

CITY PLANS PANEL

THURSDAY, 11TH FEBRUARY, 2021

PRESENT: Councillor J McKenna in the Chair

Councillors D Blackburn, C Campbell,
P Carlill, D Cohen, A Garthwaite, C Gruen,
P Gruen, G Latty, A Khan, E Nash,
P Wadsworth, N Walshaw and R Finnigan

79 Appeals Against Refusal of Inspection of Documents

There were no appeals against the refusal of inspection of documents.

80 Exempt Information - Possible Exclusion of Press and Public

There were no items identified where it was considered necessary to exclude the press or public from the meeting due to the confidential nature of the business to be considered.

81 Late Items

Although there were no items of business, the Chair did accept the inclusion of supplementary information (Addendum report) in respect of Agenda Item No. 8 – Application No. 20/02559/FU – Leeds Bradford Airport, Whitehouse Lane, Yeadon. (Minute No. 86 referred)

82 Declarations of Disclosable Pecuniary Interests

Although there were no Declarations of Disclosable Pecuniary Interest made at the meeting, Councillor P Wadsworth required it to be recorded that he had an interest in Agenda Item No. 8 (Leeds Bradford Airport Application) because he was a member of Rawdon Parish Council, who had commented on the application, he was also a Member of the Airport Joint Consultative Committee. Councillor C Campbell also declared an interest as a Member of the Airport Joint Consultative Committee and a Member of Otley Town Council who had also commented on the application.

83 Apologies for Absence

There were no apologies for absence.

84 Minutes of the Previous Meeting

The minutes of the previous meeting held on 7th January 2021 were submitted for comment/ approval.

RESOLVED – That the minutes of the previous meeting held on 7th January 2021 be accepted as a true and correct record.

85 Matters Arising from the Minutes

There were no issues raised under matters arising.

86 Planning Application No.20/02559/FU - Leeds Bradford Airport, Whitehouse Lane, Yeadon

The Chief Planning Officer submitted a report which sets out details of an application which sought 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 would only be provided if future assessments shows there was 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

Site photographs and plans were displayed and referred to throughout the discussion of the application.

The Planning case officer addressed the Panel, speaking in detail about the proposal and highlighted the following:

- Site / location / context
- The site is located within the green belt so the application would need to be assessed in relation to the impact on green belt
- Economic benefits
- Highway and transport impacts
- Climate change, increase in aircraft emissions
- Noise – Ground based noise, road traffic noise and aircraft noise
- Health - Socio economic benefits, noise mitigation, aircraft emissions and air quality

- Design - The new building is modern, elegant and is intended to achieve BREAM excellence standard as well as being a zero carbon building
- Landscaping - On site landscaping around the building and proposed car parks, off site planting to be accommodated in the biodiversity areas
- Ecology and biodiversity - Two areas of biodiversity allowing for the minimum of 10% biodiversity net gain being achieved.
- Representations – Following publication /circulation of the addendum report there had been a further 21 comments of objections and 7 comments of support along with one general comment which had raised no further issues that were not already within the main report
- Planning balance - The development is inappropriate development within the green belt so very special circumstances (VSC) need to be taken into account: facilitating significant economic growth, improved social inclusion, improving the sustainability of the airports operations, the need for the development, improving public transport and reducing the need to use the private car.

The Panel then heard representations from 21 individuals/ groups who were objecting to the proposals. In general the issues raised include the following:

- Adverse impact on climate change and against LCC climate emergency as well as the Paris agreement with zero carbon by 2030 harder to achieve
- The application did not meet the objectives of the NPPF
- There would be an increase in air pollution and serious adverse health impacts
- There would be an impact on the physical and mental health of many Leeds residents, both those of today, and future generations
- The impact on the environment,
- The future impact of an expansion of LBA
- Traffic impacts on the local road network and car parking are underestimated, there are also concerns about rat running
- 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
- There is considerable concern about the increase in night time flying hours
- The extension of flying hours and growth in number of flights and the impact of noise and therefore health and quality of life for residents is a concern
- The new terminal is a cosmetic element of LBAs aspiration to increase passenger numbers which post COVID 19 might be unrealistic.
- The proposed increase in passenger numbers would results in increased carbon pollution, road congestion, increase in catering facilities and retail facilities with increases in traffic, energy consumption and waste

- Extension of 'daytime' flying hours will impact on neighbouring communities
- There will be an impact on property resale values
- This application contravenes government policy to minimise demand for night flights by reclassifying them as day flights
- Hundreds more planes will increase noise and carbon emissions, polluting local environment and planet
- There would be an impact negatively on UK climate change legislation by increasing greenhouse gas emissions
- There would be increased road traffic generation leading to vehicle congestion and air pollution
- The proposal is unsustainable

Panel Members asked questions/ sought clarity on the issues raised, all were responded to.

