

Report of Director of City Development

Report to Executive Board

Date: 15 October 2014

Subject: Leeds Bradford International Airport

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Otley and Yeadon	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. In the modern economy successful businesses and cities need a global outlook and strong international connections. The economic competitiveness of Leeds City Region will depend partly on the future sustainable growth of Leeds Bradford International Airport (LBIA). A more extensive airline route network and better surface transport access will enhance the ability of Leeds City Region and its businesses to access global markets and attract inward investment and tourism. LBIA is already a huge asset for Leeds and Leeds City Region. It is one of the UK's fastest growing airports, supporting over 2,600 jobs and contributing £98.5m to the city region economy. However, it has the potential to contribute much more.
2. The airport is used currently by 3.3m passengers per year. The Department for Transport (DfT) has forecast that there is the potential to increase this to 7.3m by 2030 and to above 9 million passengers per year by 2050. There is potential to expand the airport's route network to open up new international connections, supporting international trade and creating new jobs. Better transport connections are needed to grow the airport's catchment and to enable its growth. There are opportunities to develop sustainably the area around the airport to strengthen its role as an economic hub.
3. However, this potential will not be realised without clear leadership and policies of the Council. This needs to cover topics including support for the expansion of the airport's route network, better transport links, future land-use strategy and planning policies, and employment and skills. It will be important that future proposals for the

growth of the airport are considered within the Council's policy framework to promote sustainable development. There is also a need for the airport to engage closely with local communities and work in partnership with the Council to ensure the benefits from its growth are realised widely and potential adverse impacts of the airport's growth are managed and mitigated.

4. It is important that Leeds City Council develops a clear and coherent policy approach to support the sustainable growth of LBIA and to maximise its positive economic role. To do this the Council needs to adopt the following main policy principles:
 - a. The Council will develop a coherent policy approach that supports the sustainable growth of LBIA and seeks to maximise the economic and jobs benefits for Leeds and Leeds City region;
 - b. The Council will support growth and expansion of the Airport's route network to enhance the international connectivity of Leeds and Leeds City Region;
 - c. The Council will support the development of proposals for better surface access to LBIA to support its growth and enable it to widen its catchment, subject to robust business cases being made for transport proposals with an appropriate package of financial contributions;
 - d. The Council will consider the future land-use strategy surrounding the Airport in the context of existing planning policies and future growth, demand, sustainable development considerations and environmental constraints in the context of the Airport Masterplan;
 - e. The Council will encourage and support LBIA and businesses based there in connecting people with jobs (including through apprenticeships and skills programmes); and
 - f. The Council will encourage and support LBIA to engage closely with the local community and to work in a positive partnership with the Council and others.

Recommendation

5. In context of White Paper motion passed at the meeting of Council on 14 March 2014, and the growth potential of LBIA outlined by DfT, Executive Board is recommended to:
 - i) Agree the main policy principles relating to the growth of Leeds Bradford Airport set out at section 5.1 above;
 - ii) Request that officers work with LBIA to support them in the timely completion of the Airport Masterplan and Surface Access Strategy work, to inform the development of the Council's policy position;
 - iii) Request that officers develop work on the proposals for surface access, working closely with LBIA, DfT and the West Yorkshire Combined Authority;

- iv) Request that Development Plans Panel takes account of this report in preparing land proposals through the Site Allocations Plan process for land use in the area surrounding LBIA;
- v) Request that officers develop proposals for the sustainable growth and enhancement of the economic and employment role of LBIA, working closely with the LEP; and
- vi) Instruct the Director of City Development to coordinate the work set out above and to bring a report on progress back to Executive Board in mid 2015.

1 Purpose of this report

- 1.1 This report sets out the main principles for the development of the Council's policy relating to the growth of Leeds Bradford International Airport. It considers how the Council's approach to enhancing the positive role of Leeds Bradford Airport in supporting economic and jobs growth and providing international connections. The paper considers the framework for the planned growth and improvement of the airport and its wider supporting infrastructure. This report considers the Council's approach to developing a unified approach across site allocations, transport and economic development and highlights the strategic issues that will need careful consideration.

