

**Meeting date:** 17 January 2019

**Report to:** Full Cabinet



**Subject/report title:** Birmingham Airport Masterplan Consultation

**Report from:** Director of Managed Growth & Communities

**Report author/lead contact officer:** Walter Bailey – Group Manager - Transport & Infrastructure Commissioning

**Wards affected:**

- All Wards |  Bickenhill |  Blythe |  Castle Bromwich |  Chelmsley Wood |  Dorridge/Hockley Heath |  Elmdon |  Kingshurst/Fordbridge |  Knowle |  Lyndon |  Meriden |  Olton |  Shirley East |  Shirley South |  Shirley West |  Silhill |  Smith's Wood |  St Alphege

**Public/private report:** Public

**Exempt by virtue of paragraph:** N/A

**1. Purpose of Report**

- 1.1 Birmingham Airport is currently consulting on a new Draft Masterplan, which sets out its approach to accommodating growth in air travel up to 2033, and will supersede the current Masterplan adopted in 2007.
- 1.2 This report enables Cabinet to consider the Draft Masterplan, and associated Surface Access Strategy, and agree the Council's formal response to the consultation.

**2. Decision(s) recommended**

- 2.1 Full Cabinet is asked to:
- a) Note the recently published Birmingham Airport Draft Masterplan 2018, and associated Draft Surface Access Strategy 2018 – 2023; and
  - b) Consider and agree a broadly supportive consultation response that also seeks further consideration of the issues set out in Section 5 of this report, subject to any additional comments or amendments required by Cabinet.

### 3. What is the issue?

- 3.1 Birmingham Airport published its draft 2018-2033 Master Plan and 2018-2023 Surface Access Strategy on 6 November 2018. Public consultation on these documents is open until 31 January 2019, with both documents and the consultation material available at:

<https://www.bhxmasterplan.co.uk/#sidewidgetarea>

- 3.2 The Master Plan is a key document for the airport, which sets out its ambitions for growth over the next 15 years. Surface access is acknowledged both as a key constraint for airport growth and a key feature of the airport's unique selling point. Whilst airport master plans and surface access strategies are not statutorily mandated documents, they are recommended and prepared according to DfT guidelines and are important in informing statutory planning processes and influencing national policy decisions.

#### ***Background***

- 3.3 Birmingham Airport currently offers direct flights to 150 destinations, with a further 340 destinations accessible via single-transfer through some of the world's major hub airports.
- 3.4 The Airport has the third highest proportion of business demand for flights in the UK, with 18% of passengers travelling for work. This is an important market for the airport and is served primarily by early morning flights to key European business centres. In addition, the Airport provides access to a wide variety of outbound holiday destinations and provides an important gateway for both inbound tourism and the rising numbers of overseas students at the region's universities.
- 3.5 According to the Masterplan, 6,700 direct and indirect jobs are currently provided on the airport site, with a further 9,900 people employed indirectly to provide goods and services to the airport. The Airport's impact as a transport hub also attracts high value-added investment and jobs in the internationally traded sectors, which is considered to make it a major accelerator of the region's economy. The Airport estimates that it currently stimulates 1.6% of the total West Midlands GVA and 1.9% of the jobs, which translates to a current net economic impact of £1.5bn GVA and 30,900 jobs in the region.

#### ***Airport Masterplanning***

##### Existing Masterplan

- 3.6 In 2007, following public consultation, Birmingham Airport adopted its current Masterplan, which was drafted in response to the Government publishing its 2003 White Paper on 'Airports and Air Travel – The Future of Air Transport'. The Masterplan set out how the airport would respond to increasing demand for air travel to and from Birmingham up to 2030 which, at the time, was forecast to be 27.2 million passengers per annum (mppa). It also considered the environmental implications of its plans to accommodate growth, with a particular focus on the community impacts

arising from aircraft noise.

