



Leeds Bradford[®]
Airport

Route to 2030

Strategic Development Plan

March 2017



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Foreword



Our vision is to be an *‘outstanding regional airport, connecting Yorkshire with the world’*. We are passionate about providing a fantastic airport experience for our customers, continually raising standards and exceeding expectations. Central to the achievement of our vision is the need to build on recent investments and continue our growth to support the progress of the region and ultimately maximise the economic benefit our airport can provide as the international gateway to Yorkshire.

Over 3.6 million passengers now pass through our airport each year which represents significant recent growth, outstripping the national average but we believe more can be achieved. By delivering a growing range of destinations and a premium experience for our passengers we can assist business growth, prioritising the spread of benefits for local people.

Our ‘Route to 2030: Strategic Development Plan’ sets out our growth objectives against the context of national and regional policies. Sustainable growth can only be achieved in partnership with our regional stakeholders. We will continue to work closely with the Combined Authority, individual Local Authorities and the Local Enterprise Partnership to ensure that our plans are mutually supportive for the shared benefit of the region.

John Parkin
Chief Executive
Leeds Bradford Airport

Endorsements



Councillor

Susan Hinchcliffe

Leader, Bradford Metropolitan District Council

“International connectivity is going to be a key driver for the Bradford and Leeds City Region economy and Leeds Bradford Airport has a vital role to play in relation to the future prosperity of the Bradford District. The City of Bradford Metropolitan District Council is absolutely committed to working with the airport and its partners.

We will continue to support surface access improvements by road and rail to Leeds Bradford Airport, including the connections between Bradford city centre and the airport via Apperley Bridge as an important gateway station.

The advances we have seen in the airport over the last few years has been a boom to the region and beyond and by working in partnership with local authorities and the private sector the airport has shown its commitment to our region and we believe that by building on this we can both boost the future for the airport and continue to grow the region’s economic capacity.”



Councillor

Judith Blake

Leader, Leeds City Council

“The significance of Leeds Bradford Airport to the regional economy should not be underestimated. In helping to take forward the Leeds City Region’s key economic growth objectives and creating jobs for local communities, it already contributes over £336m in GVA towards economic prosperity across the region.

However, as a major transport asset for the Leeds City Region the airport has the potential to contribute so much more. This is important because the growth of the airport is inextricably linked to the economic competitiveness of the region, and therefore to the jobs and prosperity of the people who live here.

The economic hub/innovation park is a step in the right direction as it will create a high quality, mixed use employment hub that will provide a focus for further enterprise and innovation. My hope is that then, the growth and development of the airport will lead to the creation of a modern, attractive and vibrant gateway to Leeds and the wider Yorkshire region.”




Roger Marsh, OBE

Chair of Leeds City Region Enterprise Partnership

“We are fortunate to have a thriving international airport at the heart of the City Region that already contributes over £336m in GVA, jobs and economic prosperity but has significant untapped potential.

Leeds Bradford Airport has a key role to play in supporting our economic growth and fulfilling our vision to unlock the potential of the City Region, developing an economic powerhouse that will create jobs and prosperity.”



“ We estimate that LBA has a total net economic footprint in the Leeds City Region of around £107 million of GVA ... a total net tourism impact in the Leeds City Region of around £29 million of GVA ... and in terms of other wider business benefits, supports around £200 million in GVA through increased productivity associated with business connectivity. ”

The Economic Impact
of Leeds Bradford Airport
York Aviation, April 2015

1

Executive Summary

Route to 2030

Executive Summary

£336m

contributed to the local economy every year

2,350

direct jobs delivered

3.6m

passengers per annum

The ‘Route to 2030’ is the Strategic Development Plan (SDP) for Leeds Bradford Airport (LBA), produced in line with the requirements set out in the Aviation Policy Framework¹. The framework reiterated the need for UK airports to produce ‘masterplans’; a document which enables airports to communicate their development strategies to key stakeholders and the general public. This SDP replaces the previous LBA Masterplan which was published in 2005.

The SDP provides an update on investment and growth at LBA since 2005 and sets out a high level strategy for the development of the airport through to 2030. Underpinning the SDP is a clear understanding of the role of the airport in the Leeds City Region (LCR), which has been developed carefully with key stakeholders. This process has ensured that the SDP is aligned with and supports the development and growth of the Leeds City Region economy and in turn has fostered a much wider understanding of the importance of a successful airport to the region. LBA contributes £336m to the

local economy every year and delivers over 2,350 direct jobs², with considerably more relying indirectly on the success of the airport. LBA has in recent years, outstripped the percentage growth of many other UK airports. It exceeded 3.6 million passengers per annum (mppa) in 2016/17 representing a 27% increase in numbers since 2005³.

In November 2014, LBA commissioned York Aviation to undertake an economic impact assessment of the airport, looking at the contribution of the airport to the economy, which is measured in Gross Value Added (GVA). Gross Value Added is the economic output of the airport measured in salaries, services, job opportunities and profit. This report identified the following;

“We estimate that LBA had a total net economic footprint in the Leeds City Region of around £107 million of GVA ... a total net tourism impact in the Leeds City Region of around £29 million of GVA ... and in terms of other wider business benefits, supports around £200 million in GVA through increased productivity associated with business connectivity.”

The economic competitiveness of city regions is underpinned by the provision of connections to international markets – for business and leisure travellers – both outbound and inbound. Providing businesses in the Leeds City Region with better access to global business destinations, through direct short-haul flights and via major hub airports, is vital to supporting their growth and access to markets.

We believe there is strong potential for further sustainable growth due to our location within the largest catchment of any other UK airport outside London, with a regional population growing faster than the UK average. This potential is reflected in forecasts provided by the DfT in 2013 in the document, ‘Aviation Forecasts’ which concluded that passenger numbers could increase from 3.3mppa per year to 7.1mppa per year by 2030³.

Assuming uniformed growth, this would imply a throughput of around 4.5mppa by 2020 and 5.7mppa by 2023. This level of growth would of course depend on a large number of variables, but if realised would make LBA the largest airport in the UK to the east of the Pennines, from and including Newcastle Airport in the north and East Midlands Airport in the south.

In order to help shape and focus our growth, we have developed the following key objectives which will help bring forward (amongst others) a rail connection to the airport, an enlarged and improved terminal building and the development of an economic hub, resulting in the potential for an additional 5,500 new jobs and contributing £2.6bn-£3.3bn GVA.⁴

¹ Aviation Policy Framework, Secretary of State for Transport 2013
² The Economic Impact of Leeds Bradford Airport, York Aviation 2015
³ UK Aviation Forecasts, Department of Transport 2013

⁴ (over a 25 year period) Leeds Bradford International Airport - economic hub assessment, DTZ 2014

Objective 1

Meeting the Demand for Air Travel

The demand for air travel to and from our region is growing. Our aim is to create the right environment to attract a greater range of airlines, which in turn will deliver additional international destinations that business and leisure passengers want to fly to. It is essential that our route development strategy is fully aligned with the strategic objectives of the Local Enterprise Partnership (LEP) to maximise the economic impact of the airport.

Objective 2

Delivering a Great Service

Creating a modern and attractive environment for our passengers is vitally important to us. From the moment our passengers arrive, right through to their departure, we want to exceed passenger expectations. Our investment in the expanded terminal, new security and check in systems, and provision of new airside retail and food outlets demonstrates our commitment to improvement, but we want to achieve more.



Objective 3

Improved Surface Transport Links

Our vision is to make LBA more accessible by using sustainable transport modes to and from the key settlements in the City Region. In the short term this means that we will continue to help improve bus connections to the airport, as well as working in conjunction with key stakeholders in the LCR to deliver strategic improvements including a new road link from the A660 and A65. We will also continue to work with the West Yorkshire Combined Authority (WYCA) and other key stakeholders to secure rail access to the airport. This provision of new and improved road and rail access to the airport is a long held aspiration of the LCR, and one that we fully support.

Objective 4

Expanding Employment Opportunities

LBA needs room to develop and grow. It is already a significant employer in its own right but it also has the potential to attract investment from a wide range of businesses. These may be directly or indirectly related to the airport's core operations, or may be seeking the profile and international connectivity benefits of locating next to a growing airport. We need to create the right environment for growth, which requires co-ordination with our stakeholders across planning, economic and transport sectors.

We believe that the growth potential for the airport provides exciting opportunities for the region. The LCR demands a modern, vibrant airport that meets the needs of its population and businesses, promoting its profile and driving economic growth. The 'Route to 2030' presents an understanding, developed through consultation, of how these opportunities could be realised, setting out a framework for the sustainable growth of our airport.

“The Government believes that aviation needs to grow, delivering the benefits essential to our economic well-being, whilst respecting the environment and protecting quality of life.”

Aviation Policy Framework
March 2013



2

**The Airport
Today**

100k

passengers fly to/from LBA every week in the peak season

86%

CAA figure for best on-time performance Q2 2015 (CAA website)

22%

passengers increase since 2009, making LBA one of the fastest growing regional airports in the UK.

2.1 LBA Today

LBA was purchased by Bridgepoint Capital in 2007. The airport has since benefitted from a sustained programme of investment aimed at improving our passenger experience. We have made significant investment in the terminal building including increased terminal capacity, improved food and beverage offers, and improving the customer journey through the airport. We have also secured planning permission for a two-storey extension to the terminal building, and in September 2016 permission for additional airside floorspace to improve the environment and facilities for passengers waiting to board flights. The provision of superior customer service is a priority for us.

Partly as a consequence of these improvements, we have been successful in attracting new airlines, and expanding the choice of destinations. With more airlines

than ever choosing to fly from LBA, we expect further growth into the future.

LBA is located approximately 11km from Leeds City Centre to the south east and Bradford to the south west. According to the CAA Survey Data (2014), LBA's catchment area is dominated by the districts that comprise the LCR including Leeds, Bradford, Harrogate, York, Wakefield, Kirklees and Calderdale, and also touching on Sheffield, East Riding, Kingston-Upon-Hull, Selby, Stockton-On-Tees, Craven, Hambleton and Barnsley.

Over 69% of the total passengers originate from the LCR, with around 32% of passengers originating from Leeds alone¹.

However, LBA currently captures only 32% of the short haul demand and 4% of the long haul demand generated by Yorkshire and the Humber region. This illustrates the potential for growth that could be achieved by meeting the travel needs that arise in this region alone.

Leeds City Region

The LCR is home to the UK's largest financial and business services sector outside London, with over 250,000 people employed in a region of more than 3 million people². The LCR generates over £62 billion of economic output, representing 5% of the UK total² and is projected to grow by an additional £3.7 billion of annual economic output by 2036¹. The region has a culturally diverse population with a 1.9 million strong workforce² and a total population growing faster than the national average. The LCR has 140,000 manufacturing jobs, is at the heart of the UK's advanced manufacturing and engineering industry, with world-leading specialisms and businesses and 8 higher education institutions and 14 further education colleges².

LBA Today

Beyond the LCR, Yorkshire is the largest County in England and has a population of 5.3million. Its population has grown by 6% since 2001, above the UK average level of growth at 5.3%³.

2.2 Planning Policy Context

LBA is within the local authority boundary of Leeds City Council, but also has close relationships with Bradford Metropolitan District Council and other councils within the Yorkshire and Humber Region.

The key national level planning document on airports is currently the Aviation Policy Framework (March 2013), which states that:

“The Government believes that aviation needs to grow, delivering the benefits essential to our economic well-being, whilst respecting the environment and protecting quality of life.”

Local planning policy is set out within the extant policies of the Leeds Unitary Development Plan Review (2006) (UDPR) and the Leeds Local Development Framework (LDF) which will consist of a suite of documents. The Leeds Core Strategy which forms one of the Development Plan Documents within the LDF, was adopted in November 2014.

Within the UDPR Policy T30A draws an operational land boundary around the airport, within which certain types of development are permitted in principle, despite being within the Green Belt. This boundary is identified on the LBA Indicative Layout plans contained in the Growth Strategy section of this document.