2 Background information

- 2.1 Leeds Bradford Airport is the sole international airport in the Leeds City Region. It is the largest Airport in Yorkshire by passenger numbers, with current usage of around 3.3m passengers per annum.
- 2.2 Delivering sustainable and inclusive economic growth is a priority of the Best Council Plan. The report of the Commission for the Future of Local Government identifies supporting good growth and the development of 21st century infrastructure as priorities. The economic competitiveness of core cities such as Leeds is increasingly dependent on the ability of businesses to access international markets. There is strong evidence that good international connectivity by air supports the economy of the city. Businesses in Leeds need good access to global aviation routes to business destinations. This needs to be through direct short haul flights, and to intercontinental routes via major hub airports. Good surface access to LBIA and other main airports is also important in supporting their role and maximising their economic benefits. Strong international connectivity is also needed to strengthen the position of Leeds as a location for inward investment, and as a tourism destination.
- 2.3 In addition to providing scheduled airline routes, Leeds Bradford International Airport is also a growing base for low cost and leisure operators. This is positive because these services also have a positive economic impact and support jobs. They also contribute to the scale and critical mass of operations, creating

efficiencies (for example, shared maintenance crews and facilities between different airlines). Also low cost airlines are being used increasingly by business travellers.

- 2.4 Leeds Bradford Airport is an important economic generator, providing jobs, encouraging inward investment, boosting local tourism and providing worldwide access to the North of England. Arup and Oxford Economics undertook a study in August 2009, which assessed LBIA's economic impact. It established that LBIA provides in the order of 2,668 jobs, and makes a contribution of £98.5 million (GVA) to the Leeds City Region economy. The overall national contribution LBIA makes to productivity is estimated to be in the region of £180 million to GDP from UK and overseas business travel.
- 2.5 Against this background Members of Council recently recognised the importance of LBIA to the City Region's economy at the Full Council meeting that took place on the 26th March 2014, where a White Paper motion proposed that the:

"Council recognises the long term benefits Leeds Bradford International Airport brings to the local and regional economy and fully supports the city region's proposed infrastructure improvements to improve both its accessibility and connectivity."
- 2.6 Following a full debate by Council Members this motion was supported by Full Council by a vote of 82 Members for, 3 abstentions and 0 votes against.
- 2.7 In recent years the passenger numbers at LBIA have continued to grow and the airport has seen sustained passenger growth during a period when some airports in the UK have seen a decline in their overall passenger numbers. LBIA is currently the fastest growing airport serving one of the Core Cities.
- 2.8 The schedule of airports in the UK by passenger numbers is shown in the attached Appendix 1.
- 2.9 There are three international hub airports serving England, namely, Heathrow, Gatwick and Manchester. Heathrow is one of the busiest airports in the World and Manchester has developed as the principal airport for the North of England. Outside of the UK, other European Airports also play a hub role for the UK market such as Schipol, Frankfurt, and Paris Charles De Gaul.
- 2.10 Stansted, which is currently the 4th busiest airport in the UK, and acquired recently by the Manchester Airport Group, focuses on budget airline services with a national catchment.
- 2.11 After Stansted, there are a number of regional airports, many located across the core cities of England. Manchester aside, of the other core city Airports, Birmingham is by far the largest, followed by Bristol, Liverpool, Newcastle, and East Midlands (Nottingham) which is also owned by Manchester Airport Group.
- 2.12 Leeds Bradford Airport is the 16th largest airport in the UK by passenger numbers (2013). Whilst LBIA's passenger growth has performed well relative to many other UK airports, its size relative to the size of the Leeds City Region economy appears to be out of balance, with the potential for LBIA to make a greater contribution to economic growth.

- 2.13 In January 2013 the DfT produced growth forecasts for all of the UK's main airports up to 2050. The unconstrained growth forecasts for the airports serving the core cities are identified in Table 1 below.

