
Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 11 March 2021

Subject: **PLANNING APPLICATION** 20/02559/FU

Adjustments to the existing "airside" apron including demolition of existing passenger pier and ancillary accommodation, earthworks and site remodelling at the existing eastern parcel of the Airport apron to accommodate a new terminal building and forecourt area;

A new terminal building and passenger piers;

Construction of supporting infrastructure, goods yard and mechanical electrical plant;

Relocation and extension of existing fuel storage tanks;

Hard and soft landscaping including biodiversity works;

Associated infrastructure/utilities, including drainage;

Reconfiguration of existing car parking, and new car parking provision in the vicinity of the Viking car park. The provision for a new 'meet and greet' building and separate parking inspection building.

Additional car parking above the existing provision on site will only be provided if future assessments show there is a need. Additional car parking over the existing level would be phased and its delivery would be controlled through a planning review mechanism;

New and modified vehicular (and pedestrian/cycle) access from Whitehouse Lane, including improved access for bus and coach to the new terminal building;

New bus terminal and taxi drop off facilities to the front of the new passenger terminal; and Modifications to flight time controls to reflect current noise guidance, and to extend the daytime flight period

– At Leeds Bradford Airport, Whitehouse Lane, Yeadon

APPLICANT

Leeds Bradford Airport Ltd

DATE VALID

4th May 2020

TARGET DATE

12th February 2021

Electoral Wards Affected:

Otley Guiseley and Yeadon

☐ Yes

Ward Members consulted

Specific Implications For:

Equality and Diversity ☐

Community Cohesion ☐

Narrowing the Gap ☐

RECOMMENDATION: APPROVE SUBJECT TO A SECTION 106 AGREEMENT (MEASURES DETAILED IN PARAGRAPH 41) AND CONDITIONS BELOW AND CONSULTATION WITH THE SECRETARY OF STATE IN RELATION TO INAPPROPRIATE DEVELOPMENT IN THE GREEN BELT

Proposed conditions -

1. Time limit for full permission
2. Development in line with the approved plans
3. Samples of external materials to be submitted
4. Samples of surfacing materials to be submitted
5. Existing and proposed levels to be submitted
6. Written arboricultural method statement to be submitted
7. Hard and soft landscaping scheme to be submitted
8. No trees/hedges/bushes to be removed that are not shown on the approved plans
9. Protection of existing trees
10. Replacement of trees/hedges/bushes if die within 5 years of planting
11. Scheme of external lighting to be submitted
12. Details of fences and boundary treatment to be submitted
13. Car parking and servicing management plan to be submitted
14. Hours of construction to be 0700 to 1800 Monday to Friday and 0900 to 1300 on a Saturday only
15. Statement of CEMP to be submitted
16. Plant and machinery operated by the site shall limit noise to no higher than existing background noise level (L90) when measured at noise sensitive premises
17. Details of measures to treat odour and fumes from the fuel farm and refuelling activities to be submitted
18. Details of external extract ventilation system for commercial food premises to be submitted
19. Grease trap needs to be provided on the drainage outlet from commercial food preparation areas
20. A Biodiversity Environmental Management Plan including a landscaping management plan which includes monitoring for a minimum of 30 years to be submitted
21. Phase 2 site investigation report to be submitted
22. An amended or new remediation report to be submitted if required
23. Remediation works to be carried out in line with approved remediation statement
24. Methodology for testing of any soils brought onto the site to be submitted
25. Document demonstrating the absence or total removal of asbestos from demolition of any buildings to be submitted
26. Feasibility of the use of infiltration drainage methods to be submitted
27. Report into surface water drainage scheme to be submitted
28. the site shall develop separate drainage for foul and surface water drainage
29. Details to secure airports commitment to airport and terminal accessibility

30. Off site highway works to be completed prior to opening
31. A658 roundabout works to be completed prior to achieving 6mppa
32. Forecourt works to be completed before opening
33. EV charging hub to be completed prior to opening
34. Details of cycle/motorcycle parking, showers and lockers to be submitted and provided before opening
35. Construction management plan
36. New terminal building to be opened before achieving 5mppa
37. Submission of a carbon and climate change action plan to be submitted and approved
38. Annual noise performance and forecast report to be submitted
39. Target noise levels at existing noise monitoring locations
40. Night time movement controls
41. Noise control monitoring scheme
42. Noise control scheme
43. Definition of exempt aircraft
44. Pilots instructed to not use reverse thrust after landing except for safety reasons
45. Aircraft should use fixed electrical ground power where practical which should be available at all stands
46. There should be no routine engine testing between the hours of 2300 to 0700 or anytime on a Sunday, good Friday and Christmas day
47. Specification and materials plus installation practices and sign off for completed works within the noise insulation package shall be agreed in writing
48. Contribution from LBA shall be 100% of the cost on the supply and installation of secondary windows or the same value as a grant towards replacement primary windows
49. Noise insulation eligibility will be based on 55dB LAeq 8hr for bedrooms and 63dB LAeq 16 hour SOAEL contours and calculated annually including retrospective comparison for the previous years actual performance which should remain open for 10 years from commence and reviewed after 10 years to see if another 5 years is required
50. Contiguous facades should be included within this scheme regardless of which side of the noise contour they are located
51. The maximum number of passengers through the airport in any one year shall not exceed 7mppa
52. Within 6 months from the opening of the terminal the areas to be demolished shown on the approved plans shall commence
53. Before the proposed terminal is opened a masterplan for the whole of the airport curtilage shall be submitted and approved
54. The new flights controls shall not commence half way through the construction period

INTRODUCTION:

- 1 Members will recall that the planning application was submitted to City Plans Panel on the 11th February. (previous report attached) Members were minded to approve in principle, subject to the conditions in the submitted report and subject to further conditions and/or obligations relating to a number of matters, raised at the meeting being addressed. These further matters were to be considered by Panel prior to a final determination on the application being made.
- 2 In relation to conditions, as set out in the Minutes (agreed at City Plans Panel on 25th February), the issues that were raised by Members are summarised as follows:
 - Future of/ demolition of the existing terminal building
 - Linking of the new terminal delivery, to the commencement of changes to the light regime

- Level of Contribution to the new railway station and public transport enhancements
- Positioning of Taxi rank in relation to new terminal
- Charging for taxis using new terminal
- Extent of landscaping and mature/semi mature tree planting
- Review of cycle paths to, from and through the airport
- Further off site highway measures – contributions to Horsforth Roundabout/ Dyneley Arms improvements
- Improvements to carbon offsetting in terms of planting beyond the airport boundary
- Increase in the employee transport modal shift percentage

3 Following the City Plans Panel meeting on the 11th February, Officers have worked with the applicant to address the matters raised by the Panel. The applicant has now considered Members requests and their comments in relation to each of the requests are set out below.

4 Each of these issues in turn is dealt with as follows:

Future off/demolition of existing terminal

5 The applicant has committed to all of the Airports operations being net zero by the time the new terminal building is open to passengers. This net zero carbon commitment does already include the existing terminal building and the existing terminal building has been included in the calculations. Therefore the presence of the existing building should not impact on the ability of the Airport to meet its overall net zero commitment.

6 The applicant wishes to redevelop the existing terminal as soon as practicable upon completion of the replacement terminal. The existing terminal will not be used by passengers which is restricted in the proposed s106 agreement. The s106 agreement will also not allow the extension which was approved in 2018 to be constructed.

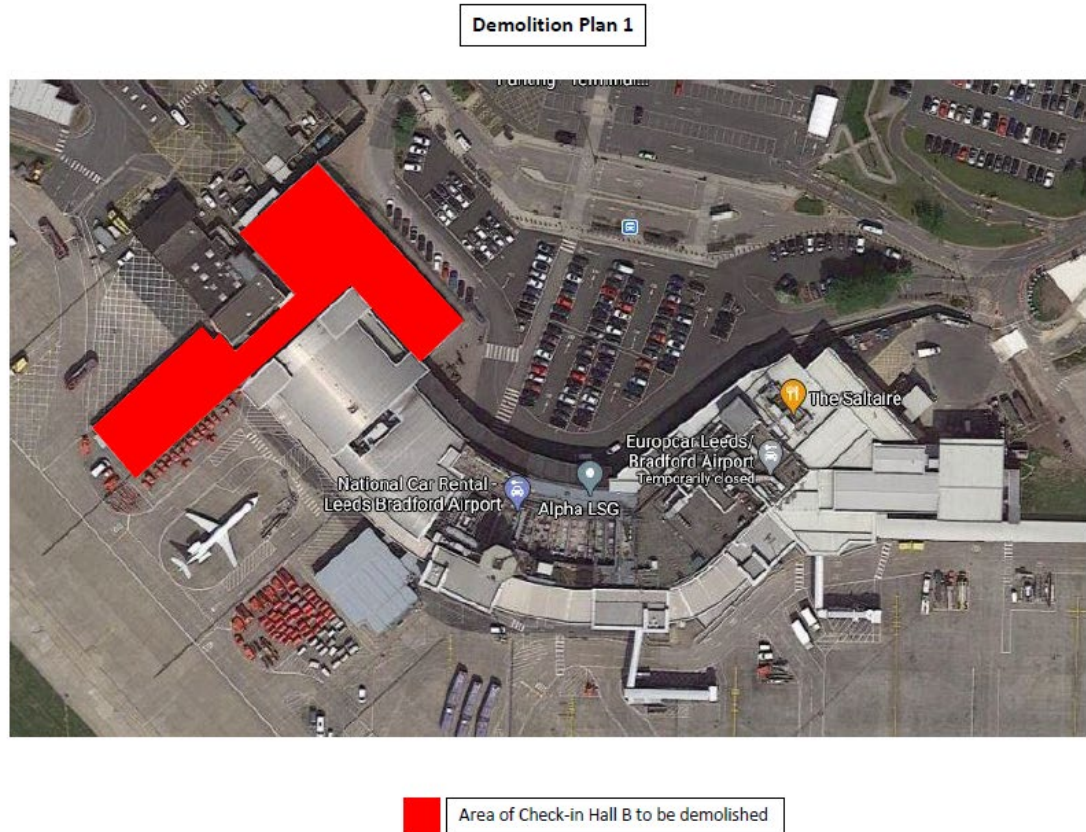
7 However, the existing terminal building houses some of the Airports critical operations and will need to remain operational, as they are not included in the new terminal building and are integral in order for LBA to operate safely and maintain its aerodrome licence.

8 These include

- The Air Traffic Control Tower
- The Fire Station
- Critical IT, communications, security, safety and mechanical and electrical infrastructure that currently and in the future, will serve the wider Airport until this area is redeveloped as part of the masterplan
- The existing LBA management offices
- Jets2's staff offices

9 In responding to the Panel's comments regarding the relationship of the old terminal in relation to the new, the applicant will commit to (as part of the planning consent) to demolish check in Hall B), Jet 2 baggage hall and passengers handling facilities, within 6 months following the opening of the replacement terminal. This would therefore significantly reduce the overall footprint of the existing buildings and

structures. For clarity, the extent of that part of the building to be demolished is shown on the plan below (area shown in red) and amounts to approximately 20% of the terminal building footprint. This building is a later addition and is relatively straight forward to remove without effecting the operation of the rest of the terminal.



- 10 The remainder of the building was constructed as a single building unit, making it difficult for partial demolition, whilst retaining the above operations, utilities and uses. However, in order to address any future concerns, the applicant has committed to work closely with the City Council on a master planning exercise regarding the existing terminal building and the surrounding part of LBA's estate which may include a programme for the progressive de-commissioning and demolition for the remainder of the existing terminal.
- 11 This master planning commitments can be secured via a planning condition (or a section 106 agreement if it is considered necessary) and would be agreeable to progressing and concluding this by the time of the opening of the replacement terminal.
- 12 The redevelopment of this area is indicative at this stage and has not been fully market tested and cannot be so until there is clarify on when the new replacement terminal will come forward, which can only take place once planning consent has been granted. It would not be sustainable or in the interests of a circular economy to demolish the building entirely without a full understanding of the form of the demolition, de-commissioning or any potential future redevelopment.

- 13 The masterplan would have to include uses that are existing plus complementary and ancillary functions to the airport operations and would be dealt with through future planning applications.

Linking of the new terminal delivery to the commencement of changes to the flight regime

- 14 At the time of the initial planning application submission, the applicant proposed that the new day time flight regime would be introduced upon the granting of planning consent. In response to Panel Members comments to the Position Statement (25th September 2020, City Plans Panel), this was changed, so they would only come into effect as part of the delivery of the terminal, which at the time was proposed to be commencement of development.
- 15 The applicant recognise and respect Members request that they do not wish for the new flight controls to be introduced without the guarantee of the delivery of the benefits of the new terminal.
- 16 However, it is necessary for the flight regime to be introduced during the construction of the new terminal, given that the construction is expected to take 24 months and the airport needs to negotiate and confirm new route contracts in advance of opening.
- 17 Developing and negotiating new routes is a complex process including evaluation of new routes, allocation of potential aircraft, marketing of routes and lead time for the new route to be marketed and on sale before it becomes operational. It is therefore important for the applicant to have some flexibility in the delivery of the new routes, as the replacement terminal is under construction.
- 18 In order to provide this flexibility and to provide safeguards against the effect of the greater level of activity at the Airport, within the necessary infrastructure being in place including the terminal, there is already proposed to be a condition which prevents the airport from exceeding 5mppa before the new terminal opening.
- 19 Notwithstanding this position, the applicants are agreeable to the changes to the flight controls, only taking effect upon the substantial completion of the development i.e. not the commencement of development as previously stated. The building works for the terminal should take approximately 24 months so a condition is attached to state that the new flight regime cannot commence until half way through the building programme which is likely to be around 12 months.

Level of Contribution to the new railway station and public transport enhancements

- 20 As Members will recall from the previous panel report the new terminal does not require the new rail station to meet its surface and carbon access strategies. However the applicant states that they are strongly committed to assisting in the delivery of a rail station (Parkway Station), which will bring improved access to this part of the District and improved access to the City Centre and elsewhere (via the provision of a Park and Ride facility).
- 21 The application includes the delivery of a bus route link to the station through the airports land and beyond to the proposed North West employment hub. The airport will be providing this land to be used for the link at no financial cost. There will also be the provision in perpetuity, of an electric shuttle bus between the new rail station and the Airport.

In terms of the land that the airport is providing for the bus route link, it has been shown that its existing use land value (which is currently car parking) is £2.88 million.

- 22 In terms of the shuttle bus, the applicants will supply two vehicles at £120,000pa with tyre and maintenance costs of £5,600pa with the service being every 20-30 minutes. The staffing costs for this 20-30 min loop service is £110,000pa so an annual cost of £235,000pa.
- 23 This service if provided at 20 years with a standard price increase over these years will amount of a £1.86m overall cost.
- 24 This is in addition to the financial contribution of £1.5m to the station itself and a sum of £80k towards improvements on Scotland Lane. There is a further £125k from an extant s106 agreement which could be used for any other form of works which the City Council considers appropriate and linked to the development. This £125k is not specific to the railway station though, as it could be utilised on other off site highway works that are required.
- 25 In total all these works amount to £6.32m and the applicants consider that overall this is a significant and positive contribution and as a consequence, it is unnecessary from a planning perspective to increase the level of support for the train station to make the development acceptable and nor would it be fairly or reasonably related to the scale and kind to do so.

Positioning of Taxi rank in relation to new terminal and charging for taxis using new terminal

- 26 Currently the airport allows any taxi or private hire vehicle to access for the purpose of collecting or dropping off customers via the free 1 hour car parking or the short term drop off area close to the existing terminal entrance for a nominal charge. However, taxis are restricted from using the free 1 hour car parking for multiple visits within the same hour, unless a fee is paid.
- 27 LBA currently has a contract with a designated private hire company to provide services to the airport. Under this contract, the company has agreement with the airport to provide access for their private hire vehicles direct to the airport forecourt. The applicants have therefore stated it would not be equitable to then permit any taxi or private hire vehicles free access to the same area as the official private hire company.
- 28 However, the applicants recognise that taxi access will be one of the range of options of access to the Airport for those who may find public transport less convenient. In response to Members request and to ensure appropriate access to the Airport is available to all taxi and private hire operators, the applicant propose to permit all (non-official airport) taxis and private hire vehicles to have unrestricted access to the 1 hour free car park, This would allow multiple trips within the same hour. This will necessitate taxis and private hire vehicles pre registering their number plates and providing their Leeds City Council taxi operating licence to LBA.
- 29 This will be implemented upon the opening off the terminal and will be available to all taxi and private hire operators. After two years from the terminal opening, the facility will be limited to vehicles that are hybrid, full electric or use other sustainable

fuel sources to align with the Council's policy of encouraging the switch to sustainable taxi fleet within the City.

Extent of landscaping and mature/semi mature tree planting

- 30 The application includes a substantial tree planting scheme throughout the curtilage of the proposals, as well as off airport planting within the biodiversity area with 25,000 trees. The scheme includes the following measures:
- 31 Landscape proposals within operational curtilage of the airport
- Standard trees – comprises selected standards to extra heavy standards -2.5m to 4.5m in height – 347 trees
 - Structure planting (14,500 sqm) – comprising 50% feathered trees at 1.5m in height – 7,250 trees
 - Native hedgerow planting (3,300 sqm) comprising 45% whips at 0.8 – 1m in height – 1,485 trees
- 32 Biodiversity enhancement area
- Scattered standard trees – comprising selected standards to extra heavy standards 2.5m to 4.5m in height – 98 trees
 - New broadleaved woodland – at a typical density of 0.5/m² comprising 66% trees, 25% of which are feathered (1.5m in height) – 4,000 no trees as well as 75% whips (0.8-1m) – 12,000 trees.
- 33 In addition to this, the applicants are agreeable to a financial contribution towards planting of 2Ha (to provide for up to 10,000 no trees) of mass whip woodland planting on land in the City Council's control, to the sum of £30k to be controlled by an s106 agreement.
- 34 It is important for members to note that whilst these will be planted as whips, the growth rates of such will mean they will become quickly well established. After the first season, it can reasonably be expected that the whips will add around 0.5m per annum after the first season of establishment. On that basis a height of 2.5m+ by year 5 and a reasonably dense canopy forming (dependent on planting density) is expected. A semi mature woodland of trees approaching 5m+ in height (dependent on species) and requiring its first thinning, would therefore be established by year 10, i.e. at the general point in time when the Airport is expected to be achieving 7mppa.

Review of cycle paths to, from and through the airport

- 35 There will be improvements to the cycle links within the vicinity of the airport including funding cycle links from Victoria Road along the western part of Whitehouse Lane, with cycle lanes provided within the car park linking Whitehouse Lane to the new terminal.
- 36 The applicant is committed through the planning application to provide an extended cycle path along Whitehouse lane as part of the future masterplan redevelopment of the existing terminal with a backstop that if the masterplan does not come forward within 3 years of the new terminal opening LBA will introduce the extended cycle link. The cost of this work is approximately £300k and the applicant is prepared to pay the full costs for this work.

- 37 The applicant is now agreeable to bringing forward an extended link alongside Whitehouse Lane by the time of opening of the new terminal.

Further off site highway measures – contributions to Horsforth Roundabout/ Dyneley Arms improvements

- 38 The transport assessment and subsequent addendums consider the impacts on those two locations and show that the highway impacts on those two junctions do not warrant highway mitigation.
- 39 If the with development as opposed to without development by 2030 is considered for both these junctions these are the proposed additional movements

Dyneley Arms – 18 (am peak hour) 48 (PM peak hour)
Horsforth Roundabout 1 (AM peak hour) 34 (PM peak hour)

- 40 Whilst the concerns raised are appreciated, it is considered that these movements are not of sufficient magnitude in themselves, to expect the development to make such a direct impact on these junctions. It has to be borne in mind that the peak travel to and from the airport is not within the peak times at these two locations.

Improvements to carbon offsetting in terms of planting beyond the airport boundary

- 41 As stated above the applicant is willing to fund off site tree planting to the value of £30,000. As emphasised above it is hoped they will be established and approaching 5m in height once the airport is reaching its 7mppa.

Increase in the employee transport modal shift percentage

- 42 The airport have reviewed the modal shift target and consider that the proposed ambitious target of, airport employee access by non-single car modes of 30% and 20% of the non-airport employees, are realistic and acceptable in planning terms.
- 43 These targets are ambitious and represent a significant increase in the number of employees who will travel to the airport by non-single occupancy of car.
- 44 At the time of the latest full employee survey (2019), there were 2,770 on site airport employees, comprising 690 airport employees and 2,080 non airport employees. Of these 23.6% of the airport employees and 17.4% of the non-airport employees travelled to work other than in a single occupancy vehicle.
- 45 The measures for 30% of airport employees and 20% of non-airport employees not travelling to work via single occupancy of a car will start when the airports meets its 2023 zero carbon objective.
- 46 This ensures that the number of daily on site employee trips to work other than the single occupancy of car increases from 424 in 2019 to 803 by the time the airport has achieved its throughput of 7mppa almost doubling.

REPRESENTATIONS

- 47 Since the last Panel report there have been a further two further objections and two further supports to the scheme
- 48 No new issues have been raised that were in the original report except some additional suggested conditions which cover matters already covered in the conditions or are not considered necessary by officers .
- 49 There has also been a representation from Outer North West Community Committee stating the conditions they would wish to be considered which includes
- Future/demolition of existing terminal – any change in use should be carbon neutral which should require planning permission with community consultation
 - Any change in flight times cannot take place until completion and operational start of the new terminal.
 - There should be an increased financial contribution to the rail link station
 - Airport provide a shuttle bus
 - Airport contribute to the upgrade of the highway the shuttle bus will use
 - Contribution to a future proof method of getting passengers from the airport from the rail link ie traveller
 - Will work with local councillors on measures required on Scotland Lane
 - Increased contribution to surrounding major junctions
 - Commitment to free drop off and pick up for all taxis within the vicinity of the airport
 - Should be one area of land for landscaping found and paid for by the airport which should be semi mature trees and planted before terminal opens
 - Cycle paths should be usable, marked out and kept safe
 - Committed quiet time in the night when there shall be no flights and when technology allows low noise aircraft to be used at night

CONCLUSION

- 50 This report has provided further information and conclusions in responding to the issues raised by the Panel, regarding the specific planning conditions, summarised at the start of this report. Members will be aware that this application has already been approved in principle subject to the above matters being considered and satisfactorily resolved. These are the only matters that Members should be considering at this stage.
- 51 Members should also bear in mind that officers considered that the scheme was acceptable in all matters as outlined in the previous report (attached) and the scheme has now additional contributions over and above what was previously reported.
- 52 Members should also note that the imposition of conditions has to meet six tests which are
- Necessary
 - Relevant to planning
 - Relevant to the development to be permitted
 - Enforceable
 - Precise
 - Reasonable in all other respects.
- 53 In terms of planning obligations these should only be sought where they meet all the following tests
- Necessary to make the development acceptable in planning terms

- Directly related to the development and
- Fairly and reasonably related

54 Officers recommend that the application be approved, subject to consultation with the Secretary of State, the draft conditions and a Section 106 agreement detailed within the 11th February and this report.

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104. Contiguous facades should be included within this scheme regardless of which side of the noise contour they are located

INTRODUCTION:

- 1 Members will recall that the planning application was submitted as a Position Statement on the 25th September, with Members raising the following issues
 - There was a need to understand further if the new flight regime would result in increased carbon emissions
 - Unequivocal legal advice needs to be provided in terms of how carbon emissions are measured
 - An increase in carbon emissions may prevent Leeds from reaching its zero carbon goal by 2030
 - An increase in aircraft movements and traffic generation to and from the Airport would result in a deterioration of air quality
 - Increased aircraft movement and traffic generation would lead to an increase in noise
 - Night time flying was a major issue locally
 - Some Members were supportive of the earlier start time to allow for more aircraft rotations, as required by the carriers, others required further clarification
 - Some Members were supportive of the proposal suggesting the application was a major driver for the prosperity of the City and would lead to the creation of 12,000 new jobs

- Some Members were of the view that there was a need to focus on the benefits that would be brought to the City
- People want to travel - if they cannot fly from a local airport they will go elsewhere and traffic generation on the M62 would increase creating more CO2 emission
- The proposal does not provide enough landscaping
- A number of Members suggested that the existing one hour free car parking needs to be retained
- Members were of the view that at some point in the future the old traffic control tower and terminal building require demolishing
- Members were of the view that this was a useful position statement but a lot more information/clarification

PROPOSAL

- 2 This planning application relates to the proposals described above, the primary aspects of which are a new terminal building for Leeds Bradford Airport (referred to below as LBA or the Airport) and changes to the day time flight regime period. Members may recall that this was brought to Plans Panel as a Pre Application presentation on 30th January 2020 and a Position Statement on the 25th September.
- 3 As background, the applicant Leeds Bradford Airport Ltd (LBA) published a masterplan in 2017 which details the proposed growth of the Airport until 2030. Currently the Airport has approximately 4 million passengers per year (mppa) and the masterplan scheme which is in line with the Department of Transport's projections which proposes that the Airport will expand to 7 million mppa by 2030. It is anticipated that when the redeveloped airport opens in 2024, the passenger numbers will be 5.2m, with the numbers in the following years being 2025 (5.5m), 2026 (5.8m), 2027 (6.1m), 2028 (6.4m), 2029 (6.7m) respectively. There has been a further addendum submitted which covers the impact of COVID 19 on the socio-economic predictions.
- 4 Members will also recall that a planning application was submitted at the end of 2018 for a terminal extension, which was granted permission in early 2019. This allowed for the expansion of passengers to 5mppa by the year 2023.
- 5 Since that time, the Airport have decided that the extensions were not capable of delivering the step change in passenger improvements that can be achieved through the new proposals. LBA's justification for the new terminal is that it will improve the Airport's environmental credentials and there is a planning case based on meeting passenger and economic needs. It will respond to local and regional business needs, as well as tourism (inflow and outflow) whilst increasing the Airport's local 'economic footprint' and create a significant number of jobs.
- 6 LBA goes on to state that the current passenger experience is inferior to other regional airports and there are a number of operational inefficiencies. These arise from the fact that the Airport operates from a terminal building constructed 50 years ago, with a number of discordant and incremental additions over that period. Consequently, within this context LBA have taken the view that a new purpose built new terminal building is the best option.
- 7 They state that there is a considerable level of passenger 'leakage' from the region to other regional airports (most notably Manchester Airport), which they state is neither environmentally or economically sustainable. LBA considers that the proposals will benefit the Airport by making it more competitive with other regional airports, which in turn will help benefit the local economy.