- 3.7 At the time there was much debate about how national growth in demand for air travel could be accommodated across the various UK airports and, following extensive analysis and consultation, the White Paper suggested that there is a need for additional runway capacity at Birmingham Airport, with the potential need to implement a second runway by 2030. However, the 2007 Masterplan elected not to promote a second runway, but rather to focus on maximising output from the existing runway. As a result, the Airport implemented an extension to its existing runway in 2014; an extension that helped to unlock more long haul markets, and secured planning permission for the airport to cater for up to 205,400 air traffic movements per year (which roughly equates to approximately 27mppa).
- 3.8 Since adoption of the 2007 Masterplan, the Government has given great consideration to the long term needs of the UK in catering for forecast increase in air travel. In 2012 an independent Airports Commission was established, and led by Sir Howard Davies, to assess requirements in maintaining the UK's position as Europe's most important aviation hub. As a result of the Commission, debate was once again sparked regarding the potential for a second runway at Birmingham Airport; however, the July 2015 Final Report of the Commission ultimately concluded that Heathrow Airport is the most suitable location to provide additional runway capacity.
- 3.9 Demand for air travel has fluctuated since adoption of the 2007 Masterplan. After a period of steady increase in passenger throughput, the number of passengers using Birmingham Airport each year remained consistent at approximately 8mppa to 9mppa during, and for a number of years after, the 2008 global economic crisis. However, in recent years, use of the airport has significantly increased from just over 9mppa in 2013 to just under 13mppa in 2017.
- 3.10 Forecasts of future demand for air travel have also altered substantially since adoption of the current masterplan. At the time of its drafting, Birmingham Airport had forecast that up to 27.2mppa could use the airport by 2030. Through its own analysis, the Airport now forecasts that a total of 18mppa could be using the airport by 2033; a forecast that aligns well with the Government's forecast of 17.4mppa. (Although it should be noted that a 'High-growth Scenario' of 24.2mppa is also referenced in the draft Masterplan that is currently being subjected to public consultation).
- 3.11 As a result of the above, the Airport has subsequently published an updated Masterplan for public consultation and, alongside it, an updated Surface Access Strategy that will supersede the current 2015-2020 version.

#### Draft Airport Masterplan

- 3.12 The Airport has seen unprecedented levels of growth in recent years, and the revised Draft Airport Masterplan seeks to set out the framework and infrastructure requirements that will enable growth to continue.
- 3.13 The Masterplan states its overall ambition as:

*"Birmingham Airport is already the preferred national and international aviation hub for the Midlands and our ambition is to build on this, by providing the destinations and*

*services our passengers require, to become one of Europe's leading regional airports. We will act as a key economic accelerator for the region and provide the air connectivity vital for the expansion of international trade, investment and employment, the growth of inbound tourism, and access to outbound leisure destinations."*

3.14 In order to achieve this ambition, the Airport states that it will:

- Increase the range of destinations and frequency of flights;
- Invest in expanded and enhanced facilities to provide the customer experience to underpin growth;
- Meet or exceed regulatory requirements to ensure safety and security;
- Play an active and responsible role in the community by avoiding, reducing and mitigating adverse environmental impacts of the airport where possible; and
- Work closely with their partners in local and national government to ensure the airport can best serve the region and is not constrained.

3.15 The principal ethos of the Masterplan therefore relates to maximising the potential of the existing site, and from a single runway; in line with the Government's policy of making the best use of existing runway capacity and the policies set out in the Council's adopted Local Plan. As a result of the runway extension, the Airport has secured planning permission to operate a level of air transport movements that could accommodate up to 27mppa; improvements relating to runway capacity are therefore not considered necessary to cater for the growth anticipated within the Masterplan timeframe – 18mppa by 2033.

3.16 The limiting factor on Birmingham Airport's growth is its ancillary infrastructure. The airport has seen 40% growth over the last 5 years; a rate of growth that has already put strain on existing facilities and detrimentally affected levels of customer satisfaction. As a result, the Airport will self-finance £500m of investment to modernise and extend their facilities; in particular via an expanded and improved terminal building, apron extensions and through the provision of more, and reconfigured, aircraft stands. The Masterplan has identified that, should growth be realised in line with that forecast, all necessary improvements can be delivered within the existing operational footprint of the airport. The key areas of focus are:

- Extending the Departure Lounge, with an improved retail offer, welfare facilities and additional seating capacity (for which planning approval has been secured);
- Extension of the Security Area, to improve operational efficiency, enhance passenger experience and accommodate legislative changes (for which planning permission would be required);
- Expansion and upgrade of the Check-in Bag-Drop and Departures Baggage Handling facilities (potentially deliverable within Permitted Development Rights (PDR));
- Increasing the number of aircraft stands from 58 to 69 (potentially deliverable

within PDR);

- Additional parking provision (2,000 spaces) at the Airport's Elmdon Site (potentially deliverable within PDR).

