acceptability of proposed mitigation measures.

Business Relocation and compensation provision

- 3.20 Supporting those affected by the HS2 infrastructure proposals is imperative in protecting communities and sustaining economic growth. Where it is necessary to relocate businesses, we recommend this should be done sensitively to minimise adverse local impact and ensure business rate growth continues and therefore the council seeks release of resources from the Community and Environment Fund Safety Improvement Fund, Business and Local Economy Fund prior to the submission of the hybrid bill to begin to properly plan support for those impacted by the scheme.

Community impacts

- 3.21 The consultation document states that the proposed change brings the northern portal of the Woodlesford tunnel closer to residents in Woodlesford. Any potential for additional impact on residential properties in Woodlesford should be fully assessed and mitigated.

Planning allocations / designations

- 3.22 The response requests that any potential further impact on the Bullough Lane / Haigh Farm, Rothwell housing allocation is fully assessed and mitigated. The additional impact on the designated green space at Rothwell Country Park should be mitigated through an expanded country park following construction.

Heritage

- 3.23 The visual impact on the Grade II listed St Mary's church spire at Hunslet should be assessed in the Environmental Statement and appropriate mitigation proposed.

Traffic and Transport

- 3.24 The council is committed to working in partnership with HS2 Ltd to help mitigate the temporary disruption to the highway and rail network during HS2's construction. The council have not been provided with transport assessment data for the design refinement. On the level of information provided by HS2 Ltd with regard to the traffic impact of the viaduct proposal, the council is unable to comment at present if the proposals set out in the design refinement consultation are acceptable.
- 3.25 The council's strategic aim in terms of the final high speed rail scheme and its interface with the city centre highway network is to align any proposed infrastructure delivery works with our delivery plans for the City Centre Transport Strategy to mitigate risks of abortive works. As part of further phase of the City Centre package proposals to reduce the level of through traffic within the city centre and encourage greater usage of the inner ring road and M621, the council have identified aspiration

to improve access from the A61 Inner Ring Road at Junction 4 to the M621 westbound. The council asks that HS2 Ltd make passive provision in the final design for the ability to widen the overbridge to two lanes at this location.

- 3.26 Effective phasing and coordination of works is essential to mitigate the construction impact placed upon the surrounding network, local communities and businesses. Where public transport routes require diversion, alternative routes should offer a comparable journey time and level of accessibility. The citywide park and ride level of service will need to be maintained.
- 3.27 It is essential that all proposed traffic management and road closures on the public highway are effectively planned in coordination with the council as local highway, traffic and street authority and that sequential phasing is undertaken with other schemes and major events on the highway network.

Structures

- 3.28 A number of council owned structures are impacted by the proposed HS2 design refinement the Council shall be consulted on the proposed viaduct design and proximity to the adopted highway at the earliest opportunity to ensure HS2 Ltd.'s proposals will not affect existing Council owned structures and that the Council can carry out future maintenance and inspections of their bridges without restrictions being imposed by HS2 Ltd.

Northern Powerhouse Rail

- 3.29 The Transport Strategy for the North prepared by Transport for the North (TfN) identifies the Northern Powerhouse Rail concept scheme for fast Trans-Pennine rail services between the North's cities. A key element of this is key "touchpoints" between the planned NPR route with the HS2 network which will maximise interchange and the benefits for the Northern network. A touchpoint has been identified at Stourton which would provide a new HS2 junction to improve connectivity into Leeds from the south.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 This is a national infrastructure scheme sponsored by the Department for Transport. HS2 Ltd is responsible and accountable to the Secretary of State for all public engagement and consultation on this scheme. The Leader and Executive Member for Climate Change, Transport and Sustainable Development have been consulted and will continue to be consulted as part of the preparation of the council's formal response to the HS2 Phase 2b Design Refinement Consultation and development of the council's petitioning strategy moving forward.
- 4.1.2 Ward Member briefings have been undertaken and council officers have attended the local HS2 Ltd consultation events. Initial feedback from Ward Members was focused on the need to develop planning guidance for line of route, which reflect the council's commitment to tackling the climate emergency and inclusive growth at the earliest opportunity. In addition to the need for meaningful and effective local engagement. This initial Ward Member feedback will help shape the council's ongoing dialogue with HS2 Ltd and formal consultation response.