- 8 The new building is proposed to be located to the eastern area of the Airport on the existing runway apron. There is a change in levels in this location, with the Airport apron at a higher level than the existing long term car park. The design involves siting the new terminal building on the apron, with a building pod to the front providing vertical passing circulation to the main building. This terminal will be built into the existing bank and will provide ground level passenger access for those entering via the forecourt. There will be a separate access for goods and services to the northern elevations, to avoid conflict with passengers using the front entrance.
- 9 The proposed building is shown on three floors (including a mezzanine level), with a gross area of 27,774 sqm. This is smaller than the existing terminal (plus approved proposed extension), which is 30,000 sqm with the following levels:-
- Lower ground floor – this will provide surface access to the forecourt and access to the main terminal by lifts and escalators
 - Ground floor (main terminal) – this level will provide the check in hall and the arrivals halls along with baggage reclaim, customs and baggage make up
 - First floor mezzanine (main terminal) – this will include immigration and associated facilities linked to the western walkway
 - Second floor (main terminal) – this includes central search and departure lounge with associated retail, food and beverage, duty free and premium lounges. It provides direct access to the pier for departures
- 10 The building will be constructed from predominately glass and will have elements of cladding, in light grey and bronze/champagne.
- 11 A western walkway will be provided alongside the new terminal building and will provide contact stands for approximately 12 aircraft. This will be constructed from glazing, light and dark grey cladding systems.
- 12 The new terminal building will be targeted as an ‘excellent’ accredited rating under the BREEAM standard which will be designed to maximise energy efficiency and incorporate energy generation on site. It should be noted that the existing terminal building(s), do not meet BREEAM standards.
- 13 It will result in the demolition of some existing buildings on the airside of the existing terminal which includes two baggage buildings, two air bridges and the existing pier which are attached to the existing terminal building. To the east of this pier to be demolished will be some electrical infrastructure and some ancillary accommodation which will also be demolished. Finally, the fuel farm which currently is located on the site of the new terminal will be relocated to a site next to the Southern Aviation Centre. The new access to the fuel farm will be via the existing access road serving Multiflight.
- 14 New highway works are proposed which involves an upgraded access to the Viking car park on Warren House Lane, works along Whitehouse Lane and a new access into the western end of the Airport land where the new terminal building is proposed. An area of land will be reserved (via planning condition or s106 agreement) along Scotland Lane to provide bus access into the site should the rail station come forward.
- 15 The proposal will also involve the relocation of the existing fuel tanks and reconfiguration of the existing car parking. The intention is to maintain the same level

of parking, and if additional car parking is required this can be provided at Viking car park, which is owned by the Airport.

- 16 In terms of the existing terminal building, the offices, air traffic control and fire station will continue to be in use, with the existing Jet2 offices also remaining. The 2019 consent will not be implemented, and this can be secured within a s106 agreement, along with a restriction on the future reuse of the terminal building for airport associated purposes.
- 17 The application includes a new surface access strategy which enhances access by all modes of transport, other than the car. This includes investment in public transport infrastructure (bus network) along with improved access for cycle and pedestrian permeability and a contribution to the new railway station.
- 18 The scheme involves reconfiguration of some of the car parking with some of it displaced. Any displaced car parking will be replaced in the vicinity of the Viking car park on Warren House Lane.
- 19 It is intended to maintain the existing overall level of car parking (i.e. 7,601 spaces) unless there is a proven need for more. Any additional car parking beyond this will be at the Viking car park which can provide up to a further 737 spaces, giving 8,338 car parking spaces in total. This could be controlled via a s106 Agreement obligation.
- 20 There will be a new 'meet and greet' building for the passengers using valet parking as well as ancillary building to deal with automated access into the car parks.
- 21 A new dedicated bus terminal is to be provided at the front of the new terminal building which will have a layout to accommodate 7 buses at any one point in time. The buses will be approximately 60m from the front door of the terminal and the terminal can provide stopping facilities for any shuttle bus that will be delivered as part of the new parkway rail station.
- 22 As a result of part of the development on airport land affecting existing landscape areas, improved undeveloped areas are required to achieve a biodiversity net gain. Parcels of land outside of the site but in control of LBA are identified for landscape and biodiversity improvements which have a biodiversity net gain of over 10%.
- 23 In terms of the existing terminal, all passenger operations will cease on full opening of the new terminal and a future planning application will deal with its redevelopment. In the interim, it will be retained for LBA's office and administration function and the existing air traffic control function.
- 24 The proposal also involves changes to the day time flight regime which was originally approved in 1993. The current daytime period for the Airport is 07:00 to 23:00, with the night time period 23:00 to 07:00. The proposal is to change the daytime period, so it will be 06:00 to 23:30 and shorten the night time period to 23:30 to 06:00.
- 25 LBA states that the duration of the night time regime at LBA is longer than other regional airports including Manchester, Newcastle, East Midlands and Bristol, which puts LBA at a competitive disadvantage with 'leakage' of passengers primarily to Manchester Airport. Most UK airports benefit from night time restrictions that end at 06:00hrs, which is due to standard European flight patterns which dictate that early morning flights are necessary for the efficient operation of the Airport and the airlines that use it. The alterations will bring LBA in line with other UK regional airports.

Current restrictions are:

- The total number of night-time aircraft movements within a season (landing or departure) cannot exceed 1,200 (winter) and 2,800 (summer).
- The Airport can transfer maximum of 10% shortfall or excess in movements between consecutive seasons.
- The night-time noise levels of aircraft is restricted to 0.5 quota count (take off) and 0.5 and 1 quota counts (landing) (the higher the quota count the higher the perceived noise level of the aircraft).
- Night time emergency landings and departures are allowed. Also, aircraft exemptions defined by UK NOTAM, S45/1993. Delayed landings of aircraft of over 1 quota count allowed up to 01:00 hours where aircraft scheduled to land between 07:00 and 23:00 hours.
- No aircraft movements or activities involving the running of engines or auxiliary power units between 23:00 and 06:30 unless aircraft landed before 23:00 or delayed landing before 01:00 and aircraft is proceeding to apron or stand (including after discharge of passengers).
- No training flights by scheduled or charter jet aircraft on Sundays, Good Fridays or Christmas Days or between 18:00 and 07:00 hours.
- Complex monitoring scheme for monitoring compliance which includes use of noise preferential routing of departing aircraft (NPRs).

26 Questions have been raised about the condition 6 of the original permission and whether the assumptions that have been made within the submitted ES are correct. This relates to the interpretation of condition 6 (e) and the meaning which should be ascribed to the words 'exempt aircraft' defined by UK NOTAM S45/1993

27 Condition 6 was attached planning permission 07/02208/FU which was granted 29th August 2007 and it stated

During the night-time period, (2300-0700), no aircraft movements shall take place other than by:-

a. Landings by aircraft classified as falling within Quota Count 0.5 and 1 for arrivals as defined in UK NOTAM S45/1993 issued by the Civil Aviation Authority and any succeeding regulations or amendments/ additions/deletions.

b. Departures by aircraft classified as falling within Quota Count 0.5 for departures as defined in UK NOTAM S45/1993 issued by the Civil Aviation Authority and any succeeding regulations or amendments/additions/deletions.

c. Aircraft which are approved by the Local Planning Authority and have, taking account of maximum take-off weights and stage lengths, an EPNdB value of not greater than 90 on departure.

d. Aircraft approved by the Local Planning Authority and which, by the demonstration of performance data collected at Leeds-Bradford Airport, have, taking account of maximum take-off weights and stage lengths, a 90dB(A) SEL noise contour on

departure the same or smaller than, the 90dB(A) SEL noise contour for a Boeing 737-300/757 as shown on plan 6.

e. Exempt aircraft defined by UK NOTAM S45/1993.

28 Within the UK NOTAM S45/1993 it states in section 3 (3)

Exempt aircraft are

- (a) Those jet aircraft with a maximum certified weight not exceeding 11,600kg and*
- (b) Those propeller aircraft*

Which on the basis of their noise data are classified as less than 87EPNdb and which are exempt in part 2 of the Schedule of this Notice.

29 The other relevant conditions to this permission are

Condition 4 – No departures in the night time period shall take place with quota counts of 1,2,4,8 and 16 on take off

Condition 5 – no landings in the night time period shall take place by aircraft with a quota counts of 2,4,6,8 and 16 on landing

Condition 7 – subject to 7 (c) to (f) and 8 below, the maximum number of aircraft movements in the night time period by aircraft specified in condition 6 (a) to (d) shall be limited to and not exceed

- a. 1,400 in summer seasons
- b. 600 in winter seasons
- c. Subject to the approval of the Local Planning Authority in writing, 900 for each winter season with effect from and including 1996/97
- d. Subject to the approval of the Local Planning Authority in writing, 2,100 for each summer season with effect from and including 1997
- e. Subject to the approval of the Local Planning Authority in writing, 1,200 for each winter season with effect from and including 2001/2
- f. Subject to the approval of the Local Planning Authority in writing, 2,800 for each summer season with effect from and including 2002

30 In practice the restrictions have been based on

- 1. Setting a limit on the overall number of flights
- 2. Placing restrictions on the noisiest aircraft types
- 3. Setting target noise levels not to be exceeded by aircraft movements

31 The document also defined categories of aircraft in terms of quota count from 0.5 upwards.

32 LBA has put a case forward that the definition of 'exempt aircraft' should be construed as including all jet and propeller aircraft with a noise classification of less than 87EPNdB and falling below QC 0.5. This is in conflict with the literal meaning of 6 (e), their reason being that the interpretation aligns with common sense because seceding notices under s78 of the 1982 Act have introduced new quota categories below 0.5. LBA's approach would result on all movements below 87EPNdB are excluded from the movements limits under condition 7 which means there would be no control on the number of flights per calendar year.

- 33 NOTAM S45/93 imposed a quota for each airport to which different kind of air movements counted to different degrees i.e. a QC/1 movement was double a QC/0.5 movement. However condition 7 imposes a limit on the absolute number of qualifying movements and this is the way this condition has been applied. The number of aircraft movements in the night time period is absolutely capped at now 2,800 in summer. This applies to all aircraft in condition 6(a) – (d) without any distinction made to their noise levels. Condition 7 allows 2,800 movements (summer only) within condition 6 (a) – (d).
- 34 LBA's interpretation of condition 6(e) doesn't reconcile with the language used as they are neither saying the 'exempt aircraft' are fixed by the definition which stood in 1994 nor are they saying that it should be variable (to reflect changes in the regulations) in the same way as QC/1 or QC/0.5 flights (the language in condition 6(a) and 6(b) defining them as per NOTAM S45/1993 and any succeeding regulations or amendments/additions/deletions).
- 35 LBA's interpretation seeks to follow an approach claiming that only part of the 1994 definition was incorporated (i.e. the decibel limit but not the weight limit, jet/propeller distinction)
- 36 Under strict reading, aircraft above 11,600kg but which are sufficiently quiet to fall within the newly defined QC/0.125 or QC/0.25 are not permitted to fly under condition 6(e). However there is permitting provision under conditions 6(c) and condition 6(d) for dealing with new categories of low impact aircraft.
- 37 Notwithstanding the above there is another interpretation of the condition which does less damage to the language used than does LBA's interpretation but which also acknowledges the aforementioned quieter aircraft;
- (1) The definition of exempt aircraft in condition 6(e) should be read as being variable in line with the definitions of QC/1 and QC/0.5 (e.g. as if the words 'and any succeeding regulation or amendments/additions/deletions' were included in condition 6(e) and
- (2) The permitted provisions of condition 6(a) and 6(b) should read to include other lower non-exempt quota counts as they arise
- 38 On this basis a QC/0.25 or QC/0.125 arrival is permitted under condition 6 (a) (Under NOTAM S45/93 QC/0.5 was the lowest QC value available and was defined as "below 90 EPNdB". Therefore the actual noise levels which are now labelled QC/0.25 and QC0/125 came under this condition 6 (a) from the creation of the night-time controls (provided they exceeded the 11,600kg weight limit). This interpretation, therefore, reflects the way the conditions have been applied historically and it does so by placing greater emphasis on the actual EPNdB noise levels referenced than the Quota Count label applied to said levels but counts towards the number of night time movements as defined in condition 7. Historically, the cap on night time movements has never been reached.
- 39 This has had an impact on the data that has been submitted in relation to the 'without development' scenario in the original ES as LBA have stated that more aircraft will fly using the exempt 6(e) category which officers consider is not the case. A further addendum to the ES has been submitted to address this matter which is out for public consultation till 4th February. It is anticipated that an addendum will be issued to cover any comments received to this additional ES statement that have not been included in this report due to this report being published before 4th February deadline.

40 The application has been accompanied by an Environmental Statement (ES) which covers the following matters: climate change, noise, air quality, health, transport, socio-economic impacts. There has been a further addendum submitted which covers the impact of COVID 19 on the socio-economic predictions. There has also been a note which details that the baseline within the ES has not altered significantly due to the changes in the interpretation of condition 6(e)

41 There is a proposed s106 agreement which will be attached to any permission which will cover the following matters:

- Public transport investments and other measures
- Bus measures to achieve a 10% modal split for passengers, in favour of public transport with improvements to existing services (A1, A2 and A3) in terms of timings and frequency which will be provided in line with increases in passenger numbers
- 30% non-single occupancy car mode for LBA employees and 20% non-single occupancy car mode for non LBA employees
- New employment bus service such as Transdev's VAMOOZ, which is a crowdfunded demand responsive bus service
- Introduction of additional public transport service to Leeds with 24hr service to Leeds City Centre
- Safeguarding land Off Scotland Lane to enable future connection to the Airport and the proposed Parkway Station to allow access for shuttle bus
- Provision of a shuttle bus between the new rail station and LBA
- The employee bus services, shuttle bus and new Leeds CC express service will be funded by the applicant until there are self-funded
- In terms of the improvements to the A1, A2 and A3 services these will be reviewed after 4 years from opening and if modifications are required these will be capped at £250k per annum
- £1.5m contribution to facilitate access to the Parkway Rail Station
- £80,000 towards works on Scotland Lane to prevent rat running
- £125,000 paid under application 18/06788/FU towards any off site highway works identified by LCC as a result of passengers travelling to the Airport
- Restriction of the number of car parking spaces to 7,601 but subject to review and release of additional car parking if necessary
- Local employment strategies to include both construction and operational stage
- Noise quota with night and day noise contour restrictions
- Annual noise performance, noise monitoring and forecast reporting

- Airports use and performance against both its noise quota and contours reported on an annual basis
- Noise insulation scheme – uncapped financial contribution to cost of appropriate noise insulation scheme measures per household within the qualifying noise contour for up to 15 years from the commencement of development
- Annual Air Quality Monitoring - Ongoing monitoring and reporting of air quality in relation to both air and ground based traffic at appropriate locations near the Airport
- Net Zero carbon - New zero carbon from all ground based operations within the Airport control by opening of terminal
- Annual sustainability monitoring framework, linked to sustainability action plan and carbon and climate change action plan
- Zero tail pipe emissions such as hydrogen/electric Bus/taxis - Buses to be 100% by 2030 - Taxis to be 50% by 2030
- Existing terminal – restriction for passenger use but maintain air traffic control tower and offices
- Existing terminal extension consent rescinded to prevent its construction

42 Members should note that Counsel advice has been taken in relation to all the matters raised within the report, with advice previously given by Counsel used to inform the processes and conclusions outlined in this report. Also the advertisement for the additional ES information advertised on the 5th January expires on the 4th February as an addendum report will be published later on this week to incorporate any additional comments received post this report being published.

SITE AND SURROUNDINGS:

- 43 LBA is located to the north west of Leeds beyond the urban area of Yeadon. It consists of one runway with a crescent shaped terminal building which has been developed piecemeal since 1968. It has an airside apron for plane parking and movements on one side with short and long term car parking on the other side. The Airport has additional car parking on the opposite side of the Harrogate Road with commercial parking not owned by the Airport on either side of the Harrogate Road.
- 44 There are a number of smaller buildings close to the Airport which have ancillary uses to the main terminal building.
- 45 The whole of the Airport is washed over by Green Belt but is also located within the Airport operational land boundary (AOLB).
- 46 There are two parcels of land proposed for the biodiversity areas one area is to the north east of the Airport on fields alongside Guiseley and Yeadon with the other area to the south east of the site close to the southern end of the runway. Whilst the majority of the application site is within the Otley Ward part of one of the biodiversity areas is within the Guiseley and Yeadon Ward.

RELEVANT PLANNING HISTORY:

- 47 There are various previous permissions at the Airport but these are materially relevant to this application which are;
- 29/114/93/FU - modified flight times and was approved 19/1/94
 - 08/06944/FU – two storey extension to the Airport approved 15/12/2009
 - 12/04240/EXT – extension of time for two storey extension to the Airport approved 10/12/12
 - 18/06788/FU – two/three storey terminal extension approved by Plans Panel on the 6th December 2018 and granted planning permission 29/1/2019
 - PREAPP/20/00015 – EIA screening replied 14/4/2020 stating that EIA required for the following matters transport, air quality, health, climate change and noise
 - PREAPP/20/00018 – New terminal building and changed to night time regime reported to Plans Panel on 31st January 2020

HISTORY OF NEGOTIATIONS:

- 48 Ward Members (from Otley and Yeadon, Horsforth, Guiseley, Adel and Wharfedale Wards) plus City Plans Panel Members attended a meeting and a site visit along with officers at the Airport on 14th January 2020.
- 49 Various meeting between officers and LBA since the submission of the application to discuss a range of technical matters including: policy issues, climate change, highways, noise, air quality, design, landscaping and ecology.

PUBLIC/LOCAL RESPONSE:

- 50 The application has been advertised as a major application through press and site notices. There have been the following objections and support in relation to the application

Alex Sobel MP objects concerned with

- Support building new buildings with lower carbon footprints and better waste processes
- Concerned about underlying model to pay for the terminal equates to expansions of passenger number and flights
- Climate emergency/coronavirus means we should put public health at forefront of decision making ahead of perceived economic benefit.
- Increase in pollution undermines City's policy to be net zero carbon by 2030 and air quality will breach UK and EU guidelines and WHO targets
- Increase in noise pollution will impact on residents under the flight path and impact on public health as well as local biodiversity
- Climate emergency was key driver in decisions at Bristol, Stanstead and Heathrow
- In context of coronavirus and resulting shrinkage of aviation sector this doesn't seem viable business model and worry for economic stability of LBA and staff
- Impact on extended hours on noise for residents and their public health plus is this now economically viable
- Expansion would increase traffic in the communities surrounding the Airport plus due to coronavirus unsure of people's confidence in using public transport

- Need residents only parking for all streets within 1km radius of LBA as well as providing adequate local parking facilities for local businesses

Hilary Benn MP objects stating

- The idea of replacing an outdated building with a more environmentally friendly building is not objectionable in principle but it's not the main issue with this application
- Grounds of objection are the consequence of the development for meeting Leeds climate targets, additional passengers result in higher level of CO2 emissions from more flights
- Also concerned that the noise impacts from more flights and the inevitable traffic consequences in the area around the Airport

Richard Burgon MP objects stating

- Adverse impact on climate change and against LCC climate emergency as well as the Paris agreement with zero carbon by 2030 harder to achieve
- Does not meet the objectives of the NPPF in particular paragraph 7
- Increase in air pollution and the serious adverse health impacts
- Application submitted prior to coronavirus pandemic so application should be deferred until future situation is clear

Fabian Hamilton MP objects stating

- Whilst agreeing the terminal building is in an urgent need of renewal I am not convinced that the Airports Masterplan will deal with the resulting additional greenhouse gas emission generated by the expansion in passenger numbers.
- The projected increase in employment post COVID 19 is hugely over optimistic.
- Courts rejected London's Heathrow Airport's application on climate change to be carbon neutral by 2050 surely Leeds City Council (LCC) should abide by these commitments

Rachel Reeves MP objects stating

- The new terminal will increase air and noise pollution in the area
- An increase in passenger numbers and flights will undermine vital efforts to ensure that Leeds become carbon neutral by 2030
- Increase in flights will cause congestion and pollution by private vehicles going to the Airport
- Unclear how the aviation sector has been affected by the pandemic

Councillor Ryk Downes (Otley and Yeadon Ward) neither objects or supports, stating

- I have no comment on the principle of replacing terminal although the BREEAM standard is welcomed. Air travel gets a bad name for pollution and the Airport and the rest of the City could work towards carbon neutral comments by 2030. The Airport is also a major employer and many residents use it.
- On balance I receive more calls of support than against except on the question of extending flight hours. In conclusion I support the new terminal but not the change in flight times and limited mitigation of the wider environmental impact of the development.

Councillor Christine Knight (Weetwood Ward) objects

- To the increase in flights due to the impact on the environment and residents' enjoyment of their homes and surrounding area.
- It will be unacceptable and inconsistent with the commitment to reduce pollution locally, nationally and globally.

Councillor John Illingworth (Kirkstall Ward) objects stating

- As air industries must collectively cut their carbon footprint to achieve zero carbon jet fuel by 2030 and until achieved neither time nor money should be invested in a new terminal. No further airport expansion and no increase in flying hours until local noise problems are overcome.

Councillor Mohammed Shahzad (Moortown Ward) objects stating

- Environmental impact of any extension would have on greenhouse emissions for Leeds
- Impact the extension would have on traffic congestion and pollution due to more people travelling
- Expansion doesn't guarantee an increase in jobs with impact of COVID 19 on aviation

Councillor Chris Howley objects stating

- Increase in flights will impact on residents living on or close to flight path, airport claim quieter planes will negate the effect but not supported by facts.
- Not consistent with Council's climate emergency
- Proposals claim economic growth yet the Airport's purpose is to take people away from local area to spend money elsewhere

Councillor Anna Forsaith (Farnley and Wortley Ward) objects due to

- The impact on the physical and mental health of many Leeds residents, both those of today, and future generations
- The impact on the environment, in consideration of the climate crisis we are in, and which relates to the first point above, particularly in respect of the future impact of an expansion of LBA
- The claims made concerning the economic benefits of the proposed plans health considerations

Councillor Jonathan Bentley – (Weetwood) objects

- Increased flights have been downplayed
- 60% more flights
- No commitment to build new terminal but commitment to increase flying
- Noisier planes
- Assumptions of fleet modernisation – not as possible in post/COVID 19 times
- More people impacted by noise
- Pollution
- Health and wellbeing of residents

- ES is inaccurate as it claims certain aircraft can fly in the without development scenario which is not the case

Otley Town Council have no objections to the proposed new terminal, subject to no increases in number of flights and carbon emissions. Existing terminal not fit for purpose and new terminal will have highest environmental standards which are welcome along with net zero carbon ground operation by 2023. Requests a cap to be put on emissions at the current level, no objection to the new and modified vehicular access but do objects to any changes in current flying hours

Bramhope and Carlton Parish Council neither supports or objects to the proposal stating

- Traffic impacts on the local road network and car parking are underestimated, and work needs to be done to contain them
- Significant concerns about rat running
- Strong support for the rail station and public transport
- The visual impact of the approach to the Airport and the terminal itself are in breach of LCC requirements and requires significant landscaping and border planting
- Against the increase in night time flying hours

Rawdon Parish Council

- Recognise new terminal is smaller than existing and designed to highest environmental standards and welcome achieving carbon neutral ground operations
- New location closer to proposed rail halt is positive step
- However opposed to the increased flying hours but suggest conditions to control noise if permitted and only granted if linked to new terminal
- LCC should not be swayed by comments within a document published by LBA

Bingley Town Council objects concerned with

- The assertion that LBA will be net zero carbon by 2023 is misleading as they have no control over the aircraft
- Impact on additional passenger numbers will be an enormous increase in greenhouse gas emissions which is incompatible with climate emergency
- Goes against both Bradford and Leeds declaration of climate emergency
- Other national decisions that have been turned down need to be taken into account including Paris Agreement
- UK Committee on Climate Change advises aviation passenger growth should be a maximum increase of 25% between 2018 and 2050 this application is 72% in 10 years
- Impact of change in flight times on disturbed sleep, fuel deposits and noise pollution
- None of the road access being brought forward so unlikely that passenger or freight traffic will be encouraged

Burley Parish Council – objects to the application stating

- Extension of flying hours and growth in number of flights and the impact off noise and therefore health and quality of life for residents

Menston Parish Council objects to the expansion stating

- New terminal is a cosmetic element of LBAs aspiration to increase passenger numbers which post COVID 19 might be unrealistic.
- Increase in passenger numbers results in increase in carbon pollution, road congestion, increase in catering facilities and retail facilities with increase in supply traffic, energy consumption and waste
- Extension of 'daytime' flying hours will impact on neighbouring communities
- Adverse impacts upon mental and physical health
- Impact on property resale values

Horsforth Town Council objects stating

- The building is being used as a way to extend flying hours and numbers
- Noise and pollution
- Climate emergency
- COVID19
- Burden on transport links
- Flying hours Any future infrastructure should not impinge on green belt

Aireborough Civic Society objects stating

- Aircraft noise has negative impact on thousands of people in the region and quieter aircraft will not solve the problem so the proposal to extend the flying times is therefore unacceptable.
- Expansion will see worse traffic generation and demand for housing in green belt locations. In terms of climate emergency expanding air travel is unacceptable. Green belt land should not become a car park.

Headingley Village Society objects stating

- Application contravenes government policy to minimise demand for night flights by reclassifying them as day flights so more peoples sleep disturbed
- Hundreds more planes will increase noise and carbon emissions polluting local environ and planet
- Due to inevitable demand for flights post COVID 19 there can be no justification for expansion especially at such environmental cost
- Impact negatively on UK climate change legislation by increase in greenhouse gas emissions
- Increase road traffic and damage economic and health effects of vehicle congestion and air pollution
- Proposal is unsustainable

Little Woodhouse Community Association and Little Woodhouse Neighbourhood Plan Forum object stating

- Does not comply with policy SP12 of the Core Strategy in terms of major public transport infrastructure
- Impact on public health
- Impact on visual issues
- Impact on highway issues
- Impact on carbon
- Impact of flight times

- Overstatement of economic benefits

North Hyde Park Neighbourhood Association object stating

- The association's area is under the flight path used for take-off and landing and is alongside where much of the traffic to the Airport travels.
- Impact on pollution levels
- Increased traffic
- Impact on public health
- Increased noise pollution
- Number of flights post-COVID 19/post-Brexit will likely decrease
- Climate emergency and use of fossil fuels

Becketts Park Residents Association object stating

- Impact of noise of aircraft which has increased over the last 3-4 years
- Impact public health
- Poor surface access
- Air quality
- Climate emergency
- Excessive technical documentation made to confuse the public
- Impact on the greenbelt
- Short term jobs
- Automation of the potential jobs in the future
- Money will be taken out of the local economy and spent abroad

Aireborough Civic Society objects stating

- Accepts it's a major employer
- Noise impact
- Traffic impact
- Green belt
- Public transport not good enough
- Proposal to miss out Yeadon on 747 bus route not

Drummond and Churchwood Residents Association objects stating

- Out of date ES
- Increased aircraft noise
- Health
- Not compliant with policy
- Climate change
- Pollution from road traffic + increased traffic
- Social equality and environmental justice issues
- Green economy and sustainable jobs should be looked at
- Lack of public consultation

Weetwood Residents Association objects stating

- Impact on health
- Study areas do not reflect true scope of noise disturbance
- Too much reliance on modern aircraft fleets

- Economic benefit overemphasised

Westway Residents group objects stating

- Impact on extended night flights on sleep
- Some support for new terminal but concerns on it being significantly more prominent in country setting, could lead to airport link road being revisited, not a major international airport and shouldn't be due to location,
- How does it relate to carbon neutral aims
- Why does it need to compete with Manchester
- Impact on noise on schools lessons
- Positive comment on potential economic benefits

West Park Residents Association objects stating

- Policy SP12 non-compliant
- Climate change
- Surface road access
- Lack of meaningful and accessible consultation events
- Traffic + pollution
- Noise
- The Airport will export finance

Rawdon Quaker Group consider

- The assumptions used for the application are pre COVID 19, impact on climate emergency, length of time for flights to take off and land with associated noise disturbance and health impact, increase in traffic with implications for carbon emissions, noise, danger to pedestrians and cyclists

Leeds Civic Trust have the following comments

- There is significant embedded carbon in the building and suggest option of development of the existing terminal should be given further consideration offering suggestions for expansion of the existing building
- Existing terminal in better location for bus access to Harrogate Road and new terminal will be further away from Viking car park
- Clarification required on commercial development of existing terminal as this will have impact on transport infrastructure and travel plans
- Concept of new terminal building is appropriate for the site and would provide better passenger experience
- Welcome location of bus stops to the front of the building
- Give suggestions on how the second floor could be improved for passenger experience
- Welcome the plans for landscaping
- No travel plan is a major omission
- Gives some suggestions for matters to be included in the s106 agreement
- Car parking needs to be covered in the s106 agreement
- Shuttle bus should be in s106 agreement

GALBA (Group for Action on Leeds Bradford Airport) objects stating

- Development does not comply with development plan SP12 due to adverse environmental impacts (greenhouse gases impacts) and local impacts (climate change with negative impacts on people and communities) public health impacts and other impacts arising from noise, traffic etc)
- Does not comply with NPPF in particular para 148 as it fails to contribute to radical reductions in greenhouse gases
- Claimed economic benefits are overstated and not sufficiently strong material consideration to overcome lack of compliance with development plan
- Serious flaws in the ES which could amount to error of law as it does not take on board the impact of COVID 19 in terms of passenger growth forecasts being in 2017
- LBA playing down impact of application as they claim there is no restriction for them to expand to 7mppa but a previous s106 agreement restricts them to 4.5mppa
- In terms of greenhouse gases the ES fails to assess 4 aspects – inbound flights, non CO2 effects at altitude, emissions until 2084 and cumulative emissions, not covering these very significantly underestimates the scale of GHG impact
- Submission states very low impact but it is comparing it in terms of the whole country carbon budget so it will appear small
- Report should have set out how the proposal impacts on Leeds to reach net zero by 2030
- Wrong for the ES to exclude international aviation emissions
- LBAs statement regarding new eco-friendly terminal is greenwashing
- In terms of West Yorkshire the GHG emissions would make it impossible to the new zero by 2038
- Impact of noise due to planes taking off at night, proposal to remove restrictions on noise and number of flights operating through shoulder period, reduces protected night period by 23%
- Contravenes the UK's Aviation Policy Framework 2013 which expects the aviation industry to make extra efforts to mitigate noise from night flights, LBA are increasing noise, increasing night flights and not sharing noise improvements with the community.
- Agree points raised by North West Leeds Transport Forum in relation to surface access strategy.
- Due to the overestimate of the economic benefits the positive health benefits will be diminish and overall public health should weigh against development.
- Against Article 8 of the European Convention on Human Rights (the Convention) which has a positive obligation on public authorities to protect individuals from environmental harm and risks.
- Article 14 of the Convention protects against discrimination in the enjoyment of rights and climate change disproportionately affects poorer residents
- When considering the planning application there are two legal obligations in that it cannot grant or refuse permission unless it understands the likely significant impact on the environment by contributing to climate change and takes the impact into account in the decision making process with likely meaning possible and significant meaning more than trivial
- Can't assume that national carbon budgets can absorb extra emissions as all single developments appear to have very small impacts when looking at the UKs carbon budget, overall purpose of the carbon budgets is to limit emissions so using them to justify more emissions and assuming they can be accommodated is the opposite on

how budgets influence decisions, carbon budgets are only one environmental protection obligations

- Climate impact due to GHG emissions and water vapour contrails causes by aeroplanes creating warming by trapping more radiation in the atmosphere 'radiative forcing'
- The panel is legally obliged to consider all emissions – from the building, allowing more planes to fly. Emissions that accumulate over time and in combination with other proposals that come forward
- Unlawful that emissions from international flights would be absorbed by CORSIA as it hasn't begun as a carbon offset regime as pilot in 2021 and voluntary in 2024 and will end in 2035
- Committee on Climate Change advised these international effects are additional to UK policy on international emissions and not an alternative.
- Panel is advised to take into account evidence on the environmental costs of the proposal in light of policy SP12
- Panel also obliged to take into account paragraph 148 of the NPPF
- Radiative forcing from high altitude non CO2 aircraft emissions have not been included in the quantitative assessment

An additional statement has recently been received from GALBA in relation to the adverse health impacts off the development on the people of Leeds. This states that the evidence presented in the ES does not justify the conclusion that adverse health effects would be minimal and outweighed by positive health effects associated with increased employment and economic growth. This statement is currently being assessed by our public health team and their response will be reported verbally to Plans Panel.