Table 1 – Unconstrained Passenger Growth Forecasts for Core City Airports (DfT)

Airport	2011 passenger numbers (million)	2013 passenger numbers (million)	2050 DfT unconstrained forecast (million)
Birmingham	8.6	9.1	22.7
Bristol	5.8	6.1	13.0
East Midlands	4.2	4.3	7.1
Leeds Bradford	2.9	3.3	9.2
Liverpool	5.2	4.2	6.8
Manchester	18.8	20.7	45.7
Newcastle	4.3	4.4	8.2
Sheffield/Doncaster	0.8	0.7	2.1

- 2.14 What is evident from the Table above is that LBIA is considered by the DfT to have significant potential to grow, which if realised would result in passenger numbers greater than regional airports that currently service more passengers. This includes Liverpool, East Midlands and Newcastle. Accordingly, if these DfT growth forecasts were realised it would result in LBIA being the second largest airport in the north of England and potentially the 10th largest in the UK.
- 2.15 Air freight also provides an opportunity for growth. Unlike some other regional airports LBIA is not a base for significant air freight operations.
- 2.16 Several other airports have plans for wider development of commercial uses adjacent to their operational boundaries to create economic hubs centred on airports. The rationale is to attract development and investment in uses that are ancillary to an airport (e.g. freight facilities, hotels) and business investment to attract occupiers that value the international connectivity that proximity to an airport brings. Development in locations adjacent to airports can also strengthen the business case for proposals for improved surface access. Examples in the UK include Manchester Airport City, and Newcastle.
- 2.17 It is clear that LBIA has significant growth potential, however the rate and nature of future growth of LBIA is dependent on a number of factors, which includes:
- The strategic policy and leadership role of the Council relating to LBIA's future growth and contribution to the economic competitiveness of Leeds and Leeds City Region;

- The ability of the Airport to expand its route network and market share;
- The delivery of improved surface access transport infrastructure to ensure that passengers can be attracted from a wide geographical catchment and increased passenger numbers can be accommodated;
- The Council's position as the Local Planning Authority and in particular the land use proposals that will come through the Site Allocations Development Plan Document process; and
- The approach to delivering positive jobs and skills outcomes at the Airport.

2.18 In considering the points highlighted above, LBIA has advised the Council that it is looking to develop its future Masterplan. The Masterplan will need to inform policy on the spatial implications that will flow from increased passenger numbers and an enhanced economic role. The production of the Masterplan is a process that the airport will lead on with input from Leeds City Council. However, notwithstanding LBIA's role on the Masterplan, it is the case that the Council has a lead role in terms of planning, transport, economic development and Jobs. It is therefore evident that the Council needs to consider its approach to the future growth of LBIA to ensure that across all of our function (including planning, transport and economic development), there is a unified and consistent approach which is working towards an agreed overall vision that realises the long term benefits Leeds Bradford International Airport brings to the local and regional economy.

3 Main Issues

3.1 Planning for the growth of Leeds Bradford Airport and maximising its positive economic contribution

3.1.1 A clear and consistent policy approach by Leeds City Council is needed to support the planned growth of Leeds Bradford Airport. Without a clear and planned approach and leadership from Leeds City Council it is unlikely that LBIA will fulfil its growth potential and maximise its positive economic contribution. There is also a requirement for LBIA to work in partnership with the Council and local communities to ensure that economic opportunities are realised, and the risks of adverse consequences of the Airport's growth can be managed and mitigated.

3.1.2 The framework for the growth of LBIA needs to encompass policies to support the development of the Airport's route network, improve surface access, planning policy, and maximising the employment benefits. The Airport Masterplan, which is being produced currently by LBIA has an important role to play in informing the Council's policy.

3.2 Growing the Airport's Route Network

3.2.1 Expanding the route network and strengthening the pattern of services is needed for LBIA to continue to grow and make an increasingly positive contribution to Leeds and Leeds City Region. In particular there is scope for LBIA to add more feeder services to existing and new major hub airports, and to serve new business destinations. Year-round schedules with regular flights are needed to maximise

use by business passengers. It will be important that the Council and the Leeds City Region Enterprise Partnership consider how best they can support LBIA's efforts to attract new routes and services.