4.1.3 In terms of local engagement moving forward, HS2 Ltd need to carefully consider their communication methods. Ward members were clear that a key communication element needs to be a visualisation of the viaduct alongside detailed design information on the architectural style and treatment of the proposed design. The current level of information provided by HS2 Ltd is not adequate enough to explain what the proposal will mean to local communities. Alongside outlining benefits of the proposals to the local area in terms of employment opportunities, HS2 Ltd engagement needs to also focus on providing communities with clear and concise easily accessible information on the following key community issues:

- Concern about noise, vibration and the visual impact of the viaduct.
- Concern about construction highway disruption.
- The identification of opportunities for re-the provision of key community assets at the earliest opportunity.
- Concern about impact on businesses both in terms of relocation and compensation.
- The provision of information relating to flood mitigation measures.

4.2 Equality and diversity / cohesion and integration

4.2.1 The council is clear that it is imperative that due regard to equality be considered throughout HS2 scheme development. HS2 Ltd as the scheme promotor is responsible for ensuring to ensure that due regard is given to the Equality Act, 2010.

4.2.2 HS2 Ltd has consulted on a working draft of the Equalities Impact Assessment (EQIA). The HS2 route refinement information states that with regard to equality 'The 2018 WDES, WDEQIA and information gathered from continuous engagement contribute to important route refinement work and will inform the Phase 2b Environmental Statement (ES) and Equality Impact Assessment (EQIA)'.

4.2.3 The council's response on working draft of the Equalities Impact Assessment acknowledged whilst the areas which are likely to have an impact on the protected characterises are identified, what has not been identified is the actual impact and how this will be mitigated. Given the proposed route refinement, further information is requested with regard to the EQIA at the earliest opportunity.

4.3 Council policies and best council plan

4.3.1 It is recognised through the Leeds City Region HS2 Growth Strategy that HS2 can be a major contributor to the Vision for Leeds, Best City and council Plans and Inclusive Growth Strategy where its economic and investment impacts have great potential.

Climate Emergency

4.3.2 The Elected Members of Leeds City Council have recently declared a Climate Change Emergency, committing to becoming carbon neutral by 2030. Transport in Leeds currently contributes to 26% of carbon emissions therefore there are significant opportunities with the right transport investments to radically change this and reduce this total.

- 4.3.3 Investment in rail infrastructure is vital to encourage mode shift from private car and air travel for existing and future trips. HS2 as part of an integrated public transport network offers the further opportunity to de-carbonise public transport within Leeds, reduce congestion and encourage greater travel choices and working alongside local and national strategies to transform the national public and private vehicle fleets.
- 4.3.4 The construction of HS2 provides the opportunity for new green infrastructure. The council will continue to press for the highest standards in their approach to mitigation and compensatory planting.

4.4 Resources and value for money

- 4.4.1 The response has been developed through internal resource.

4.5 Legal implications, access to information, and call-in

- 4.5.1 This report is not eligible for call in.

4.6 Risk management

- 4.6.1 The risk that HS2 implements the revised vertical alignment without taking into consideration the impact on communities will be managed through this response to the Design Refinement and further work with HS2 to develop the design proposals. Finally the council will have the opportunity to petition the hybrid bill process through parliament in the event that the requested changes and further information are not provided.

5. Conclusions

- 5.1 The council's response to Phase 2b Route refinement consultation continues to welcome the principle of HS2 Phase 2b. It is recognised through the Leeds City Region Growth Strategy that HS2 can be a major contributor to the Vision for Leeds, Best City and council Plans where it's economic and investment impacts have great potential.
- 5.2 At the same time the council's consultation response is clear that careful planning is required to ensure that greater attention is paid to all the project's impacts on communities and the environment.
- 5.3 The council's design refinement consultation response notes that the current visual information provided by HS2 Ltd on the viaduct proposal is inadequate. Without the inclusion of adequate visual information, the council is unable to comment at present if the proposals set out in the design refinement consultation. The council will press HS2 Ltd as part of our ongoing dialogue to provide this information at the earliest opportunity.
- 5.4 The council is fully committed to working in partnership with HS2 Ltd on the line of route to help ensure the delivery of a quality design solution for the city. The response set out in detail the mitigation measures necessary to secure a scheme will be acceptable to the council including issues relating to visual and noise, the need for a funded development strategy and deliverable masterplan for urban

integration of the scheme; connectivity across the route; integration of green infrastructure and securing a high level of flood mitigation.

6. Recommendations

- 6.1 The Director of City Development is requested note the information in this report and the proposed full response to the HS2 Phase 2b Design Refinement Consultation in appendix 1 and to:
- a) Authorise the submission of the Leeds City Council response to the HS2 Phase 2b Design Refinement Consultation; and
 - b) Authorise the publication of the Leeds City Council response to the HS2 Phase 2b design refinement consultation

7. Background documents¹

- 7.1 None

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.