The Panel then heard representations from 5 individuals/ groups who were supporting the proposals. In general the issues raised include the following:

- There would be environmental benefits from the new energy efficient terminal building
- CO2 emissions from planes make up only 2% of the world's total emissions with the activists suggesting 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 development will not add to the UKs 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
- 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
- The design of the building is aesthetically pleasing, beautiful and exciting in design
- The new development will be significantly 'greener' than the existing old terminal and increased capacity would support social distancing
- Aircraft engines are getting quieter and cleaner and in the future they might even be electric engines so noise may not an issue
- I have lived in close proximity to the Airport for 30 years, those that object on noise grounds must have moved to the area recently
- The proposed link road will add efficiency and capacity to the road system improving air quality which will also improve as we move to electric cars
- The inclusion of park and ride facility to the new terminal will link to rail service into the city centre

- The meet and greet building could also offer indoor bus waiting room facilities
- Traveling to Manchester airport - Trans-Pennine Trains are unreliable and do not run at times which allow access to early morning flights.
- £4m sustainable travel fund
- There would be increased employment opportunities boosting the local economy
- Additional flight routes will become available
- There would be major investment into the Leeds Transport system to ensure the city of Leeds could compete with other major northern cities
- This development would increase tourism
- Rejection of this planning application would reduce investment and would send traffic to Manchester
- Economic growth is required especially after the economic impacts of COVID 19
- The Airport is an important asset to Leeds and the region providing employment and international links crucial to the business and leisure industries
- 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 would result in less travel to Manchester airport
- This development will boost Leeds and the surrounding area and Yorkshire as a whole
- This is an opportunity for Leeds to have a UK leading airport with a BREEAM certified terminal
- This development is vital to the City and region
- This new facilities would attract new breeds of aeroplanes that are more efficient
- This development will be good for local businesses
- This application is essential for the growth of Northern Powerhouse

Panel Members asked questions/ sought clarity on the issues raised, all were responded to.

Panel Members then questioned officers/ sought clarity on the submitted report, all questions/ issues were responded to.

In offering comments Members raised the following issues:

- A number of Members were of the view that climate change was a priority and that this application would prevent Leeds from becoming carbon neutral
- Members were of the view that linking of the new terminal delivery to the commencement of changes to the flight regime was an important issue
- Members were of the view that the demolition of the old terminal building needs to happen as soon as possible

- Members welcomed the design of the new terminal building and the intention to achieve BREAM excellence standard
- Members were supportive of a modal shift to public transport for passengers and the airport workforce
- Members were of the view that the contribution towards public transport was insufficient and required enhancing
- Members were supportive of the proposed highway improvement works but further off-site highway measures were required (contributions to Horsforth Roundabout/ Dynsley Arms improvements)
- Members were of the view that a review of cycle paths to, from and through the airport was required
- Some Members were of the view that an increase in the number of flights would increase air pollution levels, increase noise levels and have health implications for people living under the flight path
- Some Members expressed the view that the totality of noise would be lower with the introduction of newer quieter aircrafts
- The view was expressed that aircraft emissions was best dealt with at National level
- Further discussions were required regarding the positioning of the taxi rank in relation to the new terminal
- Taxi pick up and drop off at the airport was a concern and further discussions with the airport was required
- More tree planting/ enhanced greenspace was required outside the airport boundary
- Some Members were of the view that a new modern airport was required to be compatible with other major cities
- Members were of the view that new employment opportunities would be created as a result of this application
- It was the view of some Members that whatever the outcome of today's meeting, flights would continue to operate from Leeds Bradford Airport

The Chair expressed his thanks and appreciation to officers on the quality and thoroughness of the report they had produced.

It was moved and seconded that the application be approved in principle subject to the conditions specified in the submitted report (and following the completion of a Section 106 Agreement) but also subject to further proposed conditions and or obligations to be discussed with the Applicant which would then be further considered by Members of the Panel prior to a final determination of the Application:

- Future of/ demolition of existing terminal
- Linking of the new terminal delivery to the commencement of changes to the flight 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/ Dynsley Arms improvements
- Improvements to carbon offsetting in terms of planting beyond the airport boundary
- Increase in the employee transport modal shift percentage

Upon being put to the vote, the motion was passed, 9 votes in favour, 5 against

RESOLVED - That the application be approved in principle subject to the conditions specified in the submitted report and subject to further conditions and/or obligations relating to the following:

- Future of/ demolition of existing terminal
- Linking of the new terminal delivery to the commencement of changes to the flight 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/ Dynsley Arms improvements
- Improvements to carbon offsetting in terms of planting beyond the airport boundary
- Increase in the employee transport modal shift percentage

To be further considered by Panel prior to a final determination on the Application being made and subject to the completion of a Section 106 Agreement to include the following obligations:

- 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

Following discussions with the applicant on the outstanding matters referred above, a further report be brought back to Panel for consideration by Members with a view to a final determination of the application, before referring the application to the Secretary of State in relation to inappropriate development within the Green Belt.

87 Date and Time of Next Meeting

RESOLVED - To note that the next meeting will take place on Thursday, 25th February 2021 at 1.30pm (Remote Meeting – Zoom)