North West Leeds Transport Forum objects stating

- Negative consequences of the proposal far outweigh the benefits which may have been claimed
- Will exacerbate climate change
- Inconsistent with LCCS declaration of Climate Emergency
- Inconsistent with 2016 Paris Agreement to reduce emissions from greenhouse gases
- Inconsistent with House of Commons declaration of National Climate Emergency May 2019
- Increased air travel inconsistent with views expressed by Chair of LCC Climate Change Committee and Committee itself
- Result in increased noise, reductions in air quality and consequences on human health and quality of life
- Contrary to UK's Aviation Policy Framework which expects industry to minimise demand for night flights
- Contrary to UDP GP5 in terms of amenity and noise
- Incompatible with Noise Policy Statement for England, Consultation Document for Noise at London Airports and Environmental Noise Guidelines by WHO, Leeds Health and Wellbeing Strategy
- Contrary to NPPF para 170 (impact on air and noise pollution) and para 180 (impact on health and living conditions)
- Assumptions on aircraft fleet are pre COVID 19
- Create serious problems with surface access not in line with policy SP12
- No significant contribution to highway costs required by development

- Positive impacts on local economy exaggerated
- Will increase inequalities in our region as expanded airport will cater for those with above average incomes with night time noise on those who live in deprived parts of Leeds
- No assessment of impact on ethnic minority populations so contrary to 2010 Equality Act
- Consultation by airport has been flawed
- Publicity by airport focused on new terminal and not on change in flight times
- Due to COVID 19 no opportunity for normal public consultation
- Application documents not conducive to effective public participation
- Applicant made claims which are misleading
- Application documents are inadequate having mistakes, not readily intelligible to lay readers and absent information
- Concerns regarding accuracy of some of the analyses
- Application devised prior to COVID 19 so predicted impacts on assumption no longer tenable
- Questions have been submitted in relation to the position statement
- LBA claim under the existing planning conditions that they can fly certain types of aircraft under the 'exempt' condition which is not correct and has bearing on ES with the without development scenario being incorrect
- Regulations for noise would be much laxer than the regulations at Manchester airport
- A decision to approve the application would be premature and unsafe before a business case for Airport has been completed and approved with an appropriate contribution from the applicants

Leeds Friend of the Earth objects stating

- Owners of LBA presented a case that if the application is refused then the Council will be bringing the Leeds economy on its knees which is untrue as the Airport provides only a small amount (0.17%) of Leeds City Region employment
- Employment is seasonal leisure passenger services
- Primary leisure flights are to one country (of top 20 destinations 10 are in Spain)
- Market demand unstable
- Leeds is 15th busiest airport however in terms of aircraft movements is ranked 29th
- Not important for business as 74% of flights are charter holiday
- Next to no freight traffic
- Predicted growth not materialised
- Airports seized DfT forecast growth figures which are simply forecasts and not targets
- Impact on COVID19 on forecasts
- Passenger leakage to other airports not a material consideration
- Impact on noise from earlier flights
- Detrimental impacts on local biodiversity
- Impacts on human health and wellbeing due to air quality, carbon and noise
- Not in line with NPPF and not sustainable development
- Impact on climate change
- Does not comply with policy SP12
- Loss of green belt

Petition from 361 people at Burley and Menston Airport discussion group (support 14, objecting 332, invalid 15) no comments from the people supporting the scheme but in terms of objecting they raise the following issues

- Lack of press releases and publicity notices and leading questions in questionnaire supplied by the Airport
- Changes in flying hours overlooked and omitted in the consultation
- LBA should have carried out a noise consultation of those areas most affected
- LBA should have made it clear in promotional literature that changes were being made to daytime flying hours
- LBA should have been more proactive with consultation
- Building not carbon neutral as offset via purchase of carbon credits
- Commitment required to reduce aircraft noise
- Object to pollutants and carbon emissions runs contrary to Leeds and Bradford climate change commitment.
- Like to see effective community engagement in advance of proposals for new NPR

Petition from 90 members of staff employed by the University of Leeds Object stating

- Impact on the climate
- Post COVID 19 need huge investment to get the economy back on its feet and cannot afford to prop up carbon emitting industries that hasten climate breakdown
- The carbon emissions will make it impossible for the City to meet its carbon reduction target
- The current application has grossly minimised the impact of aircraft emission by at least a factor of 4 by ignoring arrivals, not accounting for global warming effect of non CO2 emissions at altitude, ignoring the cumulative effect beyond 2030, omitting international flights for national carbon targets, exaggerating future efficiency improvements in aviation.

York Green Party objects stating

- Not sustainable and does not meet the legal requirements of Climate Change Act 2008
- If expands as airports intends will see pretty much all of carbon budget for West Yorkshire taken up by flying and greater cuts elsewhere
- Bristol and Heathrow already turned down as not compatible with Climate Change Act 2008 declaring governments Airport National Planning Statement unlawful so any approval likely to be challenged in the courts and be found unlawful
- Against York, Leeds Kirklees and other authorities climate emergency
- New building claims to be lower emissions than current terminal however this building uses several decades worth of emissions in concrete and steel plus it will be offset by increased emissions in flights
- Increase in night flights has noise implications on residents

Yorkshire and Humber Green party objects stating

- Does not meet legal requirements of Climate Change Act 2008 and is unsustainable
- Some parts of the application should be commended such as making airport more accessible to people with range of disabilities but can't be used to justify increasing number of flights or passengers
- If airport expands will use carbon budget for West Yorkshire

- Bristol and Heathrow already turned down as not compatible with Climate Change Act 2008 declaring governments Airport National Planning Statement unlawful so any approval likely to be challenged in the courts and be found unlawful
- Expansion against climate emergency declared by numerous council across the region
- New building claims to be lower emissions than current terminal however this building uses several decades worth of emissions in concrete and steel plus it will be offset by increased emissions in flights
- Increase in night flights has noise implications on residents

Yorkshire Party objects stating

- New terminal building will be an improvement including its location
- A direct rail link via tunnelling would be preferable
- Objects to changes to flight times
- Impact on local residents and new housing developments

There have been **1953** objections to the application concerned with the following matters

Impact on climate

- 25th November 2019 Leeds Change citizens jury published 12 recommendations and no 9 clearly states the expansion of LBA should be stopped
- goes against government net zero 2050 target
- Sir David King government's chief scientific advisor has warned 'whatever we do over the next 10 years on climate change will determine the future of humanity for the next 10,000 years'
- Expansion incompatible with the Leeds Climate Emergency Declaration and Bradford's Climate emergency declaration
- Arguments for the development are outdated and based on economic growth without considering climate instability and human wellbeing
- Expansion will double greenhouse gas emissions of the LBA
- Flies in the face of scientific evidence, global and UK policy and health and wellbeing of people in LCC
- Should be bound by Paris agreement to limit carbon and other polluting emissions
- Environmental improvements claimed are flawed on the basis that there is an extension to operate the existing buildings as well as the new one
- Expansion incompatible with Bradford Climate Emergency Declaration
- Vast majority of so called emissions reductions are from offsetting schemes which are scams as generally unmonitored environmentally ill-conceived and socially damaging
- Expansion of the Airport is not compatible with sustainable development due to its adverse impacts on the climate
- If the passenger numbers double the carbon emissions will likely double
- The Leeds Climate commission has forecast that the Airport's expansion would mean emissions from the Airport become higher than emissions from the rest of Leeds by 2026
- LCC have admitted that 'continued growth in aviation nationally is incompatible with the climate emergency'
- The chair of Leeds Climate Commission said the reduced emissions from the new terminal compared to the old terminal are like 'grains of sand' compared to the increased emissions from extra flights.
- The emphasis on the green credentials of the proposed new terminal ignores that

- the old terminal will still be used and the impact of increased emissions
- Breach of article 30 of Rome Statute of the International Criminal Court
- Potsham Institute for Climate Impacts Research warns half the planets population could be killed unless reduce greenhouse gas emissions
- In September 2019 UK Committee on Climate Change stated must limit aviation passenger growth to a max of 25% from 2018 to 2050 this development will increase passengers by 71% in ten years well above recommendation of this Committee
- Marginal reductions in emissions per passenger km has been completely offset by increase in demand
- Richer people fly and allocate so much carbon budget to air travel rather than people's basic needs
- Prof Gosling Lund University no other human activity that emits as much CO2 over a short period of time (a few hours) as aviation
- Health council of Netherlands issue a report detailing the detrimental impacts of large airports in terms of premature death,
- The (Parliamentary) Committee on Climate Change have recommended that international aviation (and shipping) emissions should be included in the UK 2050 Climate Change target and carbon budgets. While this recommendation is not presently incorporated into targets or legislation, LBA has paid too little attention to, and the Council must pay full attention to, the likelihood that the recommendation will be effected sooner rather than later, and at both national and international level
- Carbon emissions from a trip to Manchester are tiny fraction of emissions of an aeroplane
- If we at our local level act now to reduce our carbon emissions then we can help in the global efforts to mitigate the effects of global change
- Air pollution from the Airport can be found up to 14 miles from the Airport
- LCC already rejected plans for new ring road due to protecting greenspace, the cost and carbon generation
- The climate issue is also a racial issue. It is abundantly clear that the emissions created by the predominantly white Global North, directly affect the predominantly black Global South
- Low income people are also likely to suffer more from the effects of climate change.

Environment

- Direct and indirect effects on wildlife and habitats
- Biodiversity net gain – the destruction of habitat and added emissions contributing to climate change with no benefit for biodiversity
- Impact of noise pollution on biodiversity and poses potential threats to all life on earth
- Offsetting benefits don't benefit the people most effected by the pollution
- Wrecking the environment for 340 jobs?
- Increased air and road traffic will impinge on the Wharfe and Aire valleys Environment which are the green lungs of Leeds and Bradford.
- Negative impact on wildlife particularly at Yeadon Tarn
- Further decimation of bird population as a result of increased crowding of skies
- Concern regarding how conclusions of the Habitats Regulations Assessment screening report and how it was reached with a brief assessment leading to the conclusions
- Impact on the countryside surrounding the Airport has not been addressed
- Contrary to the new green economy for Leeds

Highways

- Opportunity to sort out the high car parking charges at the Airport
- No available public transport to the Airport which needs investment
- Increased road traffic and impact on locality
- Impact on road network especially Horsforth due to rat running and increase in car numbers
- Planned expansion of car parking facilities which is in direct opposition to the need to reduce car travel
- Nottingham council have introduced electric bus fleets and a tram network expansion powered by publicly owned renewable energy company robin hood energy
- There is no case for the projected increase in traffic
- Traffic congestion from cars would be a major issue along with their emissions
- LCC should support alternative projects such as improved rail connectivity between Manchester and Leeds
- LCC have refused to approve new access roads which would be needed to provide infrastructure for any new terminal
- Transport infrastructure around airport is appalling and cannot handle increased passenger numbers
- Access onto Scotland Lane is dangerous
- Increased risk to cyclists from traffic
- Increased number of cars will cause more deaths and injuries through road traffic accidents
- No mention of cycle storage for passengers, or changing facilities for passengers who may wish to travel to the Airport sustainably
- There is mention of the development providing links to "local walking and cycling routes" but no plans of where these will be

Noise

- Extension of flying hours will be detrimental to residents living under the flight path in terms of noise
- To increase flight times to deny a basic eight hours sleep seems unreasonable
- You cannot use your garden on summer evenings due to current noise levels or sleep with the windows open
- 14,000 more people exposed to aircraft noise at night
- 2,200 more people will hear 20-50 flights at night and have highly disturbed sleep
- More than 60,000 will hear at least 10 flights at night
- Complaints procedure is not robust enough to guarantee reliable departing and arriving traffic will stick within the environmental parameters.
- Mental and physical health improved during lockdown as less planes are flying over the house early in the morning
- The increase in noise/vibration as indicated in document: ES Volume 2, Appendices Noise and Vibration, part 3 of 4. Receptor S20-2030 chart page 199, looks to be a significant increase
- Noise levels are damaging to physical and mental health
- 10,900 residents within 55dB(A) Lden contour and 6,400 within 48 dB(A) Lden contour with European environment agency indicating 27% of individuals exposed to 55 and above will be 'highly annoyed'
- Number of those sleep deprived by the noise will increase to 42,000
- At night, the area surrounding the Airport where people will experience LOAEL (the lowest noise dose at which there is an observed adverse effect) will increase after development by 8.6km², to 56.2km². This means that 123,000 people will fall into this category.

- In current financial situation it seems unlikely there will be investment in quieter planes

Health

- Reports state air quality health deaths are not significant with minor adversity to vulnerable groups which is unfair
- Aircraft noise exposure over an extended time period is associated with increased risk of death from heart attacks, strokes, coronary heart disease and cardiovascular disease
- Research from WHO shows one third of deaths from stroke, lung cancer and heart disease are due to air pollution
- Fuel pollution that is dumped from the Airport leads to illness and early mortality
- People's health and the environment should come before money and greed
- Ultrafine particles from jet engines are one of the major health concerns relating to airport expansions which cause respiratory and cardiovascular disease
- New research shows they can have serious adverse health impacts even at levels below WHO limits.
- Safeguarding the health of the community should be a priority
- Recent studies have shown that noise pollution can have adverse effects on physical and mental health
- Air pollution has been shown to kill millions every year and increases the chance of transmission for coronavirus
- Direct impact on asthma and people with vulnerabilities to viruses
- The flight changes will increase the area where people will experience noise with 123,000 more people affected
- Increased flying hours will affect sleep patterns
- WHO and UK Govt say that aircraft noise can result in higher incidence of heart problems, anxiety and depression, and a shorter average lifespan for people affected by aircraft noise.
- Doubling the number of passengers at LBA doubles the noise!
- LBA admits in its application that "the development will result in adverse effects on health due to increased noise".
- Greater pollution levels over the Wharfe and Aire Valley communities
- The pollution assessments should include the effects of particulates and nitrogen oxides for the health of people living in Yeadon, as well as noise pollution for the north of Leeds.
- Continued operation of outdated and antiquated airfield and apron lighting systems which disrupts sleep by allowing light into houses

Policy matters

- Does not comply with NPPF para 7 as it is not sustainable development
- The objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- the expansion does not meet the objectives set by the NPPF
- The LCC core strategy guidance is out of date and is based on out of date evidence in respect of climate emergency
- Aviation white paper due out soon
- Section 19 of the Planning and Compulsory Purchase Act 2004 requires LPAs to set policies in local plans that mitigate climate change and expansion is not compliant with this requirement
- Paragraph 148 planning system should support transition to a low carbon future
- UK Committee on Climate Change limit aviation passenger growth to max of 25%

yet LBA wants to increase passengers by 72% in 10 years!

- Airport adjoins green belt and any expansion will result in further development in the green belt
- The West Yorkshire Local Transport Plan Part 3 (WYLTP3) has the key objective '*to make substantial progress towards a low carbon sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans*'.
- The Core Strategy section 4.9 says that they aim to support the growth of LBIA, but they never say why the growth of the Airport is needed of the growth of the economy of our area.
- Goes against Councils Best Council Plan

Design

- The design looks more like an office block than a contemporary air transport hub

COVID 19

- The premise is expansion of airport to 7MPPA by 2030 which the pandemic undermines and so the premise and the whole application needs fundamental review
- COVID 19 pandemic shown that this kind of industry is extremely unstable in a world of extreme pandemics and this application should not be considered before the pandemic
- Unreasonable to submit the application when the country is in a health emergency with COVID 19 as people are distracted
- At the current time is the claimed demand for capacity now valid
- The submitted reports were written before the COVID 19 crisis and don't take this into account
- During and following COVID19 there will be big reductions to air traffic movement, we should capitalise on this and take steps to ensure that the reduction is permanent
- Any planning meeting at the moment will be via Skype which excludes many voices this is not democracy in action
- Present lockdown has shown we can do business without need for travel over internet
- Air pollution has been linked to higher risk of death with COVID 19 and is commonly linked to increased health issues such as asthma

Other airports' applications

- Stansted and Bristol airports have had expansion applications turned down due to damage on climate
- Should be bound by obligations given in court of appeal decision on Heathrow's third runway
- Airports National Policy Statement (legal basis for Heathrow expansion) overturned in Court of Appeal because it didn't take into account of UK commitments under Paris Agreement

Other

- Economic analysis doesn't take on board the negative economic effects of tourism such as tourists spending money abroad
- Need to be conditions to control take off and landing directions
- Proposal takes no account of the noise preferential routes

- LBA is closer to a an area of dense population than any other airport in Yorkshire and the north east and probably the whole of the country
- Doesn't take into account the expansion will be diverting business from other airports to their own
- Jobs provided will be minimum wage, low skilled catering jobs and often zero hours basis
- Most passengers don't benefit the local economy as 93% of passengers are leisure
- Using LBA figures they only expect 340 full time jobs to be created by 2024 and only 2,310 by 2030
- Rumour Ryan air leaving Leeds so even less need
- LBA have no control over the age, maintenance regime or replacement schedule of the aircraft
- Very significant application and not reasonable to expect public to process complex suite of documents in timeframe given
- Do not agree that investment of funds in this project is a good use of public and private money especially in current climate
- Believe jobs can be created in other sectors which have a longer life such as better infrastructure to support safer cycling and train travel
- Disingenuous to say LBA is vital to the Leeds economy as its simply a leisure airport with very few business flights
- New airport will give more shopping and leisure opportunities but these shopping is overpriced unnecessary stuff and leisure will be more food outlets and bars
- No space left at LBA for further overnight plane parking to enable operations to put on more flights and get the number of turnarounds needed
- LBA are attempting to greenwash the proposed expansion
- It is pleasing to the see the design has been done with green issues in mind but should not be claiming to be climate neutral with a clear significant plan for expansion
- Want a safe cleaner world for my children
- Should be discouraging frequent flying and unnecessary business travel now we can video conference
- No mention of the proposed use for the old building
- Could be upgraded without expanded
- LBA misleading public as customers receiving emails directing them to public access and encouraging them to support the application
- Experts have also conducted research and reviewed evidence suggesting that green projects create more jobs, deliver higher short-term returns per dollar spend and lead to increased long-term cost savings, by comparison with traditional fiscal stimulus.
- Office for National Statistics show that the tourism trade deficit is nearly £40 billion per year.
- Many aircraft don't follow the flight path but airport seems to ignore it
- Advent of HS2 will be a far more effective generator for Leeds economy
- Reading support letters on line there are lots of people not even in the Leeds CC area and nowhere near the flight paths so feel that these should be discounted
- Elvington is a better location
- Profits from LBA go to AMP, the Australian investment company that owns the airport.
- No serious consideration is given to alternative sites for an airport
- The plans will mean the loss of two working farms (Hopewell and None-go-bye).
- Investment needed to the taxiway over the road as it cannot have any additional aircraft handling capacity overnight so this application ignores the obvious airfield reconfiguration work that needs to be done first
- This hasn't been on the Bradford planning committee and they haven't had their

- duty of care to their communities by carrying out a survey
- The evidence is presented in an inaccessible form requiring expertise and it is recommended that LCC make public information that is easily comprehensible to citizens
- Encourages people to spend money abroad on cheap holidays rather than in the UK at local tourist destinations
- The cheap flights era is probably coming to an end
- Heads of terms are general and vague

Support

Councillor Pat Latty (Guiseley and Rawdon Ward) supports stating

- I appreciate there is a huge swell of objection as it is thought the expansion plans will result in a huge increase in flights.
- Accepts that bringing the Airport into the 21st century with a modern terminal will attract modern quieter aircraft which will carry bigger passenger numbers and improve the experience.
- If refused the Airport might close which would be catastrophic for the local area with loss of jobs and closure of airport dependant businesses with a planning application for 5000 homes.

KLM – support stating

- The route provides worldwide connectivity via the Amsterdam hub
- World leader in flying responsibly
- Future success of LBA will create more jobs and boost economy
- Construction industry would benefit
- We have already ordered our next generation E195-E2s which we plan to operate throughout Europe including services to LBA with deliveries commencing in Q1 of 2021
- These ultra- efficient, quiet and clean aircraft offer 32 seats more than the current equipment in use with a considerably lower fuel burn

Yutong Bus UK support stating

- Discussing with the Airport the use of our zero emission buses for both landside and airside use.
- Our vehicles are electrically driven, and are fully zero emissions. That is zero CO2, zero NOX, zero Particulates etc. We have a full zero emission certificate from the LowCVP. The vehicles have additional benefits such as a silent drive, no engine vibrations and enhanced customer and passenger benefits such as air conditioning, USB charging and WIFI.
- Zero emissions for the movement of 70 to 110 passengers per vehicle. This would replace cars and older buses, reducing congestion, emissions and the carbon from the local environment.
- New electrical infrastructure would be created to charge the vehicles, providing highly skilled jobs in the design and construction sector.
- Zero noise from the buses to assist in the development to protect local communities and enhance the local environment

Transdev support stating

- Improved bus services for the Airport will benefit the local economy and provide increased connectivity and accessibility for nearby communities
- Extra jobs
- Grow economy
- Inward investment
- Environmentally efficient

West and North Yorkshire Chamber of Commerce supports the scheme

- Welcomed as connectivity to markets around the world is a major factor for our regional economy especially in current crisis
- Investment will provide new jobs during construction and after works are complete
- Post Brexit will be more important to access global markets
- Inward investment will bring improved connectivity
- Terminal development will improve passenger experience

There have been **1,281** support letters stating

Climate change

- Improve taxiways reduced taxi time and carbon emissions
- Use fixed electrical power will reduce diesel usage on parking stands and reducing emissions
- Increased usage of electric ground service equipment to lower emissions
- A short journey to airport as opposed to going to Manchester will reduce carbon footprint
- Environmental benefits of an energy efficient terminal
- Climate emergency measures should be done at national and international levels
- CO2 emissions from planes make up only 2% of the world's total emission with the activists thinking the new terminal will push it to 98%
- Air travel is so ingrained in today's society that to simply stop it would not be possible
- The Airport works hard to mitigate any environmental issues and feel confident they will work to address these.
- When the industry collectively achieves carbon neutrality Leeds will be left out
- The development will not add to the UK's overall pollution levels
- The new terminal will reduce emissions and comply with BREEAM highest standards by 2023
- Aviation is unfairly criticised many other Industries have a greater negative environmental impact
- No other airports committing to net zero by 2023
- Under the CDM Regulations all new build (planes?) will be built utilising energy efficient materials to the highest standard
- Travel by ferry to Scandinavian ports no longer possible
- Well in keeping with central governments wish to reduce carbon emissions
- Jet 2 are removing the less efficient aircraft and replacing them with more efficient 737-8MG aircraft
- Other airlines now fly aircraft such as the Airbus Neo series, these are even better for the environment than the 738-8MGs. – therefore aircraft are becoming more efficient
- We accept that Heathrow is a national asset and part of UK aviation's carbon footprint. Why can the same logic not be applied to LBA

Building design

- Aesthetically pleasing, beautiful and exciting design
- Green credentials and design
- Terminal building stunning but let down by pier building which needs same quality of design as main building
- New terminal building is vast improvement over current building
- Premium lounges need to have more window space
- New development will be significantly 'greener' than the existing old terminal
- Airport desperate to have new piers as apron is a logistical nightmare especially in winter months
- The terminal would be fit for purpose
- Increase capacity to support social distancing
- More space to allow social distancing

Noise

- Live on flight path and impact of aircraft noise is very limited
- Aircraft engines are getting quieter and cleaner and in the future they might even be jet engines so noise is not an issue
- Always surprised by objections on noise from people who have chosen to move close to an airport
- Lived in close proximity to the Airport for 30 years, those that object on noise grounds must have moved to the area recently
- Aircraft are essentially inaudible compared to road traffic
- More noise from the Wharfedale Rail line than LBA
- The use of 190s means that they do not disturb the residents of the Wharfe Valley as they are scheduled to "turn" south over Burley-in-Wharfedale at a decent height which they do

Highways

- Proposed link road will add efficiency and capacity to road system improving air quality which will also improve as we move to electric cars
- Inclusion of park and ride facility to new terminal will link to rail service into Leeds City Council
- How do buses access proposed rail halt
- Requires separate cycle superhighway
- Meet and greet building could also offer indoor bus waiting room
- Better transport links
- Traveling to Manchester airport - Trans-Pennine Trains are unreliable and do not run at times which allow access to early morning flights.
- Keep the easy access by car for those who require it
- The station should be named "Leeds Bradford International" or "Leeds Bradford Airport" may help our foreign visitors find it on the internet more easily
- Transport links need to be improved also with a train station and better road links from the A1/M1
- Traffic area to the front is dangerous to pedestrians
- £4m sustainable travel fund