The Core Strategy's long term vision is that by 2028 Leeds will be better connected by an accessible and integrated transport system, which supports communities and economic competitiveness.

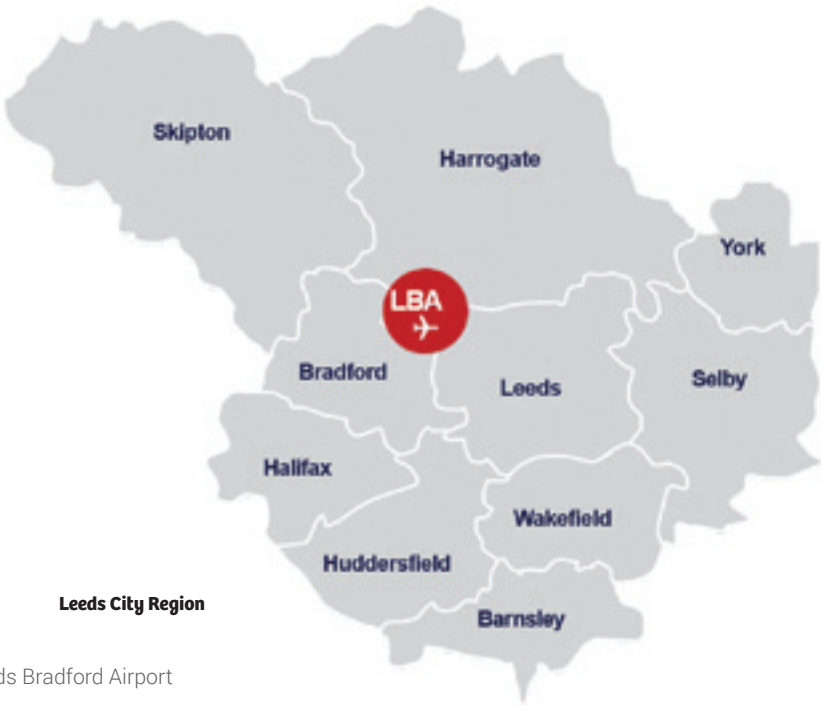
The Core Strategy recognises the airport's role as a strategic transport hub and supports its sustainable development. Within the document, Spatial Policies 11 and 12 relate directly to the airport.

Spatial Policy 11 relates to 'Transport Infrastructure Investment Priorities' and identifies that the delivery of an integrated transport strategy for Leeds, which includes a range of infrastructure improvements, will be supported. 'Surface access improvements to support growth

of Leeds Bradford International Airport' is identified as one of a number of 'spatial priorities' listed within the policy.

Spatial Policy 12 confirms that the continued development of the airport will be supported to enable it to fulfil its role as an important regional airport, subject to improvements in public transport infrastructure and surface access, environmental assessments where appropriate, and management of local impacts.

The emerging Leeds Site Allocations Development Plan Document (DPD) is well advanced and Pre-Submission changes were subject to consultation between 13th February and 27th March 2017. It supports the development of the airport through the proposed allocation of circa 36 hectares of land for an 'employment hub'. Further information regarding the planning policy context for the Hub is contained at section 3.5 of this SDP which provides further information on the Airport's objective of 'Expanding Employment Opportunities'.



¹ The Economic Impact of Leeds Bradford Airport, York Aviation 2015

² Leeds City Region Enterprise Partnership 'Strategic Economic Plan' September 2016

³ Census, 2011

2.3 Our Investment in Infrastructure

Since 2005, LBA has invested over £11m in the terminal alone. Our investment has focused on the enhancement of the terminal capacity, improving customer service and meeting or exceeding our environmental responsibilities. Works have included:

- A 65% increase in the size of the departure lounge and a 50% increase in the size of the security zone;
- Construction of a new covered walkway linking the departure lounge to more aircraft;
- Expanded and improved retail and catering choices;
- Improved and enlarged lounge facilities including a new premier business lounge;
- Improved car park shuttle bus with a faster service;
- New air quality and noise management software and aircraft tracking system; and
- Extensive improvements to the drainage system and new environmental protection monitors.

Extant planning permission also exists for the construction of a two-storey extension to the landside face of the terminal building and for a single-storey extension providing 427sqm of airside floorspace.

LBA has experienced record growth in recent years. It is important that we continually deliver airport improvements to accommodate that growth and provide the best experience for our passengers.

2.4 Destinations and Tour Operators

New partnerships with airline and tour operators have been crucial in contributing to the growth of the airport by introducing a range of new destinations.

“The airport currently serves around 75 destinations with a strong focus on the outbound leisure market, which is reflected in the balance of passengers using the airport ... this compares to 69 destinations in 2010”

As identified by the York Aviation Report, *“international traffic has grown by 5.6% per annum over the last 10 years, reflecting the growth of operations by Jet2 and other low cost carriers including the establishment of a Ryanair base in 2009.”*

Since 2005, Jet2 operations from the airport have increased by circa 7%, and Ryanair has trebled to become the second biggest carrier at LBA.

Two significant destinations offered by LBA include Amsterdam Schiphol and London Heathrow, both of which are major European gateway airports offering connecting flights to a considerably larger range of destinations than can be accessed from LBA directly.

“Amsterdam and London Heathrow together provided access to 269 destinations that were not directly served by LBA in 2014 and, crucially, this includes a wide range of long haul destinations”

Passenger growth at LBA, between 2005 and 2014/15, has performed strongly against the UK average.

¹ The Economic Impact of Leeds Bradford Airport, York Aviation 2015

2009-10

– Ryanair commenced based operations at LBA.

2012

– British Airways commenced operations connecting LBA to the world through Heathrow.

– Monarch introduced based operations at LBA

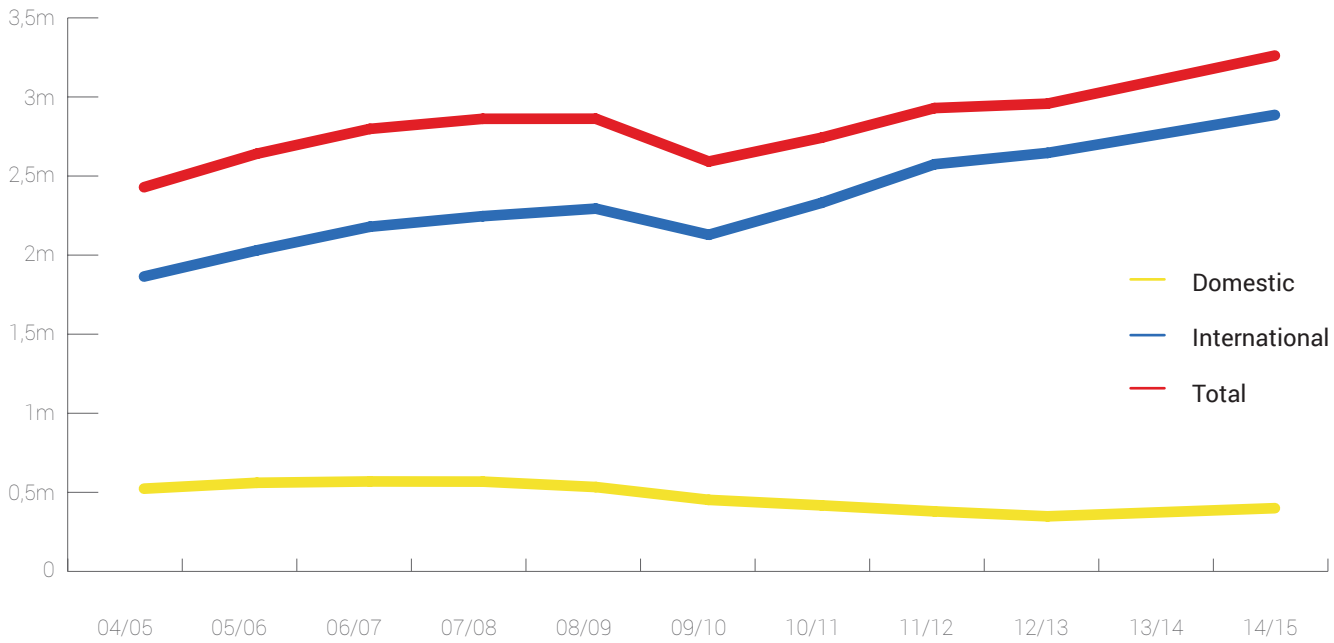
2013

– Thomson returns to LBA, the UK's largest tour operator.

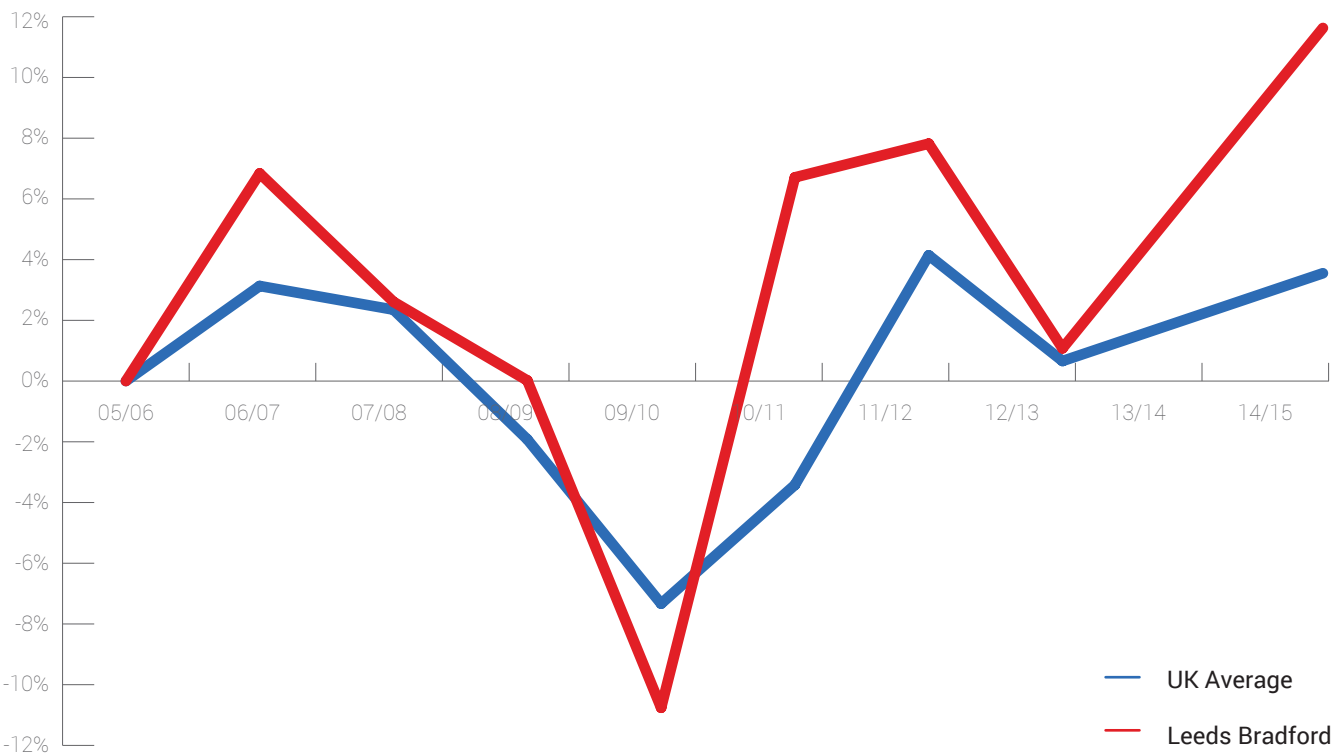
2014

– Aer Lingus connects LBA to North America through Dublin

LBA Passenger Throughput 2004 - 2015



Passenger Growth Leeds Bradford Airport vs. UK Average (%)



2.5

Current Transport Links

LBA promotes a balanced multimodal transport strategy by working closely with key stakeholders, investing in good public transport and new parking facilities. However, the private car is consistently the primary form of travel by departing passengers representing an average of 62% of all journeys, according to the forecourt survey undertaken by the LBA Travel Plan Co-Ordinator in 2016.

