

BRAMHOPE & CARLTON PARISH COUNCIL

Minutes of the meeting of the Planning Committee held on 3rd September 2026 at 4.00pm at Bramhope Village Hall, Old Lane, Bramhope, Leeds, LS16 9AZ

Attendees: Cllr Diane Fox (Chair), Cllr Jane Orton, Cllr Ian Robinson, Cllr Hilary Harris, Cllr Campbell Cowan. Cllr John Howard attended the meeting in his capacity as the liaison for the Airport Consultative Committee.

1. To receive apologies for absence given in advance of the meeting and to consider the approval of reasons given for absence
Apologies received from Cllr Martin Fogel, Cllr Marion Rider, Cllr Anne-Marie Pickstock & Cllr Billy Flynn.
2. To disclose or draw attention to any disclosable pecuniary interests
There were no interests declared.
3. **Public Participation (10 Mins)**
There were no members of the public present.
4. **To comment on planning applications and licensing applications sent by Leeds City Council**

4.1 26/04635, Leeds And Bradford Airport Whitehouse Lane Yeadon

Variation of conditions

1 (Definition of the night-time period), 2 (Acoustic insulation), 7 (Maximum aircraft operations), 10 (Night-time aircraft manoeuvring), 12 (Monitoring), 13 (Use of Chapter 2 aircraft), 14 (Action against operators), 16 (Reasons for condition) 17 (Approved site plan) and removal of conditions 3 (Monitoring and reporting), 6 (Restrictions on movements nighttime), 8 (Allowance to transfer) 9 (Exceptional movements nighttime) and 15 (Highway improvement schemes) which are to be removed, to previously approved application 07/02208/FU to reduce the defined operational night-time flying period (the 'noise quota period') from 23:00 - 07:00 hrs to 23:30 - 05:59 hrs, and to control operations through this period via a noise focused quota count

Comment:

The Parish Council objects to this application.

The Parish Council recognises the need for a clearer planning agreement between Leeds City Council and Leeds Bradford Airport that reflects current circumstances, to establish a clear, robust and enforceable framework for the management of night flights and aircraft noise, thereby reducing reliance on recurring legal interpretation. However, it objects to the application in its current form and raises the following points.

The Parish Council supports;

- The principle of measuring aircraft noise through the Quota Count (QC) mechanism as part of an effective noise management framework.
- The use of incentives to encourage airlines to operate quieter aircraft wherever practicable.
- The objective of ensuring that night-time noise is tightly controlled and effectively managed.
- The proposed improvements to sound insulation measures for affected communities.

The Parish Council objects to;

- The reliance on the Quota Count system alone for the management of night-time aircraft movements. A separate cap on the number of Air Transport Movements (ATMS's) should be imposed, consistent with the approach taken at other major UK airports experiencing comparable levels of urban overflight.
- Any extension of night-time operating hours, as this would increase the duration and impact of aircraft noise on local communities during periods when residents should reasonably expect reduced disturbance.

The Parish Council requires;

- The provision of improved 24-hour public transport connections to minimise additional night-time road traffic and associated disturbance arising from airport operations.

Background information to support comments

The Parish Council have reviewed Section 73 application's supporting data and methodology, benchmarked against air traffic movements and quota counts at Bristol and Birmingham airports, provided below, to support the basis of the above comments.

1. Condensing of the nighttime period from 8 hours to 6.5 hours, and the subsequent knock-on effects on ATMs and noise quotas in the shoulder period 23.00 – 23.30 hrs and 06.00 – 07.00 hours,
 - a. The noise quota counts present level of 1,450 QC will apply in 2030.
 - b. The proposed use of quieter aircraft in the nighttime period, with a QC limit of 0.5 for departures, and 1 for arrivals, will inevitably lead to an increase in ATMs within the available noise quota.
2. The Parish Council has concerns about the projected total of nighttime ATMs of 4,941 in 2030, and the proposed split between summer and winter seasons.
 - a. From previous conditions the agreed ATMs in summer and winter were set at 2,800 and 1,200 respectively, with an additional 941 from the recent CLEUD agreement.
 - b. The summer baseline scenario for 2030 for the nighttime period 23.00 – 07.00 hrs allow an added number of ATMs up to 10% of the winter allowance (120), and 941 from the CLEUD agreement giving a maximum of 3,861 ATMs over the summertime period (BST).
 - c. Further modelling of the busiest time over the summertime period, the 92-day summer period, 15 June to 19 September reveals the following scenarios:
 - i. For the nighttime period (23.00 - 07.00) this means a total of 28 ATM on a busy day, scaled to 22 ATM on an average day.
 - ii. For the baseline scenario, a total of 16 nighttime ATM on a busy day scaled to 13 ATM on an average day
 - d. The supporting documentation provided a projected schedule for summer 2030 and has been compared with the actual schedule on 9 September 2026:

i.

	Summer 2026	Summer 2030
First arrival	07.20	06.55
Last arrival	03.15	02.25
First departure	06.00	06.35
Last departure	21.10	23.10

ii. More detailed data shows the following:

	Summer 2026 ATM	Summer 2030 ATM	Summer 2030 QC
11pm – 7am			
Arrivals	10	14	6.500
Departures	7	7	2.750
Total	17	21	9.250
% of daily total	14.40%	11.79%	12.29%
11.30pm – 6am			
Arrivals	9	11	5.250
Departures	0	0	0.000
Total	9	11	5.250
% of daily total	7.62%	6.18%	6.97%
Shoulder			
Arrivals	1	3	1.250
Departures	7	7	2.750
Total	8	10	4.000
% of daily total	6.78%	5.61%	5.31%

For the nighttime period (23.00 - 07.00) this gives a total of 21 ATM on a busy / average day in summer 2030.

The Parish Council notes that the modelling information provided was not using data from the busiest period, therefore the possible maximum impact of the proposed changes is not clearly demonstrated.

All data show that the main impact of ATMs and QCs is on the 1.5-hour shoulder period, especially the period 06.00 – 07.00.

3. Comparisons with other airports including Bristol (similar elevation to LBA and within a similar urban area) and Birmingham show the following:
 - a. Bristol airport annual ATMs in 2025 were 73,143, for Birmingham airport 92,960, compared with LBA 33,502 (CAA data). Although both airports are considerably larger than LBA it is worth noting the following facts.
 - b. Bristol airport caps both nighttime and shoulder period ATMs at 4,000 and 9,500, respectively.
 - c. Bristol airport caps annual QC at 2,160. Both summer and winter time QCs are capped at 1,260 and 900, respectively.
 - d. Birmingham airport caps the maximum nighttime ATMs at 21, or at 7.6% of the daily ATM total.
 - e. Birmingham airport caps the annual nighttime noise quota at 2,800.

Both comparator airports are both larger and busier than LBA. However, if LBA apply caps both in terms of ATMs and QCs in the nighttime (23.30 – 06.00) and shoulder (06.00 – 07.00) periods, and likewise on the summer and winter periods (as defined by BST), it would be in line with most other UK airports including London Heathrow.

5. Any items for discussion at a future meeting.

6. Date of next meeting.

The date of the next meeting will be Wednesday 23rd September 2026.

The meeting closed at 5.05pm
Minutes by Nicola Woodward
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