Economic benefits

- Increased jobs to boost economy
- Additional routes available will be welcomed
- Major investment into Leeds Transport system to ensure City of Leeds can

- compete with other major northern cities
- Increase tourism
- No investment will send traffic to Manchester
- Economic growth needed especially after the economic impacts of COVID 19
- Build will be ready for when the air industry has recovered
- China is building 216 new airports by 2035 so we should be improving the one we have
- Airport important asset to Leeds and the region providing employment and international links crucial to business and leisure
- Expansion of hours merely brings the Airport in line with others in the UK
- A state of the art terminal would attract additional airlines and routes and mean less travel to Manchester airport
- Boost to Leeds and the surrounding area and Yorkshire as a whole
- Opportunity for Leeds to have a UK leading airport with a BREEAM certified terminal
- Will put Leeds and Yorkshire on the map
- Vital to the City and region
- It will provide an airport to serve Yorkshire that everyone can enjoy
- The expansion is needed so Leeds can be self-reliant and not rely on Manchester and London
- New facilities will attract new breeds of aeroplanes that are more efficient
- Expansion will support local hotels, B and Bs and local business
- Supports the northern powerhouse
- Bridge the gap between north south economic divide
- Sustain economic growth in Yorkshire region
- Good for local businesses
- Essential for the growth of Northern Powerhouse
- Completely funded by the owners at no cost to the taxpayer bringing huge economic advantages to the region

Problems with Current Building

- Need to retain Jet2 at the Airport don't force them out with poor terminal
- Insufficient seating at existing air terminal especially with future social distancing
- Current terminal facilities are not fit for purpose
- If going ahead would also hope the rail station is given the go ahead as soon as possible
- LBA currently has the worst facilities in the country of similar sized airports
- The security screening is too small to cater for enhanced procedures needed
- Arrivals and baggage reclaim is not welcoming and unable to cope with current passenger numbers
- Work will commence almost immediately
- Improve customer and visitor experience
- Car parking very unorganised
- Arrivals areas too small and overcrowded leading to unacceptable queues
- Will improve disabled access
- Ridiculous that in 21st century have portacabins as departure lounges
- Has poor access
- Food court, boarding gates and access to planes are inadequate
- Steep staircases
- Greedy parking charges
- A full cost benefit analysis is required which has not been carried out
- Outside entry to aeroplanes in all weathers is not acceptable

Other Matters Raised

- Hope to not pay to pick up and drop off passengers
- Sort out the long walk to passports
- More holiday destinations
- The need and desire for travel will not go away
- Cheaper air fares in the future
- Airport already has permission to expand to 7mppa
- The Airport is the wrong location due to dense fog and should be built in East Leeds where its flatter
- Profits of the Manchester Airport Group lead to an annual dividend of over £100M to the local councils in Greater Manchester
- If HS2 and Northern Powerhouse rail were already in place, perhaps you could argue that such local air connections were less important, however they are not, and are at least 25 years away
- Risk to national security if the Airport was to close down? – as the military use it for exercises
- LBA already has permission to increase passenger numbers to 7 million under the previous permission for a new terminal

22 General comments

- Welcome increase in capacity for holidaymakers and business travellers
- Extra jobs
- Concerned about climate change
- Road access good but rail and bus links should be encouraged
- In terms of flights people did buy houses here knowing the Airport existed however they equally would not have foreseen increase in capacity especially at night, these should be carefully considered and limited
- Public transport is appalling needs dedicated shuttle bus to meet every train at Guiseley
- Have an issue with way disabled passengers are treated and lack of response to customer complaints
- Support better environmental standards of new terminal as existing terminal is dated and inefficient
- Oppose attempts to build new terminal for purpose of increasing flights and impact on noise and fine particle pollutants
- Been accepted as one application which should have been submitted as two separate application
- Airport needs a railway station
- Manchester is easier to access
- The plans should take into account the potential for intra-city flights from UAVs for shipping and later human transport.
- The expansion should provide the infrastructure for decades of needs,
- Needs are very fluid and technology is changing
- LBA should encourage greener practices
- It is clear from the LBA Noise Action Plan, the current planning application and recent public
- Statements, that LBA continues to operate night-time flying restrictions based on the 1993 context.

- No account has been taken of the requirements in Condition 6 to adopt subsequent updates to UK NOTAM, S45/1993

CONSULTATION RESPONSES:

Historic England

Do not wish to offer any comments

Highways England

No objection

Environment Agency

No objections

Natural England

Considered that there will be no significant adverse impacts on designated sites and landscapes

Yorkshire Water

Conditional approval

Coal Authority

No requirement for consultation

Contaminated Land

Conditional approval

Flood Risk Management

Conditional approval

Highways

No objections subject to s106 commitments and conditions

Yorkshire Wildlife Trust

Requested additional information

West Yorkshire Combined Authority

- The proposals submitted would allow the Airport to reach its economic potential by improving its operations and develop a more attractive passenger offer
- The outflow of residents to other airports has an adverse environmental consequence which will be reduced especially if there are improved delivery of enhanced bus services to and from the surrounding conurbations (namely Leeds, Bradford and Harrogate)

- The ES demonstrates that operational activities used in the operation of the Airport will be reduced if application approved
- The ES demonstrates that surface transport emissions will increase if permission granted
- This increase should not be considered in isolation but within the context of decarbonising the economy of West Yorkshire.
- Application provides a rare opportunity to deliver the way water managed on site with existing vegetation enhanced to provide air quality and flood risk management benefits.
- Application key opportunity to showcase the regions digital assets and services in terms of digital infrastructure and services
- Supportive of new layout on basis that it provides better connections to sustainable transport options
- Welcome improvements to access the site by sustainable modes of travel as part of the surface access strategy to minimise additional car trips
- Electric charging points need to be clarified in line with council's policy requirements
- Concerned the £4m fund will not be sufficient to provide the long term revenue support
- Welcome additional capacity at the new bus station and the ticket sales machines in concourse, waiting rooms being seated and heated, real time information screens, new bus stop branding and signage
- In terms of bus contributions require as a minimum the current revenue support (indexed linked)
- Delivery of the rail station and consequential step change in connectivity and local access to the Airport remains a priority with an increase in passenger numbers accelerating the requirement for a step change in connectivity which could be provided by the delivery of the parkway station.
- Would like to see commitment by the Airport to fund a free shuttle bus service to the station

West Yorkshire Combined Authority have commented further stating

- The Sustainable Transport Fund of £4m is not sufficient to meet the modal split objectives
- Would support a more ambitious modal shift target for public transport
- Full costing of the enhancements for public transport need to be funded by LBA
- Funding should be provided until commercially viable
- Enhanced bus services alone unlikely to achieve the desired modal split outcomes
- Contribution to the railway station is low given the benefit that the station would bring to the Airport

PROW

Footpath 1 is proposed to be upgraded which should be to 3m wide and tarmacked, it is currently enclosed by fencing on both side so one side should be removed, detailed design of the underpass is required. Would welcome a link from the proposed access to the terminal with an additional link to the road.

North Yorkshire County Council

Neither objects or support the application stating NYCC has an aspiration to be carbon neutral by 2030 and the planning report includes carbon mitigation measures and a net zero carbon ambition. We encourage appropriate initiatives to reduce carbon emissions, improve facilities for public and active transport and electric vehicle

charging. There is potential for impacts upon Natura 2000 sites in North Yorkshire in terms of air quality and increase in noise disturbance

Bradford Metropolitan District Council

Have no objections stating

- An efficient, modern and competitive regional airport is positive for Leeds and Bradford District with a replacement terminal being welcomed investment.
- Will enable Bradford's economic growth ambition by driving inward investment
- Will drive wider economic impacts
- Council request that consideration is given to Bradford residents who have objected to aircraft noise and extension of flight times
- No objections in terms of air quality and noise from the Environmental Health team
- Welcomed the Airport are working with various parties to deliver proposed new rail station
- Support suggestion regarding increased bus services

Canals and River Trust

No requirement for consultation

West Yorkshire Fire and Rescue Service

No adverse comments

PLANNING POLICIES:

- 51 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

Development Plan

- 52 The Development Plan for Leeds for the purposes of this application currently comprises the following documents:
- The Leeds Core Strategy (Adopted November 2014) as amended by the Core Strategy Selective Review (adopted September 2019)
 - Saved Leeds Unitary Development Plan Policies (Reviewed 2006), included as Appendix 1 of the Core Strategy
 - The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015).
 - Site Allocations Plan ('SAP') (adopted July 2019)

Core Strategy

- 53 The Core Strategy sets out strategic level policies and vision to guide the delivery of development and investment decisions and the overall future of the district.
- 54 Spatial Policy 11 – Transport Infrastructure Investment Priorities identifies spatial priorities including (ii) surface access improvements to support growth of LBA. Paragraph 4.9.5 supporting SP11 states that the challenge for Leeds will be to accommodate an increasing population subject to a number of considerations including minimising the growth of travel by car to reduce carbon emissions and traffic

congestion; ensuring appropriate location and accessibility of development; continuing to improve public transport networks and services to accommodate growth.

- 55 Spatial Policy 12 – Managing the growth of Leeds Bradford International Airport which states that the continued development of the Airport will be supported to enable it to fulfil its role as an important regional airport subject to:
- (i) Provision of major public transport infrastructure and surface access improvements at agreed passenger levels.
 - (ii) Agreement of a surface access strategy with identified funding and trigger points
 - (iii) Environmental assessment and agreed plans to mitigate adverse environmental effects where appropriate
 - (iv) The management of any local impacts and implementation issues, including visual and highway issues.
- 56 Policy EN1: Climate Change – Carbon Dioxide Reduction states that all developments of over 1,000 square metres of floorspace, (including conversion where feasible) whether new-build or conversion, will be required to:
- (i) Reduce total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate until 2016 when all development should be zero carbon; and,
 - (ii) Provide a minimum of 10% of the predicted energy needs of the development from low carbon energy.
- 57 Paragraph 5.5.31 supporting Policy EN1 recognises the Climate Change Act 2008 (see below) established a new approach to managing and responding to climate change in the UK and created a legally binding target to reduce the UK's emissions to greenhouse gases by 2050 through carbon budgeting. These carbon budgets, whilst owned and delivered at a national level, will have a profound effect on all activities at a local level. Policy tools and financial incentives have been put in place to drive down emissions from transport, housing and business across the country (para.5.5.33)
- 58 Policy P10: Design states that: New development for buildings and spaces, and alterations to existing, should be based on a thorough contextual analysis to provide good design appropriate to its scale and function.
- 59 New development will be expected to deliver high quality innovative design that has evolved, where appropriate, through community consultation and which respects and enhances the variety of existing landscapes, streets, spaces and buildings according to the particular local distinctiveness and wider setting of the place, contributing positively towards place making and quality of life and be accessible to all.
- 60 Policy T1: Transport Management states that support will be given to the following management priorities:
- c) To support wider transport strategy objectives for sustainable travel and to minimise congestion during peak periods.
- 61 Policy T2: Accessibility Requirements and New Development states that new development should be located in accessible locations that are adequately served by existing or programmed highways, by public transport and with safe and secure access for pedestrians, cyclists and people with impaired mobility:
- (i) In locations where development is otherwise considered acceptable new infrastructure may be required on/off site to ensure that there is adequate provision for access from the highway network, by public transport and for cyclists, pedestrians

and people with impaired mobility, which will not create or materially add to problems of safety, environment or efficiency on the highway network.

62 Policy G8: Protection of important species and habitats states that development will not be permitted which would seriously harm, either directly or indirectly any sites designated of national, regional or local importance for biodiversity or ecological importance.

63 Policy G9: Biodiversity Improvements developments will be required to demonstrate that there will be an overall net gain for biodiversity commensurate.

Leeds Unitary Development Plan (UDP) Review Retained Policies

64 Policy GP5: Development proposals should resolve detailed planning considerations and avoid problems of environmental intrusion, loss of amenity, pollution, danger to health or life, highway congestion, maximise highway safety, promote energy conservation and prevention of crime.

65 Policy N33: States that except in very special circumstances approval will only be given for a list of developments within the Leeds Green belt which includes development of agriculture, limited extensions, limited infilling, redevelopment of major existing developed sites

66 Policy BD2: The design and siting of new buildings should complement and where possible enhance vistas, skylines and landmarks

67 Policy BD5: All new buildings should be designed with consideration given to both their own amenity and that of their surroundings

68 Policy LD1: Gives details of the measures that should be included in any proposed landscaping scheme

69 Policy T30a: This lists development and uses which are considered to be acceptable in principle within the Airport's operational land boundary which includes passenger terminal buildings plus aircraft stands (aprons).

Leeds Natural Resources and Waste DPD 2013

70 The plan sets out where land is needed to enable the City to manage resources, like minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way.

Site Allocations Plan (SAP)

71 Whilst there is no direct allocation for the Airport in the SAP, site allocation reference EG2-24 is a 36ha employment hub which is in close proximity to the Airport. The SAP states:

'In reflecting the opportunity to contribute to local general employment land requirements and to recognise the strategic economic role of Leeds Bradford Airport for Leeds and the City Region, 36.23ha of land at Leeds Bradford Airport is allocated as EG2-24 subject to spatial policy 12 of the Core Strategy.'

Supplementary Planning Guidance

72 Of most relevance

- Parking (LCC January 2016)
- Street Design Guide (LCC August 2009)
- Supplementary Planning Document 'Travel Plans' (LCC February 2015)
- Aireborough Neighbourhood Plan which is not yet adopted – this is at initial stages of preparation and has no material weight

National Planning Policy

National Planning Policy Framework

73 The National Planning Policy Framework (2019) does not contain aviation-specific planning policy, although there are key aspects which will need to be taken into account in considering this application.

74 The NPPF is an important material consideration in terms of the framework under which this development is to be assessed. For the purposes of this application, the key considerations are sustainability, Green Belt and climate change.

- Paras.11 and 8 the NPPF apply a presumption in favour of sustainable development (para.11) through the achievement of three overarching and interdependent objectives (economic, social and environmental). Para.8 states: *“Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):*
- *an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- *a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
- *an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*
- Para.9 the objectives above should be delivered through the preparation and implementation of plans and the application of NPPF policies. They are not criteria against which every decision can or should be judged. Planning decisions should play an active role in guiding development towards sustainable solutions taking local circumstances into account, reflecting character, needs and opportunities of each area.
- Para.80 creating the conditions for businesses to invest, expand and adapt with significant weight placed on the need to support economic growth and

productivity, taking into account local business needs and wider opportunities for development

- Paras.102-103 108-111 promoting sustainable transport including significant development focus on locations which are or can be made sustainable, and environmental impact identified and assessed with mitigation of any adverse effects
- Para. 104 (f) requires planning policies to recognise the importance of maintaining a national network of general aviation airfields (LBA is a commercial aviation airport although does provide general aviation for smaller aircraft e.g. private jets).
- Para.144 substantial weight given to any harm to the Green Belt. Very special circumstances will not exist unless potential harm by reason of inappropriateness and any other harm, is clearly outweighed by other considerations
- Paras.148-154 new development designed to mitigate the effects of climate change and plan for renewal and low carbon energy.

National Infrastructure Guidance

- 75 The Planning Act 2008 created a new development consent regime for nationally significant transport infrastructure projects (NSIPs). These projects are commonly referred to as major infrastructure projects. Airports falling within the definition of NSIP in the transport sector are new airports in England capable of handling at least 10 million passengers per year (Nationally significant infrastructure projects in the transport sector, Updated April 2020). LBA falls outside that definition. “Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England” (2018) very largely relates to that part of the country only and does not relate to LBA.
- 76 The Government’s National Infrastructure Delivery Plan 2016–2021 brings together the Government’s plans for economic infrastructure over 5 years with those to support delivery of housing and social infrastructure. This notes that:-
- Para 5.4 ...there is a capacity and connectivity challenge, particularly in the South East. It is because of this that the government accepted the case for expansion of airport capacity in the region. In the shorter term, **a key priority is to make better use of existing runway capacity at all UK airports**. [LCC emphasis]
 - Para 5.6 ...to limit, and where possible reduce, the number of people in the UK significantly affected by aircraft noise
 - Para 5.7 The Government supports competition as an effective way to meet the interests of passengers and other users. It also welcomes the significant levels of private sector investment in airport infrastructure and establishment of new routes to developed and emerging markets.
 - Para 5.12 The Government is working to ensure that there are sufficient and effective connections to airports to handle current and future capacity requirements and through Highways England and Network Rail is bringing forward a number of road and rail projects to improve surface access.
- 77 This document sets out a list of key projects and programmes for airport expansion and surface access across the country with new airport infrastructure at Manchester, Luton, Heathrow and Gatwick and support for 11 new routes and connectivity. The document is silent on LBA.

Aviation Policy Framework (2013) ("APF")

- 78 The APF sets out the Government's objectives and principles to guide plans and decisions at the local and regional level. The Government's primary objective is to achieve long-term economic growth, recognising that the aviation sector is a major contributor to the economy. The growth of the sector is supported within a framework which maintains a balance between the benefits of aviation and its costs, particularly its contribution to climate change and noise. The role of LBA in contributing to the economy of Yorkshire and the Humber region is acknowledged with up to 2,800 direct jobs and generates GVA of £102.6 million in direct value and is a catalyst to a further 320 jobs and £10.8 million of GVA. Based on forecast passenger growth it is estimated that this will grow to around 8,000 jobs and £290 million GVA by 2030 (pg 21).
- 79 Para. 1.23 recognises that airports outside the south east of England *"...have an important role in helping to accommodate wider forecast growth in demand for aviation in the UK, which could help take some pressure off London's main airports. The availability of direct air services locally from these airports can reduce the need for air passengers and freight to travel long distances to reach larger UK airports."*
- 80 The growth of airports outside south east England is supported, however para. 1.24 notes that *"...the development of airports can have negative as well as positive local impacts, including on noise levels. We therefore consider that proposals for **expansion at these airports should be judged on their individual merits, taking careful account of all relevant considerations, particularly economic and environmental impacts**"* [LCC emphasis]
- 81 In relation to climate change, *"Globally, the aviation sector is responsible for about 1 to 2% of greenhouse gas emissions. In the UK, domestic and international aviation emissions account for about 6% of total greenhouse gas emissions or 22% of the transport sector's greenhouse gas emissions...Aviation is, however, likely to make up an increasing proportion of the UK's total greenhouse gas emissions, while other sectors decarbonise more quickly over time (para. 2.1)*
- 82 The Government's objective is to ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions. The emphasis is on action at a global level as the best means of securing the objective. A series of measures are identified at a global and European level. At a national level, the Climate Change Act 2008 does not include international aviation emissions in the carbon reduction target set by the act (para.2.30), see further below.
- 83 For surface access, *"...**developers should pay the costs of upgrading/enhancing road, rail or other transport networks or services where there is a need to cope with additional passengers travelling to and from expanded or growing airports.** Where the scheme has a wider range of beneficiaries the government will consider, along with other relevant stakeholders, the need for additional public funding on a case by case basis"* (para.5.12) [LCC emphasis]
- 84 The APF may be a material consideration in planning decisions depending on the circumstances of a particular application (para. 5.6).

Other material considerations

Aviation 2050: The Future of UK Aviation (Consultation 2018)

- 85 This is the emerging national policy which will replace the APF. The consultation ended in April 2019. The Government maintains support for the growth of aviation and the benefits delivered, provided the growth takes place in a sustainable way, with actions to mitigate the environmental impacts. Regional growth and connectivity is supported. ***“The Government is supportive of airports beyond Heathrow making best use of their existing runways, subject to proposals being assessed in light of environmental and economic impacts.”*** (para.4.3) [LCC emphasis]. Regional airports serve large catchments and offer extensive short-haul network and some key long-haul routes and provide their regions with access to global markets (para.4.4).
- 86 Airports are becoming regional transport hubs supporting multiple businesses, labour markets and population centres and their development need to be planned in that context and included in relevant regional, spatial and economic development strategies (para.4.32). Since 2010 the highest passenger number increase has included LBA (50%).
- 87 The emerging national policy gives consideration to carbon impacts from airport expansion at para 1.24 and 1.25 and that includes the Paris Agreement. It sets out that the Government intends to work to *“support and strength the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and negotiate for a long term goal for international aviation climate emissions, ideally by ICAO’s 41st Assembly in 2022, that is consistent with the temperature goals of the Paris Agreement”* (see para. 2.11). These matters are considered further along with non-CO2 impacts at paras. 3.77 – 3.97, which again emphasise CORSIA as the way of dealing with such emissions.
- 88 Alongside the consultation on the new policy the Government published a suite of documents looking at carbon and non-carbon impacts. These included: (i) Understanding the potential and costs for reducing UK aviation emissions: air transportation analytics report; (ii) Carbon leakage: air transportation analytics report and (iii) International aviation and the Paris Agreement temperature goals.

Beyond the Horizon: Making Best Use of Existing Runways (2018)

- 89 This document confirms the 2017 DfT Aviation Forecasts. The government is supportive of airports beyond Heathrow making best use of their existing runways, recognising the negative and positive impacts including noise levels. For the majority of local environmental concerns, *“the government expects these to be taken into account as part of existing local planning application processes”* and as part of planning applications airports need to demonstrate how local environmental issues can be mitigated (para.1.22-1.24 and 1.29).
- 90 This document also refers to the Government using the Aviation Strategy to progress wider policy towards tackling aviation carbon (see para. 1.12) looks at the implications of making best use of carbon (paras. 1.14 and 1.21), it concludes in para. 1.25 with as a result of the consultation and further analysis to ensure future carbon emissions can be managed, the Government believes there is a case for airports making best use of the existing runways across the whole of the UK.

91 LBA has submitted information in the ES which compares the Airport air transport emissions to those projected by the DfT at an airport level by 2050. It shows that with development airport emissions would be 0.8% of the UK national emissions by 2050 compared to 0.6% without development. The with development air transport emissions by 2050 are forecast to be 0.31 million tonnes of CO2 which is less than the 0.4 million tonnes assumed by the DfT carbon forecasts.

Climate Change

92 The Climate Change Act 2008 (CCA 2008) is relevant, as all planning policy and considerations must take into account the legally binding targets to reduce greenhouse gas emissions laid out in Section 1 of the Act, notwithstanding the fact that the legally binding targets are binding only on the Secretary of State and further notwithstanding that the CCA 2008 excludes international aviation. The target in Section 1 was recently amended to reduce all greenhouse gas emissions to net zero by 2050 by the government in line with its declaration of a climate emergency in May 2019. The change to Section 1 was to reflect the commitments in the Paris Agreement. The Council declared a climate emergency in March 2019. Neither the NPPF nor the national aviation documents have been updated since the climate emergency declaration. The Council's Authority Monitoring Report publishes carbon dioxide emission reduction by major emitters.

93 The CCA 2008, amended by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, states in section 1 that it is the duty of the Secretary of State to ensure the UK carbon account for 2050 is at least 100% lower than the 1990 baseline. The amended duty now reflects the UK's commitments in the Paris Agreement. This duty imposed on the Secretary of State in section 1 is achieved by setting a series of carbon budgets provided for in section 4 of the CCA 2008.

94 The CCA 2008 set up a Committee on Climate Change (CCC) which has a key advisory role under the Act. In relation to aviation section 30(1) of the CCA 2008 is relevant which states

"Emissions of greenhouse gases from international aviation ... do not count as emissions from sources in the United Kingdom for the purposes of this Part, except as provided by regulations made by the Secretary of State."

95 No such regulations have been made, thus in assessing compliance with the target set in s1 of the CCA 2008, greenhouse gases from international aviation are excluded.

96 The CCA 2008 (2020 Target, Credit Limit and Definitions) Order 2009/1258 defines international aviation as

"(a) the whole of any flight which—

(i) begins at an aerodrome in the United Kingdom and ends at an aerodrome outside the United Kingdom, or

(ii) begins at an aerodrome outside the United Kingdom and ends at an aerodrome in the United Kingdom,

regardless of whether the flight includes one or more interim stops at aerodromes in the United Kingdom; and

(b) the whole of any flight which begins and ends at aerodromes outside the United Kingdom"

97 S10(2) of the CCA 2008 does, however set out various matters which are required to be taken into account when the Secretary of State or the CCC advises upon any carbon budget including *‘(i) the estimated amount of reportable emissions from international aviation ...’*

98 There has been a legal case which usefully summarised the decision being **Spurrier v Secretary of State for Transport** [2020] PTSR 240 and which decision was restored by the Supreme Court (see [2020] UKSC 52, overturning the Court of Appeal’s decision). :

“571 Therefore, although for the purposes of the CCA 2008 emissions from GHGs from international aviation do not generally count as emissions from UK sources (section 30(1)), by virtue of section 10(2)(i), in relation to any carbon budget, the Secretary of State for BEIS and CCC must take such emissions into account.

572 ... the CCC has interpreted that as requiring the UK to meet a 2050 target which includes these emissions. The CCC has advised that, to meet the 2050 target on that basis, emissions from UK aviation (domestic and international) in 2050 should be no higher than 2005 levels, i.e. 37.5 megatons (million tonnes) of CO₂ (MtCO₂). This is referred to by the claimants as “the Aviation Target”. However, the APF explains that the Government decided not to take a decision on whether to include international aviation emissions in its carbon budgets, simply leaving sufficient headroom in those budgets consistent with meeting the 2050 target including such emissions, but otherwise deferring a decision for consideration as part of the emerging Aviation Strategy. The Aviation Strategy is due to “re-examine how the aviation sector can best contribute its fair share to emissions reductions at both UK and global level” ...

573 The restriction of aviation emissions to 37.5 MtCO₂ not having been adopted by the Government, but being assumed by the CCC for planning purposes, the Secretary of State in this claim does not consider the term “Aviation Target” is apt, and prefers “the Planning Assumption”; but, for ease of reference and without prejudice to that point, we shall use “Aviation Target” for the purposes of this judgment.

574 With respect to the Aviation Target, the CCC advised that, if aviation emissions at 37.5MtCO₂ were included in the 2050 aggregate carbon target, then this target could be achieved through reducing emissions in other sectors by 85% on 1990 levels. With regard to this, the CCC have said (see para 11 of the Climate Change Annex to the Agreed Statement):

“Reducing emissions in other sectors by 85% in 2050 on 1990 levels is at the limit of what is feasible, with limited confidence about the scope for going beyond this. It is of course possible that there may be scope to reduce emissions more in other sectors, which would allow aviation demand to grow by more than 60% in 2050. However, this may well be the limit, here and in other developed countries, compatible with achieving the internationally agreed climate objective.”

99 Following on from this judgement there have been further developments which includes

i) Publication of the CCC’s Net Zero - The UK’s contribution to stopping global warming (May 2019)

This recommended that the Secretary of State included international aviation in the target but this has not happened.

ii) CCC to the Government in September 2019 on Net Zero and the approach to international aviation and shipping emissions

Paris Agreement (November 2016)

- 100 The Paris Agreement sets out a global framework to avoid dangerous climate change by limiting global warming to well below 2 degrees and pursuing efforts to limit it to 1.5 degrees. It also aims to strengthen countries ability to deal with the impacts of climate change and support them in their efforts. It's a universal legally binding climate change agreement with the EU and members states among the 190 parties.
- 101 Failure to consider the Paris Agreement was the basis upon which the Airports NPS supporting Heathrow expansion was found to be unlawful by the Court of Appeal in the **Plan B** case. That judgement was unanimously overturned by the Supreme Court. Moreover, in any event the CCA has now been amended to reflect the goals in the Paris Agreement. Furthermore, the Paris Agreement has been considered by the Government in the context of the Making Best Use policy and the emerging Aviation 2050 policy and it is noted that CORSIA is said by the Government to be consistent with the temperature targets in the Paris Agreement.