3.3 Importance of Better Surface Access

- 3.3.1 Improved surface access to Leeds Bradford Airport would enhance its positive economic role, and would help it capture increased market share from other airports.
- 3.3.2 Good connectivity is essential to the accessibility of the airport for both outward UK travellers and inbound international travellers. However, these two groups have potentially different needs and expectations from the transport provision; with one group being currently dominated by car based travel and the other placing greater importance on good public transport and taxi provision.
- 3.3.3 Strategic road access to the airport is from the A658 Bradford – Harrogate – A1(M) route with access from Leeds city centre being via the A65 and A660 routes which the airport relies upon for access to the M1 (and thence M62 East) in Leeds city centre and M606 for the M62 West in Bradford. There is currently no access to the rail network from the airport; the nearest stations are Horsforth on the Harrogate line and Guiseley on the Wharfedale line. The construction of a new station at Apperley Bridge due to be ready by summer 2015 will provide a further rail opportunity.
- 3.3.4 The lack of a dedicated transport surface access infrastructure has been a theme of long term planning for the airport since it was first identified in the initial surface access strategy and Masterplan in 2000.
- 3.3.5 Partly as a consequence of the present access arrangements travel mode to the airport is predominantly by car, with around 60.5% arriving directly by this mode and a further 12% via off-site car parks and minibus; 6% by service bus; 10% by coach; and 11.5% by hackney carriage or private hire. This is not untypical of similar mid-sized UK airports without rail links.
- 3.3.6 In terms of surface access, the aspiration for a new link road has existed from some years and is identified in the LDF Core Strategy and the current surface access strategy. A direct rail link to the airport remains an ultimate ambition. Working towards this the West Yorkshire Plus Transport Fund investment plan approved by the West Yorkshire councils, City of York Council and the former Integrated Transport Authority (now West Yorkshire Combined Authority, WYCA) in Spring 2013 included provision for the progression of an airport link road in the core programme whilst the future development of proposals for a rail linkage were identified as part of longer term transformational programme. Both schemes are expected to contribute to the Fund's wider remit for supporting improved connectivity for economic growth and employment in the City Region.
- 3.3.7 With the agreement of the WYCA work has now commenced to investigate the detailed investment case and justification for an airport link road. This work will also identify the range of options available for improving road access and set out the

initial options for the routing of a link road with a view to moving towards more formal public consultation during 2015/16. A detailed programme for the future progression of any emerging scheme remains to be confirmed as this will be contingent on the findings of this work.

- 3.3.8 The “One North” report, produced by cities in the north of England including Leeds City Council, published in July 2014 identified better public transport links to LBIA as a high priority.

Independently of the Council the Government indicated its intention to undertake a separate study into “Connectivity to Leeds Airport” as one of the six “notorious and long standing road congestion hotspots” in the document Investing in Britain’s Future in June 2013. The study, which has the objective to identify and appraise potential improvements that would substantially improve the connectivity of LBIA to its catchment area was commissioned by the Department for Transport in March, is now being progressed with input from the adjacent local authorities and is expected to be submitted to the Government shortly whereupon the advice is expected to be considered by Ministers during the autumn. It is expected that this report will provide Ministers with advice across the range of transport options available to meet the brief including both road and rail based solutions reflective of the origins and destinations of travellers arriving and departing from the airport. The timeline for the Government’s response to the study is not known at present.

Several bidders for the Northern Rail franchise are also working with LBIA to develop proposals for new links to the Airport using the rail network.

- 3.3.9 The work set out above is expected to form the foundation of the emerging revision to the airport’s surface access strategy and masterplan and as the basis for a longer term strategy for enhanced connectivity and transport integration at the airport site. As such it would complement the airport company’s own investment in site facilities including car parking provision and the ongoing support provided for the public bus network which serves the airport. Overall the expectation is that the work now taking place will allow final confirmation of all elements of a long term strategy for transport as part of the new Masterplan.

3.4 Land Use and Planning Policy

Planning Permission for the Terminal Building

- 3.4.1 Planning permission was granted in December 2009 for a two storey extension to the terminal building to provide a new entrance, improved internal facilities and associated landscaping works to the terminal building forecourt (ref: 08/06944/FU). The Section 106 Agreement attached a requirement for the review of the current Airport Masterplan:-

“LBIA shall commence the review and update of the Airport Master Plan, the Surface Access Strategy and the Travel Plan no later than 1 January 2011...and commence the review within 12 months thereafter”

- 3.4.2 The Airport's agent subsequently wrote to LCC in September 2011 explaining that whilst the review process had commenced prior to 1st January 2011, LBIA would be unable to complete the review within the 12 month period thereafter and suggested a revised completion date of 31st July 2012. The Master Plan has yet to be submitted and the airport has not implemented the terminal building extension. A draft of the Surface Access Strategy has been sent to the Council.

