

Minutes of the Consultative Committee Meeting held at Leeds Bradford Airport Thursday 20th September 2018

Members Present:

Mr M Dobson	Deputy Chairman
Mr B Dunsby	Harrogate Chamber of Trade and Commerce
Mr M Goodwin	Chairman (Chair)
Cllr P Grahame	Leeds City Council
Cllr J Howard	Bramhope & Carlton Parish Council
Cllr M Hughes	Horsforth End of Runway Representative
Mr P Jenkins	Burley in Wharfedale Representative
Ms H V Lee	Chairman Pool Parish Council
Mrs H Ruane	Airport Support Group
Cllr P Robinson	Otley Town Council
Cllr P Wadsworth	Leeds City Council
Cllr J Whiteley	Menston Parish Council
Cllr C Campbell	Local Resident Representative – Yeadon
Cllr C Trotter	North Yorkshire County Council
Mr R Bedford	Unite the Union (TUC)
Mr S Borrowdale	Multiflight

Member Apologies

Mr A Elsegood	Menston Neighbourhood Forum & Community Association
Cllr R O'Callaghan	Rawdon Parish Council
Mr M Cartwright	West & North Yorkshire Chamber of Commerce (Bradford Chamber)
Cllr A Ross-Shaw	Bradford Council
Cllr I Scott	Horsforth Town Council
David Gagen	Local Industry Rep

Airport Officers Present

Mr C Johnson	Head of Planning Development
Ms T Stevenson	Environmental Manager (minutes)
Mr S Whitby	Operations Director
Mr S Marriott	Senior Project Manager
Mr D Laws	CEO

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2. Minutes of the Last Meeting

The June 2018 minutes were reviewed for content and accuracy. The June 2018 minutes were approved, subject to amendments on p.2 reflecting comments by PJ on vacancies within UKBF, p.3 reflecting comments from PJ on consultants comments on the airspace change proposals & p.5 reflecting comments by Cllr PR on the frequency of the 62 bus service.

3. CEO Address

David Laws addressed the meeting confirming that he and the airport team had been busy with a number of improvements that had either already taken place or were due to take place over the coming winter. These projects included the terminal front redesign, Viking car parking, new airside equipment, F&B refurbishment and the proposed new terminal extension. AMP have approved the funding for the new extension and the design team were focusing on a new arrivals experience that would be at grade instead of having to walk up and down stairs. DL reconfirmed the shortcomings at LBA when he first arrived, namely poor terminal infrastructure, poor external infrastructure and poor business route connectivity. The extension will help address the poor terminal infrastructure, and shareholder approval has been secured for some new European business routes as part of an AMP Investor visit to LBA. Positive comments were made about the new lounges. DL confirmed that summer 2019 would be a challenge as the extension wouldn't be completed, so contingency plans were currently being discussed on how to manage passenger flows next year.

4. Terminal Extension

Charles Johnson gave a presentation on the proposed terminal extension. This covered the current position at LBA in terms of passenger numbers, problems with the existing terminal building and the lack of capacity to accommodate wide bodied aircraft. The changes that had taken place at LBA in the last 12 months were noted, and future growth projections confirmed at 5m pax by 2023. Priorities for 2019 were the new extension which would deliver an expanded immigration and baggage reclaim area, additional departure gates, more seating and food & beverage outlets. The shortcomings of the existing 2009 consent were highlighted and the location of the new extension confirmed as being at the east of the terminal adjacent to the apron. The direct and indirect benefits to the extension were highlighted, i.e. an improved arrival and departure experience and the potential to accommodate wide bodied aircraft and freight. The timetable for the extension was to submit a planning application in Nov 2018, secure consent in late 2018/early 2019, commence construction in early 2019 and have the building open by autumn 2019. This would be followed by a refurbishment of the existing terminal building in 2020 to introduce a new central security zone which would see the number of security lanes increased, and an extended retail and duty free offering. The aim is to complete these by summer 2020.

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The presentation was followed by an extended Q& A session:-

1. CLlr Whiteley commented why LBA would want business routes into an EU hub rather than increasing Heathrow rotations?

JH commented that the FlyBe Dusseldorf is well used and there is the demand for it.

CJ stated that any new business route will need to be advertised widely and the support of the local businesses and the chamber of commerce required to ensure they were viable.

BD commented that Heathrow provides a good connection to USA and an EU hub may not provide that. LBA needs an early BA departure to Heathrow for decent connections.

2. JH enquired whether the environmental impacts of the new terminal had been considered in terms of additional passengers and surface access?