Route to 2030 Strategic Development Plan (2017)

- 102 Produced by LBA, the Route to 2030 document is the Airport's Masterplan produced in line with the APF, setting out the Airport's development strategy for the period to 2030. It responds to the DfT aviation forecasts (2013) that passenger numbers could increase from 3.3mppa per year to 7.1mppa per year by 2030.

Route to 2030 Surface Access Strategy (SAS) (2017)

- 103 The SAS accompanies the Airport Masterplan and sets out surface access infrastructure improvements to support the forecast passenger growth to 2030 including access by rail, bus, cars, walking and cycling.

Leeds Climate Emergency Declaration

- 104 Leeds Declared a Climate Emergency on the 27th March 2019, in response to the UNs report on climate change
- 105 In January 2020, a Climate Emergency Update report was agreed by the City Council's Executive Board. In relation to aviation, the report concluded as follows (section 3.6, paras. 3.6.1 – 3.6.10):
- 106 *"The Council recognises that the global emissions arising from aviation are significant, damaging to the environment and must be addressed in the strategy to combat global warming. Furthermore, it recognises that the planned increases to aviation in the national strategy over the next ten years will see a rise in emissions that will not be addressed by improvements to fuel efficiency or technology. The council also accepts given the scale of the global challenge that offsetting to compensate for the rise in emissions will not be sufficient.*
- 107 *Aviation growth and meeting zero carbon targets are fundamentally incompatible until such time as new technologies are developed. It is only at the point at which emissions from aircrafts have been adequately resolved that national and international aviation growth can be supported.*

- 108 *The council also recognises the contribution that the local airport makes to the local economy and the thousands of jobs, directly and indirectly, dependent on it. Any future strategy needs to take into account the impact changes to the aviation industry may have on employment and find credible alternative growth sectors. It also recognises the benefits that international travel brings, both for business and the individual. It is imperative to secure public support for any changes which limit choice or increase costs.*
- 109 *LBA represents only 1.4% of air travel and is therefore marginal in the totality of the challenge. Importantly, most people from Leeds fly from elsewhere, so other airport growth must be taken into account. In the absence of a national strategy, limiting LBA is only likely to damage the local economy, leading to further trips to neighbouring airports, with a consequent rise in emissions. Leeds cannot therefore commit to a strategy in isolation to others. It is not appropriate for the council, by default, to export aviation to other areas.*
- 110 *Leeds does, however, accept that aviation emissions need to be contained. It will therefore participate in national and international discussions to revise growth projections, with the aim of distributing aviation share across the country in a way which minimises carbon emissions and promotes an economic rebalancing of the regions.*
- 111 *If we are asking people to stop taking internal flights, or flights to nearby European cities, there need to be reliable alternatives for people to use. Currently these alternatives are lacking both in terms of choice, capacity and reliability.*
- 112 *Leeds station is already the third busiest outside of London – and the fourth worst in the country for overcrowding at peak times. The capacity of our existing station and rail lines are already past breaking point and we need schemes like HS2 to enable people to travel longer distances more sustainably.*
- 113 *In the meantime, the council will work on a number of mitigating actions. It has already withdrawn its previous proposals for surface access, reducing the direct impact on green belt. Its revised surface access plans will concentrate on links which improve rail access. Full details of the revised proposals can be found in the Executive Board paper entitled “Surface Access to Leeds Bradford Airport, the North West Leeds Employment Hub and Proposed Airport Parkway Station” that is also on today’s agenda.*
- 114 *The Council will advise people about the impact of flying and encourage people to make more sustainable travel choices. The council will also promote an offsetting scheme through which passengers can fund projects which save or sequester carbon within their own locality. Finally, the council will support the Airport to be a centre for innovation, working with the local universities, with the aim of developing low and zero carbon aviation which will provide the industry with a long term sustainable future.*

Asks of Government

- *An ambitious national aviation strategy that integrates aviation into the national carbon roadmap, creating a level playing field for all national and regional airports;*
- *Introduction of a frequent flyer levy to reduce demand;*
- *Investment in rail to provide a realistic alternative to flying for domestic and European flights.*

115 There was also a report responding to the recommendations made by the Citizens Jury presented to the Climate Emergency and Advisory Committee in March 2020 and September 2020 and in relation to LBA the following is relevant

Citizens' Jury Recommendation I

116 *We recommend stopping Leeds Bradford airport expansion – it is not compatible with zero carbon targets. To make this recommendation happen:*

Leeds City Council should not approve new road building or selling land to develop. Residents should block expansion and be educated about the impact on the carbon footprint.

18 out of the 21 citizens Jury members (86%) believe that it is the wrong decision to expand Leeds Bradford airport (two abstained).

We also believe flying must be discouraged by for example:

a frequent-flyer tax (based on income and number of flights and location i.e. domestic.)Advertising holidays in the UK rather than abroad.

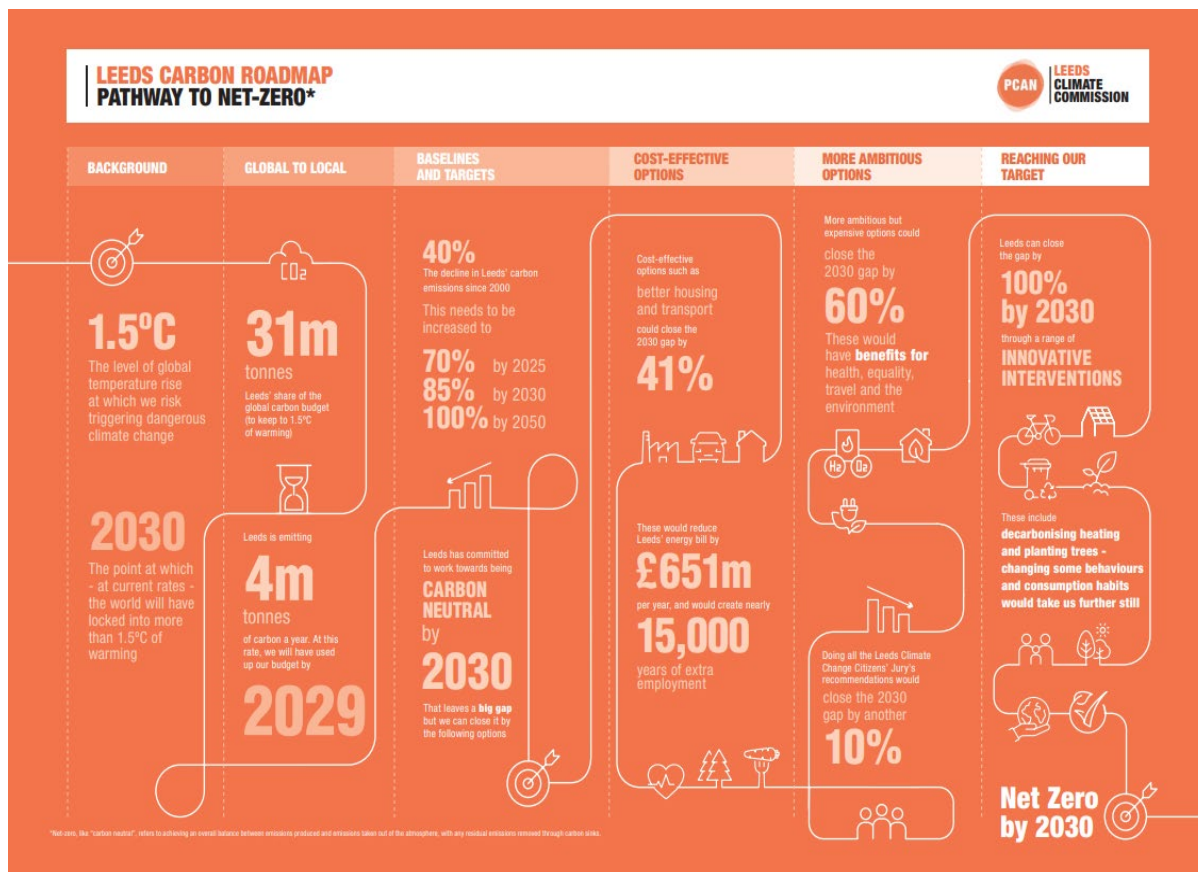
Councils Response

117 The Councils response to this matter at both Committees was the same as the decision taken by Executive Board in January 2020 and covered in paragraphs 105 to 113.

118 The conclusion of both these matters is that that whilst the matter of aviation has been discussed at Council's Committees the consensus seems to be that more needs to be done at a national level first.

Leeds Climate Commission – A Net Zero Carbon Roadmap for Leeds (2021)

119 Leeds Climate Commission is an independent body consisting of 24 key businesses and organisations with its task to monitor progress on reaching the City's targets, encourage collaboration on projects that will make a measurable contribution and promote best practice. A new report has been published which details a pathway for Leeds to achieve Net Zero by 2030 which is shown in the carbon road map below:



120 A separate report is planned into addressing the impact of indirect emissions which would include flights from Leeds Bradford Airport which is not covered in this latest document.

Tackling the Climate Emergency Emission Reduction Pathways Report July 2020 (West Yorkshire Combined Authority (WYCA))

121 WYCA declared a climate emergency in July 2018, to be net zero by 2038 with significant progress by 2030. This West Yorkshire Carbon Emission Reduction Pathways (CERP) Study was commissioned to demonstrate the different ways the climate emergency could be addressed. It should be noted that WYCA are supportive of the LBA proposals see consultees responses.

122 This document is to be used to inform future decisions on how to tackle the climate emergency and to become a net zero carbon region by 2030

In relation to aviation this states:-

- Demand for domestic aviation needs to reduce by 20%
- Demand for international aviation must remain at 2020 levels or be limited to a 25% increase

123 A report was considered by the WYCA on the 27th July 2020 on this matter. The purpose of the report was to provide the Combined Authority with oversight of the findings to date of the West Yorkshire Carbon Emission Reduction Pathways Study which will inform future decisions about how to tackle the climate emergency and become a net zero carbon region and to endorse them. Members agreed to consult on a number of pathways (with the above being one of the suggested pathways) with wider stakeholders. At this stage this work is at a very early stage with no commitment from WYCA on any of the pathways so the above matters carry no weight.

MAIN ISSUES

1. Policy
2. Economic benefits
3. Highway and Transport Impacts
4. Climate change
5. Noise
6. Air quality
7. Health
8. Design
9. Landscaping
10. Ecology
11. Matters raised by Members
12. Representation
13. Planning balance

APPRAISAL

1. Policy

- 124 The National Planning Policy Framework makes clear at section 9 that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open (paragraph 133). Paragraph 145 and 146 of the Framework specify the types of development that are 'not inappropriate' in the Green Belt. All other development is inappropriate and, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The application proposal does not fall within any of the categories of appropriate development in paragraphs 145 or 146. It therefore constitutes inappropriate development for the purposes of paragraph 144 of the Framework and by definition causes harm to the Green Belt which must be given substantial weight.
- 125 Paragraph 134 the Framework lists the five purposes of the Green Belt, which are:
- To check the unrestricted sprawl of large built-up areas;
 - To prevent neighbouring towns merging into one another;
 - To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land.
- 126 It is considered that the purpose of the Green Belt of most relevance here, is to assist in safeguarding the countryside from encroachment.
- 127 Paragraphs 143 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 128 Paragraph 144 goes on to state that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

- 129 Paragraph 145 of the NPPF goes on to advise that LPA's should regard the construction of new buildings within the Green Belt is inappropriate except under certain specific circumstances set out in subparagraphs (a) to (g). These exceptions relate primarily to buildings for agriculture and outdoor recreation, limited extensions, infilling, redevelopment of brownfield sites and replacement dwellings.
- 130 The proposed new terminal building does not meet any of these exceptions and is therefore by definition inappropriate development within the Green Belt and therefore harmful to the Green Belt and contrary to national planning policy.
- 131 The new terminal building also needs to be assessed in relation to the impact upon the openness of the Green Belt. The LBA proposals also entails changes to the flight times. However, within the context of Green Belt Policy, the potential numbers of flights is not considered to be "development", having a greater impact on the openness of the Green Belt.
- 132 When considering planning applications, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the harm to the Green Belt, by reason of inappropriateness, impact on openness, and any other harm, is clearly outweighed by other considerations. Whether there are such other considerations, amounting to very special circumstances, is assessed in the planning balance from paragraph 315 onwards

Impact on the Openness of Green Belt

- 133 The proposal involves a new terminal building to be constructed within an existing mound to the west of the existing terminal building. This part of the airport consists of a split level site, with the mound, the concrete apron and a fuel farm (6 fuel tanks) at the top of the mound and an existing car park (consisting of hundreds of spaces) to the bottom of the mound.
- 134 Whilst some of the proposed building will be set at the level of the lower mound/within the mound itself, it is acknowledged that the building will be 3 stories in height, with the majority of the proposed building above the higher part of the mound. Connected to the new terminal building is a long pier which links the terminal to the airport apron, providing 12 no. of aircraft 'stands'.
- 135 Notwithstanding the relationship of the new terminal building to the mounds, the elevated position of the site is such, it is accepted that the new building will be prominent in views from the east and north east than the existing structures at the airport. Opportunities for screening is limited and as a consequence, the new building will impact to some extent on the existing spatial openness, given that the new building will occupy a site, where there is no existing building. However, it needs to be emphasised that the new terminal is replacing existing airport infrastructure (fuel storage area and concrete apron) and therefore within an area that is already within airport use. Also whilst the proposed building is larger and taller than the existing 6 large fuel tanks on the site, its additional visual impact on openness is limited due its setting within the curtilage and backdrop of the existing airport and associated operations (the existing fixed tanks as well as the fuel tankers and aircraft that are situated within the apron here).
- 136 Taking all these matters into account it is considered that the new terminal building, would have a limited contribution to the impact upon the openness of the Green Belt.

- 137 National policy recognises the role of regional airports and proposals for expansion should be judged on their individual merits, having regard in particular to economic and environmental impacts. There is therefore a balancing act to be made in relation to the environmental and economic objectives arising from airport expansion.
- 138 As discussed above there is a presumption against development other than the uses and development compatible with Green Belt purposes (Policy N33 reflecting the objectives of NPPF para 145). Having dealt with development within the green belt there are two policies within the development for development at the airport which are Policy T30A of the UDP and policy SP12 of the Core Strategy. In terms of policy T30A this lists uses which are acceptable in principle, subject to detailed consideration being made. A new terminal building is listed as one of the proposed uses within Policy T30A.
- 139 Spatial Policy 12 (Managing the Growth of Leeds Bradford Airport) of the Core Strategy is also applicable. This recognises the principle of further growth of the Airport (although does not specify a level of growth), upon satisfying the criteria of the policy relating to surface access improvements, environmental and local impacts (including visual and highway issues) with climate change, forming part of the environmental considerations.
- 140 The four criteria in relation to Policy SP12 are:-
- (i) Provision of major public transport infrastructure (such as tram train) and surface access improvements at agreed passenger levels
 - (ii) Agreement of a surface access strategy with identified funding and trigger points
 - (iii) Environmental assessment and agreed plans to mitigate adverse environmental effects, where appropriate
 - (iv) The management of any local impacts and implementation issues, including visual and highway issues
- 141 Both T30A and SP12 recognise the principle of further development at the Airport, however the criteria set out by SP12 prescribes the detailed considerations in relation to transport infrastructure, surface access, environmental and other local impacts that need to be addressed.
- 142 Policy SP12 is also helpful for clarifying the balance to be struck in the application of para 8 of the NPPF and the achievement of sustainable development through mutually supportive economic, social and environmental objectives. Para 9 of the NPPF states that *'These objectives should be delivered through ... the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area'*
- 143 Policy SP12 helps implement para 9 of the NPPF by providing a clear link between its criteria (which relate to local circumstances and the character, needs and opportunities of the area) and the achievement of economic, social and environmental objectives as set out in paragraph 8 of the Framework.

The application needs to be assessed in relation to the individual criteria of policy SP12 which is as follows

Transport access (SP12 (i), (ii) and (iv))

144 From a policy perspective LBA needs to demonstrate that the requirements of policy SP12 are addressed in order to achieve a sustainable development. The APF and emerging Aviation 2050: The Future of UK Aviation, both highlight that the Airport growth takes place in a sustainable way with mitigation to address impacts. In particular, the APF requires that, *“...developers should pay the costs of upgrading/enhancing road, rail or other transport networks or services where there is a need to cope with additional passengers travelling to and from expanded or growing airports..”* (para.5.12).

145 The package of improvements have been linked to the Policy SP12 (ii) requirement for identified funding and trigger points. The highway officer has identified the following surface access travel targets to link the modal shift to the passenger number growth:

“Prior to the annual passenger numbers at the airport exceeding 5 million, being the total of arriving and departing passengers the following travel targets shall be met:

a) 10% of passengers travelling to and from the airport will do so by public service bus

b) 30% of workers directly employed by the airport will travel to and from the airport by means other than single occupancy private car.

c) 20% of workers employed within the curtilage of the airport but not employed directly by the airport will travel to and from the airport by means other than single occupancy private car.

The same targets will be maintained as the number of passengers using the airport increases.”

146 The modal shift of 10% of passengers travelling to the Airport by public transport (specifically the bus) is considered to be a realistic target due to the fact that the Airport is located in a semi-rural location with limited access by the highway network especially as the proposed link road has now been shelved. The Airport is also restricted in that it cannot provide any additional physical infrastructure due to its existing location so the only way they can have an input in relation to achieving the required modal shift is to invest in additional public transport. The highway and transport improvements have been accepted, and are discussed in more details below. It is concluded that the proposed s106 provisions ensure the necessary safeguards to achieve the modal shift commitments will be achieved. With these trigger points and commitments the application satisfies SP12 (ii).

Climate change (SP12(iii))

147 The effects on climate change in regard to the application of policy SP12 involve two key areas (the consideration of the construction of the terminal building is considered under Policy EN1 and EN2 below):-

1. Surface Access for passengers

148 The surface movement of passengers accessing the Airport contributes towards emissions levels and counts towards Leeds' carbon footprint. Highways officers have provided detailed comments on the package of improvements to the existing surface access which are detailed at para. 132 and 133 above. These measures together with the commitment by the Airport to achieve a modal shift towards greater use of public transport is welcomed, with the mechanism needed to link the growth of the Airport to

the delivery of these surface access improvements to achieve the modal shift being covered in the intended s106 agreement.

2. Surface Access for any local economic activity in association with the Airport

149 As with the surface access for passengers, the increase in activity arising from the local economic expansion in the vicinity of the Airport needs to be sustainable and the impact of increased emissions assessed in light of climate change.

150 Overall, it is considered that the impact of the surface access on climate change is acceptable in terms of Policy SP12. The effects on climate change which need to be addressed and where necessary mitigated fall into a number of key areas:

Visual impact (SP12 (iv))

151 CS Spatial Policy 12 also includes the requirement to assess local impacts including visual impact. The Landscape and Visual Impact Assessment includes an assessment of visual receptors from within the Green Belt and provides representations of impact on long and closer distance views.

152 LBA's Planning Report (para.8.18) notes that: *"The most adverse visual effects are limited to views from the east/north east, and views immediately adjacent to the Site, as a result of the relative topography which makes it difficult to mitigate the views. While the prominence of the development from some viewpoints results in a high magnitude of change to the view, attention to the architectural design and high-quality use of materials, legible and accessible public transport and car connections, and extensive planting and biodiversity enhancements, make the proposals appropriate for an international and regional gateway, and are characteristic within the overall setting of the Airport."*

153 It is agreed that views of the new airport terminal will be prominent in views from the east and north east, for example from Cookridge and some views from Bramhope and the adjacent countryside including public rights of way. Given the high elevation of the south and eastern part of the AOLB and topography relative to the adjoining area, the terminal building and gate piers will appear as significant structures above Scotland Lane. They would be far more prominent visually than the existing terminal building and associated structures and as LBA concedes, however the opportunities for mitigation (such as screening) are limited. It has to be borne in mind though that the new terminal will be within the existing curtilage of the Airport with the existing airport already prominent in views from surrounding area. It also has to be acknowledged that land close to the Airport has been allocated for employment and when developed will extend and consolidate the built development around the Airport. Overall, on balance it is considered that the new terminal will not have a detrimental impact on visual amenity and complies with this part of policy SP12.

Biodiversity (SP12 (iii) & (iv))

154 The impact on existing biodiversity has been assessed by the Nature Conservation officer, including consultation with neighbouring authorities in relation to the HRA screening. The HRA assessment has concluded that there will not be a detrimental impact on biodiversity. Two proposed biodiversity net gain areas are provided and it is considered that the application satisfies the requirements of CS Policy G8 (protection of important species and habitats) and G9 (biodiversity improvements). On this basis the scheme therefore complies with this part of policy SP12.

Noise & Air Quality (SP12 (iii) and (iv))

- 155 In order to address SP12 (iii) and (iv) the effect on environmental and local amenity considerations arising from the changes needs to be justified and proposed mitigation measures accepted. The impact on noise and air quality arising from the increase in passenger numbers and the flight time changes has been assessed and detailed comments provided in this report (from paras 221 for air quality and para 227 for noise). The air quality and noise impacts are not considered to be significant.
- 156 With the proposed mitigation measures, it is considered that the proposal complies with this part of policy SP12.
- 157 Overall, it is considered that the proposal complies with policy SP12 and that the principle of the development is considered acceptable subject to detailed material considerations which are discussed elsewhere in this report.
- 158 As well as policy SP12 there are a number of other policy considerations that need to be considered as part of the application.

Existing terminal building and airport masterplan

- 159 In addition to assessing the application against Spatial Policy 12, regard should be given to the wider effects of the Airport expansion in relation to the existing terminal and consistency with the current Airport Masterplan.
- 160 Limited details are provided as part of the application on the future use of the existing terminal building, although it is noted that the air traffic control and existing airport offices will remain and the proposed s106 Agreement includes a restriction on the future reuse of the building for passenger terminal purposes. A future planning application for the existing terminal would promote commercial purposes associated with the Airport. The Design & Access Strategy states that the building could accommodate for example hotel, offices, training and storage facilities with the site being integrated with the "North West Industrial area" and the land currently occupied by the existing short and medium term parking could be used for commercial development.
- 161 The current application proposal does not reflect the Airport masterplan published in 2017 (Route to 2030). LBA considers that the proposal is more capable of meeting the objectives of the Airport masterplan than the existing indicative layout included within the masterplan. No details are given of the Airport's intentions to revise the masterplan to reflect this change of approach.
- 162 The APF acknowledges that masterplans do not have a statutory basis but their primary objectives "*is to provide a clear statement of intent on the part of an airport operator to enable future development of the airport to be given due consideration in local planning processes. They also provide transparency and aid long-term planning for other businesses.*" (para.4.11).

North West Employment Hub

- 163 The Council is working to facilitate the delivery of a major employment allocation (referenced EG2-24 in the Site Allocations Plan) on land to the north of Whitehouse Lane, outside the boundary of the Airport Operational Land Boundary. This site covers an area of 36.23 ha and was allocated to provide land to meet existing employment needs in north-west Leeds as well as providing strategic employment land. Whilst the

employment site is at a relatively early stage of delivery, it is important that the access proposals for the Airport should not fetter this project which it is considered would not happen.

Economic growth arising as set out in the economic case

- 164 The Economic Impact Assessment supporting the application details the positive economic benefits predicted by the Airport growth have to be balanced with the potential impacts of the expansion. The Economic Impact Assessment is entirely consistent with the national strategies for airport development set out above i.e. consideration of the economic and environmental impacts (APF; Aviation 2050: The Future of UK Aviation (consultation) and Beyond the Horizon: Making the Best Use of Existing Runways). This is discussed in more detail in the next section.

2. Economic benefits

- 165 The APF says, *“new or more frequent international connections attract business activity, boosting the economy of the region and providing new opportunities and better access to new markets for existing businesses”*. This is reflected in the ‘Airports National Policy Statement’ (ANPS) 2018, which also says (para 2.9): *“The importance of aviation to the UK economy, and in particular the UK’s hub status, has only increased following the country’s decision to leave the European Union”* and *“it will be essential that increased airport capacity is delivered”*. Paragraph 2.16 adds: *“Without expansion, capacity constraints would impose increasing costs on the rest of the economy over time, lowering economic output by making aviation more expensive and less convenient to use, with knock-on effects in lost trade, tourism and foreign direct investment”*.
- 166 Paragraph 80 of the NPPF states that Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Paragraph 104 highlights: *“the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value”*.
- 167 The Leeds Inclusive Growth Strategy, published in 2018 sets out sets out our ambition for Leeds of how best to deliver growth that is inclusive, draws on the talents of, and benefits all our citizens and communities. It supports growth and investment in the main economic hubs in the north, south, east and west of the City including LBA.
- 168 Information has been submitted as part of the ES within chapter 11 in relation to the economic impact and implication of the replacement terminal proposal. The assessment provides forecasts to 2030, this shows there is the potential for the Airport to support an additional 12,650 full time equivalent jobs with an annual GVA of £869m (this includes direct and indirect economic benefits). This is a significant increase from the 2019 baseline used by the Airport of 7,420 FTE jobs and a GVA of £492m, and demonstrates the positive impact to the Leeds economy of having a modern, growing regional airport.
- 169 Information on the impact of COVID19 on the economic benefits has been submitted which shows that there will be a two year delay in the Airport achieving its passenger forecasts which will delay the socio economic benefits. However, the development will ultimately deliver the socio economic impacts above, with the results of the socio-economic assessment remaining appropriate and valid.

- 170 The Leeds City Region is the largest outside of London and has the UK's biggest manufacturing employment base. As the main hub of the region Leeds is one of the largest cities in the UK with an economy worth £26.2bn with approximately 450,000 people working in the City with three quarters in the private sector, putting the City in the top five nationally for private sector employment. The Airport is important to businesses across the City and region, as air links are necessary for firms to do business nationally and internationally. The Airport is also one of the main sources of employment in North West Leeds.
- 171 Tourism is an important sector contributing £8 billion to the Yorkshire economy in 2018, with the City welcoming 344,000 international flights, Leeds is the 4th most popular conference destination in the UK. Business tourism is worth £559.5m.
- 172 Despite the size of the Leeds City Region economy, the Airport is only the 10th largest regional airport by passenger numbers with the LCR economy worth £73.6 billion on 2018.
- 173 The Airport terminal forms a key part of the growth plans that will enable the Airport to meet the forecasts of a significant increase in GVA and new jobs. Air travel is a competitive market (and the long term implications of coronavirus may exacerbate this), especially so for Leeds as it is so close to Manchester and a new terminal would improve the travel offer to passengers. Without meaningful improvements and development of its facilities, the Airport may struggle to grow and develop as a business, which would have negative implications for employment in North West Leeds and the wider economic impact on the City and the region.
- 174 The Council has carried out two independent economic peer reviews looking at the economic benefits of growth at the Airport, within the past year. The first assessment, undertaken by Genecon was based on prior work by York Aviation for the Airport and concluded that *'the overall approach, methodology and impact assessment results appears reasonable and the overall finding of the peer review is that the York Aviation estimates are robust, if not conservative estimate of LBAs economic impact'*.
- 175 A report has also been submitted by the New Economics Foundation (NEF), on behalf of GALBA which disputes the economic findings submitted with the ES. In response the council submitted the ES, COVID-19 update ES and the NEF report for a peer review which was undertaken by Volterra.
- 176 This peer review concluded, that the overall approach, methodology and impact assessment results put forward by LBA appear reasonable and that the impact assessments are robust.
- 177 There are two potential weaknesses in the Airport's ES according to the analysis from Volterra.
- 178 The definition of the study area (Leeds City Region) *'means technically no product displacement can occur'* as LBA is the only airport in the study region and so potential passengers would not be attracted to LBA from other airports. If this was considered at a wider geography there would be some displacement, limited by lack of long haul flights and the still small number of direct destinations offered compared to for example by Manchester Airport. Also the loss of British Airways London Heathrow route, could reduce the scale of business productivity benefits. At a high level it is only expected to be 5% in the worst case scenario, with some loss offset by expansion of

services to Amsterdam Airport. It should be noted that this does not change the overall conclusion that LBA's forecasts are reasonable and robust.

