

**BIRMINGHAM INTERNATIONAL AIRPORT – AIRPORT CONSULTATIVE COMMITTEE
WEDNESDAY 1 FEBRUARY 2006 AT 2.30PM**

**BIRMINGHAM INTERNATIONAL AIRPORT – AIRPORT CONSULTATIVE COMMITTEE
WEDNESDAY 1 FEBRUARY 2006 AT 2.30PM**

Present: Mr V Astling – Chairman.

In attendance from Birmingham International Airport Ltd:

Mr R Heard	- Managing Director.
Mr S Hill	- Head of Planning, Environment & Transportation.
Mr J Wilson	- General Manager, Operational Planning.
Mr J Morris	- Head of Corporate Affairs.

In attendance from Solihull Metropolitan Borough Council:

Mr M Blamire-Brown and Mr L Stevenson - Representing the Secretary

Balsall Common Residents Association	- Mr D Ellis
Balsall Parish Council	- Cllr M Longfield
Barston Parish Council	- Cllr D Read
Berkswell Parish Council	- Cllr D Hitchcock
Bickenhill Parish Council	- Cllr P Southwick
Birmingham City Council	- Cllr M Byrne
Birmingham City Council	- Cllr J Whorwood
Catherine de Barnes Residents Assoc'	- Mr R Hogg
Consumers Association	- Mr P Orton
Consumers Association	- Mr B Yates
Coventry City Council	- Cllr N Lee
Dudley MBC	- Cllr K Turner
Elms Farm Residents Association	- Mr L Thurstan
Fordbridge Town Council	- Cllr J Alcock
Friends of Elmdon	- Mr S Richmond
Hampton Society	- Mr A Minton

**BIRMINGHAM INTERNATIONAL AIRPORT – AIRPORT CONSULTATIVE COMMITTEE
WEDNESDAY 1 FEBRUARY 2006 AT 2.30PM**

Kingshurst Parish Council	- Mr B Mulready
Knowle Society	- Mr J Rowley
Marston Green Residents Association	- Mr J Stevens
North Warwickshire Borough Council	- Cllr B Moss
Sandwell MBC	- Cllr Dr T Crumpton
Smiths Wood Parish Council	- Cllr F W Churchill
Solihull Chamber of Commerce	- Ms D Fennell
Solihull MBC	- Cllr R Sleigh
Solihull MBC – Planning	- Mr L Osbourne
Solihull MBC – Airport Monitoring	- Mr P Kershaw
Staffordshire County Council	- Cllr R Smith

Apologies were received on behalf of:

Bickenhill Parish Council	- Cllr J Williams
Birmingham Airways Regional	- Mr P Gaiger
Birmingham City Council	- Mr G Tringham
Hampton in Arden Parish Council	- Cllr P Adams
Mirfield Housing Liaison Board	- Mr A Middleton
NATS	- Mr S Williamson
Solihull MBC	- Cllr J Hawkswood
Warwick District Council	- Cllr G Guest
Warwickshire County Council	- Cllr K Browne
Wychwood Club	- Mr G Heaps
Wolverhampton City Council	- Cllr Reynolds

**BIRMINGHAM INTERNATIONAL AIRPORT – AIRPORT CONSULTATIVE COMMITTEE
WEDNESDAY 1 FEBRUARY 2006 AT 2.30PM**

ACC CONSIDERATION OF DRAFT MASTERPLAN CONSULTATION

The Secretary presented an introductory report, which set out an overview of the Draft Master Plan consultation. The report, as submitted, was taken as read. The Airport Company also gave a short presentation on the current position of the public consultation exercise which had a further two months to run.

Discussion Points

General

Marston Green Residents Association - (Mr J Stevens) drew the Committees attention to the Minutes of the meeting of the Environment Monitoring Working Group, held on 11 January 2006, which contained a note of their deliberations in relation to the Draft Master Plan. The Chairman agreed to use the contents of those Minutes to help structure the debate. Mr Stevens also referred to the 12 suggested questions contained within the consultation, and sought advise as to whether or not the Committee's response would need to be restricted to answering them. The Airport Company stated that they would welcome a broader response to the Consultation, should the Committee think fit.

Solihull MBC – (Cllr R Sleigh) stated that, in his view, the proposals being brought forward by the Airport Company were not entirely demand led. He was of the view that the Airport Company should “re-think” their proposals as part of them were, at this point in time, based on a “predict and provide” logic.

The Airport Company - explained that they would optimise the use of the existing runway as much as possible, before bringing in a second runway, i.e the capacity of the first runway being exceeded, then on demand, providing a second runway.

The Chairman – established that the Committee considered that the passenger forecasts contained within the Draft Master Plan consultation were credible.