2.5.1

Road

Highway access to the Airport can be gained from the national motorway network (M62, the M1, or the A1(M)) by using either the Leeds Outer Ring Road (A6120), and the local road network surrounding the Airport (A658, A6177 and the A65).

2.5.2

Rail

The two nearest railway stations to LBA are Guiseley and Horsforth. Horsforth railway station is 3.0km to the south west of the Airport on the Leeds-Harrogate Line. A half hourly service is provided between Leeds and Harrogate with alternate trains travelling to York. Guiseley railway station is 3.7km north west of the Airport on the Wharfedale Line. This station is served by services between Leeds and Ilkley and Bradford and Ilkley, both of which operate half hourly.

A new railway station has opened at Apperley Bridge, 4.1km west of the Airport on the Airedale Line. The station is served by services between Leeds and Bradford which operate half hourly. Car parking facilities have been provided at the station for 300 cars, and there is a direct bus link via the 747 Bradford-Airport bus from the A658 at the end of the station access road.

2.5.3

Taxi

There is an official private hire concession at LBA, providing an exclusive drop off and pick up service at the terminal forecourt, immediately outside the terminal building. However, all taxis can drop off and pick up pre-arranged bookings on the terminal front.

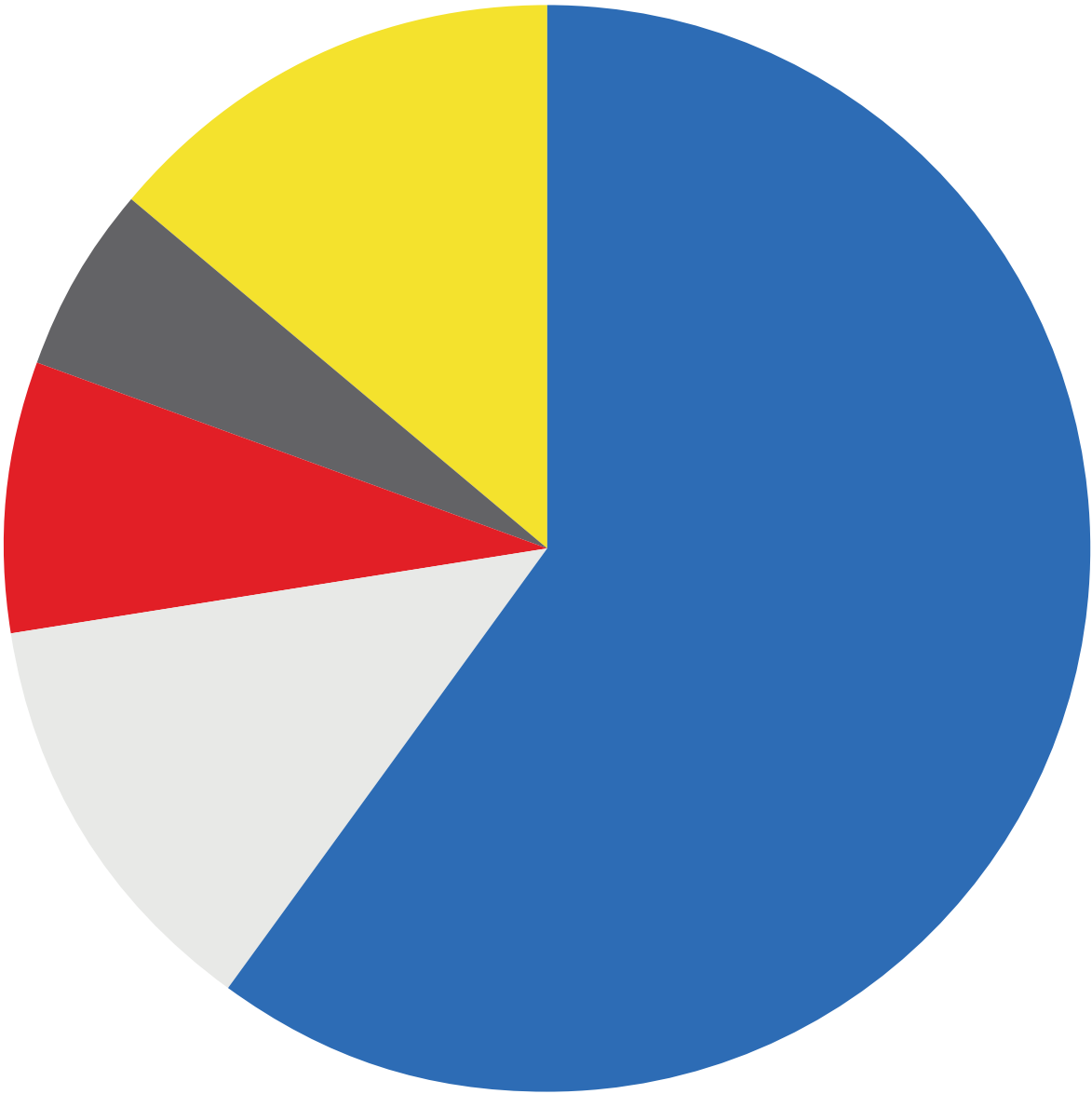
2.5.4

Bus

LBA is served by direct, frequent bus services from Leeds, Bradford and Harrogate. Services to Bradford and Leeds link the Airport with the national rail network via Bradford Interchange and Leeds and Harrogate railway stations, and connect with long distance coach services at Bradford Interchange and Leeds City bus station.

The 737, 747 and 757 services were rebranded in April 2014 as the Flying Tiger services. This service is operated using new high specification buses that offer charging points beneath seats, specially designed racks for luggage, free wi-fi and audio/visual next stop announcement facilities. All of the buses serving the Airport drop-off and pick-up passengers outside the terminal building (four stands with real time information provided).

In relation to future surface access improvements, LBA is working closely with Leeds City Council (LCC) and its partners to secure a new road link to the airport from the A658 and A65 and in pursuing a rail connection, linking the airport with Leeds, Bradford, Harrogate and the settlements beyond. These matters are addressed in more detail within the airport’s new surface access strategy (ASAS) that should be read alongside the SDP.



**Departing Passenger Mode of Transport
(Terminal Frontage Survey 2016)**

- Off-site Car Park (12,4%)
- Public Bus (5,4%)
- Minibus/Coach (8,1%)
- Taxi (12,1%)
- Private Car (61,8%)

“Leeds Bradford International Airport connects the City Region internationally. A better connected airport will help to promote business growth in our key sectors and other industries, and to attract more investment.”

Leeds City Region Strategic Economic Plan 2016-2036
LCR LEP, 2016



3

**Growth
Strategy**

3.1 National and Regional Growth

3.1.1 National

The UK aviation sector’s turnover in 2011 was around £53 billion and generated around £18 billion of economic output. The sector employs around 220,000 workers directly and supports many more indirectly.¹

“Air travel is essential to the United Kingdom’s economy and to our continued prosperity ... In the last 30 years there has been a five-fold increase in air travel, and it has opened up opportunities that for many simply did not exist before; half the population flies at least once a year, and many fly far more often than that.”²

The UK aviation market is dominated by airports in the south east of England. Together, the six airports in and around London (including Southend) catered for 61% of the total UK passenger throughout in 2012³.

Of the six ‘Core Cities’ airports within the UK LBA has performed well. Of these airports Bristol ranks highest in terms of passenger throughput at 7.7 mppa in 2016 and Doncaster Sheffield the lowest at 1.3 mppa in 2016. LBA comes fifth of the six, despite the fact that it is by population largest of those six Core Cities.³ The Aviation Policy Framework recognises that LBA is a vital contributor to the economy of the Yorkshire and Humber region and, in particular, the LCR. The economic importance of the aviation sector extends beyond its direct contribution to employment,

to its status as a vital enabler of activity in many other sectors of the economy. This includes the business and financial services sector, where the UK enjoys a significant comparative advantage.

3.1.2 Regional

In the modern economy successful businesses and cities need a global outlook and strong international connections. The economic competitiveness of LCR is linked to the future sustainable growth of LBA. A more extensive airline route network and better surface transport access will enhance the ability of LCR and its businesses to access global markets and attract inward investment and tourism. LBA is already a major asset and it has the potential to contribute much more.

Strategic leadership for the economic growth of the LCR is spearheaded by the Leeds City Region LEP. The LEP comprises representatives from key organisations across the private and public sectors, including business and Council leaders who work collaboratively to drive forward the growth of the local economy for mutual benefit.

The LEP’s Strategic Economic Plan (SEP) was published in 2014 and refreshed in May 2016. It represents the long term vision for the City Region economy.

The Plan builds on previous successes to set out a strategy for achieving stronger growth and prosperity, aiming to dramatically accelerate growth to create further economic output and jobs. Its vision is:

“To be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone.”
The SEP aims to: *“deliver upwards of 35,000 additional jobs and an additional £3.7b of annual economic output by 2036.”*

Connectivity is a major theme running through the SEP, highlighting the importance of local, national and international transport to connect people, places and jobs. Specifically, the SEP states:

“LBA connects the City region internationally. A better connected airport will help to promote business growth in our key sectors and other industries, and to attract more investment.”

The Independent International Connectivity Commission Report, published in February 2017, summarised that:

“The North will need to do business on a global scale, including trade, inward and outward investment, to deliver transformational growth. Improving international connectivity will be vital to achieving that goal.”

3.1.3 Growth Opportunities

In order to take advantage of these economic opportunities, LBA needs to grow, expanding the range of routes and destinations offered, improving facilities and services, and surface access to its catchment population.

The Leeds Core Strategy November 2014 recognises that LBA is a *“major part of the strategic infrastructure for the city region and that it is also an economic resource for employment, business development and tourism”*. It acknowledges that there is potential for growth in terms of passenger numbers and freight, stating that the continued development of the airport will be supported to enable it to fulfil its role as an important regional airport.

Based on DfT projections, LBA has the potential to grow from 3.6 mppa to 7.1 mppa by 2030, representing a 115% increase on current numbers¹.

“In total, we estimate that LBA currently supports around £336 million in GVA in the Leeds City Region and around 5,200 jobs. By 2030, if the airport grows in line with the Master Plan forecasts, these impacts are projected to grow to around £724 million at 2015 prices and around 10,100 jobs.”²

In order to achieve growth, we must continue to focus on the key factors that make a successful airport.

Within a market where choice exists, passengers are likely to opt for a stress-free travel experience. Primarily, of course, the airport must provide destinations that people want to fly to whether that be for business or leisure purposes. The ‘best’ airports focus on the quality of the passenger’s experience, from initial booking, ease of travel to the airport, check-in, security, retail opportunities, boarding and baggage claim on their return.

The ease by which a passenger can reach the airport is of importance when choosing a UK departure point. Airports must ensure that there is a choice of means of travel. Wider surface access improvements can only be addressed in partnership with bodies who are able to support improvements beyond the airport’s own boundaries.

The use of technology is becoming increasingly important to delivering the level of experience that passengers demand, helping to reduce waiting times for check-in and security. Good food and retail offerings will encourage passengers to arrive early to relax, browse and eat before departure, helping flatten out peaks in passenger traffic.

Looking outside the terminal building itself, many airports are now maximising the potential of their landholdings and working with adjacent landholders to develop related facilities and activities, including administration offices, hotels, maintenance centres, as well as a diverse range of non-aviation-related components. A great ‘airport hub’ works with the existing regional infrastructure, providing jobs and facilities that may not, and could not, exist elsewhere, rather than replicating facilities and drawing those opportunities to airport land.

Our growth objectives have been developed specifically to capture these key ingredients and to maintain our focus on continual improvement.