Planning Policy

- 3.4.3 Planning policy for the airport is still evolving and is contained in a number of documents: the UDP Review of 2006, the current development plan; the emerging Core Strategy, now nearing adoption; and the Site Allocations Plan, still in the early stages of development.
- 3.4.4 The UDP contains a number of policies that are directly related to LBIA. Policy T30 supports the growth of the airport subject to improvements to transport infrastructure. This is a "saved" policy of the UDP but will be superseded when the Core Strategy is adopted.
- 3.4.5 The more detailed "saved" policies of the UDP are unaffected by the Core Strategy and will therefore remain in place. Policy T30A defines a wide range of development and uses acceptable in principle within the Airport Operational Land Boundary (AOLB). The AOLB is shown on the Proposals Map, the whole of this area lying within the green belt. Policy T30B defines and limits development within the Airport Public Safety Zones shown on the Proposals Map. Policy T30C refers to the Aerodrome Safeguarding Area defined for LBIA by the Civil Aviation Authority (CAA). This is concerned with developments in a widely defined area that may affect aviation safety (e.g. tall buildings) and requires the LPA to consult LBIA. A separate safeguarding area concerned with wind turbine development covers the whole of the District. It is not known at this stage whether the Safety Zones and Safeguarding Area will need to change as the airport expands.
- 3.4.6 The new policy in the Core Strategy confirms the support for the growth of LBIA to enable it to fulfil its role as a regional airport. Policy SP12 (as amended in the Pre-Submission changes of December 2012) also makes clear that growth is contingent on public transport and other highway improvements, based on an agreed and funded surface access strategy. Following receipt of the Inspector's Report this policy will become part of the adopted development plan after November's Full Council meeting.
- 3.4.7 The Site Allocations Plan (SAP) is still at a relatively early stage. The Council consulted on Issues and Options in June 2013. This raised the possibility of the growth of employment uses that might be attracted by proximity to LBIA and the potential need to allocate additional land for such employment use outside the AOLB. Any such allocation would require a review of the green belt boundary in this area and would therefore need careful consideration and justification. Now that the Council has received the Inspector's Report on the Core Strategy it is intended to progress the SAP as quickly as possible with the current timetable indicating the publication of a draft plan in May/June 2015. It will therefore be necessary to reach

a conclusion on the scale and location of any such allocation in the next few months.

- 3.4.8 Looking ahead it is clearly important to understand the range of facilities needed to support the growth of LBIA at the projected levels. This will inform a view on the extent to which such development can be accommodated within the current AOLB and existing employment land and allocations or otherwise justifies new allocations through the site allocations process. This will include both facilities directly related to airport operations and the potential for associated employment development. The Airport is developing the case for a major employment hub, focusing on knowledge intensive businesses. The case for this would need to be fully tested through the planning policy process.

The key to this is an agreed airport masterplan, together with the surface access strategy. This should set the framework for developing the case for surface access improvements and the wider development and growth of the Airport. It should also set out the proposed public transport and highway improvements and establishing trigger points that indicate when such improvements are needed relative to levels of growth. It has long been recognised that the growth of the airport will require significant public transport and highway improvements with substantial public funding. The potential for further employment growth at the airport is contingent on such improvements but also has the potential to enhance the business case and maximise the benefits from such investment.

- 3.4.9 As the SAP is developed members might wish to consider whether any green belt release is allocated for development in its entirety or whether some is safeguarded for potential future use. This would allow consideration at a future plan review of whether this land was needed, based on an up-dated view on the actual growth of the airport and the take up of employment land in the intervening period and progress with infrastructure improvements.

3.5 Jobs and Skills

- 3.5.1 The Airport is a major location for employment. LBIA, and several of the firms that are located there, already work closely with learning and skills providers, including Craven College who run an Aviation Academy based at the Airport. There is scope to build on this to develop a wider programme of employment and skills activities in Leeds, with the aim of connecting Leeds residents to jobs at the Airport.

4. Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Discussions on the future growth and economic role of the airport have been held between officers and representatives of LBIA. Also, the Leader of the Council, the Executive Member for Transport & the Economy and the Executive Member for Neighbourhoods, Planning & Personnel have met with representatives of the airport. Officers have also held discussions with two Elected Members from the Otley & Yeadon ward, who have emphasised the importance of a realistic and

coherent surface access strategy and the role of the airport as an important local employer.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 As a major source of employment, LBIA can make an important contribution to economic inclusion.
- 4.2.2 It will be important that equalities impacts, diversity and inclusion issues are taken into account as the detailed proposals for the growth of LBIA are developed.

4.3 Council policies and City Priorities

- 4.3.1 The policy principles set out in this report are in line with the objective of the Leeds City Council Best Council Plan to promote sustainable and inclusive economic growth. The main themes of “Good Growth” and “21st Century Infrastructure” form the report of the Commission for the Future of Local Government are also relevant. The growth of the airport is a priority in the Leeds City Region Local Enterprise Partnership’s Strategic Economic Plan.

4.4 Resources and value for money

- 4.4.1 The recommendations in this report do not have any direct implications for Council funding. There are opportunities to lever in external funding and it is important LBIA makes appropriate contributions to initiatives to support the airport’s growth.

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 There are no significant legal issues relating to the recommendations in this report. There will be a need to consider legal issues, including planning conditions and obligations, as more specific proposals are developed for LBIA.

4.6 Risk Management

- 4.6.1 There is a risk that the economy of Leeds and Leeds City Region will be weakened if LBIA does not fulfil its potential for sustainable growth. This would have adverse implications in terms of job creation, and access to international markets for businesses. Without improvements in transport links to the Airport and local infrastructure, there is a risk that there will be increased pressure on infrastructure and the growth of LBIA will be constrained. There are also risks that without a coherent, planned approach set out by Leeds City Council working with LBIA, the airport’s growth will be ad hoc, and it will be difficult to manage and mitigate risks of any adverse local or amenity impacts of growth.
- 4.6.2 These risks can be mitigated by Leeds City Council developing proactively a clear and coherent policy approach to support the sustainable growth of LBIA and, within this framework, to maximise its positive economic contribution.

5 Conclusion

- 5.1 It is important that Leeds City Council develops a clear and coherent policy approach to support the sustainable growth of LBIA and to maximise its positive economic role. To do this the Council needs to adopt the following main policy principles:
- a. The Council will develop a coherent policy approach that supports the sustainable growth of LBIA and seeks to maximise the economic and jobs benefits for Leeds and Leeds City region;
 - b. The Council will support growth and expansion of the Airport's route network to enhance the international connectivity of Leeds and Leeds City Region;
 - c. The Council will support the development of proposals for better surface access to LBIA to support its growth and enable it to widen its catchment, subject to robust business cases being made for transport proposals with an appropriate package of financial contributions;
 - d. The Council will consider the future land-use strategy surrounding the Airport in the context of existing planning policies and future growth, demand, sustainable development considerations and environmental constraints in the context of the Airport Masterplan;
 - e. The Council will encourage and support LBIA and businesses based there in connecting people with jobs (including through apprenticeships and skills programmes);
 - f. The Council will encourage and support LBIA to engage closely with the local community and to work in a positive partnership with the Council and others.

6 Recommendations

- 6.1 In context of White Paper motion passed at the meeting of Council on 14 March 2014, and the growth potential of LBIA outlined by DfT, Executive Board is recommended to:
- i) Agree the main policy principles relating to the growth of Leeds Bradford Airport set out at section 5.1 above;
 - ii) Request that officers work with LBIA to support them in the timely completion of the Airport Masterplan and Surface Access Strategy work, to inform the development of the Council's policy position;
 - iii) Request that officers develop work on the proposals for surface access, working closely with LBIA, DfT and the West Yorkshire Combined Authority;

- iv) Request that Development Plans Panel takes account of this report in preparing land proposals through the Site Allocations Plan process for land use in the area surrounding LBIA;
- v) Request that officers develop proposals for the sustainable growth and enhancement of the economic and employment role of LBIA, working closely with the LEP; and
- vi) Instruct the Director of City Development to coordinate the work set out above and to bring a report on progress back to Executive Board in mid 2015.

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.