- 179 In terms of the further information submitted in light of COVID 19, this information is robust. Whilst there remains considerable uncertainty around the scale and persistence of economic impacts resulting from COVID19 the two year delay is reasonable, given previous 'bounce backs' at LBA and the IATA forecasts' that air travel will bounce back to pre COVID 19 levels by 2030.
- 180 The NEF report submitted, focused their arguments on four main points
- Overestimation of direct jobs by York Aviation (report on behalf of the Airport)
 - Inconsistent application of displacement and monetisation
 - Inclusion of outbound tourism costs: and
 - Alterations to the net impacts, through inclusion of adverse social welfare impacts such as noise, air quality, surface access costs and carbon emissions.
- 181 Volterra examined each point in detail and concluded that NEF Consulting put forward some valid arguments in their rebuke of the proposed expansion of LBA. Given the variation in direct employment supported at UK airports, it is considered a fair challenge to query the direct employment estimate, although having reviewed the approach and queried the methodology with York Aviation, Volterra concluded that the Airport's forecasts were considered more robust, as their method was able to take account of local particulars, while the approach favoured by NEF relied more on national averages which often ignore local characteristics. For example, JET2's headquarters being located at LBA may increase the number of jobs relative to other regional airports.
- 182 The principle of the arguments put forward about displacement are valid – there would be displacement if impacts were to be considered at a wider (e.g. national) study area, as mentioned above. Despite the reasoning being logical, the product displacement impacts claimed by NEF, such as the 'impoverishment' of Manchester Airport, are considered to be overstated. For example, even in the unrealistic worst-case scenario whereby all additional passengers forecast at LBA are displaced from Manchester Airport, this would only amount to approximately 10% of Manchester Airport's 2019 total passenger numbers. Furthermore, LBA is not like other major UK airports (e.g. predominantly Heathrow, perhaps increasingly Manchester) which have a number of unique routes; it predominantly serves a regional passenger market with similar routes offered at other regional airports in the UK, and therefore, a regional study area is appropriate. It should also be noted that in order to be a Nationally Significant Infrastructure Project (NSIP), and thereby warrant a national rather than local study area, Section 23 of the 2008 Planning Act states that an airport-related development should only be considered a NSIP (Section 14) if the effect is to "increase by at least 10 million per year the number of passengers for whom the airport is capable of providing passenger transport services". In comparison, LBA forecasts a rise from 4 million passengers per year to 7 million, a total increase of 3 million.
- 183 By far the most material of NEF's challenges is the inclusion of outbound tourism costs, in effect 'lost' spending by UK residents abroad – money these residents could have spent in the local economy instead. But as the 2013 Aviation Policy Framework concludes, opinions are divided on the economic impacts of outbound tourism. In particular, "responses confirmed that the 'tourism deficit' question is a complex one and that the evidence available to us does not show that a decrease in the number of UK residents flying abroad for their holidays would have an overall benefit on the UK economy ... The Government believes that the chance to fly abroad also offers quality

of life benefits including educational and skills development. Overall, the Government believes continuing to make UK tourism more attractive is a better approach both for residents and attracting new visitors.” Volterra also draws attention to the complexity of this matter through previous work undertaken by NEF, where in a previous study relating to the expansion of Bristol Airport in 2019 NEF themselves seem to have accepted that “the UK Government has made a judgement that outbound tourism is of sufficiently little negative consequence to not be considered when making plans to boost inbound tourism.

184 Analysis by Volterra considers that NEF’s estimate of outbound tourism losses does not truly reflect the net impact as the methodology fails to consider the following factors:

- A body of literature which suggests that almost as much (if not more) expenditure is spent on outbound tourism within the UK, as it is outside effectively cancelling out the majority of the impact
- It does not consider the positive welfare effects associated with outbound tourism through freedom of choice and movement as stated by government above
- There is little evidence presented that this outbound expenditure would be otherwise spent in Leeds/Leeds City Region.

185 With regard to social welfare impacts, Volterra considers it is correct to include estimates of these in the economic assessment. However there are considered to be overstated in NEF’s assessment, both in relation to aviation emissions which appears to be acknowledged in that report, and also in relation to noise costs, where the estimated noise costs associated with Heathrow airport has simply be scaled down, which is not considered a robust approach given the specific circumstances that should be applied in each case.

186 NEF have submitted a further report on the findings of the Volterra report to reiterate their objections and provide more evidence to support their views. However, upon thorough examination of these, Volterra remains of the opinion that the economic impacts of the proposed expansion at LBA are likely to be positive, and the economic case put forward in favour of expansion is broadly robust. For these reasons, Volterra’s recommendation is that LCC decision makers can still confidently conclude that the economic case for LBA’s expansion would represent an economic benefit to both Leeds and the LCR.

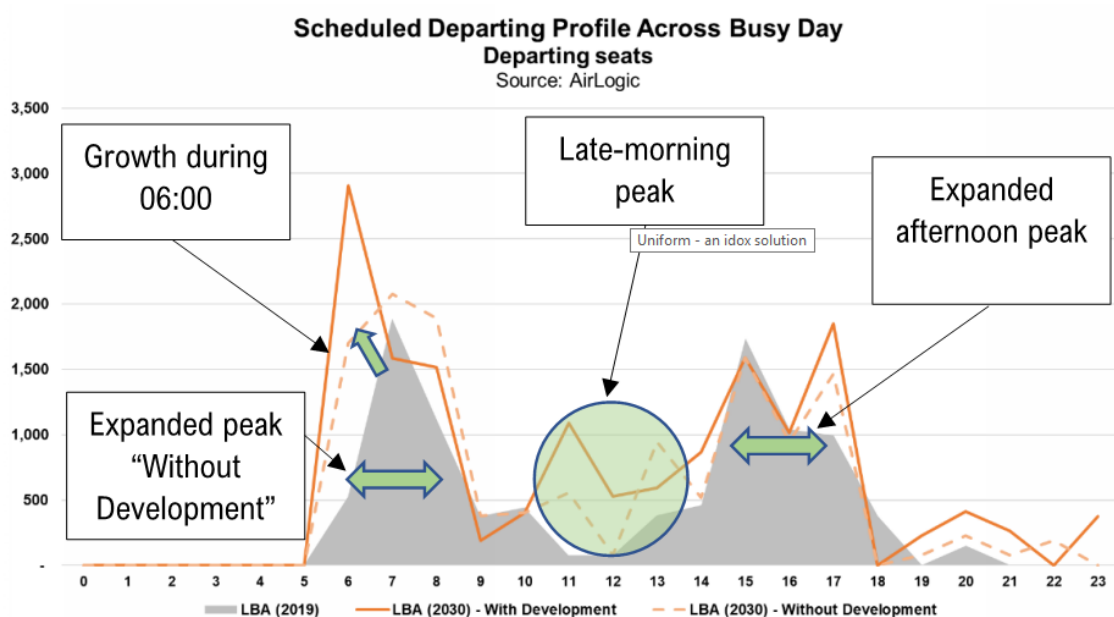
187 In summary the council has commissioned two independent economic consultants to evaluate the Airport’s forecasts of a significant increase in GVA and jobs generated from airport expansion. Both concluded that this overall conclusion was robust and no weaknesses were found in the ES assessment that would be considered to materially impact on the general findings. Furthermore, the expansion of LBA would have a substantial positive impact on the economies of Leeds and the wider Leeds City Region, create jobs and support the objectives set out in the Leeds Inclusive Growth Strategy.

3. Highway and Transport Impacts

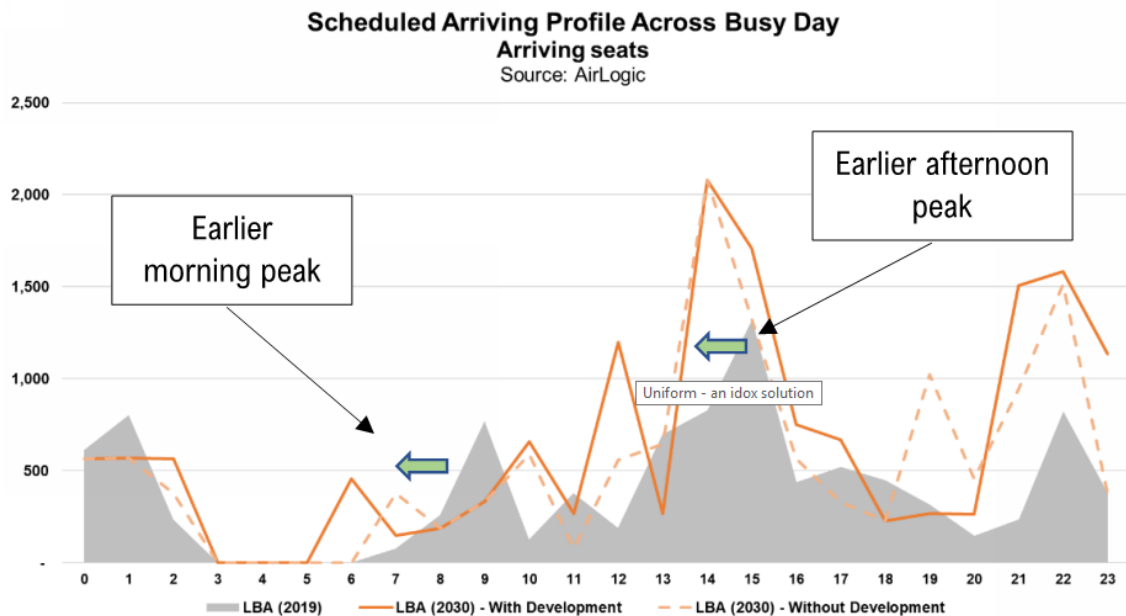
188 Chapter 8 of the submitted ES covers transport and access, with this chapter including a transport assessment and travel plan.

- 189 The NPPF gives advice in relation to highway and transport impacts with transport issues being considered from the earliest stages of development proposals so that impacts off development on transport networks can be assessed, opportunities from proposed transport infrastructure and changing transport technology are realised, opportunities to promote walking, cycling and public transport are identified and pursued, the environmental impact of traffic and transport infrastructure can be identified, assessed and taken into account with opportunities to mitigate.
- 190 The Transport Assessment supports the growth of the Airport to 7mppa by 2030 which in practice on busy days, will equate to passenger numbers (arrivals and departures) increasing from current level of 17,457 to 28,447 daily movements an increase of 11,040 passenger movements.
- 191 Due to the proposed changes in flight times to allow for some places to make three return flights in one day, there will be an increase in early morning flights departing between 06:00am and 07:00 am and two lesser peaks in mid-afternoon and early evening. Arriving flights will have peaks in mid-afternoon and late evening.
- 192 The resulting surface access passenger movements are not as proportionally high in the highway peak hours due to changes in the flight scheduling, however a 20% increase in passenger numbers has been added to the peak hours to test the impact on the surrounding network.

4. LBA Schedule Comparison: Departures



5. LBA Schedule Comparison: Arrivals



193 Currently, approximately 5% of passengers use public transport to travel to and from the Airport, with 76.5% of airport employees and 82.6% of non-airport employees travel by single occupancy of the car. In order to manage car parking demand, traffic growth and to achieve its carbon target, the Airport is committing to: (i) increase passenger mode share by public transport to 10%, (ii) increase employee travel mode share to 30% non- single car occupancy for airport employees and 20% non-single occupancy for non- airport employees by the time it reaches 5mppa and thereafter. As mentioned earlier these are realistic modal shift aims bearing in mind the location of the existing airport and the highway network that supports it with investment in public transport being the only available option. To achieve this there is a commitment to fund improved and new bus services as well as fund an employee specific shuttle bus. The shuttle bus will be a similar model to VAMOOZ operated by the bus company currently providing the Airport services, Transdev, which uses a crowdfunded demand responsive bus model. This will allow for bespoke links for airport employees tailored to staff start and finish times to places such as Rawdon, Yeadon, Guiseley, Otley, Horsforth, Idle, Apperley Bridge and Thackley. There will also be a LBA Parkway Rail Station shuttle bus (Station to terminal forecourt) will be funded by LBA from the opening of the rail station. At this stage the frequency of this shuttle bus have not been decided but it will marry up with the proposed railway timetable. The new bus routes, the crowdfunded employee service and the shuttle bus will be funded by the applicant until these measures are self-funded. In terms of the increase in frequency of the existing bus services these will be funded for the first 4 years after opening. There will be a yearly report based on forecourt surveys detailing the passenger numbers and their mode of transport to the Airport. If any alterations are required after 4 years from opening these measures will be capped to £250k. Officers consider that this 4 year period should be sufficient to allow for the measures to be implemented and operating especially allowing for time to assess the demand for airline and public transport travel post COVID.

194 There is also a commitment to support the proposed new railway station, with land being set aside within the Airport land to construct a link road to the station, commitment to a shuttle bus to the station and £1.5m towards the link road construction costs. It should be noted also, in terms of accessibility the location of the proposed new terminal building is some 600-700m closer to the new railway station

(being led by WYCA), than the existing terminal and is likely to be visible from it. The proximity of the new railway station to LBA, once developed will therefore allow for more effective public transport integration.

- 195 Notwithstanding the above measures, it is considered that there will be an impact on the highway network, due to the increase in passenger numbers which results in congestion at the Harrogate Road/White House Lane junction in 2030 at 7mppa. In addressing this issue details have been submitted showing an improvement scheme to this junction, which LBA will fund and which will be implemented once 6mppa has been reached.
- 196 Additionally, Scotland Lane is a narrow country lane without footways that provides a link from Horsforth to the Airport which is used by airport traffic, and which deters use by cycles and pedestrians. The volume of traffic on this road is likely to grow with the proposed growth of the Airport. Scotland Lane presents an opportunity for cycling to travel to the Airport but the volume and speed of traffic is known to discourage its use. Therefore, a financial contribution of £80,000 towards traffic management measures to improve conditions potentially closing the road to through traffic is to be provided.
- 197 In addition, it has been agreed that a contribution of £125,000 (already paid but never used) from a previous s106 agreement will be transferred onto the current agreement, to be used on any off site highway works, that might arise due to the increase of passengers to the Airport.
- 198 The above mitigation is considered acceptable subject to the Airport being successful in achieving its model share changes in public transport use, without which there would be severely detrimental impact on the highway network.
- 199 In terms of car parking, there are currently 7,602 car parking spaces across the Airport land including those at the Viking car park off Warren House Lane. The Airport's intention is not to increase car parking as part of this application, with the increase in passenger and employee movement being dealt with mainly by public transport and current spare car park capacity. However, LBA would like to reserve a right to increase the car parking by 737 spaces to 8,338 car parking spaces as a last resort, should this be necessary. This would be controlled by a review mechanism.
- 200 The car parking would be reordered to accommodate the new terminal, resulting in some car parking being relocated at the Viking car park. At the current time the full breakdown of the location and numbers of each of the car parking products has not been finalised, other than the one hour free car parking will be provided. The precise location of these can be conditioned.
- 201 The Airport intends to provide an 'electric vehicle charging hub', which will provide 12 fast car charging points which can be used to charge vehicles left by passengers in the managed car parks, taxi drivers, employees and the public. The hub is proposed to be located at the junction of Harrogate Road/ Whitehouse Lane on land which currently has planning permission for a petrol station. Additionally, the Airport is looking to provide electric charging or hydrogen through an electrolysis generator for some of its own fleet of vehicles.
- 202 There will be two Leeds City Car Club spaces provided in close proximity to the terminal and these will have electric charging points. There will also be new cycle parking provided at the terminal for both employees and passengers.

203 Overall it is now considered that the proposal is acceptable in terms of highway safety and with adequate conditions and provisions within the s106 agreement the scheme complies with policy T2 of the Core Strategy.

4. Climate change

204 This matter is covered in chapter 7 of the submitted ES and Members should also refer to the technical note that is attached to this item in relation to climate change.

Greenhouse gas emissions are categorised into three groups or 'scopes' by the most widely used international accounting tool The Greenhouse Gas (GHG) Protocol

- Scope 1 covers direct emissions from directly owned or controlled sources
- Scope 2 covers indirect emissions from the generation of purchased electricity, heating and cooling which is consumed by the reporting company
- Scope 3 includes all other indirect emissions that occur in a company's value chain

205 Climate change is a global issue requiring a global response. Members of the United Nations signed the United Nations Framework Convention on Climate Change in 1992, to stabilise global climate change with the Paris Agreement (signed in 2016) the most recent and significant international agreement.

International aviation

206 In terms of international aviation, the agency responsible for development climate change policy are the 197 member countries of International Civil Aviation Organisation (ICAO) who recently agreed the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). This requires international aviation emissions to be capped. CORSIA set a baseline in 2019 and set an upper annual budget for international aviation, that cannot be exceeded during the lifespan of CORSIA, which will run till 2035. ICAO are currently considering targets beyond 2035, including setting a net zero target by 2050. The exact figure is yet to be determined but independent analysis is estimating a 2019 baseline in the region of 324 million tonnes CO₂. The UK Government (DfT) have forecast the UK's international aviation CO₂ emissions to be 35.3 million tonnes by 2050.

207 All members of ICAO have a responsibility to enforce the obligations set under CORSIA and monitor and report emissions to ICAO. In practice, this means the UK government requires all airlines operating flights out of the UK (irrespective of the airlines nationality) to report their international GHG emissions once they have been independently verified. The UK compiles the airline submissions to produce its own report that is submitted to the ICAO. As part of this report, airlines are required to validate that they have offset any emission growth above the global baseline set under CORSIA. The requirement for any offsets is calculated using a global growth factor set by ICAO.

208 As well as CORSIA, CO₂ emissions from aviation have been included in the EU Emission Trading Scheme (ETS) since 2012. Under the EU ETS, all airlines operating in Europe are required to monitor, report and verify their emissions and to surrender allowances against those emissions. They receive tradeable allowances covering a certain level of emissions from their flights per year. The EU's Commission's website records that the system has so far contributed to reducing the carbon footprint of the aviation sector by more than 17 million tonnes per year. The EU ETS Directive concerning aviation will be amended to implement CORSIA by the EU, in a way that is consistent with the EU's 2030 climate objectives. The proposal planned for the

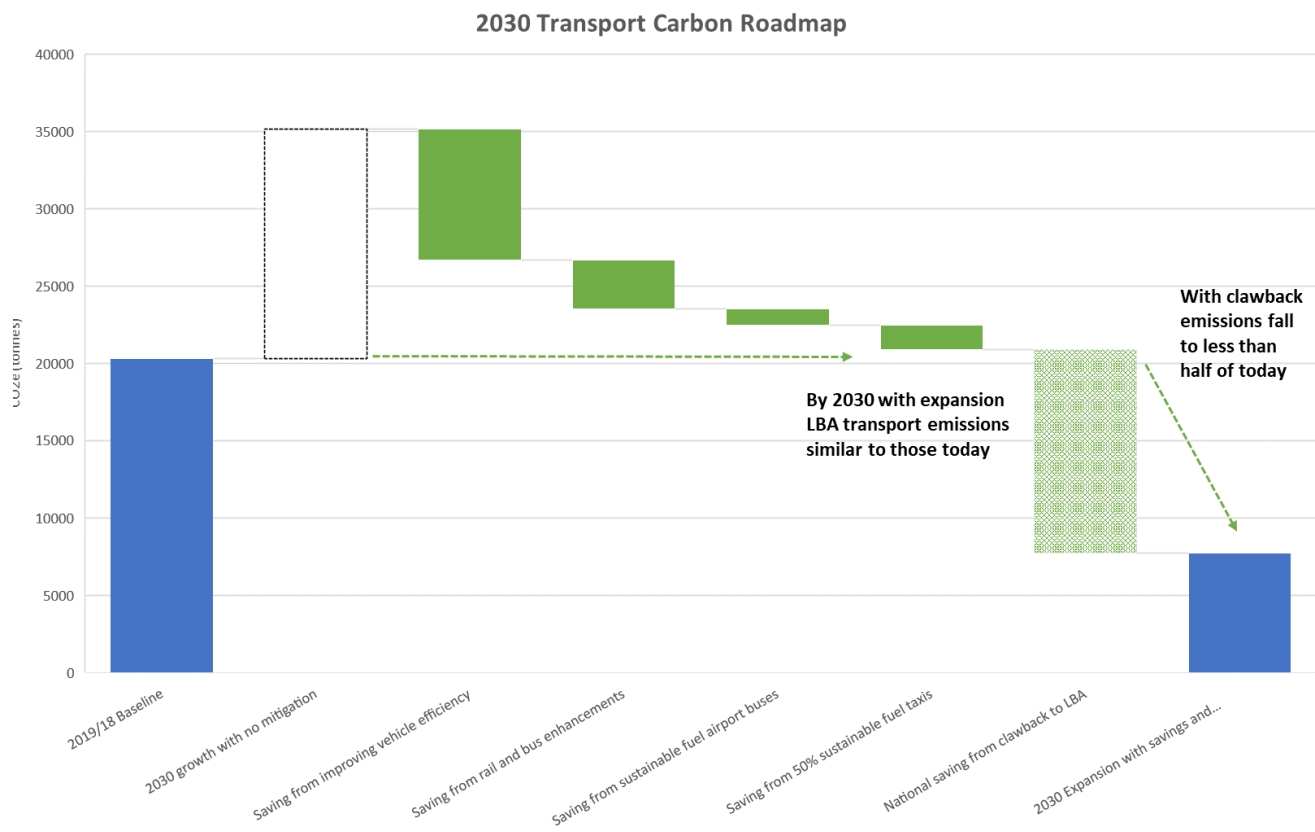
second quarter of 2021, will be part of the broader European Green Deal. The long term position of the UK now that the implementation period for Brexit expires remains to be seen.

Domestic aviation

- 209 The CCA sets out the mechanisms by which GHG emissions are managed in the UK. This stipulated that GHG emissions from domestic aviation are included in the UK carbon budgets and that emissions from international travel should not formally be included in the UK carbon budgets. It does however wish to take international aviation emissions into account, by including a 'headroom allowance' in carbon budgets consistent with advice provided by the CCC. In practice this means that all sectors of the economy have to work together to meet the UK carbon budgets set nationally. There are not any individual sector allowances.
- 210 The UK's national strategy for aviation emissions is set out within the Government's 'Aviation 2050 The future of UK Aviation', as well as, 'Beyond the horizon the future of UK aviation: Making best use of existing runways' documents.
- 211 Within the national growth forecast, the UK government has assumed a 'carbon budget' for LBA of 0.4 million tonnes of CO₂e by 2050. This compares to 0.31 million tonnes CO₂e calculated by the ES in support of LBAs planning application which is 22.5% less than the Government Forecasts.
- 212 In terms of LBA the Table below indicates the carbon production from both international and domestic flights

GHG EMISSION SOURCE	2018 (MILLION TONNES CO ₂ e)	2050 (MILLION TONNES CO ₂ e)	HOW THESE EMISSIONS ARE REGULATED
LBA domestic flights	0.02	0.02	Included in UK carbon budgets and managed by DfT through aviation strategy. DfT forecast UK's domestic emissions to be 1.7m tonnes by 2050 (assuming no 3 rd Heathrow runway)
LBA international flights	0.28	0.29	International emissions excluded from UKs carbon budget and managed by ICAO through CORSIA. The DfT forecast international emissions at 35.3m tonnes by 2050 (assuming no 3 rd Heathrow runway)
Total flights	0.30	0.31	LBAs total emissions in 2050 are 0.4 million tonnes 'budget' assumed by the DfT that is considered consistent with UK climate change policy

- 213 In relation to these emissions from domestic and international flights, the Panel should have regard to Government policy, which is to the effect that international aviation is to be dealt with at an international level. The Government states that unless international emissions are dealt with at an international level, the UK risks resisting proposals for airport expansion, with the loss of the economic benefits that would arise but to no good end, as the need will be taken up by expansion elsewhere in the world, which will then take advantage of the economic benefits.
- 214 Even in taking into account carbon production from flights, , it has been shown that the forecast in carbon production by 2050, arising as part of this development , is still less than the allowance that the Government has allocated for LBA as set out at paragraph 197 above .
- 215 In addition to the issue of flights, there are other matters to consider as part of the proposed planning application in relation to carbon production.
- 216 Firstly, the new building once in operation will be carbon neutral, which is a positive measure. A condition is to be attached which allows the expansion of passenger numbers to 5 mppa before the new terminal is in operation. This is to limit the expansion of flights without the carbon benefits that the new terminal offers. LBA also intends to invest in public transport to reduce the carbon production within operations which includes.
- 217 Enhanced bus investment which will increase the existing public transport mode share from 5% to 10%. The investment into the parkway rail station, which will increase the public transport mode share by a further 5% to 15%. LBA will also support all airport buses to use a sustainable fuel by 2030 and 50% of official airport taxis to use a sustainable fuel by 2030.
- 218 The graph below shows the Airport's 2030 transport carbon road map showing where savings can be made so that the production of carbon will be less than it is today.



219 It shows that the current baseline for carbon at the Airport is 20,300 tonnes of CO₂, the carbon generated by the proposed development would increase by 14,850 tonnes of CO₂ to a total level of 35,150 tonnes CO₂

220 However, there are a number of savings proposed which will bring this carbon production down as part of the development. This includes 8,450 tonnes CO₂ reduction from improving vehicle efficiency, with passengers using the Airport moving to sustainable fuel transport, although it could be argued that this saving would be made anyway whether the development happened or not.

221 Another 3,150 tonnes CO₂, will be saved by bus and rail enhancements with 1,050 tonnes CO₂ saved by sustainable fuel airport enhancements, as well as 1550 tonnes CO₂ saved by investment in ensuring that 50% of taxis use sustainable fuel.

222 There are CO₂ savings also from the clawback from passengers not travelling to other airports, which has been calculated using the following data.

223 CAA passenger survey data in 2017, states that were 7.3 million passengers (of which 5m travel by private car and taxis) from the Yorkshire and Humber region travelling to other UK airports e.g. Manchester, Heathrow etc. from whom the journey to the LBA would be shorter.