¹ The Economic Impact of Leeds Bradford Airport, York Aviation 2015

² Department for Transport, Aviation Policy Framework 2013)

³ Table 8, Air passengers by Type and Nationality of Operator 2016 (Civil Aviation Authority, 2016)

⁴ Leeds City Region Enterprise Partnership ‘Strategic Economic Plan’, 2016

¹ DfT Aviation Forecasts pg.159

² The Economic Impact of Leeds Bradford Airport, York Aviation 2015

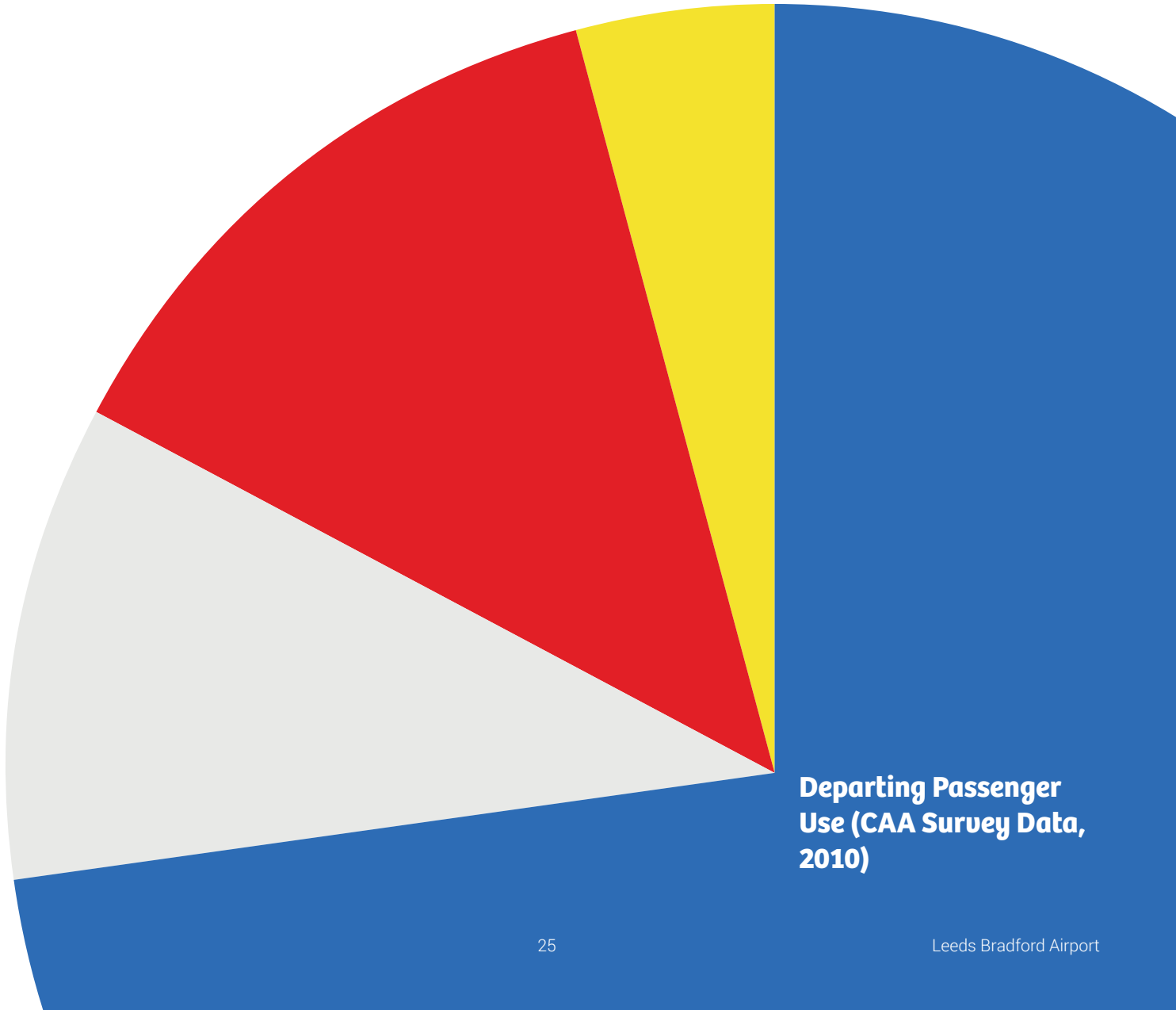
3.2 Objective 1: Meeting Demand for Air Travel in our Region

The current level and potential demand for air travel in the region has already been identified earlier in this SDP. York Aviation established in their report that LBA increased its market share from around 3.1% of passenger demand at regional airports, to around 3.4% in 2014.

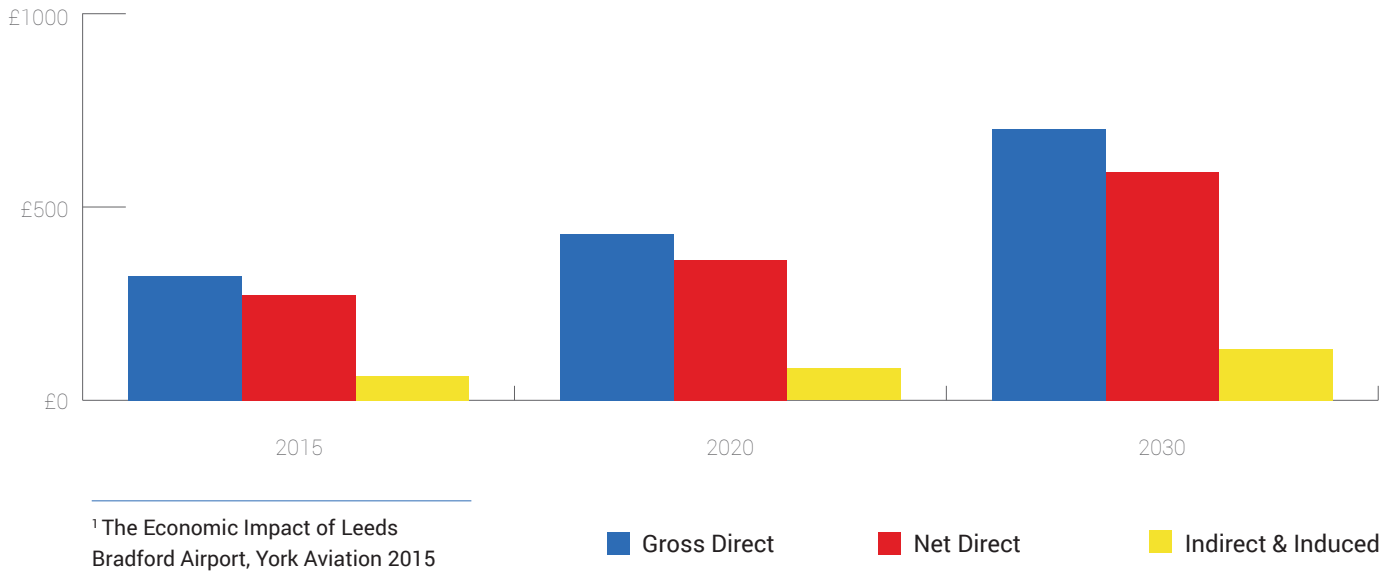
The primary purpose of passengers departing from LBA is focussed on outbound foreign and UK leisure, with 83% of passengers taking advantage of destinations offered by airlines such as Jet2, Monarch and Ryanair. This demand is a strength of the airport that can be built on through the expansion of UK and foreign leisure destination opportunities.

The York Aviation report identified that LBA is seen as an important piece of transport infrastructure for the LCR, providing essential international connectivity primarily through the airport's three key hub connections: Amsterdam, Heathrow, and Dublin.

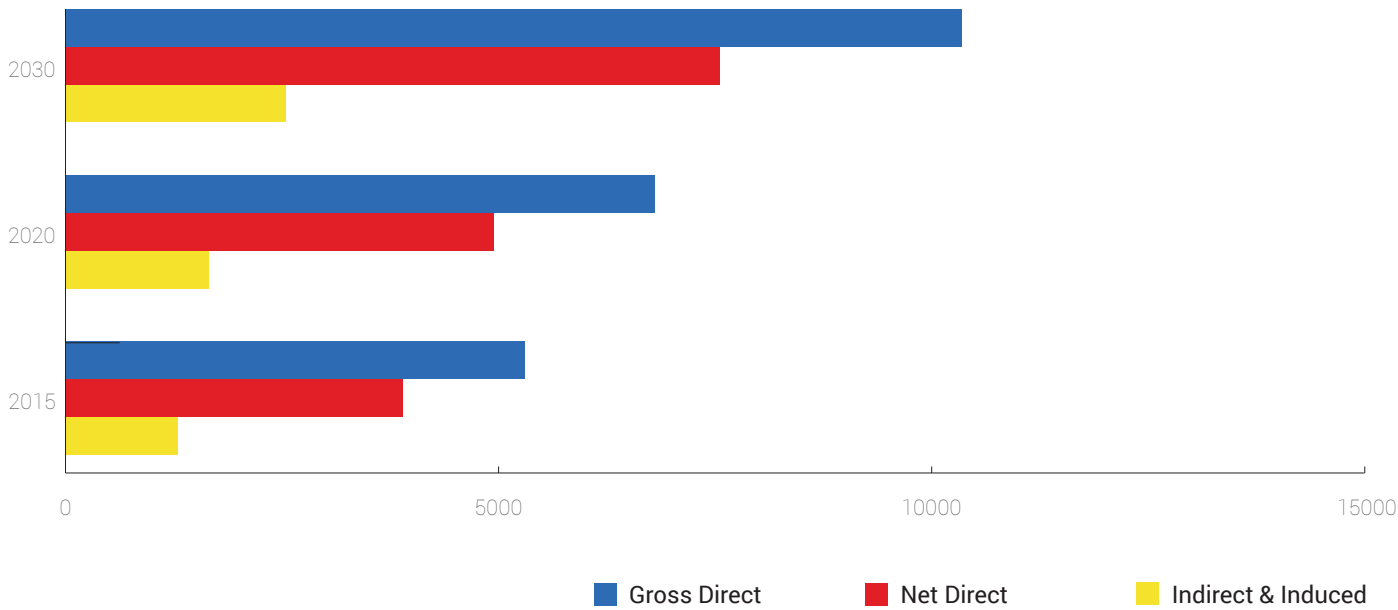
- Foreign Business (4%)
- UK Business (13%)
- Foreign Leisure (10%)
- UK Leisure (73%)



National Economic Impact on the Leeds City Region (£million GVA/annum)



Direct and Indirect Employment Generated by LBA



Business

Business and air travel have a long standing mutually beneficial partnership to promote two-way growth.

“Our economy depends on air travel. Many businesses, in both manufacturing and service industries, rely on air travel; and it is particularly important for many of the fastest growing sectors of the economy.”¹

Providing businesses in the LCR with access to key global business destinations, through direct short-haul flights and via major hub airports in Amsterdam and Heathrow, is vital to supporting their growth and access to markets.

The LCR benefits from a large and diverse economy and Leeds is striving to be one of the top cities in Europe to do business.

The financial and business services sector is particularly strong, and the LCR is the largest employment centre for financial services, business services and manufacturing outside London².

However, recent business survey data shows that only 8% of firms in the city region export outside the UK and only 6% outside the EU. As such, increasing business exports in the LCR has become a key priority for the LEP and Chamber of Commerce.

With high-value, high-quality and innovative manufacturing, high-quality service sector businesses, and a wealth of expertise and support to help new and existing exporters, the missing link is easy and convenient connectivity.

The Institute of Directors recognise that *“LBA is an integral component of the economy. Route development is important to drive accessibility and efficiency – time is money.”*

Focusing on the core growth area of financial and business services identified by the LEP, LBA will seek to develop routes to European city centres offering hub connectivity opportunities as well as direct business links. Additional European connections have the potential to assist in the growth of advanced manufacturing, healthcare and biological sciences, and knowledge-based industries.

Alongside securing new routes, LBA will be promoting enhanced surface access infrastructure and improvements in the range and quality of facilities to drive forward growth in business travel through LBA.

Further analysis shows that of the total business passengers, 82% were travelling to or from the LCR, with 39% of the total travelling to or from Leeds (City), 15% to or from Bradford, 8% to or from Harrogate, and 7% to or from York. Of the total inbound (foreign) passengers, 79% were travelling to or from the City Region, with 39% travelling to or from Leeds City, 14% to or from Bradford, 7% to or from Harrogate, and 7% to or from York”³.