- 3.17 However, the Masterplan also acknowledges that beyond 2033 (or potentially sooner, should growth be more in line with the Airport's 'high-level growth scenario' of 24mppa by 2033) the Airport may need to encroach into land beyond its current operational boundary and, potentially, beyond its ownership and / or control.
- 3.18 In such a circumstance, the airport will look to acquire land owned by Birmingham City Council – the NEC West Car Park. Growth up to 24mppa will require up to 94 aircraft stands, which would mean an extension to the airport apron into the land that currently accommodates the Car Hire Village and Airport Car Parks 4 and 5. Use of the NEC West Car Park would subsequently be required to cater for reconfiguration of the adjacent highway network (diversion of Bickenhill Lane) and airport related car parking. In addition, further land-take to the south of the A45 would be required to accommodate the additional parking provision necessary to accommodate 24mppa.
- 3.19 It should be noted that the use of land beyond the existing operational boundary of the Airport will be subject to Planning Approval and, potentially, land acquisition processes.
- 3.20 Over the Masterplan period, growth in air travel at Birmingham Airport is considered to generate an additional £0.6 billion GVA per year to the regional economy, and an additional 3,100 jobs.

### Environmental Implications

- 3.21 As was the case in the 2007 version, the latest Masterplan also considers the environmental implications of forecast growth at the airport. The predominant issue usually associated with airports is the impact of noise upon surrounding communities; however, the Masterplan also considers the impact of air traffic growth in relation to a number of other environmental topics, including air quality, carbon footprint and ecology, water and heritage etc.
- 3.22 Management and mitigation of both airborne and groundborne noise has been undertaken for some time by Birmingham Airport, and a formal Noise Action Plan was developed and implemented as a result of the approval to extend the existing runway. The Action Plan includes a number of measures, such as the implementation of a night-flying policy, limitations on daytime noise levels, a monitoring system and a sound insulation scheme. Importantly, through a Section 106 Agreement, contraventions are subject to penalty; for example, a monetary charge is levied on aircraft that exceed the daytime noise level limit, a proportion of which is placed into a Community Trust Fund, which eligible local community groups can access.
- 3.23 In developing their Masterplan, Birmingham Airport commissioned the Civil Aviation Authority's Environmental Research and Consultancy Department to forecast the impact of noise across the Masterplan period up to 2033. The Airport has taken what it considers to be a conservative approach to accounting for technological improvements when forecasting noise impacts, and concludes that there will be a total

population affected by airport noise of 6%. Of this 6%, the Airport considers there to be no additional properties affected by levels of noise of such significance that would warrant the provision of assistance to households to move property. However, it considers there to be an additional 100 properties by 2033 that would require sound insulation and a further 7,200 properties that would be affected to some degree during the daytime (700 of which would be affected during night-time). As such, the Airport states that it will extend its sound-proofing scheme to cover those eligible properties, and will continue to apply the policies and noise mitigation measures set out in its Noise Action Plan.