224 It is estimated that 1.7m of those passengers could be clawed back through the expansion of LBA. The number of 'clawed back' passengers by airport has been estimated by

- Comparing the journeys from the Yorkshire & Humber Airports outside the region in 2030 for
 - The terminal extension case (LBA+ 7.0m pax in 2030)
 - The planning consent case (LBA = 5.0m pax in 2030)

- which results in a difference of 2mppa
- Of these passengers it is assumed that:
 - The impact of LBA market share gains and losses is distributed across competing airports in proportion to 2017 and 2018 Yorkshire and Humber traffic at each airport
 - By 2030 this leads to a reduction of circa 1.7m passenger journeys from Yorkshire and Humber to airports outside of the Yorkshire and Humber region (Terminal extension vs Planning consent case) of these passengers assuming no change in the mode share at competing airports 1.4m would be travelling by private car or taxi.
 - this leads to an allocation by airport as show in the table below (brackets show passengers travelling by private car and taxi)

Airport	Passenger Journeys	Travelling by Private Car or Taxi
Manchester	1,160k	990k
East Midlands	124k	105k
Newcastle & Teesside	46k	39k
London Heathrow	105k	98k
London Stansted	58k	49k
London Gatwick	71k	60k
London Luton	29k	31k
Birmingham	36k	31k
Liverpool	54k	46k
Total	1.7m	1.4m

- 225 The balance to the 2.0m gap (ca 300k) is derived from market share gains from airports in the region (Doncaster, Humberside) and from traffic from outside Yorkshire and Humber.
- 226 The assessment has only considered the savings from ‘clawing back’ passengers travelling by private car and taxi, this ensures the savings presented are conservative and therefore likely to be higher in practice. The effect of ‘clawing back’ the 1.4m passengers who travel by car and taxi is to reduce GHG emissions since the journey distance and hence GHG emissions are lower for those passengers travelling from LBA than other UK airports.
- 227 The Table below details the savings for clawing back passengers travelling by private car and taxi across other airports by 2030 and as an overall total

Airport	A:CO2e to other airports	B:CO2e to LBA	Clawback (A minus B)
	Tonnes CO2e in 2030 (by passengers travelling by private car and taxi)		
Manchester	8567	2,674	5,993

East Midlands	1927	275	1652
Newcastle	745	102	643
London Heathrow	1593	233	1359
London Gatwick	1290	158	1132
London Stanstead	1144	128	1016
London Luton	459	64	395
Birmingham	611	80	531
Liverpool	578	120	458
Total	16914	3745	13180

- 228 The overall clawback savings across all airports for passengers travelling by private car and taxi is therefore calculated at circa 13,180 tonnes CO₂e.
- 229 Overall, with all these investments and savings the expansion will have halved of the carbon production that currently at 7,700 tonnes CO₂e.
- 230 In terms of the Leeds Climate Emergency, the City Council has worked closely with the Leeds Climate Commission. Within this overall context, there have been three reports one to the Executive Board and two to the Climate Emergency and Advisory Committee. In both reports the conclusion in relation to airport expansion and carbon was to ask the government for an ambitious national aviation strategy that integrates aviation into the national carbon roadmap, creating a level playing field for all national and regional airports, introduction of a frequent flyer levy to reduce demand and investment in rail to provide a realistic alternative to flying for domestic and European flights.
- 231 In terms of a recent report produce by WYCA In relation to aviation this states
- Demand for domestic aviation needs to reduce by 20%
 - Demand for international aviation must remain at 2020 levels or be limited to a 25% increase
- 232 This report went to WYCA on the 27th July 2020 and it was proposed that the WYCA did not fully commit to a specific pathway within the report, due to the uncertainty that exists around the deployment of specific measures identified. To fully commit to a pathway it is necessary for central government to make decisions on key strategic issues, including national policy on reducing emissions from aviation.
- 233 The new building will have a BREEAM excellent standard with a 47% reduction in the Building regulation carbon targets and over 20% of energy needs being provided by renewable energy. Policy EN2 requires non-residential development to be BREEAM standard of 'excellent' and EN1 requires development to achieve 20% less than Building Regulations Emissions rate and minimum of 10% energy needs from low carbon energy. The scheme therefore complies with policies EN1 and EN2.

- 234 Overall it is considered that the proposed development is considered acceptable in terms of the impact on climate change and complies with the relevant policies both at a national and local level.

5. Air quality

- 235 An ES has been submitted as part of this application with Chapter 9 covering matters in relation to air quality. This assesses the potential significant effects of the development on air quality including odour, associated with enabling, demolition and construction activities and the completed development along with any mitigation measures where necessary.
- 236 The assessment submitted in relation to air quality follows the relevant national and local planning policies including the APF and other associated aviation policy, NPPF, the Clean Air Strategy and the National Air Quality Plan. The relevant technical guidance has been applied appropriately in assessing the scales of impacts arising from the development and identifies the relevant sensitive receptors in line with best practice both for human and ecological receptors.
- 237 The predicted increase in aircraft movements as a result of this application will have a negligible effect on air quality outside the boundary of the Airport itself.
- 238 The predicted increase in traffic flows on the road network generated by the development will not be significant compared to the traffic flows predicted to be on the road without the development. This will also be mitigated over time by improvements of emissions from the vehicle fleet in general.
- 239 However the development will generate more vehicle related emissions in future years, leading to some incremental increases in emissions across the wider road network than would otherwise be the case. This will be mitigated against through measures included within the travel plan such as modal shift towards public transport and increasing number of low and zero emission vehicles. As part of this application these matters secured through the s106 agreement with a 5% shift of passengers onto public transport, and a commitment for 100% of the buses and 50% of the taxis serving the airport to be sustainable by 2030.
- 240 In terms of the construction phase, this will generate an associated increase in traffic with the effects across the wider network. It will be temporary in nature and can be mitigated through provision of a Construction Environmental Management Plan.

6. Noise

- 241 This matter is covered within chapter 10 of the submitted ES.
- 242 Noise is defined by the World Health Organisation as 'unwanted sound'. The difference between sound and noise is one of human perception. There is well recognised and growing evidence that prolonged exposure to elevated levels of noise can have significant impacts to health and wellbeing including heart disease, stress and hypertension.
- 243 The assessment of the development is whether the noise generated by the scheme will have any significant adverse effects on humans and the environment that would otherwise not be present.

- 244 The noise levels that can introduce adverse effects can be different depending upon the nature or duration of the noise that is being assessed and the time of day that it is present.
- 245 Likely significant effects in the context of the Environmental Impact Assessment Regulations are identified separately to Government noise policy, defining significant effects on health and quality of life. They require that a development should include measures, where it is sustainable to do so, to “mitigate and minimise” the adverse effects.
- 246 The development will introduce four activities that will potentially increase the likelihood of adverse noise impacts on the surrounding area:
- i. During construction of the New Terminal Building,
 - ii. Increased noise from changes in ground based operational activity
 - iii. Increased road traffic from passengers accessing the Airport
 - iv. Increase aircraft movements.
- i) Noise during construction
- 247 There is the potential for noise during the demolition and construction works associated with the new terminal. This can be controlled by conditions regarding environmental construction management plans including delivery and construction hours to minimise disruption to residents. It should be borne in mind that construction works will be undertaken during the day at a busy airport with the existing noise levels that creates.
- ii) Ground based operations
- 248 Due to distances from the terminal building to surrounding receptors the majority of the proposed plant and machinery on the new terminal building would not result in disturbance to surrounding residents.
- 249 In terms of the fuel farm this is moving further towards residents (on Plane Tree Grove), than the existing infrastructure and the impact of this therefore needs to be carefully considered. The operation of the fuel farm requires the use of a small pump which has negligible noise emissions. The main source of noise in this area is likely to be from idling HGV engines. This area does already generate from commercial and HGV traffic associated with existing airport operations. The submitted information shows that the noise generated by the fuel farm will be no higher than the existing background noise level. Overall the relocation of the fuel farm will not have a detrimental impact on residential amenity in terms of noise.
- iii) Road traffic noise
- 250 The assessments that have been undertaken in relation to road noise are considered to be robust and cover a suitable study area following the relevant guidance on methodology and assessment criteria.
- 251 The assessments have shown that there will be no significant increases in traffic noise as a result of the road traffic generated by the development. If the expected modal splits submitted within the ES cannot be achieved, resulting in higher levels of vehicular traffic than anticipated the absolute noise levels may be marginally higher than predicted. However in terms of traffic noise, such an increase is still not considered likely to be noticeable.

iv) Aircraft noise

- 252 The methodology used for assessment on aircraft noise complies with national aviation policy and recognised guidance on how to assess the impacts of aircraft noise.
- 253 The application includes a change of flight control conditions by removing the condition preventing aircraft with a Quota Count (QC) index of 1, to depart during the night time period (defined as the 8 hour period between 23:00hrs and 07:00hrs).
- 254 The development also proposes to change the way night time movements are controlled, by removing the existing numerical cap, based on total number of movements and replace it with a, “noise envelope” consisting of two measures:
1. A mathematical based cap known as a night noise quota scheme, which combines an aircraft’s assigned quota count index with the number of aircraft movements. A maximum noise budget or quota is then assigned as an overall restriction to aircraft movements such that the noisier the aircraft (or higher the QC index) the fewer aircraft can operate. This noise budget will only apply to aircraft movements between 23:30hrs and 06:00hrs and is proposed to be set at 1375 per year
 2. A night time noise contour control based on the night time 45dB LAeq, (8h) being restricted to a maximum area of 56.2 km². This would apply to the full 23:00 to 07:00 night time period and be assessed on busiest 92 day period of the summer schedule. The 45dB Leq (8hr) is based on Policy which defines it as the Lowest Observed Adverse Effect Level (LOAEL) for aircraft noise.
- 255 The proposal means there would be no specific control through conditions restricting the type or number of aircraft allowed to operate during the “shoulder periods” (between 23:30hrs and 24:00hrs and 06:00hrs to 07:00 hrs as there are currently). The morning shoulder period is forecast to become the busiest period of the day by 2030. The average number of movements is expected to increase from the average of 5 during the busiest summer period in 2018, to 7 without the development and 17 with the development

**TABLE 1 Predicted Movements in 2030 With and Without the Development
(based on average busiest summer period)**

	Movements 06:00 - 0700	Movements 23:00 -23:30
Existing	5	1
No Development 2030	7	0
With Development 2030	17	2

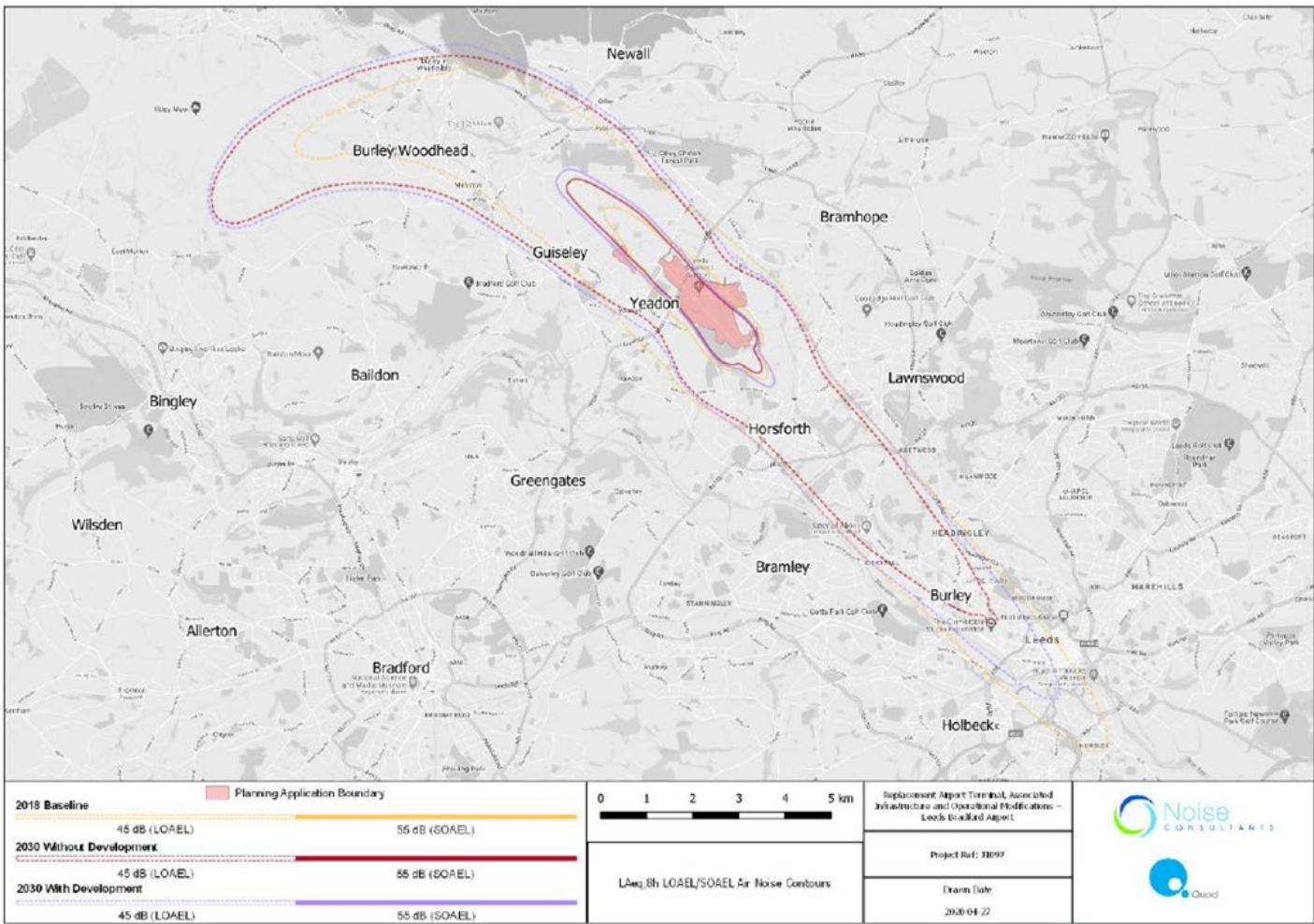
- 256 This increase in movements during the morning shoulder period is likely to be noticeable to residents. However, the aircraft would still need to comply with the existing Target Noise Levels in place for movements during the night time period and the noise generated from these movements will also contribute towards the night time noise exposure criteria such as the 45dB LAeq, (8h) contour. The Airport will therefore be required to balance the number of aircraft movements (within the 8 hour period), with the noise level each aircraft makes, in order to comply with the proposed conditions.
- 257 The proposed use of a ‘Noise Envelope’ to control the aircraft movements is in line with the principals put forward by the Government within its APF as a means of giving certainty to local communities about the levels of noise which can be expected in the

future whilst giving developers certainty on how they can use their airports. The criteria within the Noise Envelope proposed by LBA is the basis on which the noise assessment with the ES has been undertaken and is considered to provide an acceptable level of control over the level of aircraft movements and resulting noise levels in line with Government policy.

258 *APF Para 3.28 “The Government expects airports to make particular efforts to mitigate noise where changes are planned which will adversely impact the noise environment. This would be particularly relevant in the case of proposals for new airport capacity, changes to operational procedures or where an increase in movements is expected which will have a noticeable impact on local communities. In these cases, it would be appropriate to consider new and innovative approaches such as noise envelopes or provision of respite for communities already affected.”*

259 Although the proposal is to allow departing aircraft to increase from a Quota Count 0.5 to the noisier Quota Count 1 during the night, the proposed conditions governing departing aircraft from LBA will still remain amongst the strictest conditions within the country. Nevertheless, the result of this change would be an increase in the number of movements as well as the overall night time noise climate. Figure 1 illustrates the comparison between expected noise levels in 2030 compared to the existing situation.

**Figure 1 Predicted change in the Night time Noise Climate
2030 With and Without the Development compared to 2018**

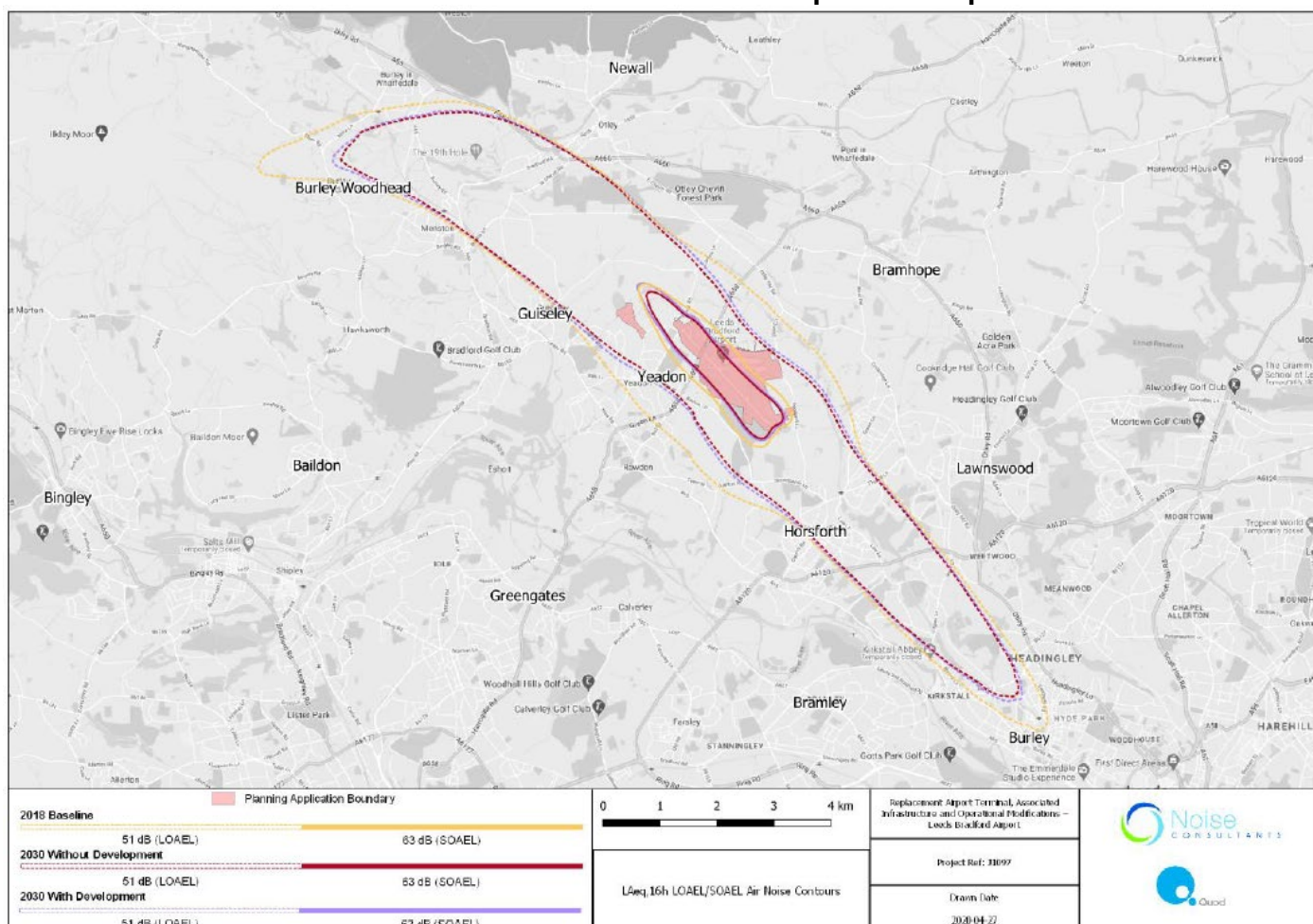


260 Both the With and Without Development scenarios show that the average noise levels during the night time period are predicted to increase under the northern flightpath whilst reducing under the southern flightpath compared to the existing situation. This

is due to there being an increase in departures, whilst noise from arriving aircraft will generally reduce. However, Figure 1 does illustrate that whilst it is expected to be quieter than the existing situation to the south, average noise levels are predicted to be higher during the night in all locations with the development than without it in 2030.

- 261 There is a difference of opinion regarding the interpretation of the existing Condition 6 which relates to the control for night time aircraft movements affecting the predicted future (without development) scenarios. LBA has been requested to undertake a high-level noise modelling sensitivity test at the noise terminal points used to validate the noise model, as a proxy, to determine the potential impact a revised flight schedule would have on the future 2030 baseline night time noise levels.
- 262 The test reflected a reduced number of scheduled services, how this might impact on the destinations served and the aircraft types that operators might use. The assertion is that although there would be fewer aircraft movements than predicted in the ES, it is likely that it would be mainly the quieter aircraft that would not be operating.
- 263 In general terms, the sensitivity test reflecting Leeds City Council's interpretation of Condition 6 shows that the 2030 baseline night time LAeq noise levels will be up to 1.0 dB lower than those forecast within the ES. This magnitude of change has minimal effect on the overall findings of the noise assessment presented within the ES. The increases in the night time 8 hour LAeq noise levels between the with and without development are predicted to be less than 3dB at all receptors regardless of which interpretation of condition 6 is used. This magnitude of change is classed as either a 'negligible' or 'low' increase in terms of its effect.
- 264 Despite an increase in flights forecast during the daytime, the noise assessment (illustrated in Figure 2) predicts that the noise climate will generally improve from the existing situation by 2030 both with and without development. This is primarily due aircraft operating from the airport becoming quieter regardless of any conditions requiring them to do so due to natural fleet improvement.
- 265 The forecast shows very little difference between the two future scenarios as far as the LOAEL noise contour is concerned. The daytime SOAEL contour with the development will cover a smaller area than the existing situation except to the north directly under the flight path where it is expected to be much the same as the existing situation.

**Figure 2 Predicted change in the Daytime Noise Climate
2030 With and Without the Development compared to 2018**



Control and Mitigation of Aircraft Noise

- 266 In addition to the use of the Noise Envelope described above, LBA has put forward a number of additional measures aimed at minimising the noise at source which are in line with the expectations of the APF such as promoting best practice operating procedures including low power/ low drag approaches. Such measures are welcome, although it is noted that most cannot be enforced due to safety reasons and in many cases are not within the power of the Airport control.
- 267 The only practical way that LBA can provide control of the noise at source is through controlling the number and type of aircraft operating from the Airport and the schedules governing when those aircraft operate. It is acknowledged that the proposed changes to the existing controls are forecast to increase noise levels during the night time period. Consequently, LBA proposes to provide a financial contribution towards the installation of a noise insulation package to properties that fall within either the daytime or night time SOAEL noise contours resulting from aircraft movements. This is the only effective mitigation available to the Airport and is a method of mitigation provided by Highways Authorities for road schemes when regulations require them to do so.
- 268 The APF expects airport operators to offer acoustic insulation to noise sensitive buildings exposed to levels of noise of 63 dB LAeq,(16h) or more (which is the day time SOAEL)

APF para 3.39 *“Where airport operators are considering developments which result in an increase in noise, they should review their compensation schemes to ensure that they offer appropriate compensation to those potentially affected. As a minimum, the Government would expect airport operators to offer financial assistance towards acoustic insulation to residential properties which experience an increase in noise of 3dB or more which leaves them exposed to levels of noise of 63 dB LAeq,16h or more.”*

269 The assessment has shown that the whilst there are properties expected to be exposed to 63 dB LAeq, (16h), the development is not expected to result in an increase of 3dB during the day over and above the no development scenario.

270 The night time period is expected to experience increased aircraft noise and the Government recognises that the costs on local communities are higher from aircraft noise during the night, particularly the health costs associated with sleep disturbance.

APF Para 3.35 *“In recognising these higher costs upon local communities, we expect the aviation industry to make extra efforts to reduce and mitigate noise from night flights through use of best-in-class aircraft, best practice operating procedures, seeking ways to provide respite wherever possible and minimising the demand for night flights where alternatives are available. We commend voluntary approaches such as the curfew at Heathrow which ensures that early morning arrivals do not land before 4.30am.”*

271 However the APF is rather more ambiguous with regards to the expectation for providing mitigation against night time noise compared to the day time.

APF Para 3.41 *Airports may wish to use alternative criteria or have additional schemes based on night noise where night flights are an issue. Airport consultative committees should be involved in reviewing schemes and invited to give views on the criteria to be used.*

Noise Insulation

272 LBA has proposed that they will offer to pay for insulating windows and external doors in habitable rooms through secondary glazing, or replacing the glazing within existing frames at an uncapped cost to noise sensitive properties which fall within the night time 55 dB LAeq, (8h) contour (which is the night time SOAEL) based up on the 2030 forecast schedule. This would apply to external windows/doors serving bedrooms. . Eligible windows and doors within the 63dB daytime contour would include all habitable rooms.

273 The main elements of the Noise insulation package consist of;

- Enhanced primary double glazed windows or secondary windows,
- Acoustically attenuated mechanical ventilation,
- Solar control (venetian blinds) for south facing rooms
- Additional loft insulation where appropriate

274 The use of the LAeq based SOAEL contour as an eligible criteria does cover a much smaller geographical area than the 90 SEL criteria used to determine eligibility for insulation when the Airport first introduced night time operations. However, the use of the SOAEL has since become the recognised criteria for assessing the impact of noise on the population in health terms.

275 It is also recognised that the relative impact of aircraft operating during the night time for the first time, would have been far greater than the impact predicted with the proposed development. For this reason, despite LBA not providing evidence of it being

developed through consultation with stakeholders such as the consultative committee, the criteria used to determine eligibility is considered reasonable.

- 276 The proposed eligibility for the Noise Insulation scheme is based on the annual noise exposure forecasts presented by the Airport in its Annual Noise Performance and Forecast Report (ANPFR) identifying those properties qualifying.
- 277 Because the eligibility criteria is based on a noise metric dependent upon the combination of aircraft types, number of movements and the proportion of the runway usage each year, there is no guarantee that actual movements will mirror the forecast. For this reason, it is agreed that the ANPFR would include retrospective comparison between the previous year's forecast and actual movements with any properties that should have qualified being offered noise insulation retrospectively each year.
- 278 The uncertainty around the aviation industry at present also means that whilst the reasonable worst case scenario has been forecast, there is no certainty as to which year the worst case will actually occur. It is therefore suggested that the noise insulation scheme should have no fixed closing date. This approach would appear to be in line with other current insulation schemes provided by other airports. LBA has proposed that the New Noise Insulation Scheme would be active for 10 years from the material commencement of the terminal development, and reviewed annually for eligibility. LBA would in addition be agreeable to a further review at year 10 (although expects any need for noise insulation to be largely redundant by that time), to determine if it was necessary to extend the period for a further five years (beyond the initial ten years).

Financial contribution

- 279 APF Para 3.24 *"The acceptability of any growth in aviation depends to a large extent on the industry tackling its noise impact. The Government accepts, however, that it is neither reasonable nor realistic for such actions to impose unlimited costs on industry. Instead, efforts should be proportionate to the extent of the noise problem and numbers of people affected."*
- 280 In terms of the proposal to not cap the cost of installing the insulation, this compares favorably when reviewing contributions made by other airports and having *"regard to the properties located around the Airport"*.
- 281 It is noted that the financial contribution towards noise insulation from other airports varies between £2,000 and £10,000 per property.

Table 2 Examples of airport noise insulation contribution schemes

Manston	£10,000
Southampton	£5,000
Bristol	£5,000 (proposing to increase to £7,500)
Liverpool:	£3,500
Belfast City	£3,000
Gatwick:	£2,000

- 282 The Environmental Study team is satisfied that the uncapped payment of the costs as described is more equitable and avoids any discriminatory effect whereby some householders will receive 100% of the required cost whilst others will only receive a proportion of the required expense. LBA also agree to provide the equivalent cost of installing secondary windows as a financial contribution to householders towards

replacing the full primary windows should the householder wish to choose this option and the existing frames need replacing.

- 283 An effective noise insulation package is the only realistic physical mitigation that can be provided to those households most seriously affected within the SOAEL contour.
- 284 The APF does not stipulate that 100% of the cost of insulation should be provided by the Airport. However, if householders were not guaranteed to receive the full cost of installing the noise insulation package, the scheme would not be certain of avoiding the significant effects it will create and therefore would not be compliant with Government policy of avoiding significant effect on health and quality of life for the residents who live within those properties.

Daytime Noise

- 285 Despite the APF proposing that the daytime noise insulation criteria should be based on the 63dB LAeq, (16h) contour, the Government also acknowledges that it is a daytime 57dB LAeq, (16h) contour which represents the average level of daytime aircraft noise which approximates to the onset of significant community annoyance. *'This does not mean that all people within this contour will experience significant adverse effects from aircraft noise. Nor does it mean that no-one outside of this contour will consider themselves annoyed by aircraft noise'.*
- 286 The Airport is not currently subject to any conditions restricting either the type or numbers of aircraft, and therefore influencing the noise climate, during the daytime period. Even so, the trend over recent years has been a steady improvement in the day time noise climate. The future scheduled movements used within the noise assessment predicts a continuation of the downward trend in daytime noise levels but with a marginally lower reduction with the development than without.
- 287 Although the forecast of future scheduled movements predicts a continuation of the downward trend of daytime noise levels there are no proposed controls to ensure that the predicted noise climate does occur. It is therefore suggested that within the s106 agreement there is a clause limiting the maximum extent of the future daytime LOAEL contour introduced to ensure that the daytime noise climate does not begin to deteriorate.