Inbound Tourism

Inbound tourism is one of the UK’s greatest success stories, continuing to grow strongly every year despite the economic downturn. The tourism industry is now the UK’s fifth largest export earner, generating £24bn per annum for the UK economy, with domestic tourism revenue increasing by 11% to £78bn over the last three years alone¹.

LBA is well located for access to key tourist destinations including Leeds, York, Bradford, Harrogate, and the country’s most popular National Parks such as the Yorkshire Dales, North Yorkshire Moors and the Peak District.

Leeds is the 3rd largest city in the UK according to the 2011 Census, and its varied sport, leisure and cultural offers attracts over 326,000 overseas visitors every year. Bradford plays a key role in the tourism sector attracting visitors to its rich culture and history including the World Heritage Site at Saltaire and the National Media and Film Museum.

The City of York, a historic Roman walled city, is the largest inbound tourism destination in Yorkshire, attracting over 1m overseas visitors a year. York is one of the most visited cities in England by US tourists.

LBA currently brings an estimated 230,000 visitors to the Leeds City Region. *“The resultant tourism expenditure has been calculated based on average spend per trip data for each visit purpose for Yorkshire & the Humber published by VisitBritain. This expenditure has been converted to tourism related employment and a contribution to GVA based on data from the Annual Business Survey on tourism related industries in the Yorkshire & the Humber region. This results in an estimate of the gross direct tourism impact of LBA in 2014 of around £32 million at 2015 prices in GVA and 1,200 jobs.”²*

“Tourism is a key part of the economy of the Yorkshire region, being home to three of the UK’s fifteen National Parks including the first in the UK, The Peak District. Tourism contributes approximately £7bn to the economy with approximately 216m visits per year”³

The York Aviation report estimated that LBA had a net tourism impact in the LCR of around £29million and supported around 800 jobs. The report indicates that this could grow to around £39million GVA and 1,050 jobs by 2020, then on to £63million GVA and 1,650 jobs by 2030⁴.

¹ Department for Transport, The Future of Air Transport White Paper 2003

² Leeds City Region Business Survey (Yorkshire Cities, 2011)

³ The Economic Impact of Leeds Bradford Airport, York Aviation 2015

¹ Tourism Alliance, UK tourism Statistics 2014

² The Economic Impact of Leeds Bradford Airport, York Aviation 2015

³ Yorkshire Tourism Economic Impact Model 2008

⁴ The Economic Impact of Leeds Bradford Airport, York Aviation 2015

3.2.2 **Outbound Tourism**

Outbound leisure and tourism accounts for approximately 73% of LBA's passengers¹. The airport provides a wide choice of holiday destinations across Europe, through a wide range of popular airlines including Jet2, Monarch, Ryanair and Thomson Airways.

In terms of further growth, we will continue to expand our European destinations, thus providing increased accessibility in both directions.

LBA will continue to pursue an ambition to secure new links to the Gulf and Indian sub-continent and in the longer term direct flights to Canada and the USA.



¹ The Economic Impact of Leeds Bradford Airport, York Aviation 2015

3.3 **Objective 2: Delivering a Great Service**

We pride ourselves on providing excellent customer service for all of our passengers. From the introduction of the Yorkshire Premium Lounge, which allows guests to relax in comfort prior to their flight, to the upgraded gate, shopping, dining and circulation facilities; we are continually monitoring our services to ensure the highest standards are provided.

We are committed to ensuring that the airport's facilities continue to meet the needs of airlines and tour operators in order to support their changing business models.

3.3.1 **Passenger Terminal**

The airport secured planning permission for the development of a terminal extension in 2009. These works comprise the infill of the existing "crescent" shape building, and are planned to increase concourse/circulation space, provide an improved central search area, and enhance the airside customer experience.

In summer 2012 LBA remodeled the terminal building internally in accordance with the planning permission. The extension of the terminal remains a key objective and will be delivered when required to meet future passenger and operational requirements.

LBA also plans to provide an enhanced retail/food and beverage offer through a further increase in departure lounge space in 2017.

Long term mandatory developments, such as the upgrade of baggage screening technology (to be implemented in 2018) may also necessitate development and reconfiguration of the existing building.

3.3.2 **Runway, Taxiways and Aircraft Parking**

LBA's route development objectives can be achieved without an extension to the runway or the construction of a parallel taxiway. With enhancement to the existing navigation infrastructure, the runway offers sufficient length to serve short and long haul destinations.

The number of Air Transport Movements (ATMs) that can be achieved during any particular period depends on a variety of factors, including weather, aircraft type, supportive taxiway infrastructure and the ability to build in flexibility to manage movements. LBA will target growth during existing 'quiet' periods (i.e., spreading the peak), and through the use of larger aircraft, where possible, minimising any increases.

The line graph on the following page sets out the expected median ATM growth from 2019 to 2030, of the low, mid and high peak periods.

Although a physical extension of the runway is not required, LBA recognise that enhancements to the existing taxiway infrastructure will be necessary to maintain efficiency of operational performance.

Development of this infrastructure will be undertaken in a phased

approach, and is expected to comprise:

- An extension to the Taxiway Loop at the northern end of the runway, reducing aircraft runway occupancy times;
- The provision of a taxiway link between existing taxiways Delta and November to provide increased flexibility in routes between aircraft stands and the runway; and
- An extension of the above link to the existing southern threshold, reducing aircraft runway occupancy times.

LBA provides apron parking for in excess of 20 aircraft, with operational aircraft using the existing aprons centred at the terminal building and extending towards the east. To better manage its aircraft parking areas, LBA will introduce simplified apron layouts that will enable the airport to adapt its stand layout to make maximum use of the existing infrastructure.

With an increase in aircraft traffic, the construction of additional aircraft parking stands will be required to meet the rising demand. LBA expect that the airside operational needs up to 2030 can be provided within the existing operational boundary of the airport, with new stands primarily concentrated to the south of the existing aprons.

3.3.3 Managing Airspace

LBA is a key participant in the UK airspace review led by the UK Civil Aviation Authority (CAA). In line with LBA's position as an important regional airport, LBA is co-operating fully with this national review. The purpose of the review is to put in place measures and take advantage of new available technologies to ensure UK airspace is managed more effectively. This includes a review of Standard Instrument Departures (SIDs) to improve separation between arrivals and departures, allowing more efficient climb and descent profiles. The outcome of the review will be reported through the Airport's Consultative Committee (ACC) and will be subject to consultation in accordance with the requirements set out in CAA guidance document, CAP 725.

As part of a process of optimising the use of LBA's infrastructure, we are also reviewing, alongside the airspace change process, the parameters which relate to flight movement numbers and aircraft operating restrictions, particularly in the morning and evening peaks. This is to ensure that LBA remains competitive and can attract the new routes and carriers that are required to meet the leisure and business needs in the region.

This will address one of the actions set out in the LBA Noise Action Plan 2013-2018, published in August 2014. Any changes proposed will follow the statutory procedures and consultation with key stakeholders and the local community will be carried out.

3.3.4 Aerodrome Safeguarding

In 2003, the Civil Aviation Authority published their report CAP 738 which offered guidance to those responsible for the safe operation of an aerodrome or technical aviation site, to help assess what impact proposed development or construction might have on that operation. The assessment was known as 'Safeguarding'.

The development of tall buildings, erections, structures or works can be a physical obstacle to aviation, so in partnership with the local planning authority, a safeguarding zones map was produced to satisfy the government requirement. This map will be a key tool in the development of the airport and the surrounding area.

3.3.5 Public Safety Zones

In addition to aerodrome safeguarding, in March 2010, the DfT published their document 'Control of Development in Airport Public Safety Zones', which established the requirements for Public Safety Zones (PSZ) to protect the area affected by day to day aircraft take-off and landing.

These PSZs are designated by the CAA, and typically cover the land at the end of the runways, and are affected by certain planning restrictions to *"control the number of people on the ground at risk ...in the event of an aircraft accident on take-off or landing"*¹

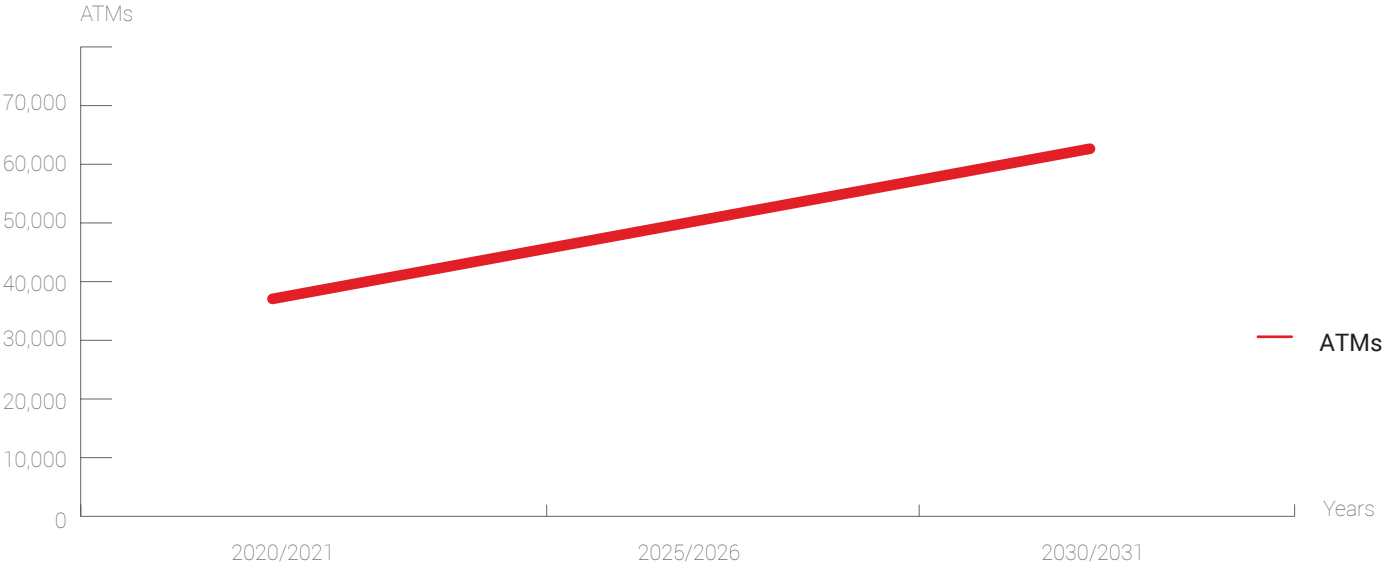
The basic policy objective is to govern the restriction of development near civil airports so that there should be no increase in the number of people living, working or congregating in PSZs.

For LBA, this is land affected at the north end of the runway towards West Carlton, and at the south end of the runway towards Horsforth. Any development on this land is subject to national and local planning policy and the published PSZs.

¹ Control of Development in Airport Public Safety Zones, DfT, 2010

Predicted Leeds Bradford Air Traffic Movements

Expected ATM growth from 2019 to 2030 (based on 115 passengers per ATM)



LBA Public Safety Zones

(CAA, May 2012)



3.3.3 Technology

Technology within the aviation sector is constantly evolving, and LBA plan to make use of the new available technologies to improve customer experience, and make the most efficient use of existing infrastructure.

These new technologies will include:

- Self check-in kiosks and automated bag-drop, reducing check-in time and queuing time; and
- New security equipment including boarding card readers, increasing throughput and reducing queuing while maintaining passenger safety.

Through the installation of boarding card readers, automated check-in, and accommodation to facilitate newer aircraft models, we can provide improved facilities and services to new passenger markets.

Technological advances in online bookings and smart ticketing provide departing passengers with a more seamless and effortless journey.

We have invested in superfast broadband and Wi-Fi for passenger use, in line with our continued commitment to providing an excellent standard of customer service to those using our airport facilities.