CJ reported that this has already been addressed as part of the previous planning consent, including bus subsidies and highway improvement contributions.

3. HR asked if the new terminal building would be DDA compliant and whether LBA had considered consulting with disability groups?

CJ confirmed that the new terminal will be DDA compliant and that the airport would be open to discussions with such groups, particularly those who fly from the airport regularly.

4. JH enquired if green energy had been considered for the new building?

SM confirmed that sustainability is been considered in terms of natural light, rainwater harvesting etc. The finer details of the design are still been developed and therefore more detail will be disclosed when available.

5. CLlr Wadsworth asked whether all the S106 contributions had already been given as part of the previous planning consent?

CJ reported that the 1st Improvement Contribution had been paid with the 2nd and 3rd still left to pay, as the airport has not yet reached the thresholds in terms of vehicle movements to trigger these.

6. PJ commented that the consultation plans (passenger departure/arrivals routes) displayed in the presentation are not suitable for those with colour blindness and could these be displayed differently.

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CJ acknowledged this.

7. RB enquired who the main contractor will be?

Both CJ and SM confirmed that this information cannot be disclosed at this time, however, the cost of the new building will be circa £12m.

8. CLlr Trotter indicated that Doncaster Airport has received lots of publicity recently and enquired whether LBA are concerned that Doncaster will take more share of passengers, given the good highway links.

CJ responded that Doncaster is located in a different catchment area, with only a small overlap with LBA. East Midlands is likely to be more of a competitor to Doncaster as they are such a dominant force on freight.

9. CLlr Wadsworth asked if any car parking spaces are being lost as part of the development?

CJ confirmed that approximately 70 car parking spaces (NB Post meeting - circa 120) would be lost from the mid stay car park. However, there is enough capacity in other car parks, so will not be an issue.

10. BD asked if any new air bridges would be constructed as part of the development?

SW confirmed there would be no new air bridges, however, the building would be more efficiently designed and ambulifts will be available for PRMs.

SM confirmed that the building has been designed so that an air bridge could be added if required in future. However, most airlines do not like using air bridges due to the quick turnaround times they operate.

CLlr Whiteley asked how LBA compares with Manchester in terms of the number of air bridges?

SW confirmed that such information is unknown, although East Midlands do not have any at all and they are currently at 5m passengers.

11. HR reported that LCC did not like the design of the previous terminal extension planning consent, so has LBA had discussion with LCC on the new design?

CJ confirmed that, yes, the airport has engaged with LCC as part of pre-app discussions to get their early opinion on the design.

HR asked how big the new terminal would be?

CJ confirmed it would be 55-60,000 sqft.

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SW indicated that next summer will be a challenge processing passengers though the current infrastructure as the new building will not be ready until, after summer 2019.

12. JH asked what measures will be put in place for construction traffic?

SM confirmed that deliveries will be timed so they do not impact upon airport operations. The contractors are experienced and have previous airport experience. LBA acknowledge this is a delicate operation and the finer details of logistics will be managed and agreed through the various phases of the development. Part of the LBA car park will be used as a site compound.

13. HVL asked if LBA will be using local contractors?

SM confirmed yes, local contractors will be used.

14. JH stated the importance of airport management taking on board what local people have to say at public meetings.

CJ/SM acknowledged this.

15. PW asked how aircraft noise was being addressed as the airport grows?

CJ confirmed that in order to grow there will be more flights, however, the airport will still have to operate under the current noise constraints.

MG argued whether there was a need for arrivals and departures during the core night period, for example 0430hrs.

HR provided a comment that 0600-0700hrs is effectively day-time and should not be classed as night-time, as is the case at LBA.

Cllr Campbell indicated that some restrictions are needed and local people should be consulted on this.

Cllr Whiteley agreed that local people need to be considered in terms of aircraft noise disturbance.

16. HR enquired on progress with the proposed red routes around the airport?

CJ confirmed that this has been approved by LCC Highways Board and final approval is awaited from the Executive Member to allow implementation in October.

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17. JH asked if there had been any progress on the new airport link road and railway station?

CJ stated that LBA are pushing for the station to open in 2022, however, this may be delayed depending on land ownership issues. Construction is due to begin on the link road in 2024, to open during 2026-27. There are three options being considered for the link road and the chosen route will be put out to consultation during February 2019.

5. Any Other Business / Q&A

There was no AOB reported.



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2018 Future Meeting Dates

THURSDAY 13TH DECEMBER 2018 – 1030-1230

Media Centre