6. Health

- 288 This matter is covered within chapter 13 of the ES. In terms of impact on health there are two key issues. These relate to the health of the proposed staff who work at the premises and the health of the surrounding residents.
- 289 A sustainable terminal building (which meets the proposed standards) with ground operations, will be a health promoting asset to the staff who work there and the passengers who use it.
- 290 In terms of the surrounding residents there will be socio economic benefits to the local community, which will positively impact on people's health and wellbeing, although this benefit will not necessarily be spread uniformly.
- 291 In terms of noise there will be an increase in people likely to be affected by noise, which will impact on the use of outdoor space and perception of tranquillity, with direct impacts on well-being. Increases in night noise could also have long term consequences in terms of sleep disruption leading to high blood pressure, obesity,

diabetes and some cancers. However, LBA has stated they are seeking to mitigate such impacts and also incentivise the operation of quieter aircraft over this period, which needs to be controlled. There is a concern that any mitigation scheme will increase inequalities with some landlords potentially, having less of incentive to invest and those on limited income less able to afford the measures even with financial assistance. However the revisions within the noise mitigation measures have overcome this concern. Additionally installing the measures may cause considerable disruption to some households. However the mitigation of noise from aircraft by insulation of properties is widely accepted as being an appropriate method of seeking to ensure that any adverse impact is addressed.

- 292 In terms of air quality, the commitment to reduce the developments impact on air quality such as green travel measures are welcomed and the suggestion of an annual air quality report is especially welcomed.

7. Design of the New Terminal Building

- 293 Paragraph 124 of the NPPF states that creation of high quality buildings and places is fundamental to what the planning and development process should achieve with good design a key aspect of sustainable development. Paragraph 130 goes on to state that permission should be refused for development of poor design. Conversely, where design accords with clear expectations in plans policies it should not be a valid reason to object. Para 131 states that great weight should be given to innovative designs that promote high levels of sustainability.
- 294 Policy P10 of the Core Strategy states that new development should deliver high quality inclusive design with a number of key principles including the size, scale, design and layout should be appropriate to its context and respect the character and quality of surroundings building.
- 295 Within this overall policy context, the existing terminal buildings are now largely substandard, having being incrementally developed and refurbished over a number of decades. By contrast, the proposed terminal building provides a new international gateway to the City Region and beyond. The new terminal building sets high standards in terms of BREEAM and sustainability and represents a modern and efficient building, enhancing the customer experience and environment for LBA employees.
- 296 The new terminal building will be located in an elevated position, with the main front elevation consisting of large panels of curtain walling glazing interspersed with light grey aluminium cladded pillars. Above this will be a line of grey aluminium cladding to match. The curtain walling glazing will be set back from the pillars in between. The side elevations of this main block will also be constructed from these materials.
- 297 To the front of this, at ground floor level will be a centrally protruding light glazed 'cube' which will be the 'welcome' lobby of the main terminal building. This will have level access from the courtyard proposed at the front of the building. To the front, this will be predominantly glazed with windows separated by bronze/champagne colour coated aluminium panels. There will also be elements of recessed insulated panels of the same colour. The sides of this building will be also predominantly glazed with a row of bronze/champagne colour coated aluminium panels to the top.
- 298 There are further elements to the main terminal building which are set back on either side and consist of light grey and bronze/champagne colour coated aluminium panels on a dark grey base plinth.

- 299 To the side elevations the material will be glazing and light grey aluminium panels.
- 300 The main part of the rear elevation (which faces onto the apron) will be majority curtain glazing with either side of this main part having elements of light grey and bronze/champagne cladding to match the front and side elevations.
- 301 There will be a long pier running at 90 degrees from the edge of the main terminal building. This pier will consists of elements of glazing light, dark and bronze/champagne elements of cladding interspersed along the whole elevations and on both sides.
- 302 In terms of Green Belt and visual impact, the views of the new airport terminal will be prominent in views from the east and north east for example from Cookridge and some views from Bramhope and the adjacent countryside including public rights of way. Due to the high elevation of the south and eastern parts of the AOLB, relative to the adjoining area, the terminal building and gate piers will appear as significant structures above Scotland Lane. Whilst the new terminal will be more prominent visually than the existing terminal it has to be borne in mind that there is already significant development within this area. There is also land allocated for the employment hub nearby which when developed which will be visible in the long distance views of the new terminal building.
- 303 The existing terminal building has little merit in design terms being constructed on an ad hoc basis over a number of years. It is considered that the proposed building is of a modern, simple and elegant design. Whilst achieving BREAM excellence, it successfully uses extensive glazing to provide an inviting appearance by allowing activity within the building to be viewed. The rear elevation also permits views out across the apron and runway. The building has been designed to operate more efficiently than the existing terminal and so the overall footprint is lower than the existing.
- 304 Overall the proposed design is considered a vast improvement in terms of the existing building and will provide a high quality designed 'Gateway' building for the Airport and the region. The proposed development is considered to comply with policy P10 of the Core Strategy and the paragraphs of the NPPF which relate to design.

8. Landscaping

- 305 Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment. Policy P10 of the Core Strategy is relevant at it states that development should enhance existing landscapes with policy P12 stating that Leeds landscapes will be conserved and enhanced to protect their distinctiveness.
- 306 In terms of on-site landscaping there will be elements of landscape planting of locally native tree and shrub planting which are proposed throughout the development area. Firstly on the grass banking up to the new terminal building there will be an area of wildflower terraces. Secondly within the car parking areas and the front of terminal areas there will be climbing plants, hedges, herbaceous planting and trees. Finally within the two biodiversity areas there will be native woodland and scrub planting along with a wildflower meadow. The existing Viking car park has sparse vegetation due to the density of parking, however the proposed extension has wider perimeter planting as opposed to the existing. There is also area of land to the side which

will have additional tree planting to help soften the adjacent car parking into the landscape.

- 307 In terms of tree loss there will be removal of 1 category B tree/hedgerow group, 6 no category C tree/hedgerow groups and the partial removal of 7 no category B and 4 no category C tree/hedgerow groups required which are not covered by a TPO. There will be substantial tree planting (a minimum of 445 new trees within the red line boundary) to compensate for the trees that are removed.
- 308 In terms of offsite landscaping, there is a new habitat proposed in close proximity to the Airport which can include landscaping but due to land ownership and issues of operational safeguarding, no landscaping is being offered to shield the new development from views from the east and north east. Given the elevated location of the Airport and new terminal building any new planting off site would in any event have a limited benefit. It is also acknowledged that this is an existing and long established major developed site in the area and so some visual impact is inevitable.
- 309 Overall it is considered that the proposed landscaping is considered acceptable and complies with policies P10 and P12 of the Core Strategy and the relevant paragraphs in the NPPF.

10. Ecology and Biodiversity

- 310 Paragraph 170 of the NPPF deals with decisions and contributions to and the enhancement of the natural and local environment, by providing net gains for biodiversity. Policy G8 of the Core strategy relates to protection of important species and habitats saying development will not be permitted if there is harm either directly or indirectly from development. Policy G9 states that development will need to provide an overall net gain for biodiversity.
- 311 This matter is covered in section 12 of the ES. There are two areas of land within LBA's ownership but outside of the operational boundary which are being offered for ecology and biodiversity. One area is to the north east of the Airport on fields alongside Guiseley and Yeadon with the other area to the south east of the site close to the southern end of the runway. Both areas amount to 19.359 in hectares (47.8 acres). These two areas will allow for there to be an excess of the minimum of the 10% (as yet unadopted) target for net gain in biodiversity. The biodiversity to be provided and how this will be implemented will be obtained by conditions attached to the application. With these areas of biodiversity is it considered that the development complies with policy G9 of the adopted Core Strategy.
- 312 A Habitats Regulations Assessment (HRA) has been submitted with the application which concludes that there is no likely significant effects on European sites. Officers now agree with this HRA concluding that the development will have no likely significant effects on European sites. This conclusion means that the development complies with G8 of the Core Strategy.

11. Matters previous raised by Members

- 313 To remind Members when a position statement was submitted to Plans Panel on 25th September Members raised the following issues. Officers consider that this report has covered all of the below comments.
- There was a need to understand further if the new flight regime would result in increased carbon emissions

- Unequivocal legal advice needs to be provided in terms of how carbon emissions are measured
- An increase in carbon emissions may prevent Leeds from reaching its zero carbon goal by 2030
- An increase in aircraft movements and traffic generation to and from the Airport would result in a deterioration of air quality
- Increased aircraft movement and traffic generation would lead to an increase in noise
- Night time flying was a major issue locally
- Some Members were supportive of the earlier start time to allow for more aircraft rotations, as required by the carriers, others required further clarification
- Some Members were supportive of the proposal suggesting the application was a major driver for the prosperity of the City and would lead to the creation of 12,000 new jobs
- Some Members were of the view that there was a need to focus on the benefits that would be brought to the City
- People want to travel - if they cannot fly from a local airport they will go elsewhere and traffic generation on the M621 would increase creating more CO2 emission
- The proposal does not provide enough landscaping
- A number of Members suggested that the existing one hour free car parking needs to be retained
- Members were of the view that at some point in the future the old traffic control tower and terminal building require demolishing
- Members were of the view that this was a useful position statement but a lot more information/clarification

12. Representations

314 The matters raised by objectors have been taken into account and considered as part of the assessment of the proposals set out above except for the following:

- Climate emergency was key driver in decisions at Bristol, Stanstead and Heathrow – *each decision must be taken on its own merits having regard to all material considerations which includes carbon emissions and matters such as declared Climate Emergencies.*
- Need residents only parking for all streets within 1km radius of LBA as well as providing adequate local parking facilities for local businesses – *this isn't considered necessary as people tend to not park far away from the Airport terminal*
- Application submitted prior to coronavirus pandemic so application should be deferred until future situation is clear – *updated ES has taken on board the impact of COVID 19*
- Assumptions of fleet modernisation – not as possible in post/COVID 19 times – *the revised ES has taken into account the impact of COVID 19*
- Impact on property resale values – *This is not a material planning consideration*
- Out of date ES – *this is considered not to be the case*
- Existing terminal in better location for bus access to Harrogate Road and new terminal will be further away from Viking car park – *the bus services will move to be at the terminal entrance and there is a shuttle bus to the Viking car park*
- Against article 8 of the European Convention on Human Rights which has a positive obligation on public authorities to protect individuals from environmental harm and risks. – *the impact on environmental harm and risks have been taken into account as part of this application, and considered in the overall planning balance*

- Article 14 protects against discrimination in the enjoyment of rights and climate change disproportionately affects poorer residents – *this matter has been taken into account as part of the health section*
- Lack of press releases and publicity notices and leading questions in questionnaire supplied by the Airport – *the application has been advertised in the press and via site notices in line with relevant legislation*
- breach of article 30 of Rome Statute of the International Criminal Court – *this allegation is not soundly made and need not be further considered*
- Nottingham council have introduced electric bus fleets and a tram network expansion powered by publicly owned renewable energy company Robin Hood Energy – *Robin Hood Energy have now been taken over by British Gas so this is now inaccurate*
- Elvington is a better location – *we have to deal with the planning application on its own merits and in its current location*

13. Planning Balance

- 315 There are a number of factors within the Application which could, either on their own or cumulatively, amount to very special circumstances. The applicant has submitted matters that, if the development were to be considered inappropriate development in the Green Belt, it considers to be very special circumstances that should be taken into account in relation to the application.
- 316 These are set out below and then assessed in turn, before reaching a conclusion as to whether they are sufficient to clearly outweigh the harm to the Green Belt and any other identified harm. These considerations are
- Facilitating significant economic growth
 - Improved social inclusion
 - Improving the sustainability of the Airports operations
 - The need for the development
 - Improving public transport access and reducing the need to access the Airport by private car
 - Policy T30A and Policy SP12
- Facilitating Significant Economic Growth in Leeds And The Region.
- 317 Section 2 of the report goes into detail regarding the proposed economic benefits for the development. The proposed development will support an additional 5,230 full time equivalent jobs and £377m GVA by 2030 which will have a significant positive impact on the Leeds and regional economy.
- 318 Leeds City Region is the largest outside of London and has the UKs biggest manufacturing employment base. Leeds City is the main hub within the region putting the City in the top five nationally for private sector employment.
- 319 The LBA is an integral piece of transport infrastructure at the heart of the City Regional, for both business and leisure passengers. LBA is a key 'gateway' to the City Region, for commercial and leisure purposes and the main source of employment in North West Leeds.

- 320 In terms of tourism, the airport currently welcomes 344,000 international flights, for visitors and business tourism (Leeds being the 4th most popular conference destination in the UK).
- 321 The new terminal building forms an integral key part of the growth plans for LBA to meet the forecasts for significant increase in GVA and new jobs. Without the improvements (to improve operational efficiency and the passenger experience), the airport, will not be able to meet business and customer needs. This would be to the detriment of not only the local economy (in terms of jobs) but also the wider economic multiplier benefits of the wider City and Region.
- 322 Section 6 of the NPPF relates to building a strong competitive economy and paragraph 80 specifically highlights the need to support economic growth and productivity stating:
- “Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”*
- 323 In order to remain competitive as a regional airport the new terminal is required to allow for expansion of passengers numbers which allows for the economic benefits which are detailed above. In light of the NPPG guidance it is considered that this new terminal will bring positive local and regional benefits, both directly and indirectly, must be taken into account in assessing the merits of the proposal against the identified harm to the Green Belt.
- 324 Without the development the significant economic benefits for both the City and the Region will not be realised.
- The need for the development
- 325 The report has already detailed the proposed need for the development as LBA needs to grow to 7mppa by the year 2030 in line with the airport’s masterplan which was published in 2017. This growth is also in line with the Department of Transport’s projections for LBA.
- 326 The existing terminal due to its size and layout is unable to deliver the proposed infrastructure required to allow this expansion. Importantly, the new terminal provides the opportunity to improve the airport’s environmental credentials as well as meeting passenger and economic needs. The current passenger experience is known to be inferior with other regional airports and the existing building leads to operational inefficiencies.
- 327 A new terminal building needs to be constructed rather than replacement of the existing terminal building, as the airport needs to operate and function during the construction phase. In addition, the air traffic control building, which is integral to the existing terminal needs to remain during the construction works, and its relationship to the runway which remains unchanged.

- 328 The location for the new terminal building was chosen as it is within the existing curtilage of the building and is located on the side of the new proposed railway station. Its close location to the station requires relatively limited infrastructure to connect the two, using less land within the Green Belt and thus mitigating overall impact on the openness of it.
- 329 Overall it is considered that there is a significant need for the new terminal building to meet the growth of the airport with its associated economic benefits especially meeting the public benefits of a new terminal for existing and proposed employees and passengers.
- Improved social inclusion
- 330 At the heart of LCCs Inclusive Growth Strategy is the objective to build on a growing economy by ensuring everyone in the City benefits from social growth. The growth of the airport which will result from this planning application can benefit the existing City Communities and especially those communities that are most in need by creating employment. The applicant has stated that there are substantial social benefits from promoting positive economic change with local communities benefitting from local employment whilst creating 21st century infrastructure. It will also promote Leeds and Yorkshire backing innovators and entrepreneurs in business and social enterprise whilst maximising economic benefits of culture. There will be a health and wellbeing benefit directing employment to those most in needs which will help tackle low pay and boost productivity.
- 331 These measures can be seen as public benefits which the scheme will bring forward and can be seen as a VSC.
- Improving the sustainability of the Airport's operations
- 332 This is achieved by the creation of a modern, purpose build BREEM Standard airport terminal and supporting infrastructure, which is designed to operate on a net zero carbon basis. The scheme will also obligate the Airport to a net zero carbon target on all ground operations. Both the net zero building and the new carbon target on ground operations will be in place from the terminal building opening. This will have saved 15,315 tonnes CO₂e from opening to 2030. The report has also shown that the other carbon savings in paragraph 218 from public transport, clawback, investment in sustainable fuel transport will ensure that the carbon production will be less than the current situation.
- 333 The proposed new terminal and associated ground works being net zero carbon are above what is required from existing planning policy, which only require new buildings to be 20% more energy efficient than the building regulations standard and 10% of energy needs to come from renewable or low carbon sources. This is therefore a significant VSC for the development to go ahead.
- Improving public transport access and reducing the need to access the Airport by private car
- 334 There are a variety of measures proposed through public transport enhancements, constraints on car park expansion, proactive travel planning and contribution towards future accessibility of a train station, which will improve and promote the sustainable access to the airport. Without this project, the surface access options to reaching the

airport would not improve and remain overwhelmingly dominated by road traffic generated by customers and staff

- 335 These measures have transport and environmental benefits which are significant for this part of the Leeds area and beyond. The additional contributions arising from the proposal, particularly in relation to the accessibility to a new train station, would reduce the burden on public funds required to provide these measures, allowing such funds to be utilised to promote and provide sustainable travel options elsewhere and constitute a VSC.

- Policy T30A and policy SP12

Policy T30A of the Unitary Development Plan Review (2006)

- 336 Policy T30A designates the Airport Operational Land Boundary (AOLB) and allows for certain types of development within this area of Green Belt. The policy lists acceptable airport related uses that are considered to be necessary to allow for the operation of the Airport. A new terminal building is considered to be one of the acceptable uses within this development plan policy.

Policy SP12

- 337 The policy sets in principle support for the growth of the airport and guides that growth through considerations around public transport, surface access and environmental impacts and mitigation. It operates alongside saved Policy T30A of the Unitary Development Plan Review (2006).

Assessment of the case of Very Special Circumstances

- 338 Substantial weight must be afforded to the identified harm to the Green Belt and any other harm (in this case the impact of noise). However the strong economic case for supporting the airport, the need for the development to allow expansion of the airport and the carbon benefits of the new building and ground operations are compelling special circumstances in favour of the proposal. Together with the public benefits arising and the relatively limited harm to the openness of the Green Belt, and other harms which are sufficiently mitigated by measures to be put in place and required by conditions and legal obligations, it is considered cumulatively these considerations do amount to very special circumstances that clearly outweigh the identified harm to the Green Belt and any other harm.

Green Belt Departure procedural matters

- 339 Certain categories of inappropriate development in the Green Belt must be referred to the Secretary of State by local planning authorities (where approval is proposed) by virtue of the Town and Country Planning (Consultation) (England) Direction 2009. This is so in the case of:

(a) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
(b) any other development which, by reason of its scale or nature or location, would have a significant impact on the openness of the Green Belt.

- 340 With respect to (a) the total proposed floor space is greater than the 1,000 square metres and as such the Local Planning Authority is required to consult the Secretary of State (SoS) should the Panel resolve to approve the application. Permission

cannot be granted until 21 days after the SoS has confirmed receipt of the required details of the application, unless the SoS has confirmed that a decision can be issued. Alternatively the SoS may under Section 77 of the Town and Country Planning Act 1990 decide to call in the application for his own determination.

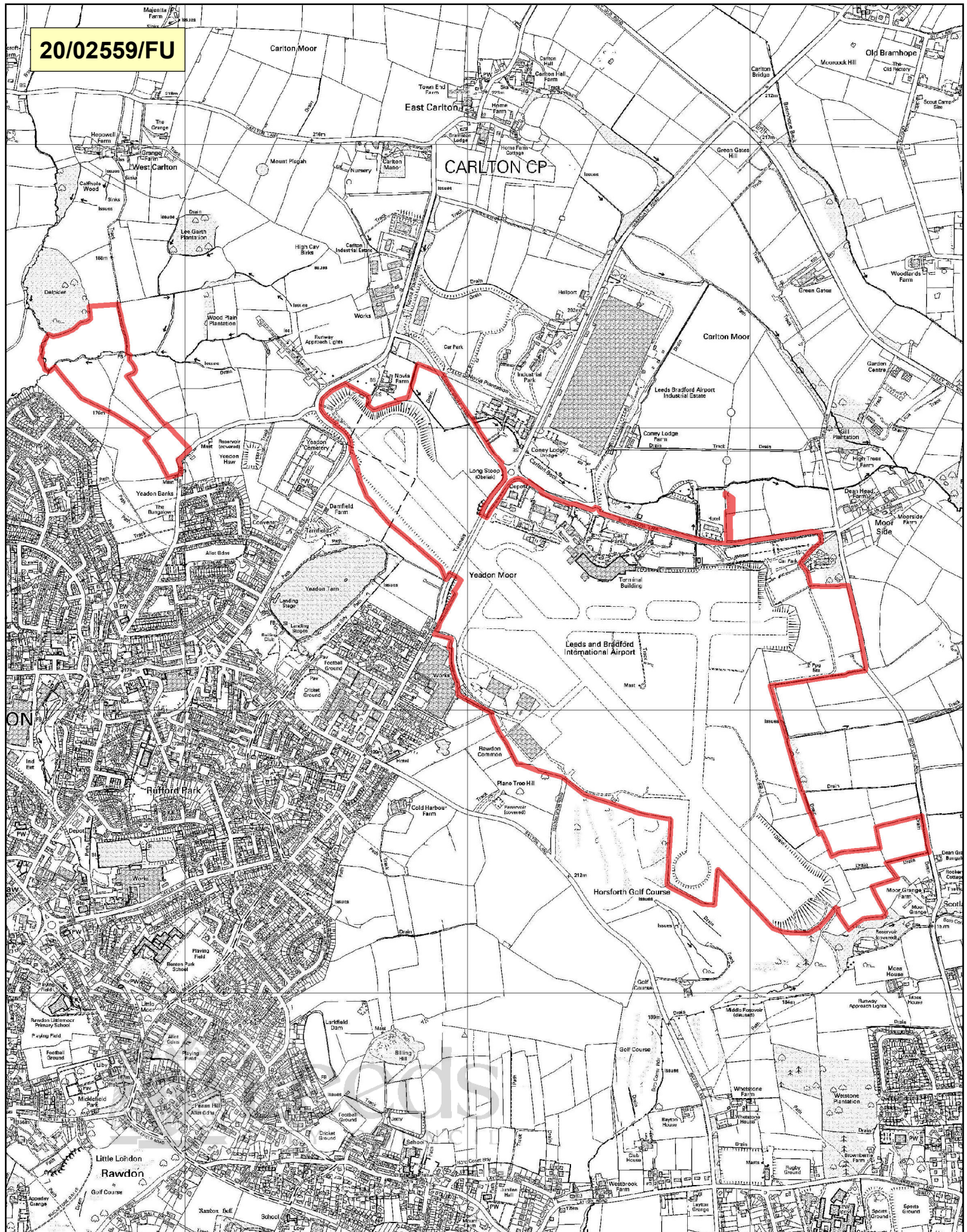
CONCLUSIONS

- 341 Section 38(6) of the Planning and Compulsory Purchase Act 2004 the application should be determined in accordance with the development plan unless material considerations indicate otherwise. The proposal constitutes development requiring an environmental impact assessment; and the submitted environmental statement and subsequent further information have been thoroughly considered, alongside all other aspects of the schemes.
- 342 This report has set out the nature of the development and has provided a detailed review of the complex Policy and technical issues relating to the proposals. These cut across overlapping economic, environmental and social issues at a local, regional and wider national/international level. In drawing out the conclusions below, the Local Planning Authority has had regard to the high number of comments received, both in favour and against the proposals, together with the delivery of policy and technical requirements.
- 343 Central to the proposed scheme, is the development of a well-designed, more efficient, carbon neutral replacement terminal building. This will not only be more operationally efficient but will provide a 'Gateway' to Leeds and beyond and will greatly improve the passenger and employee experience and provide higher quality welcome for travellers to the City and the Region. Linked to this, the proposed development will bring associated economic benefits.
- 344 The application also entails the reduction of the night time flying regime period and an increase in the number of flights as the airport looks to expand to 7mppa by 2030. The focus of this is for LBA to be on a competitive footing with other regional airports, whilst at the same time, seeking to minimise and to mitigate any adverse environmental impacts.
- 345 From the original submission and through further discussion, negotiation and revisions, the appropriate mitigation required to offset the identified impacts of these proposals has been identified. Extensive measures to improve public transport and accessibility to the airport (and modal shift) are proposed which would reduce the proportion of travel by car, despite an overall increase in passenger numbers.
- 346 A major consideration regarding this application relates to carbon reduction and the achievement of specific targets and commitments. In March 2019, the City Council declared a 'Climate Emergency; and a commitment to carbon zero by 2030. This is now set within the context of WYCA with a target for carbon zero by 2038 and Central Government by 2050.
- 347 In addressing these concerns, the report has highlighted that the carbon reduction achieved by the replacement terminal and ground operations exceed the planning policy requirements. Whilst the carbon emissions from flights do constitute a material consideration, as emphasised in the report, national policy very much points to this being matter to be primarily considered at a national level (to be remedied through international agreements and protocols), with any suppression of planned growth at LBA here likely to lead to displacement as other airports simply taking up the demand along with the flight emissions (and without Leeds securing the economic benefits).

Further, the carbon 'budget' for LBA flights would still not be exceeded by the development. It has been demonstrated (without the flights), that the scheme will reduce the amount of carbon production (refer to the graph in paragraph 218) that the existing situation which will help for Leeds to achieve its zero carbon by 2030.

- 348 Noise mitigation has also been identified as an important issue and specific measures are therefore proposed to ensure that there will be no unacceptable detrimental impacts arising from the proposed development. This includes the provision of appropriate additional insulation of properties at no cost to residents/householders.
- 349 Integral to the development also, are on and off site landscaping, with two off site biodiversity areas proposed which are additional benefits for the development. These provision result in a net biodiversity gain arising from the proposals.
- 350 It has been shown that the proposal is generally in compliance with the Policies of the Development Plan and National Planning Policy (NPPF). However, within the context of these policies, the development does constitute inappropriate development in the Green Belt and so should only be approved where it is demonstrated that the harm to the Green Belt and any other harm is clearly outweighed by very special circumstances in favour of the proposal.
- 351 In considering all of the above Green Belt issues, Officers have concluded that the significant economic benefits, and reduction in carbon emissions due to the new terminal and ground operations, as well as the benefits arising from improved passenger experience do clearly outweigh the harm to the Green Belt and the other harms that have been identified within the report.
- 352 In overall conclusion and taking into account all matters raised in this report, it is recommended that the application be approved, subject to consultation with the Secretary of State, the draft conditions and a Section 106 agreement with the Head of Terms being detailed within paragraph 41 of this report.

20/02559/FU



CITY PLANS PANEL

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PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL

SCALE : 1/17000



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SITE REFERENCE PLAN

SCALE 1:20,000

- UNDERGROUND DRAIN

— PIER

— PEDESTRIAN UNDERPASS

HIGHWAY IMPROVEMENTS & NEW ENTRANCE TO AIRPORT

- REMOTE PLANT ACCOMMODATION

SERVICE YARD

COOPS IN

MAINTENANCE BUILDING

PROP OFFENSE

DROPT OFF ZONE

LANDSCAPE EMBANKMENT TO
TERMINAL

— BUS FORECOURT

BUS SHELTERS - SUBJECT TO
DETAILER DESIGN

MEET AND GREET BUILDING AND
ASSOCIATED EXTERNAL CANOPY

MEET AND GREET CAR PARK / DROP OFF

— INSPECTION BUILDING

LEGEND

— Planning Application Boundary

- - - Public Right Of Way

Public Right Of Way

N

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LEEDS BRADFORD AIRPORT

REPLACEMENT AIRPORT TERMINAL, ASSOCIATED
INFRASTRUCTURE AND OPERATIONAL
MODIFICATIONS - LEEDS BRADFORD AIRPORT

	PROPOSED SITE LAYOUT
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27/04/2020	MM	EH	1:2500	
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