LBA, like all airports throughout the UK adhere to flight path and noise level controls. These controls include aspects such as Continuous Descent Approaches (CDAs), noise abatement procedures and night flight limits. LBA has invested in software including noise monitoring software and an aircraft track monitoring system, to ensure that the airport operations are within these boundaries.

Below is an image of the aircraft tracking software which shows the airport’s continued success in keeping the aircraft routes within the designated flight paths.

LBA 2016

LBA Aircraft Flight Route Image (LBA)



3.4 Objective 3: Improved Surface Transport Link

“A better connected airport in terms of higher quality highway and public transport links is required to unlock its full economic potential.”¹

Good transport connections are important to the effective functioning of any airport. All air transport trips will start and end with a connection to the point of departure and arrival, whatever their purpose. Similarly, all airport and associated business employees require access to the site. So the provision of multi-modal surface access infrastructure that has looked at the origin of travel and supports the connections necessary for travellers and employees, is an important part of any growth strategy.

The need to improve surface access to LBA has been recognised by Government at national, regional and local levels, demonstrated through commitments to fund surface access improvements through the West Yorkshire Plus Transport Fund (WY+TF).

In July 2014, the West Yorkshire Combined Authority (WYCA) established a £1.6billion fund intended to support the economic growth of the region through improving the City Region’s roads and railways. Through this fund, WYCA have been able to commit to the delivery of a new road link to the airport by 2024 and feasibility work is ongoing to securing a rail connection.

The “One North” report published in July 2014 was produced by a partnership of cities in the north of England including Leeds City Council, and identified the need for better public transport links to LBA as a high priority, including the provision of new rail link by 2024. More recently, the Independent International Connectivity Commission Report (February 2017), proposed a series of interventions to improve international connectivity across the North which included a link road connecting LBA to the A65 and A658 and a Parkway Station serving LBA in the medium term.

¹ Leeds City Region Enterprise Partnership (LEP) Strategic Economic Plan, May 2016

3.4.1 Surface Access Strategy

The Airport’s vision is:
“To improve surface access by sustainable transport modes so it can better perform its function as a key gateway and economic hub and thereby raise the profile of the Leeds City Region as a location for business and tourism.”²

In support of this vision, we have identified a number of high level objectives and a set of related principles for future investment in the LBA ‘Surface Access Strategy’ updated in 2017.

- To enhance the economic and social development of the LCR by planning for growth collaboratively with local partners;
- To ensure that, as a gateway, the first impression of the LCR is of a well-connected, positive, thriving, and sustainable centre for business and culture;
- To target investment in surface access to support the airport’s defined role as a sustainable economic hub for the growth sectors of the LCR, as well as a tourist destination;
- To function as an attractive and sustainable local employment centre; and
- To build the airport’s role as a potential regional interchange centre to further improve public transport services in the area.

² LBA Strategic Development Plan – Surface Access Strategy, 2017

3.4.2 **Proposed Rail Connection**

Securing a rail connection is an objective within the Surface Access Strategy and the airport will continue to work closely with key partners to develop the proposals as quickly as possible. WYCA undertook a feasibility study in autumn 2015 to assess the business case for securing a fixed link to the airport. The work identified that a tram-train on the eastern side of the airport would be the most viable solution in the long term and that a new Parkway Station option located to the north of Horsforth also merited further investigation. WYCA have commissioned a study to explore the possibility of a Parkway Station, which would also cater for commuter travel. This proposal received endorsement through the Independent International Connectivity Commission Report in February 2017.

An existing opportunity also exists to capitalise on the recently built Apperley Bridge Railway Station as an additional rail/bus interchange for the airport.

LBA is fully supportive of securing rail connectivity to the key settlements in the LCR through the airport.

3.4.3 **Proposed Road Link**

The WY+TF includes a new access road linking the airport with the A65 and A658 which has been identified for delivery in 2024. There are three options for road access under consideration by LCC. A decision has not yet been made as to which option is to be progressed and the road link as shown on the Indicative Layout Plans later within this section of the masterplan is, at this stage, only indicative.

LBA is represented on the project board and is working closely with LCC and its partners on the proposals including funding packages. LBA consider that an integrated approach is required to road and rail, as part of wider land use proposals at the airport.

3.4.4 **HS2 and HS3**

LBA will work closely with WYCA to maximise the benefits that the enhanced infrastructure will bring. The network will not only improve connectivity to London, the South East of England and Europe, but will increase accessibility to the key economic centres in the Leeds, Manchester and Sheffield City Regions.

LBA support the delivery HS2 in principle and believe that a rail connection to LBA, delivered before HS2, would be major factor in spreading the benefits of the HS2 throughout the region. The same is also true of Northern Powerhouse Rail (HS3), an east-west rail link, connecting key cities, including Leeds and Bradford across the north of England.

3.4.5 **Summary of Key Objectives**

Short Term (up to 2019)

- Continue feasibility and design work into the new road, fixed rail links and Parkway station.
- Work in partnership with bus operators and WYCA to identify further improvements in bus services.
- Pursue further improvements in real time passenger information, providing door-to-door information for passengers.
- Assist bus operators and the Combined Authority in delivering smartcards and bespoke airport ticketing products that can be supported by such a platform.
- Develop a strategy for improving walking and cycling access.
- Incentivise staff to make more sustainable travel choices.

Medium Term (Up to 2024)

- Deliver a new highway link to the airport.
- Deliver a new Parkway Station to serve the airport.
- Develop an Airport Cycle Centre.
- Continue to work with WYCA to ensure a coherent and effective bus network.

Long Term (Up to 2030)

- Deliver the first phase of fixed rail link to the airport.

3.5 **Objective 4: Expanding Employment Opportunities**

The growth of LBA is recognised and supported at regional level as a key policy objective, as reflected in the Independent International Connectivity Commission Report, the Strategic Economic Plan, the City Region Transport Strategy and LCC’s Executive Board meeting in early 2015¹. Expanding the employment opportunities at LBA through a growth in core aviation activities is a priority. To support this growth we believe there is an opportunity to secure related development and investment from companies seeking a commercial advantage in locating their business operations adjacent to a growing airport.

We are seeking to deliver a hotel development as well as the development of an Economic Hub, to incorporate core and related airport requirements and wider commercial enterprises. This is regarded as an integral component of the growth strategy. The LEP’s vision to accelerate economic growth of the LCR requires a strong airport with good international connectivity. It also requires a diverse, high quality range of commercial land and property to accommodate its growth needs.

Not only will the growth of the airport support the LCR but, through increased tourism, a growing visitor economy and the development of the economic hub, it will also provide the local community with new employment opportunities. These opportunities are expected to comprise both direct employment opportunities and indirect opportunities, arising through the need to service the growth of the airport.

Globalisation and growing demand for air travel mean that 21st Century airports have evolved from transport gateways to much wider economic hubs. The evolution of airports complement city centres, by not only offering a gateway for travel, connecting City Regions together and internationally, but also by providing modern facilities and services that raise the profile of City Regions and create positive first impressions, critical when seeking to attract new inward investment.

With the benefit of public sector collaboration, we believe there is an opportunity to brand and develop the hub with an innovation, manufacturing and technology focus, which can help to respond to the opportunities presented by inward investors. Creating an economic hub at LBA is important to the future development and expansion of the LCR economy.

Specifically, it will:

- Support the growth of the airport as a key piece of strategic infrastructure in the local economy;
- Enhance the portfolio of land and premises available to prospective occupiers and investors;
- Help address the identified shortfall in employment land in North West Leeds; and
- Enable the creation of substantial net additional jobs, investment and tax revenues to the LCR.

¹ LCC Executive Board Meeting, 11th February 2015

47.8 hectares

indicative area of the proposed economic hub development

3.5.1 The Vision

The vision for the economic hub is to create a high quality well-connected mixed use development zone that provides a focus for core and related airport requirements, as well as wider enterprise and innovation, attracted to an airport location. The Hub includes 36.2 hectares of land allocated under draft Policy EG3 of the Site Allocation Plan Pre-Submission Draft (2017) (as discussed under 3.5.5) and circa 11.6 hectares of land located between EG3 to the north and Whitehouse Lane to the south; land which is within the Airport's Operational Land Boundary. In total the Hub covers approximately 47.8 hectares of land. The Hub will comprise:

Airport Village – A new mixed use commercial centre providing vital services and accommodation to support the growth of the airport. This zone would provide accommodation for activities directly and intrinsically related to the economy of the airport, such as flight operating company (regional) headquarters and support functions, hospitality and general amenities (comprising new hotels, conference and meeting facilities and restaurants and retail).

Air Innovation Park – A Business Park providing accommodation for occupiers in identified LCR growth sectors. A high quality environment with a focus on innovation and incubation facilities with strong linkages to University based Research & Development. The Air Innovation Park could incorporate a range of accommodation types to meet the variety of business functions

benefiting from the airport location including offices, R&D hybrid units, light industry and logistics.

Air Freight Park – New Industrial accommodation to serve the growth in demand anticipated from an increase in air freight cargos. This will include direct access to the airside boundary required to facilitate the transfer on and off aircraft, caterers, repair and support functions.

3.5.2 Delivering the Hub

The development of such a hub requires the careful co-ordination of strategies across planning, transport and economic spheres.

The airport will explore with its partners the mechanisms by which the vision could be delivered. This could potentially include a tax increment financing (TIF) system; a public financing method that is widely used to subsidise infrastructure projects.

3.5.3 The Policy Position

The Core Strategy Development Plan Document for Leeds was adopted in November 2014 and sets out the spatial vision for the district to 2028. This strategy recognises that LBA is a *“major part of the strategic infrastructure for the LCR and that it is also an economic resource for “employment, business development and tourism”*. It acknowledges that the airport's economic benefits spread beyond the airport boundary and across the wider LCR, and that there is potential for growth in terms of passenger numbers and freight.

The Core Strategy also acknowledges that there is ongoing work currently being undertaken by the airport to define its longer term aspirations, as part of the Airport's Masterplan.

At Leeds City Council's Executive Board on 15 July 2015, a decision was made to support the principle of developing an employment hub at LBA. It was agreed that 36.2 hectares of land adjacent to LBA should be removed from the Green Belt and allocated under draft Policy EG3 for employment use to create an Employment Hub, providing the opportunity to contribute to local general employment land requirements and respond to local employment needs arising from LBA's growth. Draft Policy EG3 identifies that the detailed requirements for the Hub will be set out in a Supplementary Planning Document (SPD) to include information regarding the phasing, infrastructure requirements, surface access and car parking, and the overall design framework. The Site Allocations Plan Development Plan Document incorporating this proposed allocation reached Pre-Submission consultation stage in March 2017, planned for Submission to the Secretary of State in Summer 2017, with adoption at the end of 2017 following an Examination in Public.

5,500

new job capacity of the economic hub

3.5.4 What are the Benefits?

The development and expansion of the economic hub at the airport will generate substantial net additional jobs, investment and tax revenues for Leeds City Region. The analysis in the DTZ report¹ indicates the potential for:

- Facilitate further expansion and growth of the airport as the region's major international gateway;
- Net additional job hosting capacity of development 5,500 jobs;
- GVA contribution to the local economy £2.6bn-£3.3bn based on job hosting capacity over 25 year period; and
- Business rate income for Leeds City Council assuming 50% retention over 25 year period £20-23million.