Friends of Elmdon – (Mr S Richmond) stated that the impact of high oil prices and the effect of that on the aviation industry may need to be considered. Mr Richmond queried whether the demand forecast fully took into account increases in taxation that could very well affect air travel. The Airport Company recalled historical high and low oil prices and were of the view that the Government had made similar predications for the future.

Elms Farm Residents Association – (Mr L Thurstan) spoke with regard to passenger forecasts and reminded the Committee that future aircraft design meant that carrying capacities were likely to increase. The Airport Company acknowledged this fact and explained that this was the reason for now proposing the second runway in 2020, rather than 2015.

Bickenhill Parish Council – (Cllr P Southwick) stated that aviation demand should be considered in the context of both Birmingham and Coventry Airports. The Airport Company explained that only 44% of regional airport demand came through Birmingham International Airport and it was vital that this was sustained.

**BIRMINGHAM INTERNATIONAL AIRPORT – AIRPORT CONSULTATIVE COMMITTEE
WEDNESDAY 1 FEBRUARY 2006 AT 2.30PM**

The Consumers Association – (Mr P Orton) asked how much revenue Birmingham International Airport was losing out on, annually, by not having an extended runway. The Airport Company stated that they were unable to give an exact figure, but confirmed that the Airport would raise more revenue with an extended runway as it would, undoubtedly, attract more business. The Airport had already lost one long haul flight due to the existing runway not being long enough for Boeing 767 aircraft.

Catherine de Barnes Residents Association – (Mr R Hogg) sought information on the general standards of passenger distribution in the Midlands. The Airport Company explained that the Airport was public sector owned and that the Airport needed to compete for business.

The Airport Company – stated that there was a real need for a runway extension. It was considered that the demand for aviation would grow, however the timescales for that were uncertain. The Airport stated that they were not bringing the Draft Master Plan proposals forward for financial gain and that the objectives of the Airport stakeholders was to provide air travel to meet Midlands demand. Any scheme would need to be privately funded so the Airport Company would need to be confident that demand was there.

Solihull MBC – (Cllr R Sleigh) stated that it was national policy that air transport in the Midlands would need to be met at Birmingham.

Balsall Parish Council – (Cllr M Longfield) suggested that the Committee would need to have regard to the current size and capacity of Manchester Airport and draw comparisons. However, the Airport Company stated that the Draft Master Plan would be demand led proposals for the Midlands and would not seek to draw business from Manchester.

Birmingham City Council – (Cllr M Byrne) was of the view that there was a need to consider passenger trends and demand with regard to both domestic and international destinations.

Catherine de Barnes Residents Association – (Mr R Hogg) recalled the sitting of Birmingham International Airport and the surrounding residential properties, having regard to Heathrow and its sitting in a large conurbation. He advised the Committee of the apparent house price decline in the area which he represents with some, in his view, having lost £100,000 in value since the publication of the White Paper.

Sandwell MBC – (Dr T Crumpton) asked whether or not the length of the proposed new runway would actually be long enough to meet future demand and it was confirmed by the Airport Company that it would be entirely acceptable to operate a short runway.

The Chairman – ascertained from the Committee that there was a general acceptance for future development at Birmingham International Airport.

Surface Access

Staffordshire County Council – (Cllr R Smith) expressed concern at the current levels of congestion that were being experienced on the M42 and stated that surface access was a critical part of any future expansion of the Airport to ensure that passengers could actually get to the site. The Airport Company accepted this fact and explained the proposed phased

**BIRMINGHAM INTERNATIONAL AIRPORT – AIRPORT CONSULTATIVE COMMITTEE
WEDNESDAY 1 FEBRUARY 2006 AT 2.30PM**

expansion of surface car parking and reiterated that planning permission would never be granted unless surface access provision was in place.

Dudley MBC – (Cllr K Turner) agreed that surface access was a major concern and both the road a rail network needed to be considered as a high priority.

Berkswell Parish Council – (Cllr D Hitchcock) expressed reservations at the environmental implications and land-take associated with any future improvements to surface access.

Solihull MBC – (Cllr R Sleight) stated that there was potential for grid-lock around the Airport as, in his view, the Draft Master Plan lacked substantial detail on surface access. He was of the view that there was a critical need to “joined-up” thinking between all agencies who should keep an active dialogue open with the Airport Company.

The Chairman – advised the Committee that it was for the Airport Company to produce a Draft Master Plan, and the responsibility of other bodies to plan for surface access. It was also ascertained that public investment was also needed to make provision for the A45 tunneling.

Knowle Society – (Mr J Rowley) asked as to whether or not there were any statistics available with regard to current traffic densities and was advised by the Airport Company that the Draft Master Plan highlighted elements of the local transport infrastructure which would fail.

Dudley MBC - (Cllr K Tuner) recalled a recent Centro meeting which had discussed the future of the Midland Metro. There was some confusion over the issue of whether or not any phased extensions of the Metro line would be on a single or double track. The Airport Company undertook to establish the correct facts with Centro.

