

Planning Meeting – 1st July 2020 at 6.00pm via video conferencing.

Present: Rob Haswell (Chair), Diane Fox, Alan Anslow, Hilary Harris, Simon Cooper, Ian Robinson, John Howard

- 1. Public Participation**
There were no members of the public present.
- 2. To receive apologies**
There were no apologies.
- 3. To disclose or draw attention to any disclosable pecuniary interests.**
There were no interests declared.
- 4. Applications received from Leeds City Council and comment.**

App No: 20/02559	Address : Leeds And Bradford Airport Whitehouse Lane Yeadon
Description	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
Comment	<p>Bramhope and Carlton Parish Council key comments and concerns in relation to planning application number 20/02559 are as follows:</p> <ul style="list-style-type: none"> • 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 <p>Further details and background relating to comments and concerns raised are below.</p> <p>Impact on the local road network</p> <p>Comments from Bramhope and Carlton Parish Council are directed at road access to the airport and the possible impact of the application on the local road network</p> <ol style="list-style-type: none"> 1. Increases in passenger numbers will result in an increase in traffic on the local road network including minor roads. 2. It is unrealistic to assume that travel for a significant number of passengers will be via the proposed rail station. 3. It is unlikely that the level of usage of the rail station will minimise the need for additional parking. 4. For the vast majority of passengers access to the airport will be via road, mostly by car rather than bus. 5. The projected increase in passengers will increase the need for parking provision and this provision will not be as a "last resort."



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6. Additional road traffic generated by an increase in passenger numbers make it doubtful that all junctions within the local road network will be able to operate within their capacity.
7. The airport already has an impact on local roads including minor roads unsuited to take any extra traffic flows. This has an adverse effect on local communities.
8. Previous evidence has shown that rat running takes place on local roads
9. To reduce journey time and avoid the junction with the A658 at the Dyneley Arms and, the often considerable delays experienced at this junction at peak times, some of the traffic accessing the airport via the A660 diverts via minor roads through the centre of Bramhope village.
10. There is also evidence of a significant number of vehicles, notably taxis, using the narrow minor roads through the village of Carlton to access the airport from Guiseley and beyond.
11. Furthermore, some of this traffic travelling through the villages of Bramhope and Carlton does little to adhere to local speed restrictions.
12. There is no evidence of any appropriate mitigating traffic schemes to prevent the adverse effects of any increase in traffic on the local road network including minor roads and the detrimental effect this can have on local communities.
13. The application should be considered in relation to the impact on the local road network.

Rail Station

1. Priority should be given to the early completion of the rail station to mitigate some of the adverse effects on the local road network

Impact on the Green Belt and surrounding local areas

1. The terminal building and the new car parking facilities will have a negative visual effect on the openness of the surrounding green belt.
2. Views from the east towards the airport will reveal a large dominant building situated on the horizon. The proposed car parking areas are visually sterile.
3. There is very little, if any, mitigating planting to soften the visual impact of the terminal from the east and that of the car parks from the road side.
4. Further mitigating planting, including strategically sited woodland, should be provided off site to soften the visual impact on the adjacent green belt

Biodiversity net gain planting

1. The planned mitigating biodiversity net gain planting, in Carlton to the northeast, and at the south eastern end of the runway, comprising mostly of low-level scrub, wild flowers and scattered trees is inadequate.
2. Off-site planting of areas of woodland should be included as part of the application. This is an opportunity to provide higher levels of carbon storage in order to offset the higher levels of carbon emissions which will be generated by the increase in flights planned from the airport and the increase in car journeys to the airport.

Visual Impact of the terminal

1. There appears to have been very little thought given to the 'entrance' to the multi-million pound airport proposals from the A658 for either vehicles or pedestrians. There are marginal highway changes/improvements proposed and certainly little in terms of improved landscape proposals. The strategic planting plans do not appear to include this area in the proposals. Had the new terminal been located nearer to the A658 then this in itself could have provided some of the visual impact which is both lacking and deserved. This could be achieved by introducing a combination of vastly improved landscaping and art or other improvements.



2. The proposed new terminal building is a large glass box which would be more suitable for an urban or industrial location. It may make create a 'landmark/statement' but an alternative approach may be more suitable within the green belt which is viewed from a large area of surrounding land. A design which adopts a softer & more sympathetic approach, one which harmonises with its surroundings, would be more appropriate.

Leeds Core Strategy Policies

SPATIAL POLICY 12: Management of the growth of Leeds Bradford International Airport.

The continued growth of Leeds Bradford International 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 (such as Train/Tram) 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*

Overall, the proposals do not comply with Spatial Policy 12.

Increase in night time flying hours

1. The Parish Council does not support the proposed increase in night time flying hours.

Flight paths

1. There should be stricter adherence to agreed flight paths, with appropriate penalties for air traffic deviating from the agreed paths.

Cllr Howard left the meeting at 6.13pm

App No	Address	Description	Comments
20/03137	Greenfield Cottage Old Lane Bramhope	Change of use and alterations of outbuilding (garden house/store/annex accommodation) to dwelling house	The Parish Council does not object to the planning application in principal subject to the local planning authority ensuring that permitted development rights are not extended to the new property.
20/03227	34A Orchard House Hall Drive Bramhope	New glazed entrance and two roof lights to front and alterations to roof to form balcony and two roof lights to rear	No comment
20/03438	The Paddock 25 Breary Lane Bramhope	Two storey rear extension	No comment
20/03387	Land and Buildings at St Helenas Caravan Park Otley Old Road Bramhope	Demolition of one storage shed and three containers and erection of detached house with detached garage	The Parish Council objects as the replacement buildings constitute new build in the green belt in consequence they do not comply they do not comply with the requirements of saved UDP policies N33, GB4 nor with Paragraph 145G of the NPPF. Nor does it comply with policy NPPF146D because the buildings are not being re-used, are not permanent and not of substantial construction.

5. **Any other business:** There was no other business

6. **Date of next meeting:** The date of the next meeting is to be confirmed

The meeting closed at 6.42pm

Minutes by Nicola Woodward. Published 01/07/2020



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