¹ LBIA Economic hub Assessment, DTZ, 2014

£2.6bn - £3.3bn

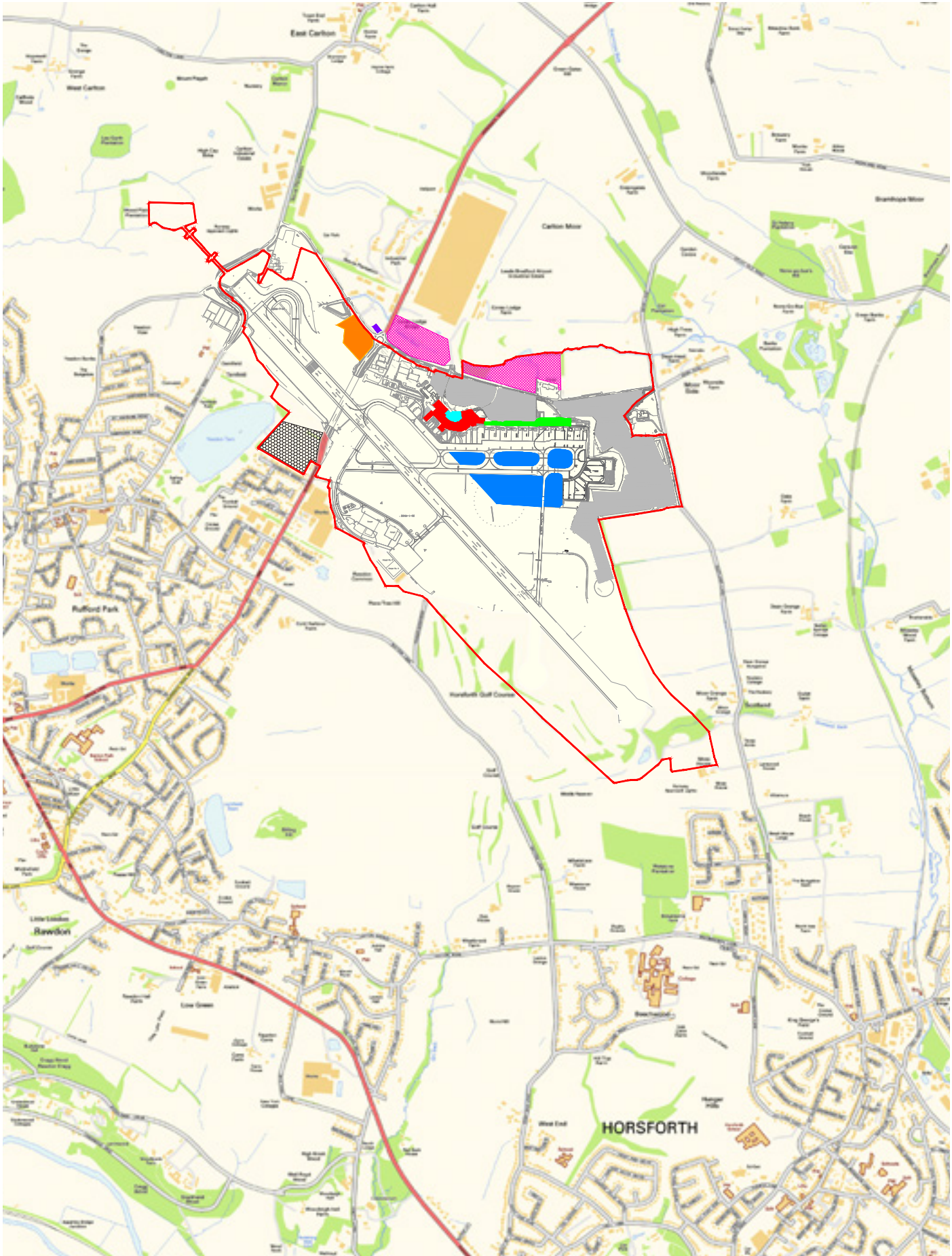
GVA contribution of the commercial hub over 25 year period



3.6 The plans
LBA Indicative Layout – 2019

KEY			
	AIRPORT OPERATIONAL LAND BOUNDARY		INDICATIVE AREA OF ECONOMIC HUB
	EXISTING TERMINAL BUILDING		EXISTING CAR PARKS
	INDICATIVE TERMINAL BUILDING		INDICATIVE NEW CAR PARKS
	PUBLIC HOUSE		WALKWAY AND SATELLITE GATE
	INDICATIVE STAND AREA EXTENSION		INDICATIVE AREA OF RESIDENTIAL DEVELOPMENT

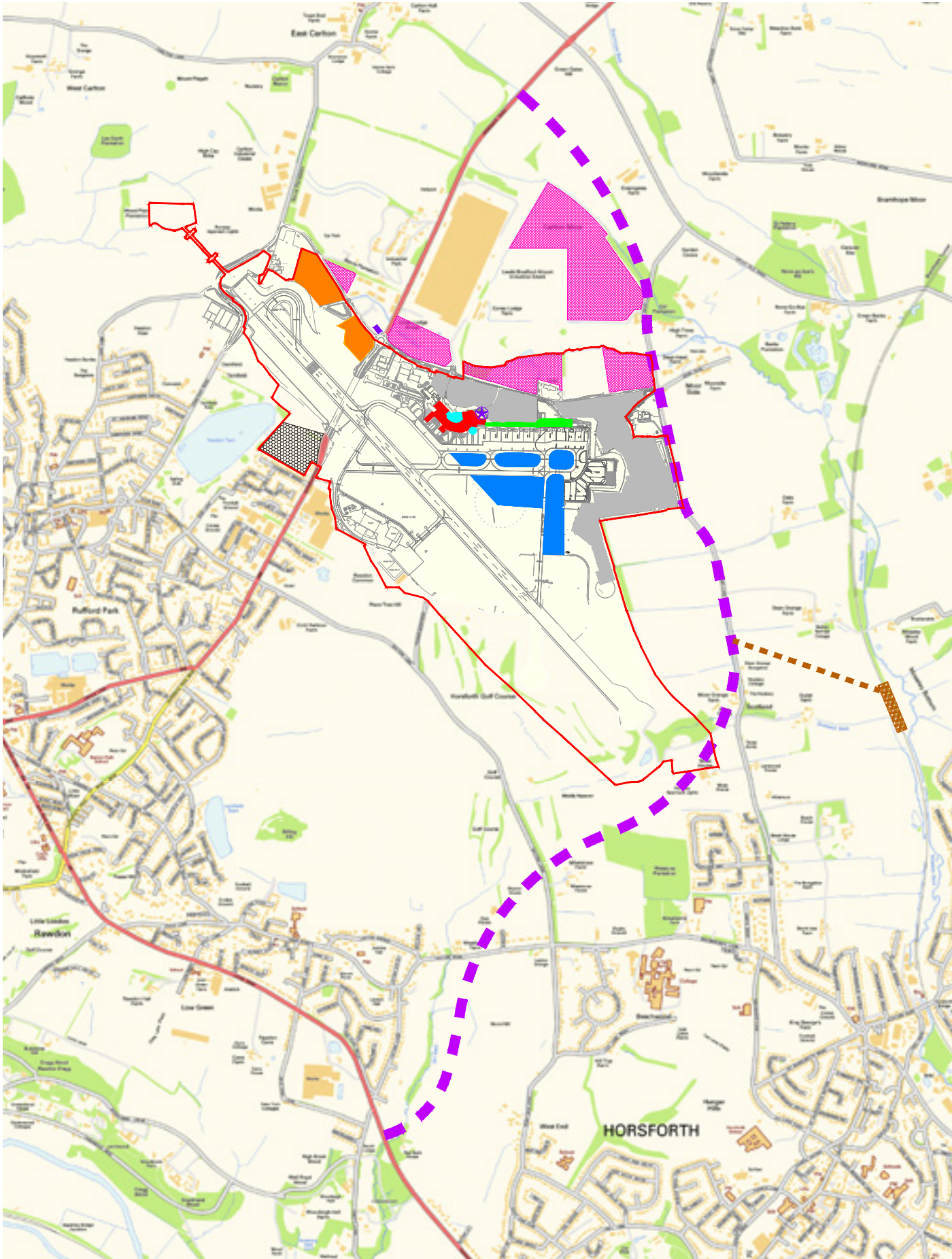
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3.6 The plans
LBA Indicative Layout – 2024

KEY			
	AIRPORT OPERATIONAL LAND BOUNDARY		INDICATIVE NEW CAR PARKS
	EXISTING TERMINAL BUILDING		WALKWAY AND SATELLITE GATE
	INDICATIVE TERMINAL BUILDING		INDICATIVE AREA OF RESIDENTIAL DEVELOPMENT
	PUBLIC HOUSE		INDICATIVE HOTEL SCHEME
	INDICATIVE STAND AREA EXTENSION		INDICATIVE NEW ROAD LINK (1 OF 3 OPTIONS)
	INDICATIVE AREA OF ECONOMIC HUB		INDICATIVE PARKWAY STATION
	EXISTING CAR PARKS		INDICATIVE PARKWAY / ROAD LINK

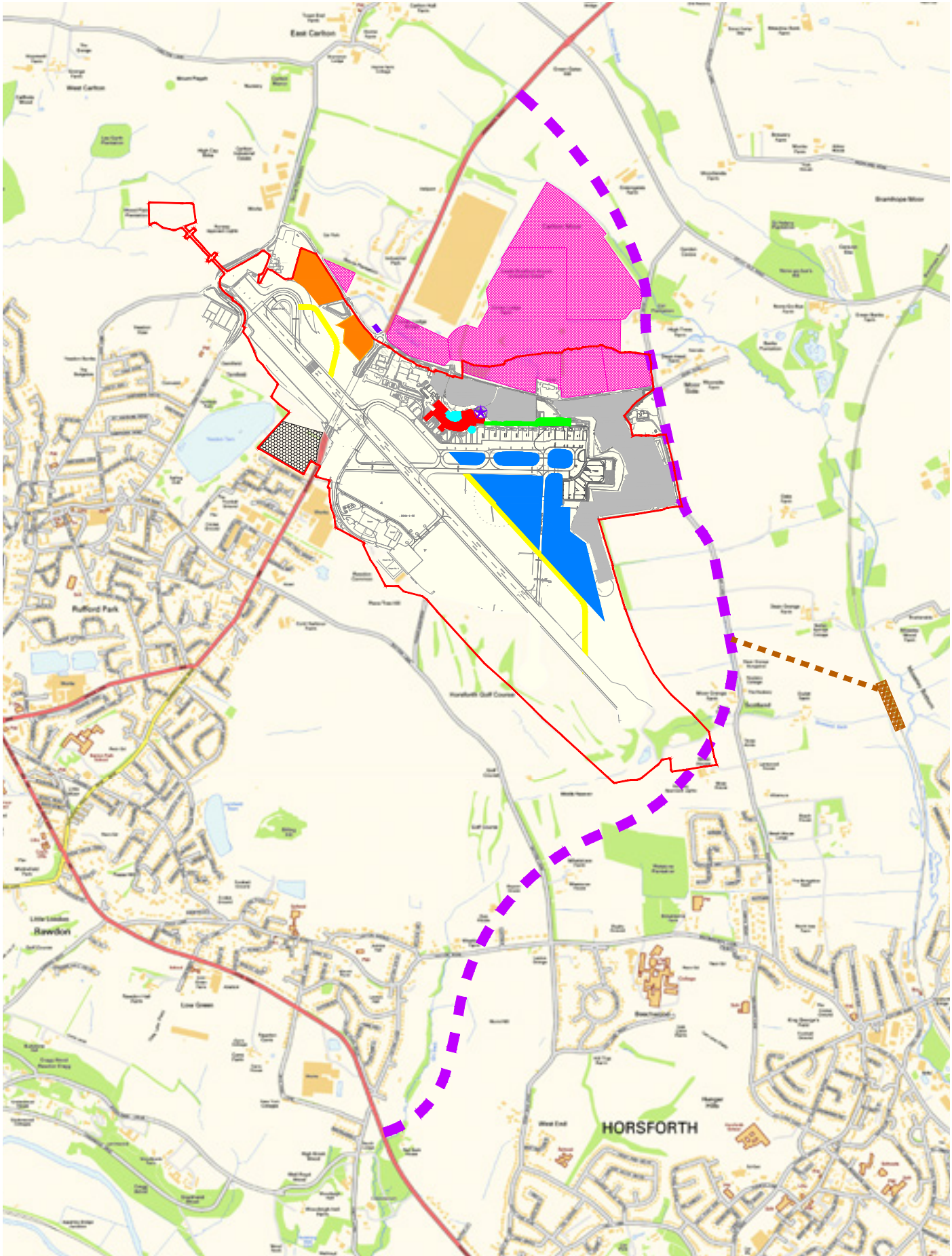
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3.6 The plans
LBA Indicative Layout – 2030

KEY			
	AIRPORT OPERATIONAL LAND BOUNDARY		WALKWAY AND SATELLITE GATE
	EXISTING TERMINAL BUILDING		INDICATIVE AREA OF RESIDENTIAL DEVELOPMENT
	INDICATIVE TERMINAL BUILDING		INDICATIVE HOTEL SCHEME
	PUBLIC HOUSE		INDICATIVE NEW ROAD LINK (1 OF 3 OPTIONS)
	INDICATIVE STAND AREA EXTENSION		INDICATIVE PARKWAY STATION
	INDICATIVE AREA OF ECONOMIC HUB		INDICATIVE PARKWAY / ROAD LINK
	EXISTING CAR PARKS		INDICATIVE NEW TAXIWAY INFRASTRUCTURE
	INDICATIVE NEW CAR PARKS		

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“ Over 95% of waste generated within our terminal and on-board aircraft is reused/ recycled, with no waste from the airport or aircraft disposed of via landfill. ”

Leeds Bradford Airport
2017



4

Sustainability

4 Sustainability

As the airport continues to grow, it will do so in line with the principles of sustainable development, taking into account the nature and character of the surrounding area and the needs of our stakeholders including the local community. We pledge continued investment in new technologies to ensure that growth is delivered in the best way possible.