Birmingham City Council – (Cllr M Byrne) recalled problems with off-site Airport parking facilities in the Tile Cross area and was advised that such off-site facilities were not within the ownership of the Airport Company.

Balsall Common Residents Association – (Mr D Ellis) supported off-site parking facilities and expressed concern at the lack of night services for rail which, in itself, led passengers to use the car as a means of travel to the Airport. The Airport Company explained that the Rail Access Strategy was work that would emerge in the future.

Marston Green Residents Association - (Mr J Stevens) and Hampton Society – (Mr A Minton) did not support off-site parking facilities due to the fact that they were likely to cause disturbance to neighboring properties in their localities.

North Warwickshire Borough Council – (Cllr B Moss) was of the view that airport parking should be situated at the Airport site as there was potential for double-journeys for passengers having to travel past the Airport to an off-site parking facility and then be transferred back.

**BIRMINGHAM INTERNATIONAL AIRPORT – AIRPORT CONSULTATIVE COMMITTEE
WEDNESDAY 1 FEBRUARY 2006 AT 2.30PM**

The Chairman – recalled the potential future 4-tracking of the West Coast Main Line and stated that it was important to keep this in mind and highlight its importance in the Committee's response.

Environment

Marston Green Residents Association - (Mr J Stevens) highlighted a number of environmental aspects that had been discussed at the meeting of the Environment Monitoring Working Group, held on 11 January 2006, which included the need for a new Section 106 Agreement, engine ground running and noise controls, compensation for the loss of grassland and woodland, the historic environment, air quality and the potential growth of engineering operations at the Elmdon Site.

The Chairman – raised the question of carbon neutral developments and was advised of the Emissions Trading Scheme and the Carbon Footprint. Public Health implications were also mentioned and acknowledged by the Airport Company.

Solihull MBC – (Cllr R Sleigh) echoed many of the issues that had been raised and stated that the Committee needed to be mindful of engine ground running (especially on the Elmdon Site), air quality levels – when exceeded and mitigation for the surrounding area, the Conservation Area of Bickenhill and general health issues.

Bickenhill Parish Council – (Cllr P Southwick) stated that it was important to have regard to the SSSI's.

Friends of Elmdon – (Mr S Richmond) expressed his concerns at the large amount of Elmdon Park which could potentially be lost and sought views as to whether or not there were any compensation plans proposed. Concerns were also submitted with regard to the engine ground running area, the apron support area and the proposed location of the fuel farm. Noise Bunds at the Elmdon side of the site and noise from the re-routed Damson Parkway were also highlighted. The Airport Company recognised the sensitivity of the issues raised.

Marston Green Residents Association - (Mr J Stevens) highlighted problems that had become evident with the former Maersk Hanger application and the associated proposed noise bund at that time.

Compensation

Catherine de Barnes Residents Association – (Mr R Hogg) spoke with regard to statutory and generalised blight. He explained that, in his view, people were unable to sell their homes due to blight that had been evident for some time. Local estate agents had also informed him that Catherine de Barnes was a problem area. Mr Hogg didn't accept the timescales and rules whereby residents would qualify for compensation and stated that the Airport Company should be prepared to buy blighted properties.

**BIRMINGHAM INTERNATIONAL AIRPORT – AIRPORT CONSULTATIVE COMMITTEE
WEDNESDAY 1 FEBRUARY 2006 AT 2.30PM**

Solihull MBC – (Cllr R Sleigh) had serious concerns that Marston Green had been completely left out of the Compensation Scheme. Out of the thirteen issues raised previously, only four had been addressed in the Draft Master Plan.

Marston Green Residents Association - (Mr J Stevens) informed the Committee that the compensation scheme should include Marston Green as the Village would bear an enormous impact having regard to the 2020 forecasts.

The Airport Company – explained the definition of generalised blight within the Government White Paper and stated that the noise contour boundaries had been maintained in line with Government guidelines. It was cited that with regard to the request for Marston Green to be included in the compensation scheme, the Airport Company explained that proposals for a runway extension were detailed within the previous Master Plan and there was, therefore, no “new” blight in that particular area.

Friends of Elmdon – (Mr S Richmond) spoke with regard to the 57dBA noise contour and explained that, in his view, 67,000 residents were affected by generalised blight, which should be addressed by the Airport Company as a matter of urgency. He considered that the Voluntary Compensation Scheme included less than 600 properties and was, therefore, only addressing a fraction of the blight.

RESOLVED

That the Secretariat prepare a draft response to the Draft Master Plan Consultation and submit it to the meeting to be held on 1st March 2006 for approval.

DATE OF NEXT MEETING

RESOLVED

That the next meeting be held on Wednesday, 1st March 2006 at 2.30pm at Diamond House.