- 3.24 Importantly, the current 2007 Masterplan forecast that there would be a 150% increase in properties affected by noise in 2030, a significantly greater level of impact than is now forecast by the Draft Masterplan (a 6% increase by 2033). The predominant reason for this change is that the Draft Masterplan forecasts a significantly slower rate of growth across the Masterplan period, and therefore substantially fewer air traffic movements in 2033. In addition, the noise impact assessment takes account of the roll-out of the latest engine technology that reduces the noise footprint of aircraft.
- 3.25 The Masterplan also considers the impacts of air traffic growth on air quality, and concludes that there will be negligible change in both Nitrogen Dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>) levels between 2016 and 2033, with concentrations of both remaining below limits set out in national air quality objectives and the EU Air Quality Directive. The reduction in emissions as a result of improvements in engine technology (for both aircraft and road traffic) has been taken into account when establishing this forecast.
- 3.26 In terms of carbon footprint; the Airport will continue to apply its Carbon Management Plan and work with industry representatives to deliver on objectives set out in the Government's Aviation Strategy.
- 3.27 The Masterplan identifies two further environmental impacts; (a) impacts on visual amenity during construction works for those accessing Hatchford Brook Golf Course and Solihull Way, and (b) impacts on the setting of the now Grade II listed Elmdon terminal building. The Masterplan states that environmental impacts will be consulted upon as part of any development proposals and, through its existing Historic Environment, Ecology and Landscape Management Plan, the Airport intends to continue working with Solihull MBC to monitor and manage environmental issues.

### ***Surface Access Strategy***

- 3.28 Surface access is identified as a key constraint for the airport in their Masterplan. Whilst the airport does not consider itself to be a generator of significant traffic movements during periods of peak network demand, it does consider levels of existing congestion and plans for growth within the immediate vicinity to be a potential threat to access for its customers.
- 3.29 The Surface Access Strategy therefore explores the issues further and sets out the surface access objectives and actions for the next 5 years (2018-2023). To ensure the airport is not constrained by the capacity and resilience of its highways and public transport infrastructure, the airport considers it vital that:

- Public transport connectivity is enhanced to increase the use of sustainable transport and reduce pressure on the surrounding road network; and
- The efficiency and capacity of the road network is improved to address current and future traffic demand.

- 3.30 The Masterplan does not consider that significant highway improvement is directly required to accommodate the forecast increase in passengers at the airport; it recognises the scale of investment already planned in the area, and seeks to capitalise upon those investments accordingly. In fact, those investments must take into account the scale of airport growth already consented. In effect, the improvements to M42 J6 (as proposed by Highways England), and infrastructure delivered in association with HS2, have been designed to take into account growth at the airport. Furthermore, proposed investment in more sustainable modes of travel is considered by the Airport to be sufficient in further accommodating additional demand for travel; access to the Airport will be significantly improved through the committed investment in HS2 and its Automated People Mover, and planned improvement to Birmingham International, the delivery of Transport for West Midlands' Sprint and Metro schemes.
- 3.31 The Surface Access Strategy 2018 – 2023 therefore concentrates its focus on how to maximise the potential of those schemes to provide access for Airport employees and customers, and seeks to set mode share targets accordingly.

#### Mode Share Targets

- 3.32 Permission for the airport's runway extension was granted in 2009 by SMBC subject to a Section 106 Agreement. The agreement commits the Airport to use all reasonable endeavours to achieve a Public Modal Transport Share for passengers and staff of:
- 31% by 2022 or 20.9m passengers per annum (whichever occurs later); and
  - 37% by 2030 or 27.2m passengers per annum (whichever occurs later).
- 3.33 Current access by mode data, along with 2023 forecasts, are provided by the Surface Access Strategy, as set out below.

### Passenger Modal Travel

Mode	Previous (2010)	Existing (2016)	Target (2023)
Car	60.6%	50.5%	47.5%
Taxi	21.0%	21.5%	19.0%
Train	14.8%	23.1%	25.5%
Bus/Coach	2.8%	3.2%	4.5%
Walk/Cycle	n/a	0.6%	0.6%
Other <sup>2</sup>	0.8%	1.1%	2.9%

<sup>2</sup> Includes the following modes: park and ride, unspecified Air Rail Link and other.

### Staff Modal Travel

Mode	Previous (2010)	Existing (2018)	Target (2023)
Car	76.1%	65.0%	57.0%
Car Share	n/a	5.0%	7.0%
Cycle	1.6%	2.0%	3.0%
Walk	2.0%	0.1%	0.5%
Train	6.7%	12.0%	13.0%
Bus	11.4%	14.0%	19.0%
Other <sup>3</sup>	2.2%	1.9%	0.5%

<sup>3</sup> Includes the following modes: park and ride, metro and taxi.

- 3.34 Based on the Surface Access Strategy, the Airport considers that it will achieve its first obligation under the S106 Agreement (31% accessing via public transport) prior to 2022, and in advance of the airport catering for 20.9mppa. Realisation of this commitment is welcomed as it is, in effect, delivering on S106 commitments in advance of specified requirements.
- 3.35 However, the Council understands that the way in which access mode data collected by the Civil Aviation Authority can be misleading. This is due to the fact that it only takes into account the final means of access for passengers at Birmingham Airport. For example, those arriving at the airport having used the Airport's AirRail Link, or having been bused in from one of its car parks, are classed as having accessed the airport via public transport. Whilst not an issue over which the Airport has direct control, it is a matter that could lead to skewing of modal access data, targets and, ultimately, travel behaviour.
- 3.36 Furthermore, the mode share targets set out in the Surface Access Strategy are not considered to be sufficiently ambitious, given the extent of investment targeted by others towards improving access to the Airport.
- 3.37 The Council has commenced work in delivering its Wildlife Ways project, which will significantly improve access to the airport via the implementation of new, and enhancement of existing, pedestrian and cycle routes. A new cycle and pedestrian route will be provided along Damson Parkway, which will link Solihull Town Centre with the Airport, as well as improvements to access from North Solihull. A Staff Mode Share improvement of 1% by cycle is therefore considered insufficient to fully incentivise staff to capitalise upon the benefits provided by such infrastructure improvements.
- 3.38 Also planned for delivery during the Surface Access Strategy timeframe is Transport for West Midlands' proposed A45 Sprint scheme, which will provide a level of priority for buses along the A45 corridor as well as a fleet of modernised buses. The scheme is planned for delivery in advance of the 2022 Commonwealth Games and, although that is towards the end of the Access Strategy period, it is considered that a more far-



reaching target for access by bus could be applied.

- 3.39 One of the key drivers for providing greater incentive to travel sustainably during the Surface Access Strategy period is the extent of congestion anticipated in the area during that timeframe. Within the vicinity of the airport, construction of HS2 will commence in 2019, with improvements to M42 Junction 6 and delivery of the A45 Sprint scheme commencing shortly thereafter (both subject to approval). The scale of construction, and therefore temporary traffic management, is anticipated to be significant and, whilst access by private car to the airport may be temporarily more difficult, it provides a great opportunity to promote and capitalise upon generating access via alternative modes. Through the application of a robust Travel Plan, the Airport can engender mode shift for existing employees and establish sustainable travel behaviour from the outset for new employees. For passengers, it may be that access via rail is preferable, as journey times may be more predictable and reliable. Capitalising upon what will inevitably be a more difficult period to access the Airport via private car is important given the scale of longer-term growth set out in the Draft Masterplan, and should be reflected within the Surface Access Strategy Mode Share Targets.
- 3.40 It is therefore recommended that the Council discusses the above matters with the Airport, to ascertain the extent of data issues, develop more robust method of capturing modal data and agree and formalise amended mode share targets accordingly.

#### Opportunities for Collaborative Working

- 3.41 The Surface Access Strategy acknowledges the fact that there may be opportunities to work with other businesses in the area to collectively improve sustainable travel to the UKC Hub area. There are opportunities to work with the National Exhibition Centre, HS2, Jaguar Land Rover, Birmingham Business Park and, importantly for the Council, the Urban Growth Company (UGC) to:
- Prepare a collective strategy to improve surface access across the Hub area.
  - Engage in the development of a Hub-wide car parking strategy;
  - Rationalise transport and facilities infrastructure (in particular bus services and stands) across all three major interchanges of interest to the airport within the Hub to minimise journey times and congestion.
- 3.42 The intent to work collaboratively with similarly affected parties to encourage sustainable travel patterns in the area is welcome. The businesses in the UKC Hub generate significant demand for travel, in what is a comparatively small geographic area; capitalising upon opportunities to rationalise and share means of travel is likely to be essential in achieving growth. It is therefore recommended that further discussion is held with the Airport to explore opportunities, and ensure the Surface Access Strategy Modal Share Targets are set accordingly.

#### ***Solihull Local Plan Review***

- 3.43 The Council's current Local Plan was adopted in December 2013 and covers the

period 2011 to 2028. Since the Local Plan was adopted, a legal challenge has resulted in the overall housing requirement being deleted and remitted back to the Council for reconsideration. In addition, the Government's plans for high speed rail have passed through Parliament and Royal Assent has been granted for Phase One of the route.

- 3.44 To ensure that a proper planning framework is in place that addresses these issues, the Council is undertaking a Local Plan Review (LPR). The Local Plan Review process remains on-going, with the Council's Local Development Scheme (available at the link below) setting out the programme for doing so.

<http://www.solihull.gov.uk/Portals/0/Planning/LPR/Local-Development-Scheme-October-2018.pdf>

- 3.45 The ethos of the Airport's Draft Masterplan predominantly relates to maximising the potential of the airport within its existing boundary and through use of its existing runway. However it does acknowledge that, beyond the timeframe of the Masterplan, land beyond that of the Airport's operational boundary may be required to accommodate further growth; potentially sooner should the rate of growth be higher than forecast.
- 3.46 It is not considered the remit of this report, nor the Council's response to the Airport's consultation, to pre-empt how the updated Masterplan may be considered within the Local Plan Process. Appropriate consideration will be given to the Masterplan, in line with the Local Plan Review timescales set out in the Council's Local Development Scheme.

### ***Planning Application for Additional Access at Birmingham Airport***

- 3.47 The Council received, on 8 October 2018, a Planning Application that seeks approval to construct a new means of access off the A45 Coventry Road to accommodate relocation of its car rental facility (which is understood to be temporarily lost during construction of HS2). The application also references the intent set out in the Airport's Draft Masterplan to accommodate 2,000 additional passenger car parking spaces at its Elmdon Site. It should be noted, however, that the application is solely for the new means of access; it doesn't provide for the relocation of the car rental facility or additional passenger parking provision. At the time of preparing this report, the Council's Planning Committee is yet to consider the Planning Application.

## **4. What options have been considered and what is the evidence telling us about them?**

- 4.1 Firstly, the role that the Airport has to play in the region's economy has to be acknowledged as it is a major contributor; stifling growth at the Airport would undoubtedly impact upon the GVA of the West Midlands and, ultimately, the number of jobs available to members of the local community.
- 4.2 Furthermore, the Masterplan needs to be considered relative to the adopted 2007 Masterplan. The forecast level of growth that the Draft Masterplan seeks to accommodate is substantially lower than that in the previous iteration, with forecast growth to 18 million passengers per annum by 2033, rather than the 27 million

passengers per annum by 2030 set out by the 2007 document. The combination of a lower rate of growth and advancements in technology therefore means that, in broad terms, the overall impact of the Draft Masterplan will be less than that of the Masterplan already in place.

- 4.3 However, achievement of the levels of growth set out in the Draft Masterplan will not be without impact, as highlighted in Section 3. Whilst the principal approach of achieving more modest levels of growth within the existing operational boundary of the Airport is welcomed, there are a number of matters upon which the Council will require further information, either as a result of discussions relating to the Masterplan, or in association with future planning applications. As such, a position of conditional support is recommended, as set out in Section 5.

## **5. Reasons for recommending preferred option**

- 5.1 Given the matters highlighted by Section 3, it is recommended that the Council's response to Birmingham Airport's consultation on its Draft Masterplan is as follows:
- 5.2 Solihull Metropolitan Borough Council welcomes the updated Draft Masterplan, and strongly supports the approach of maximising capacity of the existing site and runway.
- 5.3 It is noted that the levels of growth across the Masterplan period (in terms of air traffic movements and, ultimately, number of passengers per annum) are not forecast to exceed those for which consent has been secured through the runway extension scheme. Similarly, the reduction in extent of forecast noise impact (relative to the current Masterplan) is noted, as are forecast levels of air quality pollutants. The Council would welcome further discussions with the Airport, and the provision of relevant information, to better understand the assessments undertaken in establishing such conclusions.
- 5.4 Further consideration will be given to the Airport's growth as part of the Council's Local Plan process. In addition, the Council would welcome further discussion, and formally reserves its position upon, a number of matters including (but not specifically limited to):
- Forecast impacts upon those using Hatchford Brook Golf Course and Solihull Way; and
  - Potential impacts upon the setting of the Grade II Listed Elmdon Terminal building.
- 5.5 The broad intent of the Draft Surface Access Strategy is understood, and supported; as is the intent to work with key stakeholders, including the Urban Growth Company, to develop more collaborative plans to access the UKC Hub area as a whole.
- 5.6 However, the Council considers there to be scope to further review and strengthen modal shift targets, given the opportunity presented by the extent of sustainable access improvements that are planned and being delivered by the Council and the Urban Growth Company. Furthermore, the Council also holds concern regarding the way in which transport mode data is collected, and the way in which it is interpreted to derive a mode of access to the Airport.

5.7 Further discussion on these matters is therefore welcomed to establish, and formalise through agreement, a more applicable set of modal targets and data collection methods.

## **6. Implications and Considerations**

### **6.1 Delivery of key themes in the Council Plan:**

Realisation of the Airport's Draft Masterplan will result in a greater number of people being affected by the Airport's operations. However, the growth in number of air traffic movements is not forecast to exceed that already consented and, as the intent of the Masterplan is to maximise the potential of the Airport's existing operational boundary, it is considered to have the potential to contribute to the delivery of the following key themes in the Council Plan:

- Improve Health and Wellbeing
- Managed Growth
- Build Stronger Communities
- Deliver Value

### **6.2 Implications for children and young people, vulnerable groups and particular communities:**

6.2.1 There are no implications, to the Council, as a direct result of this report.

6.2.2 The Draft Masterplan highlights the impacts that growth in air traffic will have upon local community groups; however those impacts are not forecast to exceed those associated with already-permitted growth, and are understood to be less than those set out in the current, 2007, Masterplan.

### **6.3 Consultation and Scrutiny:**

6.3.1 Consultation on Birmingham Airport's Draft Masterplan commenced on 6 November 2019, with a deadline for responses of 31 January 2019; this report sets out the Council's proposed consultation response for Cabinet consideration.

6.3.2 The Masterplan has not been considered by any of the Council's Scrutiny Boards.

### **6.4 Financial implications:**

6.4.1 There are no financial implications, to the Council, as a direct result of this report.

### **6.5 Legal implications:**

6.5.1 There are no legal implications as a direct result of this report.

6.5.2 The Draft Masterplan acknowledges that the Airport may need to acquire additional land, beyond its operational boundary, to accommodate more than 24 million passengers per annum.

6.6 Risk implications:

6.6.1 The Corporate Risks Management approach has been applied to identify and assess the significant risks associated with this decision. This includes but is not limited to political, legislation and reputation risks.

6.7 Statutory Equality Duty:

6.7.1 There are no statutory equality duty implications as a direct result of this report.

6.8 List of appendices referred to

6.9 Not applicable.

**7. Background papers used to compile this report**

7.1 Birmingham Airport Masterplan, *Towards 2030 – Planning a Sustainable Future for Air Transport in the Midlands*, 2007

<https://www.birminghamairport.co.uk/media/2938/2007-airport-masterplancompressed.pdf>

7.2 Aviation Strategy: Making Best Use of Existing Runways, HM Government, June 2018

<https://www.gov.uk/government/publications/aviation-strategy-making-best-use-of-existing-runways>

7.3 Solihull MBC Planning Committee – Meeting Documents, 15 December 2008 (Runway Extension Application)

<http://eservices.solihull.gov.uk/mqInternet/CeListDocuments.aspx?CommitteeId=251&MeetingId=3294&DF=15%2f12%2f2008&Ver=2>

7.4 Annual (2017) Report of the Section 106 Planning Agreement between Birmingham Airport Limited and Solihull MBC

<http://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/2017-Section-106-report-Birmingham-Airport.pdf>

**8. List of other relevant documents**

8.1 Not applicable.