LBA has a strong record for sustainability and holds the ISO14001 certification, a management scheme demonstrating the airport’s commitment to the reduction of their environmental impact.

LBA are signatories for Sustainable Aviation, a non-profit collaborative organisation drawn from the four pillars of the UK aviation and aerospace industries (airlines, airports, air navigation service providers and manufacturers), to set out the long term strategy to tackle the challenge of ensuring a sustainable future for our industry.

We report monthly on our Environmental, Social and Governance (ESG) Agenda looking at the mitigations and measures relating to noise, surface water run-off, ecology, air quality, carbon emissions and waste management. LBA have invested in the appointment of an Environmental Manager, who monitors the performance of the airport in relation to the environmental and social impacts, and communicates with the relevant external governing bodies to demonstrate our compliance.



4.1 Waste Management

The Waste (England and Wales) (Amendment) Regulations 2012 came into force in October of that year, and set out the requirements for waste collection authorities to collect waste paper, metal, plastic and glass separately.

LBA has a strict recycling policy within the airport both in the pedestrian areas and the staff offices. LBA currently handles 3.6 mppa and generates approximately 600 tonnes of waste every year.

In 2011, in an effort to improve the waste management performance from the airport, LBA sourced a partnership with a local ‘super materials recycling facility’ and as a result, over 95% of waste generated within our terminal and on-board aircraft is reused/ recycled, with no waste from the airport or aircraft disposed of via landfill.

4.2 Mitigation and Management of Noise

LBA encourage airlines to operate the quietest fleet and quietest operating procedures possible and have put procedures in place to efficiently manage and respond to changes in aircraft or operational noise. A new noise monitoring system and infrastructure was installed in April 2014, representing a £100k investment, to continue the active observation and implementation of noise control measures. The new infrastructure enables the airport to work with the airlines to identify any noise issues that may arise, and ensure that the aircraft stay within the Noise Preferential Routings (NPRs), to minimise the impact on residential properties affected by the airport’s flight paths.

LBA is reviewing the measures surrounding the night time period in so far as it relates to 0600-0700 and 2300-2330: securing greater flexibility in aircraft types that can operate in the 0600-0700 period in particular would assist in enhancing the attractiveness of business related travel to and from LBA. Any such change would require the submission of a planning application to be approved by the local planning authority. In the meantime, the operation of aircraft during this period will continue to be restricted as set out by planning conditions.

4.3 Surface Water Run-Off and Ecology

Within any airport operational boundary, there are a number of potential causes of pollution that can contaminate the surrounding land and water sources. These substances include de-icer used on the aircraft to prevent the formation of ice during flight, and anti-ice used on runways and other surfaces to prevent the ice causing aircraft, vehicles and foot traffic from slip risks.

Discharges into local watercourses and sewers are controlled by the Environmental Permitting (England and Wales) Regulations 2010 and the Water Industry Act 1991.

LBA take the risk of surface water run-off pollution seriously, and have invested in the region of £2m on pollution preventative and control measures including drainage systems, tanks and monitors. The construction of a series of tanks and lagoons capture surface water run-off and divert the contaminated water into the foul drainage system to prevent it entering the local stream/rivers, and the installation of automated pollution monitors undertake continual monitoring.

The pollution monitors enable LBA to undertake continual monitoring over 7 catchment areas. The airport have upgraded the existing

runway drainage runs and pipes which provide a more robust drainage system to divert any contaminated surface water from local water sources.

The airport’s environmental policy states that we will *“consider the effects of airport operations on the landscape and make every effort to conserve local ecology, whilst taking into account operational requirements”*¹

In 2012 a small population of Great Crested Newts were discovered on the plot of land identified for the installation and development of the new surface water run- off infrastructure. Great Crested Newts are a protected species under the Wildlife & Countryside Act 1981 which is parliamentary legislation protecting certain animals, plants and habitats throughout the United Kingdom. Prior to the installation of the new surface water runoff infrastructure, the newts were successfully relocated from their existing habitat to a new specifically constructed habitat. The airport will continue to conserve this habitat and the protected species within.

¹ LBA Environmental Policy 2014

4.4 Air Quality

The Department for Environment, Food and Rural Affairs (DEFRA) in partnership with the Scottish Executive, Welsh Assembly Government and Department of the Environment Northern Ireland issued The Air Quality Strategy for England, Scotland, Wales and Northern Ireland in 2007. This strategy aims to *“Provide a clear policy framework to include, where appropriate, legislation and/or non-regulatory measures such as financial incentives ... to control emissions from the significant sources of air pollution, in particular from the transport and industry sectors and from domestic premises.”*

LBA works in conjunction with the aviation industry and the government set air quality control regulations to monitor the air pollution levels surrounding the airport. We work continuously with the airline and tour operators to improve air quality by minimising the pollution caused by airport operations. To undertake monitoring of the air quality, LBA has installed a number of ‘Knox Tubes’ which provide monthly readings of air pollution levels.

These readings are analysed in a laboratory environment and the results demonstrate that the preventative measures undertaken by the airport are successful as the air pollution levels continue to fall within required national guidelines.

4.5 Energy and Carbon Emissions

“Globally, the aviation sector is responsible for about 1 to 2% of greenhouse gas emissions”¹

LBA continually review and consider the technological opportunities available to reduce fuel use and carbon emissions.

When aircraft are parked, power is required on board to provide the ability to undertake routine checks, circulate air conditioning, and start the engines prior to departure. Fixed electrical ground power (FEGP) units enable this power to be provided cleanly and quietly through a local infrastructure network, reducing the need for noisy diesel powered generators.

LBA is a participant of the CRC Energy Efficiency Scheme which is a mandatory emissions trading scheme aiming to reduce CO2 emissions through energy efficiency measures. The CRC Energy Efficiency Scheme (formally known as the Carbon Reduction Commitment) encourages the principles of prevention, re-use and recycle, and LBA is fully committed to the reduction of CO2 emissions from on-site services.

Since the scheme was introduced, LBA has upgraded the lighting within the airport to provide modern energy efficient lighting in the terminal building, and PIR motion sensor lights in the staff offices and rest areas.

¹ Department for Transport Aviation Policy Framework, March 2013

4.6 Travel plan

LBA has adopted a number of measures to promote green travel to the airport’s internal and external staff, as part of an ongoing environmental strategy to promote sustainable business practices. In line with the Transport Act 2000, LBA has produced, published and implemented a dedicated Travel Plan which focuses on ways to improve the current means of travel by staff using the airport as a permanent place of work.

Measures implemented by the airport include the appointment of a dedicated Travel Plan Co-ordinator (TPC) who actively promotes and monitors the airport’s green means of travel. The TPC provides information relating to travel choices for passengers, employees and visitors including transport timetables, route maps and walking and cycling routes to and from the airport.

In order to promote cycling as an alternative means of travel, showers and changing facilities have been made available for all employees to use. The provision of changing facilities is particularly important for cyclists who may not wish to cycle to work in their work clothes. In addition to this, covered and secure cycle parking has been provided for 20 cycles and 10 motorcycles located adjacent to the main staff parking area,

and a cycle to work scheme has been introduced to enable staff to access a tax exempt loan for the purchase of bicycles and safety equipment.

The TPC has set up buddy schemes for walking, cycling and public transport users, with the aim to provide the individuals who are changing transport mode, with a travel companion.

To promote green travel in line with the preferential mode of travel, the TPC has introduced car sharing schemes, which is an arrangement whereby two or more people travel together by car for a journey and Car Clubs to provide access to a choice of cars which are serviced and maintained by someone else. To promote this further, 12 more convenient car parking spaces for car sharers has been provided within the forecourt area.

“Employee travel by single occupancy vehicle has been measured on an annual basis through the West Yorkshire annual travel to work snapshot survey undertaken by Leeds City Council and staff surveys undertaken by LBA ... the percentage of employees travelling to work by means other than a single occupancy car has fluctuated but generally increased over the past four years. The increase is related to the measures that have been introduced to encourage staff to make more sustainable travel choice”¹

¹ LBA Surface Access Strategy 2017

“ LBA believe that development and growth of the airport is underpinned by engagement with the local community. ”

Leeds Bradford Airport
2017



5

Consultation

5
Consultation

LBA believe that development and growth of the airport is underpinned by engagement with the local community.

The airport growth objectives can only be realised if national, regional and local partners support and assist in delivering the various aspects of the strategic plan.

This SDP has been produced in close consultation with a number of key partners:

5.1
Airport Consultative Committee

The LBA Consultative Committee Meeting (ACC) is held quarterly and acts as a formal link between LBA and our neighbouring communities. The Committee was established in line with Section 35 of the Civil Aviation Act 1982 and follows Government guidelines for Airport Consultative Committees. The Committee is made up of representatives from the airport, the local community and local trade and industry bodies. The chair of the committee is independent from both the airport and the local representatives.

A series of presentations regarding the SDP and ASAS have been made to the ACC and an Extraordinary ACC meeting was held on 23rd February 2016 to discuss the masterplan before it was issued for consultation. The feedback received informed the content of the documents.

5.2
Stakeholders

Draft documents have been shared with our stakeholders, including Leeds and Bradford Councils and the Chamber of Commerce.

The local community have been invited to comment through a wider consultation process.

5.3
Open Consultation

Following a press release the draft SDP and ASAS were issued for public consultation on 3rd March 2016 which ran until 30th April 2016. During that time copies of the SDP and ASAS were available to view on LBA's website and two stands containing key information and contact details, were erected in the terminal building. In addition, LBA arranged for both documents to be viewed at 14 libraries across the region.

The locations and dates were as follows:

9th - 15th March
Leeds Central Library; Bradford Local Studies Library; and Baildon Library.

16th – 23rd March
Rawdon Community Library; and Otley Library.

30th March – 6th April
Horsforth Library; Holt Park Community Library; and Headingley Library.

8th – 15th April
Yeadon Library; Guiseley Library; and Burley Library

19th – 26th April
Harrogate Library; Calverley Library; and Pudsey Library.

5.4
Feedback & Response

People were encouraged to send their comments to a related email address. Comments were also made via LBA's social media sites including Facebook and Twitter.

During the consultation period 103 responses were received. Over 50% of the responses submitted made reference to the accessibility of LBA, 25% raised points regarding the existing airport operations and 10% provided comment on the economic hub.

Having reviewed the comments in detail and, where appropriate, held further discussions with respondents, LBA have, where possible, sought to reflect these comments within the SDP and ASAS.

We thank everyone who took the time to comment on the document and we look forward to working directly with our stakeholders in implementing this Plan.

'Route to 2030' Consultation Documents issued in March 2017



Prepared by:

