

DUDLEY METROPOLITAN BOROUGH COUNCIL

CABINET MEETING – 15TH MARCH 2006

REPORT OF THE DIRECTOR OF THE URBAN ENVIRONMENT

BIRMINGHAM INTERNATIONAL AIRPORT – DRAFT AIRPORT MASTERPLAN

Purpose of Report

1. To consider the consultation document “Birmingham International Airport – Towards 2030 Draft Masterplan”.

Background

2. The Government’s White Paper “The Future of Air Transport” which was published in December 2003 acknowledged Birmingham International Airport as the principal airport of the Region. As such, the White Paper set out the broad requirements for the Airport to expand and develop, including an extension to the existing runway and the construction of a new second runway, to fulfil this role and satisfy the forecast in demand through to 2030.
3. In response the Airport Company has produced a Draft Masterplan setting out how the development proposals for the Airport will take place over the next 25 years. The Airport Company is seeking comments and views on the Masterplan by the end of March 2006.
4. The full document is available on Birmingham Airport’s website at www.bhx.co.uk/Press/220.pdf and a copy will be available in the Members Library.

Main policies and proposals in the Draft Masterplan

5. The Draft Masterplan is divided into four main sections.
- 6.

Section 1 – Background Information – the Policy Context – Growth Forecasts – Sustainability Issues.

Section 2 – The main policies and proposals for the future growth and phasing of the airport in terms of development of the airport itself, airspace, surface access to the Airport by various means of transport, environmental impacts and mitigation required and finally land acquisition and compensation

Section 3 – Proposals Maps illustrating the phasing of the Masterplan proposals in 5 year intervals from 2005 up to 2030.

Section 4 - Appendices

7. According to Growth forecasts for air travel up to 2030, Birmingham International Airport needs to increase its passenger throughput from about 9 million people per annum as at present up to 32 million people per annum in 2030. This is to satisfy continuing growth in short haul international flights, cheaper 'no frills' flights but most significantly long haul flights currently restricted at Birmingham due to the size of its main Runway.
8. The Draft Masterplan emphasises that the key to growth is threefold
 - i/ to increase its runway capability – i.e. extend the runway to increase the range of destinations, markets and routes on offer
 - ii/ to increase its runway capacity – through the construction of a new Second Runway
 - iii/ to increase the capacity of the passenger terminal buildings and associated infrastructure

Extension of the main Runway

9. In order to achieve the above, the Airport will need to extend its operational area to the south of the A45 dual carriageway so that the main Runway can be extended by 400 metres as well as an additional 150 metres Starter Extension. This will necessitate the A45 to be placed in a tunnel under the proposed extension to the main Runway.

Construction of the Second Runway

10. The Second Runway is also proposed to be built south of the A45 with connecting taxiways running over the top of further tunnel sections of the A45. This runway will follow the same north-west to south-east alignment and cannot be accommodated anywhere else. If it is to go ahead, it is estimated that this Runway would be constructed and operational by 2020.

Expansion of the Terminal Buildings

11. It is also proposed to extend the two current terminal buildings as capacity increases between now and 2015. Once these terminals are nearing capacity following their extension, it is proposed to build a third Terminal after 2015 to accommodate further increases in passenger numbers.

Other Infrastructure Improvements

12. In order to accommodate the expansion, other infrastructure improvements will need to be made including increased parking provision across the NEC western car park as well as new parking facilities to the south of the A45. A new Air Traffic Control Tower will need to be constructed alongside the proposed Second Runway as well as extensions to the original Tower. Other transport links will also need to be improved to facilitate road access from the M42, increased links with Birmingham International Station and the completion of a Metro link to Birmingham City Centre over the lifetime of the Masterplan.

Estimated phasing dates for proposed growth and development

13 The estimated phasing dates for the key proposals are as follows;

2006-2015	Extensions to T1 and T2
2006-2030	Phased expansion of car parks
2010	Diversion and tunnelling of A45
2010-2015	Extension to main Runway.
2015-2020	Improvements to M42
2015	Midland Metro
2016	Extend Birmingham International Interchange
2017	Phase 1 construction of T3
2020	Second Runway complete
2021	Phase 2 construction of T3
2025	Phase 3 construction of T3

Dudley Council's Comments on the Draft Masterplan

14. As a shareholder and Board Member of the Airport, Dudley MBC is fully supportive of the expansion proposals contained in the Masterplan. The proposals are key in ensuring that the Airport continues to play a significant role in supporting prosperity and providing the international links that are important to Regional prosperity and economic development.
15. Studies have been commissioned and undertaken to examine and account for the impacts on noise, air quality, water resources, ecology, archaeology, landscape and visual amenity and finally community issues. The Masterplan also highlights the fact that all of the expansion proposals will be carried out incrementally and will be demand-led and not speculative.
16. The Masterplan also raises concerns of the potential impact of the proposed expansion of Coventry Airport on the proposals. Coventry Airport is situated 11 miles to the southeast of Birmingham International Airport. Such close proximity, combined with the conflicting alignment of the runways creates an interface between the airspace traffic patterns of the two airports. To date, all activity at Coventry Airport has been safely integrated with traffic for Birmingham Airport, but at peak periods during the year this has caused some delays to air traffic for both airports. It is essential therefore that any expansion proposals for Birmingham International Airport are not unduly affected by increased activity at Coventry Airport. This is essential in ensuring that the economic prosperity of the Region as a whole, which the proposed expansion of Birmingham International Airport will bring about, is not compromised.

Finance

17. There are no direct financial implications arising from this report.

Law

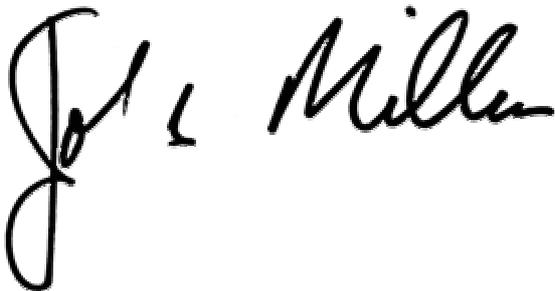
18. Section 2 of the Local Government Act 2000, allows the Council to do any thing which it considers is likely to achieve the promotion or improvement of the economic or environmental well-being of the area.

Equality Impact

19. This Report does not have a direct impact on equality. However the draft Masterplan proposals will have future implications for economic prosperity and choice for the Region as a whole which will have a positive effect for future generations including children and young people for Dudley and the West Midlands.

Recommendation

20. It is recommended that the Birmingham International Airport Draft Masterplan is endorsed and the comments outlined in paragraphs 13 to 15 are forwarded to the Airport Company as part of a supportive response to the Consultation.

A handwritten signature in black ink, appearing to read 'John Millar'. The signature is written in a cursive style with a large initial 'J'.

John Millar
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List of Background Papers

Birmingham International Airport: Towards 2030 Draft Masterplan.

Available on the Birmingham Airport Website on the following link:

www.bhx.co.uk/Press/220.pdf