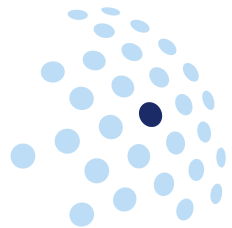


Consultation Report



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1.1 Preface

- 1.1.1 This report describes and analyses the consultation process undertaken by Birmingham Airport Limited (BAL – hereafter referred to as ‘the Airport’) in relation to the Birmingham Airport draft Master Plan and Surface Access Strategy.
- 1.1.2 The draft Master Plan was published for consultation on 6th November 2018 and updates the previous Airport Master Plan, which was published in 2007. The draft Master Plan has been freely available from the Airport’s website since its publication. Hard copies of the full 77-page draft Master Plan (*including a separate summarised version*) were also made available upon request.
- 1.1.3 Alongside the draft Master Plan, the Airport also published its draft Airport Surface Access Strategy 2018–2023, which updates the 2015 Airport Surface Access Strategy and aligns with the draft Master Plan.
- 1.1.4 A period of just over 12 weeks for public consultation took place, during which the Airport held 20 public consultation events/exhibitions across the West Midlands region (from the 12th November 2018 to 22nd January 2019) and met with a range of stakeholders and community groups, all with the aim of encouraging consultation responses to feed into the publication of the final Master Plan and Surface Access Strategy.
- 1.1.5 This consultation report provides details of the consultation process undertaken by the Airport and the methods used to reach communities and stakeholders. It also examines the consultation results and identifies whether changes need to be made to the final Master Plan and Surface Access Strategy. Where changes have not been recommended, a justification for the decision has been provided. Finally, following the findings from the feedback received, this report identifies how the Airport could enhance its consultation methods in the future.

1.2 Stakeholder and Community Groups: Who are they?

- 1.2.1 The consultation process targeted both stakeholders and communities, which for the purposes of the draft Master Plan and Surface Access Strategy are described as follows:
- **Community:** All residents, small businesses, landowners and occupiers.
 - **Stakeholders:** Government bodies (including Local Authorities), Government funded organisations, large businesses surrounding the Airport and Parish/Town Councils¹.

1.3 Structure of Report

- 1.3.1 This report is structured as follows:
- Chapter 2 outlines government advice on the preparation of Airport Master Plans and public consultation.
 - Chapter 3 describes the consultation process undertaken for the draft Master Plan and Airport Surface Access Strategy.
 - Chapter 4 provides details of the consultation responses, analyses them, outlines whether changes need to be made to the final version of the Master Plan and Surface Access Strategy and provides recommendations for future consultations.
- 1.3.2 The appendices to this consultation report provide a list of who was consulted (Appendix A), how they were reached (Appendix B) and provide examples of the feedback material provided by the Airport to make responding easier (Appendix C).

¹ Parish/Town Councils could also be considered as falling under the community heading. However, for the purposes of this report they have been included as a stakeholder.

2 Government guidance on Master Plan and Surface Access Strategy consultation

2.1 Introduction

2.1.1 The context for preparation of the draft Airport Master Plan is the UK Government's Aviation Policy Framework (March 2013), which recommends the following:

“4.11 Currently over 30 airports across the UK have adopted master plans. They do not have a statutory basis, but the primary objective of master plans is to provide a clear statement of intent on the part of an airport operator to enable future development of the airport to be given due consideration in local planning processes. They also provide transparency and aid long-term planning for other businesses.

4.12 Government recommends that airports continue to produce master plans. We recommend that they are updated at least once every five years, and that the five-year periods should coincide where possible and appropriate with the periods covered by Noise Action Plans and airport surface access strategies, referred to below, to streamline the planning and engagement processes.

4.13 Government recommends that airport operators consult on proposed changes to master plans, and engage more widely with local communities prior to publication, for example liaising more closely with local authorities and also through drop-in sessions and public meetings. Airport operators should notify the DfT or Devolved Administration when plans are revised and highlight any material changes. Airport operators are also encouraged to advertise the publication of any revisions to their plans widely in their local area...

2.1.2 In terms of the preparation of Surface Access Strategies paragraph 4.22 states the following:

4.22 The Government recommends that airports continue to produce ASASs to set out targets for reducing the carbon and air quality impacts of surface access to airports, and to measure performance against these targets in a clear and transparent way. Airports may wish to consider whether there is any chance to reduce duplication of the functions and outputs of advisory groups.”

2.2 Birmingham Airport's Commitment to Community Consultation

2.2.1 The Airport views community involvement and stakeholder participation as crucial to all plan making and strategy formation. The Airport understands that the significant social and economic benefits created by the Airport must be balanced with a sustainable operation. The Airport's environmental impact is taken very seriously, and this can be seen through the Airport's commitment to consult with communities and stakeholders in order to ensure that they understand the content within the draft Master Plan and Surface Access Strategy and are given the opportunity to influence the future of the Airport.

2.2.2 Whilst every comment cannot be published or replied to, the key themes that have arisen as a result of the consultation process have been established, analysed and where necessary addressed within the final publication of the Master Plan and Surface Access Strategy.

2.3 Conclusion

2.3.1 In line with Government guidance and the Airport's own commitment to engaging with its communities and stakeholders, the Airport published the draft Master Plan and Surface Access Strategy to help inform the statutory planning process, address the Airport's growth over the next 15 years, provide details of environmental impact and mitigation and explain how the Airport aims to enhance surface access to the Airport for passengers and staff.

2.3.2 In order to ensure that the above was communicated with the Airport's communities and stakeholders, a comprehensive consultation process was planned. The consultation process is described in Section 3.

3 The consultation process

3.1 Introduction

3.1.1 The Airport recognises the importance of engaging at an early stage of the Master Plan formation process. The draft Master Plan and Airport Surface Access Strategy consultation process was devised to ensure stakeholders and the local community were given every opportunity to provide their views on the Master Plan and Airport Surface Access Strategy.

3.2 Birmingham Airport Master Plan and Surface Access Strategy Consultation Strategy

3.2.1 The table below sets out the draft Master Plan and Surface Access Strategy consultation process:

Principle	Importance	Delivery
Identify who to consult.	Those communities that are affected by the Airport in environmental, economic and social circumstances should be consulted. Stakeholders who work closely and influence decision making also need to be consulted.	The public consultation was open to everyone, but the main target was the West Midlands region (<i>including residents, community groups and land owners</i>). Stakeholders consisting of transport operators and providers, Local Authorities, Members of Parliament, Government organisations affecting transport and aviation were also consulted. Please refer to Appendix A for a list of the stakeholders that were consulted.
Notify stakeholders of the consultation programme.	The community and stakeholders must be made aware of the consultation programme along with a timescale for the consultation process.	20 public consultation events were carried out in 20 different locations within the West Midlands area. The events were advertised on the Birmingham Airport website, discussed at stakeholder events and one to one meetings, advertised on social media and published (on differing dates) in local newspapers. See Appendix B for details of how people were notified. A separate launch event for key stakeholders took place on the 6th November 2018, in Birmingham city centre.
Allow enough time for people to respond.	The community and stakeholder groups should be given adequate time to respond to the Draft Master Plan and Surface Access Strategy. This avoids rushed responses and could lead to respondents providing feedback without having had the chance to fully understand what is being proposed within the Master Plan and Surface Access Strategy.	A period of just over 12 weeks (<i>6th November 2018 to 31st January 2019</i>) of public consultation period was proposed. However, later responses were still considered up until the publication of this consultation report.
Inform those being consulted about the draft Master Plan through presentations, literature, exhibition boards, emails, stakeholder meetings and social media.	Having notified people of the consultation process, information on what is being consulted upon and the background to the consultation is required, for example, environmental, planning, technical, operational and financial implications of the Airport's growth.	The consultation events included detailed presentations, one to one discussions, exhibition boards, and the availability of hard copies of the draft Master Plan and Airport Surface Access Strategy to take away, along with hard copies of feedback forms with stamped addressed envelopes. Details of the consultation events and information on the draft Master Plan and Surface Access Strategy were published on social media (Twitter, LinkedIn and the Airport website).

Principle	Importance	Delivery
Ask a set of questions to generate feedback and focus responses to those relevant to the draft Master Plan ² .	Respondents should be given the opportunity to respond to specific questions and be given the opportunity to make other comments and/or ask questions.	Seven specific questions were set out on page 5 of the draft Master Plan (including separate feedback forms with stamped addressed envelopes). The questions also provided respondents with the opportunity to make other comments or ask other questions (see Appendix C for an example of a completed form) .
Measure responses and analyse the results.	Having allowed an acceptable timeframe for everyone with an interest to comment, the results are then quantified using both qualitative and quantitative techniques.	Responses to the seven set questions were collated in a quantitative manner (<i>129 responses were received in total</i> ³) whilst all other comments and queries were addressed in a qualitative manner.
Report back to the local community and stakeholders about the views that were expressed.	It is important for feedback to be analysed and the results publicised within the community and through stakeholder groups to keep consultees informed throughout the process.	This report provides a detailed analysis of the feedback received.
Respond by amending the draft Master Plan and Airport Surface Access Strategy where necessary and identify ways in which to improve future consultations.	The Airport considers that it is important to respond to the views of the community and stakeholders and incorporate changes into the draft Master Plan and Surface Access Strategy where appropriate and identify ways in which to improve public consultation in the future.	Changes have been made within the draft Master Plan and Surface Access Strategy to address key concerns, omissions and errors. Recommendations for improving future consultations at the Airport have also been made.
Publish the revised Master Plan and Surface Access Strategy.	At the conclusion of the consultation process a full consultation report should be made available for members of the community and stakeholders to view. This document demonstrates how the consultation programme has been implemented, and the resultant implications for the draft Master Plan and Surface Access Strategy.	This report provides a comprehensive analysis of the draft Master Plan and Surface Access Strategy consultation process and will be published alongside the final versions of the Master Plan and Surface Access Strategy and made available on the Airport website.

Table 1: Birmingham Airport's Draft Master Plan and Surface Access Strategy Consultation Strategy.

3.3 Summary

- 3.3.1 The Airport's consultation strategy was developed to enable the Airport to identify who needs to be consulted, notify them, allow them enough time to respond, inform them of what is being proposed, notify people in a way which is measurable and publish the results.
- 3.3.2 The following Section describes the feedback received from the consultation process, analyses the feedback and provides recommendations as to whether changes need to be made to the final version of the Master Plan and Surface Access Strategy. In instances where changes are not considered necessary, a justification is provided. Finally, this report ends by providing a set of recommendations for the Airport to follow during future Master Plan and Surface Access Strategy consultation work.

² Only the draft Master Plan contained a set of specific questions. This was due to its longer lifespan and broader content, when compared to the draft Surface Access Strategy.

³ Three of the responses received were duplicate responses, although submitted separately.

4 Analysis of consultation feedback, recommendations and conclusion

4.1 Introduction

4.1.1 The Section provides details of the responses received from stakeholders and the community. The responses received from stakeholders have been summarised in the table below. The responses to the seven set questions (where the answer would be either 'yes', 'no' or 'other' and therefore easier to quantify) have been presented using pie charts. The responses received in addition to the set questions or where the respondent added additional comments, have been grouped into themes headed 'Community Responses Summary Sorted by Main Issue of Concern' with the most popular theme or issue of concern listed at the top.

4.2 Summary of Feedback

4.2.1 In just over 12 weeks of public consultation, 129 consultation responses were received, (although three of the responses were identical but submitted separately). In terms of stakeholder responses, the following organisations provided feedback, mainly via the Birmingham Airport website and following (in some cases) one to one or group meetings.

- Solihull Metropolitan Borough Council
- Birmingham City Council
- North Warwickshire Borough Council
- Leicester City Council
- NEC Group
- Midlands Connect
- Transport for West Midlands/ West Midlands Combined Authority
- West Midlands Rail Executive
- Balsall Parish Council
- Calthorpe Residents Society

- West Midlands Friends of the Earth
- Highways England
- Urban Growth Company
- Catherine de Barnes Residents Association
- Holiday Extras Ltd and Airparks Services Limited
- Balsall Common Village Residents Association
- Berkswell Parish Council
- The RT HON Liam Byrne MP – Birmingham Hodge Hill
- Hampton-in-Arden Parish Council
- Network Rail
- Greater Birmingham Chambers of Commerce
- Aston University
- Environment Agency
- Warwickshire County Council
- Campaign for Better Transport
- Jaguar Land Rover

4.2.2 The majority of the stakeholders listed above were contacted individually by the Airport's senior management team prior to and during the consultation period. This was done through bilateral meetings where details of the draft Master Plan and Surface Access Strategy were explained.

4.2.3 The majority of residents and community responses were received via the Airport website. Whilst some of the respondents chose not to answer the set questions, seventy seven percent of the respondents answered question one and agreed that the Airport should make best use of the single runway, in line with Government Policy. Twenty one percent of respondents disagreed with making best use of the single runway because they felt that a second runway should be built or they were opposed to an intensification of the existing use. Only two per cent of respondents selected 'other' due to uncertainty over the implications of supporting a second runway or not supporting one.

4.2.4 The majority of respondents (70%) supported the need for land to be safeguarded for the future expansion of the Airport, however a small proportion indicated that they would not wish for land to be taken out of the Green Belt.

4.2.5 Fifty-nine per cent of respondents requested further information to help understand the implications of expanding the Airport. The main reason for this request was to understand the environmental implications of the forecast growth.

4.2.6 The majority of respondents (73%) indicated that the Airport could do more to maximise the employment and economic benefits from the Airports growth and do more to minimise the environmental impacts of an expanded Airport.

4.2.7 Seventy-five per cent of respondents supported the Airport's approach to community engagement in respect of the Master Plan and Surface Access Strategy. The respondents who did not agree with the approach cited the following reasons:

- Lack of notification;
- Lack of response to community concerns;
- The belief that the Airport will 'do what it wants anyway'; and,
- The Airport could do more to improve its consultation methods.

4.2.8 Eighty-four per cent of respondents stated that they had more to say on the Draft Master Plan and Surface Access Strategy, although not all of these respondents submitted any further comments.

Analysis of consultation feedback, recommendations and conclusion

4.3 Were Respondents Provided an Opportunity to Make Additional Comments?

- 4.3.1 The seven set questions did allow respondents to provide additional comments (see question 7 of feedback form - Appendix C). The additional comments show some reoccurring issues that have been sorted by theme and popularity.

4.4 Stakeholder Responses Summary and Birmingham Airport's Responses

- 4.4.1 The table below provides a summary of the stakeholder comments together with Birmingham Airport's response and whether changes need to be made to the final version of the Master Plan and Airport Surface Access Strategy.

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
Aston University	<p>Supportive of use of single runway, land should be safeguarded for future growth.</p> <p>Surrounding infrastructure will need improving with more investment in motorways and regional roads.</p> <p>The proposed HS2 Airport People Mover must provide excellent connectivity to the Airport.</p> <p>Public transport links to the Airport should be improved (the Metro tram extension from Birmingham City Centre to the Airport is vital to bringing more employment to the Airport).</p> <p>The Airport will need to invest further in educational provision (i.e. apprenticeship).</p> <p>Supportive of the Airport's attempt to engage.</p>	<p>The Airport will continue to work with key stakeholders such as the Department of Transport, Highways England, Midlands Connect and Transport for West Midlands to ensure that the transport infrastructure surrounding the Airport continues to operate effectively with minimal delays.</p> <p>The Airport is working closely with HS2 to ensure that the proposed Airport People Mover provides a fast, safe and enjoyable journey for passengers trying to reach the Airport. Furthermore, Birmingham Airport fully support the proposed Metro tram extension to the Airport from Birmingham City Centre.</p> <p>The Airport has a range of educational support initiatives in place (<i>see page 13 of the Master Plan</i>). The Airport supports graduates, interns and apprentices in gaining valuable experience of the aviation industry.</p> <p>The Airport works with on-site partners and organisations such as the Princes Trust to support projects to connect disadvantaged young people to job opportunities at the Airport.</p>	No changes required to Master Plan or Surface Access Strategy. Birmingham Airport will continue to engage with Aston University, where necessary.

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
Catherine De Barnes Residents Association	<p>Support the use of the single runway.</p> <p>Support the need to safeguard land.</p> <p>More stringent noise targets should be implemented, including day and night time noise levels.</p> <p>The hours available for engine testing should be reduced.</p> <p>Level of grant offered by the Airport to sound insulation schemes should increase.</p> <p>Fully supportive of the Airport's approach to community engagement.</p> <p>Baggage handling needs to improve to avoid delays.</p> <p>New car parks should be multi-storey.</p> <p>Modal share figures for public transport are not ambitious enough.</p> <p>Airport should measure particulate PM2.5.</p> <p>Reference is made to Taxiways Juliet and Echo but no diagram is included within the Master Plan.</p> <p>Master Plan traffic impact needs to be outlined.</p>	<p>The Airport's night noise violation limits are reviewed every 3 years via the existing Night Flying Policy (which is approved by SMBC). The Airport's daytime noise violation limit will be reviewed in Summer 2019 as part of the Airports Noise Action Plan commitments.</p> <p>Engine Testing is an operational requirement of airlines and they only take place when necessary. The Airport already restricts the hours and locations of engine testing but commits to reviewing as part of the next review of the Noise Action Plan.</p> <p>The Airport believes the current funding for the Sound Insulation Scheme per property is acceptable and the feedback from the scheme is generally very positive. However, the Airport commits to keep this under review as part of its annual phasing of the scheme.</p> <p>Planning permission for the terminal infill extension was approved in 2018 and the proposed development includes an improved baggage handling area. Details of this are provided within the Master Plan.</p> <p>The Airport currently has no plans to build a multi-storey car park over the Master Plan period. However, there may be a requirement beyond the life of the Master Plan.</p> <p>The Airport will investigate the feasibility of measuring particulate PM2.5 and feedback to the Airport Consultative Committee.</p> <p>Any future major development at the Airport, which requires planning permission, will be accompanied by a robust Transport Assessment and discussed with SMBC prior to submission. This will ensure traffic impact is considered in a detailed manner.</p>	<p>Yes, the current plan shown on page 72 (Appendix B) of the Master Plan will be amended to show the location of Taxiway Juliet and Echo.</p>

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
Network Rail	<p>Recognition of the importance of Birmingham Airport to the UK's national network.</p> <p>Network Rail has been commissioned by Midlands Connect to progress the rail scheme 'Birmingham Airport Connectivity' (Coventry to Leamington Upgrade) which would see an additional Cross-Country service call at Birmingham International Station. This could see an increase in circa 115,000 passengers to the Airport per year, unlocking around £1.6 million in revenue and 30 additional jobs. Given its economic value, Network Rail would like to engage further with the Airport to discuss a proportionate contribution.</p> <p>Network Rail welcome proposals for earlier and later rail services to the Birmingham International Station but require more information from the Airport on the demand, catchment area and key stations that the Airport believes need to be served.</p> <p>Before Network Rail could support the Airport's desire to change the name of Birmingham International Station to include reference to the Airport, it would need to commission a study (funded by Birmingham Airport) to understand the process and costs associated with changing the name of Birmingham International Station.</p>	<p>The Airport is committed to helping to deliver earlier and later trains for its passengers and staff and would like to see Birmingham International Station's name changed to refer to the Airport. The Airport welcomes the offer by Network Rail to engage further on these matters and the Birmingham Airport Connectivity scheme.</p>	<p>No changes required to Master Plan or Surface Access Strategy, further engagement necessary.</p>
Leicester City Council	<p>Comment on how Birmingham Airport is not easy to access from the East Midlands and Leicester in particular. This situation needs to be improved by lobbying for fast and direct rail services to and from Leicester. Residents of Leicester should be able to access Birmingham Airport without having to change trains.</p>	<p>The ASAS states the following in terms of improved connectivity between the Airport and hard to reach areas (page 16):</p> <p><i>"...improved connectivity is required between the Airport and 'hard to reach areas' including the Black Country, the Thames Valley (via Leamington Spa), Stratford-upon-Avon, the East Midlands, South West and North East."</i></p> <p>The Airport will explore how to influence the provision of direct routes from Leicester to the Airport with Leicester City Council and other key stakeholders.</p>	<p>No changes required to Master Plan or Surface Access Strategy, further engagement necessary.</p>

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
Holiday Extras Ltd and Airparks Services Limited	<p>Welcomes the fact that neither the draft Master Plan nor the Surface Access Strategy explicitly seek to restrict Airport parking to within the confines of the Airport.</p> <p>More information is required to justify additional parking requirements.</p>	<p>Whilst the Airport has not expressed any objection to off-site parking within the draft Master Plan, Solihull's Local Plan extant planning policy 'P1 – Support Economic Success' states the following in terms of off-site airport related activities.</p> <p><i>"The Council will also support a broad range of ancillary and complementary facilities including hotels, administrative offices car parks and other appropriate facilities needed to serve the needs of air travellers using the Airport. Proposals should be justified in terms of scale and in terms of supporting the Airport function and be appropriately located within the Airport so as not to detract from Airport function."</i></p>	<p>Yes, page 33 of the Master Plan will provide more information regarding additional parking requirements over the Master Plan period.</p>

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
Hampton-in-Arden Parish Council	<p>Questions posed within Master Plan are leading, closed questions.</p> <p>The Airport Consultative Committee should be consulted for future Master Plan consultation question formation advice.</p> <p>Supports use of single runway, however intensified use of single runway will have a detrimental impact on local community and noise pollution. Airport are vague on how these impacts will be mitigated. Not supportive of any increases to night time flying.</p> <p>The justification to safeguarded land for future airport expansion is too vague.</p> <p>More information needed on environmental emissions, ATM increases (day and night), information on infrastructure changes, increase in traffic levels and potential changes in night time operations.</p> <p>Airport should commit to measuring PM2.5 emissions and set targets for reducing environmental pollution. More challenging noise levels should be implemented.</p> <p>Master Plan could be clearer about the Airports commitment to the Airport Consultative Committee.</p> <p>Airport should work with local community to discourage passenger parking in Hampton-in-Arden and Catherine-de-Barnes and increase usage of public transport.</p> <p>A diagram showing Taxiway Juliet and Echo should be provided within the Master Plan.</p> <p>Baggage handling should be improved.</p> <p>Master Plan's reference to requiring land for 'ancillary activities' is too vague.</p>	<p>The Airport will consult the Airport Consultative Committee on the wording of any future Master Plan consultation questions.</p> <p>Noise is constantly monitored by the Airport's sustainability team and a comprehensive Noise Action Plan is in place. The Airport commits to regularly reviewing the Noise Action Plan, in conjunction with the Airport Consultative Committee. The Night Flying Policy is reviewed every 3 years and the Airport works closely with the Airport Consultative Committee during this review.</p> <p>The justification for safeguarding land is based upon the fact that if a high growth scenario occurs within the 15-year period, the Airport will require additional land outside the current boundary to provide further development to support the best use of the single runway.</p> <p>The Master Plan provides a long-term growth forecast and by its nature is 'high level' It is unknown exactly what facilities will be required on any safeguarded land. Appendix D (page 77) provides a description of what 'Ancillary Airport Facilities' might consist of. Due to the nature of forecasts and changing market and environmental conditions, it is also very difficult to determine what the day and night time profile for the number of ATMs would be like in 15 years' time. However, the Airport is committed to keeping this under review and will work with the Airport Consultative Committee.</p> <p>The Airport will investigate the feasibility of measuring particulate PM2.5 and feedback to the Airport Consultative Committee.</p> <p>The Airport's baggage system will be upgraded as part of the terminal extension which was approved in 2018.</p>	<p>Yes, page 59 of the Master Plan will make further reference to the Airport's commitment to the Airport Consultative Committee and the current plan shown on page 72 (Appendix B) will be amended to show the location of Taxiway Juliet and Echo.</p> <p>Chapter 7 of the Master Plan relates to 'Environmental Impact' and provides detailed information about how the Airport manages and mitigates pollution. More information has been added regarding this.</p>

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
NEC Group	<p>Support the use of the existing runway</p> <p>Welcome opportunity to be involved in safeguarding land for future Airport use. West Car Park has been identified for potential future safeguarding and it belongs to Birmingham City Council, although the NEC enjoy current occupations rights.</p> <p>Keen to work together on surface access matters in a coordinated manner.</p> <p>Encourage discussions to focus on heavier travel modes that result in multiple trips such as drop off/pick-ups and taxi trips. Keen to work more closely with the Airport on neighbourhood engagement.</p> <p>Would like to work in a coordinated approach to address cross-boundary issues.</p>	<p>The Airport will continue to work closely with the NEC and discuss matters concerning land safeguarding and surface access in a coordinated manner.</p>	<p>No changes required, the Airport will continue to work closely with the NEC on issues relating to surface access, improved connectivity and land safeguarding.</p>
Solihull Metropolitan Borough Council (SMBC)	<p>SMBC strongly supports the approach of maximising capacity of the existing site and runway and suggests that more work could be done to further enhance carbon reduction within the Master Plan. Modal split targets within the Surface Access Strategy could be more ambitious given the forecast improvements to public transport connectivity to the Airport within the Master Plan period.</p>	<p>Through the Carbon Management Plan, the Airport have already acted through various initiatives, which are set out within chapter 7 of the Master Plan (entitled 'Environmental Impact'). The Airport has saved over 140 tonnes of CO₂ by installing solar panels and are committed to exploring the opportunities for further investment in green technology.</p> <p>The existing Carbon Management Plan expires at the end of 2019, however, in advance of this, the Airport are exploring opportunities to further reduce their carbon footprint. The new plan will set out ambitious targets for further reduction of carbon emissions. The Airport are aiming to publish the new Carbon Management Plan in 2019, alongside the new Sustainability Strategy.</p> <p>The Airport will continue to work with SMBC through the Surface Access Group and ensure that robust targets for modal split targets are agreed beyond 2023.</p>	<p>Yes, Chapter 7 of the Master Plan (entitled 'Environmental Impact') will be amended to include more details of measures taken by the Airport to reduce its carbon footprint and mitigate the impact of air pollution.</p>

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
Berkswell Parish Council	Inconsiderate parking within residential areas surrounding the Airport should be addressed within the Master Plan. Surveys should be conducted of street parking adjacent to public transport facilities.	Whilst the Airport has no direct control over on-street, Airport related car parking outside the Airport boundary, it is aware of the problem and in 2017 provided a free half hour, drop off facility within Car Park 5 and has a range of more competitively priced car parks on-site.	No changes required to Master Plan or Surface Access Strategy. Further engagement welcomed. The Airport will also work with Solihull Council to investigate any measures that can be introduced to address the issue of on-street parking.
Urban Growth Company (UGC)	Airport's focus on ensuring world-class regional connectivity is supported. Master Plan aligns with UGC's own objective to create Europe's best-connected designation for business, leisure and living at The UK Central Hub in Solihull.	The Airport are committed to working with the UGC to help deliver excellent connectivity and boost the regional economy.	No changes required to Master Plan or Surface Access Strategy. The Airport will continue to work collaboratively with the UGC to help achieve better connectivity to the Airport and the wider hub area.
The RT Hon Liam Byrne MP – Birmingham Hodge Hill	Decision to drop plans for an integrated terminal and HS2 stations are regretted. Modal shift from car traffic looks very modest. Not enough detail is provided on how jobs and careers for residents will be delivered. The Master Plan is silent on costs and investment needed from central government and other agencies. Not enough information on inclusive growth. Master Plan should provide more information on the Airport's support for achieving an integrated tram network.	Given current passenger growth forecasts there is no requirement for a second terminal. The Airport welcome further engagement with stakeholders to discuss details on modal split figures and employment opportunities for residents. The £500million of investment into the Airport will be funded solely by the Airport. The Airport will continue to work with stakeholders to promote an integrated public transport network. With regard to the proposed modal shift from car traffic, the Airport would welcome Government investment in improving the region's public transport infrastructure to encourage its greater use by our staff and passengers and reduce reliance on the private car. We would also welcome Government support and investment to ensure airspace modernisation can be implemented as soon as possible to remove capacity constraints on the operation of our runway during peak periods.	Yes, more information on inclusive growth will be included within page 13 of the Master Plan. The Airport welcome further engagement. The Surface Access Strategy now refers to the need to monitor and review modal targets in collaboration with stakeholders.

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
<p>Birmingham City Council (BCC)</p>	<p>Generally supportive of Birmingham Airport's plans for growth up to 2033</p> <p>Disappointed that BCC is not mentioned as a key partner in delivering the Master Plan.</p> <p>The 2022 Commonwealth Games will be a key milestone within the Master Plan and ASAS and a robust transport plan with public transport at its heart is needed to this end. The importance of the Games and the need to prepare for them should be reinforced within the Master Plan and ASAS.</p> <p>Through continued engagement stakeholders need to plan for the various transport improvements, road improvements and the general expansion of the Airport. There are opportunities to reduce the parking spaces at UKC Hub through the exploration of a consolidated parking strategy.</p> <p>BCC notes that the Airport's future expansion affects land in its ownership, principally the West Car Park, and welcomes early discussions on the matter with the Airport at the appropriate time.</p> <p>BCC supports a reduction in the environmental impacts of an expanded Airport. Surface access environmental impacts could be reduced through increasing public transport modal share for passenger and staff access to the Airport and increased support for Ultra Low Emission Vehicles.</p> <p>BCC will continue to work with the Airport to ensure that the implementation of the mitigation measures identified in the Master Plan, including fitting appropriate sound insulation to existing and new residential properties within the affected areas are maximised.</p> <p>The policies within the ASAS surrounding walking and cycling are supported. BCC supports the Airports desire to have more earlier and later transport services serving the Airport. BCC will work with the Airport to help achieve this as it will benefit communities within East Birmingham.</p>	<p>Birmingham City Council are a key partner in helping to deliver the Master Plan and the final version of the Master Plan will reflect this. The importance of the 2022 Commonwealth Games are already referenced within the draft Master Plan and it will be reinforced further within the Surface Access Strategy. The Airport works closely with the Transport for West Midlands Network Resilience Group, where issues surrounding the need to prepare for key events within the region are discussed.</p> <p>The Airport will continue to engage with UKC on matters concerning consolidated parking, surface access and land safeguarding. The Airport are also members of the 'Major Events Transport Board' (led by Transport for West Midlands), which aims to identify ways in which stakeholders could work collaboratively to help plan for major events within the region (i.e. the Commonwealth Games).</p> <p>Birmingham Airport acknowledges that the future expansion plans affect land in BCC ownership (West Car Park) and as such discussions have already commenced with the Council to determine how best to progress this matter.</p> <p>The Airport have set out their modal split targets for increasing the use of public transport to the Airport within the draft Surface Access Strategy. These will not change. However, the Airport will seek to implement robust targets beyond 2023 to reflect the availability of Sprint and Metro services to the Airport.</p> <p>The Airport are committed to increasing the use of electric vehicles and have six Volvo 7900e new electric buses launching in November 2019. The ultra-low emission buses will operate as the free passenger transport service via all airport car park routes.</p>	<p>Yes, the final Master Plan will emphasise more strongly how BCC (<i>along with other key stakeholders</i>) is a key partner in helping to deliver the Master Plan (<i>page 61</i>) and include reference to the Commonwealth Games within the Surface Access Strategy (<i>page 2</i>).</p> <p>Chapter 7 of the Master Plan entitled 'Environmental Impact' will contain details of the six Volvo 7900e new electric buses.</p>

Analysis of consultation feedback, recommendations and conclusion

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
Greater Birmingham Chambers of Commerce (GBCC)	Supports the Airport's approach for growth over the next 15 years. In 2018, the Greater Birmingham Chambers of Commerce distributed a survey to over 3,000 local businesses in the region and 87% of respondents agreed that Birmingham Airport should maximise the use of its existing runway to support regional economic growth. The Government has made its commitment to the third runway at Heathrow and has tasked regional airports to maximise the potential of their current sites in a bid to unlock prosperity. Clearly the BHX Master Plan adheres to this strategy with £500m earmarked to improve the Airport's existing assets and the efficiency of its offering; in turn this will help facilitate economic growth in our region and play a fundamental part in rebalancing the economy – a key tenet of the Government's Local Industrial Strategy.	The Airport look forward to working collaboratively with GBCC to reinforce the Airport's role in helping to promote the regional economy.	Yes, reference will be made to GBCC's survey within the Master Plan (pages 46-47).

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
North Warwickshire Borough Council	<p>Concern over lack of ambition in the Master Plan, Members will only support the plan if it includes and makes provision for public transport extensions into North Warwickshire to serve the Airport. This would allow residents of North Warwickshire to make use of the Airport's employment opportunities.</p> <p>Concern over the lack of a new transport hub opportunity that could have been proposed in partnership with HS2, the transport authorities and public transport providers and operators. All the development proposed within the Airport and surrounding area is likely to have traffic implications within North Warwickshire, yet there are no similar significant proposals for access and public transport service improvements into the Airport from North Warwickshire to both help minimise and address likely traffic impacts and maximise opportunities and services the Airport will provide.</p> <p>Concern expressed regarding the potential impact of noise on the Borough from the increased services along the new flightpaths that cross the Borough's area.</p> <p>Queried whether the expansion of aircraft parking is driven by the increased use of the Airbus A380 for services. It is understood that the A380 requires larger stands than other planes and operators.</p> <p>General support shown for Airport's approach to community engagement.</p> <p>Concerns raised over Airports growth and its impact on air quality, particularly around the M42 junction 6 and surrounding Strategic Road Network.</p>	<p>The forecast growth within the draft Master Plan is considered to be realistic and achievable based on the balanced growth scenario used to forecast growth over the next 15 Years. The decision to commit to make use of the single runway over the next 15 years is in line with Government policy.</p> <p>The Airport is working closely with HS2, Transport for West Midlands, Midlands Connect, West Midlands Rail Executive and other transport providers and operators to ensure that the benefits of HS2 are fully captured, including within areas such as North Warwickshire. The Airport is also working with the aforementioned bodies to ensure that any disruption that occurs during the construction period of HS2 and other major infrastructure projects within the surrounding area, are identified, minimised and mitigated.</p> <p>Airport noise is constantly monitored by the Airport's sustainability team and a comprehensive Noise Action Plan is in place. The Airport commits to regularly reviewing the Noise Action Plan, in conjunction with the Airport Consultative Committee.</p> <p>The Airport has based its need to provide additional aircraft parking on the need to facilitate more aircraft in general over the next 15 years.</p> <p>The Airport invite North Warwickshire Borough Council to discuss how to influence improved connectivity between North Warwickshire and the Airport.</p> <p>As set out on page 54 of the Master Plan, the Airport causes only part of the impact on local air quality, with the majority coming from road transport. The Airport is working hard to increase public transport access to the Airport and to reduce the impacts of vehicular emissions.</p>	<p>Yes, the Surface Access Strategy will be amended on page 16 to reflect the need for improved public transport connectivity from the Airport to North Warwickshire. Further engagement with North Warwickshire on surface access and environmental issues is necessary.</p> <p>Section 7 of the Master Plan entitled 'Environmental Impact' will be amended to include further details of the Airport's commitment to addressing issues surrounding air quality.</p>

Analysis of consultation feedback, recommendations and conclusion

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
Balsall Common Village Residents Association	Welcome decision to maximise the use of the existing extended runway. However, concerns raised over impact of increased flights and use of runway on noise pollution. Concerns over potential loss of West Car Park and the implications that this might have on passengers parking on street within Balsall Common. The Airport should not increase its car parking charges, especially since there are very limited public transport alternatives in the early hours of the morning. The Airport should build a road dedicated to the Airport alone. Concerns raised over impact on local area in respect of road closures. Approve of Airports approach to Community Relations.	Noise is constantly monitored by the Airport's sustainability team and a comprehensive Noise Action Plan is in place. The Airport commits to regularly reviewing the Noise Action Plan, in conjunction with the Airport Consultative Committee. The Night Flying Policy is reviewed every 3 years and the Airport commits to working closely with the Airport Consultative Committee during this review. The Airport's parking charges are competitive in comparison with other UK Airports. Passengers are also advised to pre-book (on the Airport website) to benefit from more competitive parking rates. The Airport understands the need for earlier and later rail and bus services to the Airport and is working with transport operators and providers to influence the need for earlier and later rail services. The Airport are also exploring the potential to provide an 'On-Demand' bus service for staff. Finally, the Airport already use parts of the NEC West car park for staff car parking, it is not used for passenger parking and therefore its loss should not lead to any increase in passengers parking on surrounding roads.	No changes required to Master Plan and Surface Access Strategy. Further engagement welcomed.
Transport for West Midlands (TfWM)	Generally supportive of Birmingham Airport's plans for growth up to 2033 and welcomes investment outlined in the Master Plan that will improve the experience of people using Birmingham Airport. TfWM welcomes continued collaboration on planning for the 2022 Commonwealth Games and other partnership projects to improve surface access.	The Airport will continue to work closely with TfWM in order to drive TfWM's innovation programme forward, establish partnerships on particular projects, identify how rapid adoption of transport innovation could support Airport surface access and logistics and encourage greater use of public transport. The Airport will enter into a collaboration agreement with TfWM to achieve the aforementioned objectives.	Various changes will be made to the Surface Access Strategy to address specific comments from TfWM on surface access to the Airport.

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
West Midlands Friends of the Earth	<p>The Airport should commit to never building a second runway. Welcomes a distinction between private car movements from on-site and off-site car parks. Welcome the Airport's environmental goals. Queried whether all new developments at Airport would require full planning permission or be classed as permitted development. Would like to see the use of more energy efficient construction materials. Queried where the air quality monitors are located at the Airport and whether there is any ongoing monitoring of water quality at the Airport site. Requested agendas and minutes of Airport Consultative Committee. Looks forward to further engagement.</p>	<p>The current Master Plan is clear in its message that there is no intention to develop a second runway over the Master Plan period. The Airport does not consider vehicle movements from on-site and off-site car parks in the same category. SMBC is notified of all development at Birmingham Airport. The majority of development at the Airport is classed as permitted development. Larger scale development (such as the terminal extension) generally requires full planning permission. Each case is determined by SMBC individually. The planning permission for the terminal extension (which was approved by SMBC in 2018) contains a planning condition which requires the Airport to submit details of external materials to SMBC prior to development.</p> <p>The Airport is currently reviewing its Carbon Management Plan, which will include a review of development materials used for development within the Airport boundary. Minutes and agendas relating the Airport Consultative Committee are available via the following link https://www.birminghamairport.co.uk/about-us/community-and-environment/airport-consultative-committee/agendas-and-minutes/</p> <p>The Airport looks forward to engaging further with environmental stakeholders.</p>	<p>Yes, Master Plan now makes reference to sustainable construction techniques in Chapter 4.</p> <p>Section 7 of the Master Plan entitled 'Environmental Impact' will be amended to include further details of the Airport's commitment to addressing issues surrounding air quality.</p>
Midlands Connect	<p>Support general approach in Master Plan and pleased to be working with Airport through a collaborative partnership of business and civic leaders to continue to progress ambitious proposals like the Midlands Rail Hub, which will improve the capacity and journey times for passengers and businesses to access the Airport from as far as Hereford and Lincoln. Within Midland Connect's rail programme, Midlands Connect specifically aim for improved services between Thames Valley, Birmingham Airport and East Midlands stations which could add new services to Birmingham International Station. Midlands Connect will work collaboratively to ensure the Midlands is at the heart of the Government's Aviation Strategy 2050.</p>	N/A.	<p>No changes required. The Airport will continue to work collaboratively with Midlands Connect to help increase connectivity to the Airport.</p>

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
Highways England	<p>General support for Master Plan and Surface Access Strategy and requests that future development requiring planning permission at the Airport is supported by a Transport Assessment and that pre-application discussions are had with Highways England. The Master Plan sets out two scenarios for the long-term growth of the Airport and will raise new questions regarding the integration of the Airport's growth with these plans. It is however a welcome and necessary contribution which adds to the emerging understanding of the future development and infrastructure context. The two scenarios as set out include a Base Passenger Growth Case and a High Passenger Growth Case which have significantly different implications for neighbouring transport and other supporting infrastructure. Highways England hold no specific view on the merits of the need for growth associated with either scenario, however the transport implications for the Strategic Road Network (SRN) will inevitably be more significant for the higher growth scenario. Both scenarios for growth need to be considered holistically. Highways England expects the Airport (particularly in consideration of the implications of the higher growth scenario) will contemplate the transport implications of growth arising from such proposals in a coordinated way that feeds into a common evidence base. The ASAS's intention to continue to encourage modal shift towards sustainable transport is encouraged. The Airport should consider how the ASAS integrates HS2 with other public transport nodes and what opportunities exist to improve walking and cycling. Highways England is supportive of the Airport's car sharing scheme with the NEC, Birmingham Business Park and Resorts World.</p> <p>Highways England have lodged a Development Consent Order to the Planning Inspectorate for the proposed improvements to M42 Junction 6, which will significantly improve accessibility to the Airport and is vital for the delivery of growth within the area.</p>	<p>The Airport will ensure that any significant development within the Airport boundary which requires planning permission is discussed with Highways England, SMBC and other relevant stakeholders. This is to ensure that the planning application is accompanied by robust supporting evidence (<i>i.e. a Transport Assessment</i>). The Airport will engage further with Highways England and SMBC to address comments regarding the two growth scenarios. The Airport are working closely with HS2 and other transport operators and providers to understand the implications of HS2 and how it will integrate with other public transport nodes.</p> <p>The Airport are working closely with SMBC and other stakeholders to promote more cycle and walking routes leading to the Airport and the wider hub area.</p> <p>The Airport considers that the proposed M42 Junction 6 improvement works will significantly improve accessibility to the Airport.</p>	Yes, page 39 of the Master Plan to be amended to provide additional information on the benefits of the proposed improvements to M42 Junction 6. Further engagement with Highways England is necessary.

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
Balsall Parish Council	<p>Concerns expressed about the health impact from noise from aircraft. Ideally night time departures of all aircraft should be prohibited. Congratulates Airport for devoting significant resources to community engagement.</p>	<p>The Airport has developed a Health Action Plan with the Airport Health Group, which brings together health professionals to discuss specific health issues and opportunities arising from the Airport and its use.</p> <p>The Airport understand the communities concerns regarding departing aircraft during the night and its Night Flying Policy aims to minimise this. It is not possible to completely ban departures at night since the airlines own the right to historic departure slots. The Night Flying Policy (which is approved by SMBC) is reviewed every three years.</p>	<p>No changes required to Master Plan or Surface Access Strategy. Further engagement welcomed.</p>
Calthorpe Residents Society	<p>Support the use of a single runway and object to a second runway beyond the Master Plan period. Any such plans would result in increases in air traffic and could have severe implications for the MOSUN flightpath. Support the need to safeguard land provided it is not used for a second runway.</p> <p>Request for Calthorpe Residents Society to be formally invited to become a member of the Airport Consultative Committee.</p> <p>Request for monthly flightpath movement reports. Significant improvement in monitoring data will assist in raising awareness of the environmental impact of the Airport. Wish to see more data being supplied on arrivals across MOSUN.</p> <p>Public transport connections with the Black Country need to be improved.</p>	<p>The current Master Plan is clear in its message that there is no intention to develop a second runway over the Master Plan period.</p> <p>The Airport acknowledges that it forecasts an increase in flights using the MOSUN departure routeing and will work with Calthorpe Residents Association to understand the impact of this.</p> <p>The Airport will ensure that the request to join the Airport Consultative Committee is presented to the Airport Consultative Committee for their consideration.</p> <p>The Airport will liaise with Calthorpe Residents Association to explore requests for additional data.</p> <p>The Airport is working with transport operators and providers to ensure hard to reach areas are better connected to the Airport. This is being done for the economic benefit of the region and to encourage greater use of sustainable modes of transport.</p>	<p>No changes required to Master Plan or Surface Access Strategy. Further engagement welcomed.</p>
West Midlands Rail Executive	<p>ASAS should include reference to the West Midlands Rail Investment Strategy (Dec 2018) and minor amendments recommended to Surface Access Strategy.</p>	<p>The Surface Access Strategy will be amended to reflect these recommended changes.</p>	<p>Yes, the ASAS will be amended to reflect the various minor changes recommended. Further engagement welcomed.</p>

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
Environment Agency	<p>Majority of proposed developments within draft Master Plan are outside both the 1 in 100 and 1 in 1000 year flood events. Some of the developments are shown to be in areas of fluvial flood risk. These developments should ensure that they are safe for their lifetime taking into account the vulnerability of their users and do so without increasing flood risk elsewhere. This may be by providing floodplain compensation for any reduction in floodplain storage capacity as a result of the development. Main concern over the Airport expansion is the proposed culverting of the Low Brook within the Airport footprint. This is contrary to the Water Framework Directive (WFD), so enhancements will need to be provided or works somewhere else to balance this. The WFD waterbody is GB104028042490 Hatchford-Kingshurst Brook from Source to River Cole. Ideally any such work should be within this waterbody or failing that within an adjacent waterbody. In this case that would have to be downstream on the Cole as the culvert precludes equivalent upstream enhancement.</p>	<p>The Airport will work with the EA to discuss plans for the Low Brook area within the Airport's footprint and will strive to ensure that any future growth plans do not contravene the Water Framework Directive.</p>	<p>No changes required, the EA will be consulted on any plans by the Airport that could impact upon the Low Brook.</p>
Campaign for Better Transport	<p>The target for reducing the number of journeys made to Birmingham Airport by car by 3% by 2023 is not ambitious enough, particularly given the need to reduce CO₂ emissions, and address the public health issues caused by poor air quality. There is a need for earlier rail services, both from the Wolverhampton and Birmingham direction but also from Milton Keynes, Northampton, Rugby and Coventry to the south. The strategy vaguely says the Airport will <i>"continue to encourage provision of earlier train services at Birmingham International Station."</i> It needs to be bolder. Passengers need to access these earlier services. The proposed Metro route from Birmingham City Centre to the Airport should continue onto Chelmsley Wood and not just terminate at the Airport.</p>	<p>Despite international aviation contributing only less than 2% to total global emissions, air travel is growing, and this growth is predicted to continue. A specific target was introduced by the Government for aviation emissions in 2009, which requires aviation emissions to be no more than 2005 levels by 2050. The Airport acknowledge that since the production of the Master Plan the Committee on Climate Change has published its report 'Net Zero – The UK's contribution to stopping global warming' and the Airport are committed to reviewing this latest report to help inform the emerging Carbon Management Plan (which will replace the existing Carbon Management Plan which expires at the end of 2019). The new plan will set out ambitious targets for further reduction of carbon emissions and will be published in 2019, alongside a new Sustainability Strategy.</p> <p>The Airport is willing to engage further with Campaign for Better Transport to justify the current modal split targets outlined within the Surface Access Strategy and discuss future targets. In terms of lobbying for earlier or later trains serving the Airport, the Airport is working collaboratively with stakeholders already mentioned within this document to help achieve this.</p>	<p>Yes, page 37 of the Master Plan will be amended to refer to the fact that early trains are needed for passengers too. Further engagement with Campaign for Better Transport is necessary.</p> <p>Further information will be added to the Master Plan's 'Environmental Impact' chapter to reinforce the Airport's commitment to managing and mitigating air pollution and reducing the Airport's carbon footprint.</p>

Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
Warwickshire County Council (WCC)	<p>Generally supportive of ASAS modal share targets. Would like to see staff incentivised more by the Airport to use more sustainable methods of transport. Supportive of the Airport exploring the feasibility of introducing Demand Responsive Transport and would like to discuss how such a service could be extended to meet the needs of employees living in North Warwickshire. Supportive of a hub-wide parking strategy with key stakeholders such as Transport for West Midlands, the rail industry, NEC, HS2 Ltd and other major employers in the area. Supportive of the ASAS's aspirations to influence better connectivity between Leamington Spa/Coventry and Birmingham International Station. WCC wishes to progress the high quality (Rapid Transport) bus service that would provide enhanced connectivity between North Warwickshire and the Airport and wider UKC hub. WCC would welcome support from the Airport. WCC would like to work collaboratively with the Airport to develop plans for improved cycle facilities from North Warwickshire to connect into existing cycle links. WCC is currently working with Coventry City Council to develop a UK Central Connectivity Strategy for the next 10-15 years and will share this work with the Airport and other key stakeholders later in 2019.</p>	<p>The Airport will continue to work collaboratively with WCC, who are a member of the Airport Surface Access Group. The Airport welcome discussions to explore how a potential 'On-Demand' bus service could be extended to hard to reach areas. The Airport look forward to learning more about the emerging UK Central Connectivity Strategy.</p>	<p>No changes required to Master Plan or Surface Access Strategy. Further engagement necessary.</p>

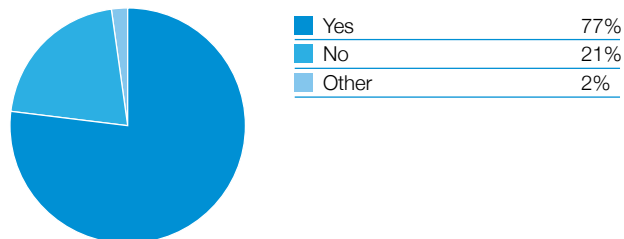
Stakeholder	Summary of Response	Birmingham Airport Response	Are any Changes Required to the draft Master Plan or Surface Access Strategy?
Jaguar Land Rover (JLR)	<p>JLR note that increases to passenger numbers will increase the number of trips on the surrounding highway networks. Given the important role of the A45 and M42 Junction 6 to the operations of the Jaguar Land Rover Solihull plant, JLR would welcome greater understanding of any highway proposals on these important routes as JLR note <i>“highway modelling undertaken for the Airport shows improvements proposed to the strategic road network will largely cater for the increased traffic demand associated with the Airport.”</i> It would be beneficial to understand what assumptions has been made towards the Jaguar Land Rover Solihull plant and work towards ensuring integrated highway proposals which meet the needs of both businesses.</p> <p>Land south of the A45 – JLR note the numerous references to further development south of the A45. Given the proximity of such land to the Jaguar Land Rover Solihull plant, JLR would welcome early opportunity to understand such development including any potential shared use of facilities or infrastructure.</p>	The Airport will engage further with JLR and agree to work collaboratively to help influence key stakeholders on decisions affecting the road network surrounding the Airport and the Jaguar Land Rover Solihull plant.	Further engagement with JLR necessary.

Table 2: Summary of stakeholder comments and Birmingham Airport Limited's response.

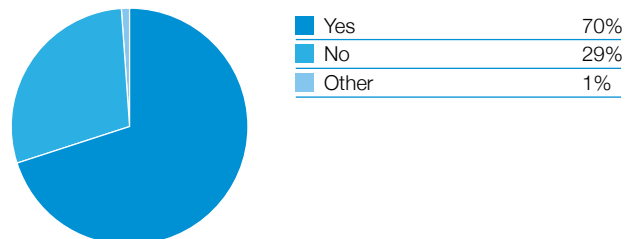
4.4.2 The table above demonstrates the importance of the need for continued engagement by the Airport with its stakeholders.

4.4.3 The findings from the feedback forms submitted via the website come mainly from members of the community and are illustrated using pie charts below. The responses also include the answers by some of the stakeholders mentioned above⁴.

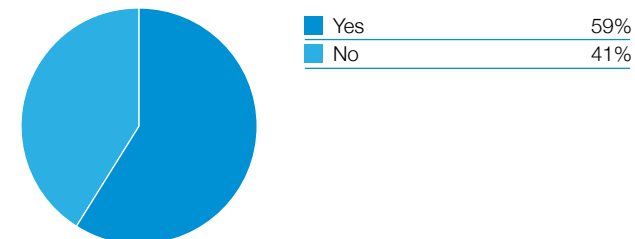
Question 1: Do you agree that the best use should be made of the Airport's single runway in line with Government Policy?



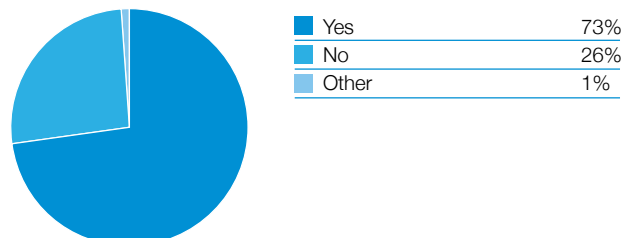
Question 2: Do you agree that land should be safeguarded for the future expansion of the Airport as set out in Appendix C?



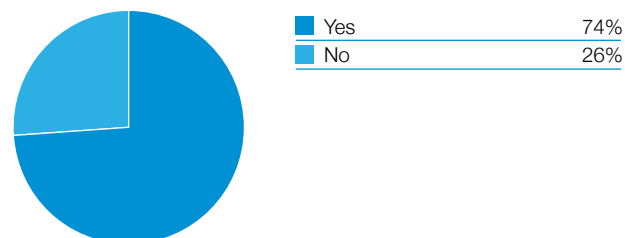
Question 3: Would you find any further information helpful to understand the implications of expanding the Airport and if so what additional information should be provided?



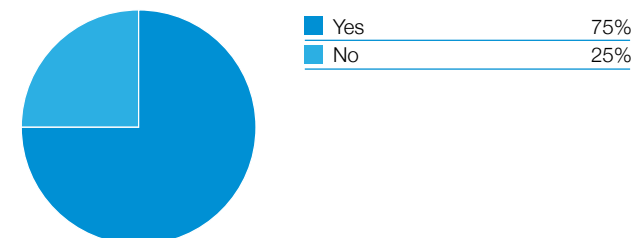
Question 4: Do you believe more could be done to maximise the employment and economic benefits resulting from Airport expansion, and if so what could be done?



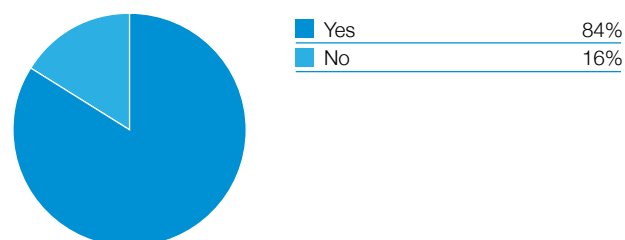
Question 5: Do you think more could be done to minimise the environmental impacts of an expanded Airport and if so what could be done?



Question 6: Do you agree with our approach to community engagement?



Question 7: Do you have any other comments on the Masterplan?



ParishPie charts 1-7 above show the responses to the set questions within the draft Master Plan.

⁴ Whilst the majority of stakeholder responses were detailed responses following prior engagement with the Airport, some stakeholders decided to respond to the set questions.

4.5 Key Themes and Concerns

4.5.1 Respondents provided further detail within the comments section of the feedback forms. Quotes from the most popular themes are provided below.

Offer flights to USA and the Far East

"Birmingham Airport should lobby for visa free access for Chinese citizens to the UK. In addition, Birmingham should aim for new flights to East Asia especially China. This should be done through trade missions and cheap slots for Chinese carriers. This would be transformational for the airport and the region." (anonymous)

"Transatlantic flights remain an issue that needs to be addressed. A daily flight to a credible hub (Newark or Atlanta) is a minimum requirement. This should be supplemented with a much clearer connection to the Dublin based US flights." (anonymous)

Approach to Community Consultation

"You call it community engagement and try and look as if you care about people in the community whose lives are blighted already by aircraft noise, but in reality, you will do exactly as you please regardless of how anyone feels about this proposed expansion." (anonymous)

"You engage with the community because you have to be seen to care about the effects these changes will have but in reality, you don't care. It doesn't matter what we say, what we do, you will push on with your plans to expand." (anonymous)

"There is a real attempt being made to engage, politically, regionally and locally" (anonymous)

"Balsall Parish Council would like to congratulate the management team of Birmingham Airport for the significant improvements in community engagement since 2014. The use of sub-groups of community representatives with a specific task focus working within the structure of the Airport Consultative Committee has provided to be an excellent process. Difficult issues regarding flight path changes and noise mitigation proposals have been explored fully with the expert facilitation of members of the airport management. Airport management devote significant resources to this process and we hope that this approach will continue." (Balsall Parish Council)

Improve public transport access to the Airport

"Birmingham Airport is not generally easy to access by train from the East Midlands and Leicester in particular. This situation needs to be improved both now and particularly for the proposed airport expansion. There needs to be fast, frequent, direct rail services from and to Leicester, one of the country's big cities. It is very important that Leicester residents can access Birmingham Airport directly without the need to change trains. We look forward to understanding how the airport will improve this situation as the expansion proposals are developed." (Leicester City Council)

Lobby for the removal of visa requirements for Chinese citizens

"...More flights to China as China sends lots of tourists which should be done by abolishing fees for Chinese carriers that would establish Birmingham as a major airport so the cost is worth incurring (UAE got rid of visa rules for Chinese citizens and it added 3% to the economy." (anonymous)

"Focus on China by subsidising flights and lobby the government for visa free for Chinese citizens." (anonymous)

Climate change/carbon

"It is welcome that BHX has some many laudable environmental goals and targets within the confines of the airport site. These are all welcomed. However, the lion's share of emissions from the airport occur in the sky or off site from the airport. These are key to the airports responsibilities and should not be orphaned away. A number of other activities which are integral to the airports performance also take place off site and the environmental consequences of these activities should be included in the environmental reporting of the airport." (anonymous)

"Growth in the aviation sector will result in unavoidable increases in carbon dioxide emissions which are incompatible with the latest forecasts and assessments from the Intergovernmental Panel on Climate Change; The IPCC states that global warming should be limited to 1.5 degrees C to reduce the most challenging impacts on human health and ecosystems. Human-caused emissions of carbon dioxide emissions would need to fall by 45% from 2010 levels by 2030, reaching net zero by 2050. We feel that the Master Plan does not take these environmental responsibilities seriously. If it did, it would include a commitment to take responsibility for the currently orphaned emissions from aircraft which take off and land at the airport." (anonymous)

Change to flightpaths

"We would ask that monthly flightpath movement reports (both MOSUN departures and arrivals flying over Edgbaston/Harborne) are provided so that we can monitor the impacts on our communities. These reports should also detail any infringements of noise and other flying restrictions (e.g. night flying, continuous descent and restrictions on reverse thrust) by individual planes." (anonymous)

Air Quality

“The airport contributes significantly to levels of Nitrogen dioxide, particulates PM2.5 to PM10 and ozone. These pollutants are damaging for human health and no limit has been identified below which no harm occurs. There is only one monitoring station within the airport perimeter. We would question if this is adequate as a basis for reliably monitoring air quality, both within the airport perimeter and within the vicinity of the airport. We note that although the levels of NO2 and PM do not exceed the EU air quality limits, there were 14 days on which level of ozone exceeded the air quality standard objective of a daily 8 hour mean of 100ug/m3 (Air Quality Annual Monitoring Report 2016). We note that the Master Plan considers only NO2 and PM10. It is therefore not known whether exceedances of air quality standard objectives for ozone or other pollutants such as finer PM would be exceeded. The increase in air traffic would make exceedances more likely.” (anonymous)

Night Flying

“We wish to see no relaxation in the night time flying policy either for departures or arrivals, and we do note that an absolute limit has now been placed by Solihull MBC on night time Air Traffic Movements.” (anonymous)

Need to continue community engagement

Although the airport has done a good job with the consultation including holding public exhibitions, I believe more should be done. BHX should make more use of forums to gain feedback from people with more knowledge of the industry. For example, if you go on the relevant transport forums on websites such as skyscraper city you will find knowledgeable people are discussing the Master Plan and it would be very helpful if you engaged with them or at least read through the forum just to get a feeling of what people are thinking...” (anonymous)

Reduce aircraft noise

“More attention is needed to control aircraft noise by:

A strengthening of measures that encourage operators to introduce quieter aircraft;

Encourage air carriers to operate in ways to minimise noise disturbance;

The airport to provide the least possible disturbance at night; and,

The airport to enforce the need to follow the noise preferential routes (i.e. improve track keeping).” (Berkswell Parish Council)

Design the terminal like the ‘Jewel’ terminal in Singapore

“Make Birmingham a hub like Singapore by trying to attract British Airways back and maybe even develop a terminal like the jewel which is an attraction in itself...” (anonymous)

Provide a spectator facility

“I am somewhat disappointed to learn that facilities for spectators have not been considered as part of the Master Plan. Indeed, it was acknowledged at the meeting held at the Airport that this was the case. The old ‘Elmdon’ Airport was equipped with several places for individuals and families to view aircraft...” (anonymous)

4.5.2 The issues raised within the quotes above are addressed in the following Sections of this Report.

Analysis of consultation feedback, recommendations and conclusion

4.6 Community Feedback and Birmingham Airport's Response

4.6.1 The table below provides more detail on the key areas of concern arising from the consultation process feedback, the Airports response and whether changes are required to final version of the Master Plan and Surface Access Strategy.

Community Responses Sorted by Theme	Total Responses	Birmingham Airport Response	Changes Required to Master Plan or Surface Access Strategy
Offer flights to USA and the Far East	26	The Airport's Aviation Development Team are working hard to attract airlines from the USA and the Far East.	The Airport's commitment to providing new routes to the far east and USA (North Atlantic routes) is contained within page 10 of the Master Plan.
Need for quieter aircraft	20	The current draft Master Plan assumes that airlines will continue to replace their fleet with the latest generation of aircraft resulting in significant reductions in fuel consumption and noise footprint. Discussion with airlines and analysis of their order books has led to an assumption that 50% of medium range, single aisle Airbus and Boeing aircraft will be replaced by modern quieter types such as the Boeing 737 Max and the Airbus 320 Neo by 2033.	This has already been covered within page 50 of the Master Plan.
Need to improve community involvement	19	The Airport welcomes any comments and suggestions to help improve community and stakeholder engagement and will take these on board in all future consultations.	Yes, reference to the Airport's commitment to community involvement will be strengthened within page 57 of the Master Plan.
Improve public transport access to the Airport	16	This is a key objective for the Airport and the Surface Access Strategy sets out our short-term priorities, objectives and policies to help achieve this.	The draft Master Plan and Surface Access Strategy are clear on the Airport's intentions to influence better surface access to the Airport (see pages 37 – 41 of the Master Plan and pages 17 – 22 of the Surface Access Strategy).
Lobby for the removal of visa requirements for Chinese citizens	15	The Airport's Aviation Development Team are working collaboratively with the relevant bodies to help influence decision making on visa requirement issues to and from high growth economies.	This issue is a matter for the Government to address. However, the Airport will continue to work with the relevant stakeholders to highlight the issue.

Community Responses Sorted by Theme	Total Responses	Birmingham Airport Response	Changes Required to Master Plan or Surface Access Strategy
Climate change/carbon	14	The Airport's Sustainability Team have published a Carbon Management Plan, which is currently being reviewed. The existing Carbon Management Plan expires at the end of 2019, however, in advance of this, the Airport are exploring opportunities to further reduce its carbon footprint. The new plan will set out ambitious targets for further reduction of carbon emissions. The Airport are aiming to publish the new Carbon Management Plan in 2019, alongside the new Sustainability Strategy.	The Airports commitment to reducing carbon emissions has been reinforced on page 55 of the Master Plan.
Change to flightpaths	13	Flight Paths and proposed changes to Flight Paths are dealt with under a separate consultation process at the Airport. Full details can be found here: https://www.birminghamairport.co.uk/about-us/community-and-environment/flight-path-changes-north-runway33/	No changes proposed to Master Plan and Surface Access Strategy.
Need to reduce/address issues surrounding Air Quality	13	Contributions to ambient air pollution from the Airport are greatest within its immediate vicinity, and the Airport and its stakeholders have a role to play in minimising local air pollution. The Airport have a dedicated air quality monitoring station on the airfield, which monitors key pollutants 24 hours a day. The pollutant levels are independently verified and consistently below the limits in the nation air quality objectives and EU Air Quality Directive. The Airport will keep this and any initiatives under review.	The Airport have reinforced the importance of air quality within the Master Plan and have a strong programme of mitigation in place. Levels of pollutants at the Airport are consistently below the National Standards. The Master Plan includes further details on existing and future mitigation in respect of the Airport's growth and its impact on air quality (including a new target of 96% of aircraft landings using a Continuous Descent Approach).
Night Flying should be restricted/stopped	12	The Airport recognises that night noise is a very sensitive issue, which is why the Airport operates one of the most stringent Night Flying Policies of any UK airport. The Night Flying Policy is based on the Section 106 Agreement with SMBC for the extension of the runway and includes a number of measures to mitigate the impact of aircraft noise at night. The Airport have set a maximum noise level of 83dB(A), which aircraft must not exceed during the Night Period (23:30 to 06:00). Any aircraft exceeding this noise level will be sub charged a full runway charge, with all the revenues raised from the sub charges added to the Community Trust Fund.	Night Flying is already addressed on pages 51-53 of the Master Plan.

Analysis of consultation feedback, recommendations and conclusion

Community Responses Sorted by Theme	Total Responses	Birmingham Airport Response	Changes Required to Master Plan or Surface Access Strategy
Need to continue community engagement	12	The Airport is committed to listening, responding to and working with its communities. The Airport Consultative Committee allows residents and community groups to make comments, raise concerns and ask questions about any Airport related matter.	The Airport is committed to community engagement and will use any feedback to identify how to improve existing methods of engagement.
Improved noise mitigation	9	The Airport will further commit to continuing to investigate new methods of reducing and mitigating noise in consultation with the community through its Noise Action Plan programme. This includes collaborating with industry to develop measures to reduce aircraft noise both now and in the future, reviewing the Noise Action Plan and where possible, introduce new measures to limit or reduce the number of people affected by noise, reviewing the Sound Insulation Scheme to ensure that any new residential properties are insulated with high specification double glazing, in line with Government policy and continue to review the Night Flying Policy every three years.	Pages 49-53 of the Master Plan sets out the Airport's commitment to noise mitigation.
Support for a second runway	7	As stated within the draft Master Plan, in line with Government policy, the Airport will make best use of the single runway over the Master Plan period.	No amendment required to the Master Plan or Surface Access Strategy.
Design terminal like the 'Jewel' terminal in Singapore	7	The Airport have recently obtained planning permission for a terminal infill extension. This has been designed to bring in more natural light into the terminal and provide a more relaxing and spacious environment for passengers. The proposed design has been illustrated within the draft Master Plan (pages 6 -7).	No amendments required to the Master Plan or Surface Access Strategy.
Supportive of environmental commitments	7	The Airport are committed to ensuring that the Airport is conscious of its environmental impact and will continue to work with communities and stakeholders to ensure that the Airport is minimising and mitigating environmental pollution generated by the Airport.	Chapter 7 of the Master Plan (entitled 'Environmental Impact') of the Master Plan has been amended to include reference to other strategies that the Airport has published that relate to the mitigation and minimisation of environmental impacts. The Master Plan will make reference to more mitigation methods that the Airport uses to reduce its environmental impact.

Community Responses Sorted by Theme	Total Responses	Birmingham Airport Response	Changes Required to Master Plan or Surface Access Strategy
Master Plan is unambitious	7	The Master Plan has looked at different growth scenarios and is based on a balanced growth scenario which is ambitious and achievable, requiring a £500M investment.	No amendments required to the Master Plan.
Fund more educational support	5	The draft Master Plan outlines the different initiatives currently in place at Birmingham Airport to help support educational initiatives. The Airport will keep this under review.	Page 13 of the Master Plan provides details of what the Airport is doing to fund and support educational initiatives.
Increase use of renewable energy	5	The Airport is currently working on developing ways to reduce carbon emissions by the use of renewable energy. This topic will be covered in the Airport's revised Carbon Management Plan which will be published during 2019.	More information will be included on renewable energy, within page 55 of the Master Plan.
Reduce adverse health impacts from pollution generated from Airport activities	5	The Airport has developed a Health Action Plan with the Airport Health Group, which brings together health professionals to discuss specific health issues and opportunities arising from the Airport and its use. The Action Plan works towards reducing the negative impacts and maximising the positive health benefits an Airport can bring.	Page 57 of the Master Plan provides details of the Airport's commitment to health.
Make best use of HS2	5	The Airport are working closely with HS2 Ltd and other key stakeholders to ensure that the Airport maximises the opportunities offered by HS2.	Page 38 of the Master Plan outlines how the Airport are working with HS2. See also page 19 of the Surface Access Strategy.
Airport car parking is too expensive	5	Passenger parking at Birmingham Airport is competitive in comparison to other UK Airports. Passengers are encouraged (<i>via the Airport website</i>) to pre-book their parking to secure the most competitive rates. Also, there is a free 30 minute drop off facility situated within Car Park 5 at the Airport (<i>see page 4 of the Surface Access Strategy</i>).	No changes required to the Master Plan and Surface Access Strategy.

Community Responses Sorted by Theme	Total Responses	Birmingham Airport Response	Changes Required to Master Plan or Surface Access Strategy
Improve road connectivity	4	The Airport regularly meets with key representatives from Highways England, SMBC's highway officers and Transport for West Midlands to discuss key concerns involving the surrounding road network and identify ways in which road connectivity could be improved. The proposed M42 Junction 6 improvement scheme which includes a new junction to the south of Junction 6 will increase capacity, relieve congestion and provide better access to the Airport and the surrounding area.	Pages 25-28 of the ASAS and page 39 of the Master Plan identify how the Airport plan to influence improved road access to the Airport.
Provide a spectator facility	4	BAL will explore the feasibility of providing a dedicated spectator viewing area and feedback to the Airport Consultative Committee.	No amendments required to the Master Plan or Surface Access Strategy.
Focus on developing cargo facility	4	The current cargo facility operates from an area of the Airport known as the Elmdon Site. The Airport is currently exploring whether there is a need to expand cargo facilities in this location.	No amendments required to the Master Plan and Surface Access Strategy.
Reduce or completely stop noise from engine ground run operations	3	Full power engine ground runs are only undertaken when necessary for technical or safety reasons and are prohibited during the Night Period.	Details of engine ground run operations are referred to within page 53 the Master Plan.
Deter on-street parking outside the Airport	3	Whilst the Airport has no direct control over on-street, Airport related car parking outside the Airport boundary, it is aware of the problem and in 2017 provided a free half hour, drop off facility within Car Park 5 to encourage less on-street parking and has a range of more competitively priced car parks on-site.	No amendments required to the Master Plan or Surface Access Strategy.
Provide more airbridges	3	Additional airbridges will be provided when required, for example a new double decker airbridge was provided when the Emirates A380 began serving Birmingham Airport.	No amendments required to the Master Plan or Surface Access Strategy.
Improve recycling	2	The Airport is committed to continue to divert 100% of our waste from landfill and improving its onsite recycling rates.	The Airports commitment to recycling and waste reduction is already mentioned within page 56 of the draft Master Plan.

Community Responses Sorted by Theme	Total Responses	Birmingham Airport Response	Changes Required to Master Plan or Surface Access Strategy
Build more multi-storey car parks	2	The Master Plan does not include any plans to build a multi-storey car park. An additional 2,000 car parking spaces will be provided to accommodate increased passenger numbers up to 2033, based on the Airport's balanced growth scenario. This would be accommodated within the Elmdon Site. However, if the Airport experiences growth under the high growth scenario, then additional land will need to be acquired to accommodate further car parking. It is not yet known what type of car parking this will be.	No amendments required to the Master Plan or Surface Access Strategy.
Need to reduce water pollution	2	There are three watercourses at Birmingham Airport and the Airport is responsible for these from the point of entry to exit. The Airport has a comprehensive Flood and Pollution Control System (FPCS) in place to regulate, store and discharge water run-off from the airfield pavement, which can contain oil and de-icing chemicals. This ensures that any water is discharged appropriately to either the watercourse or the foul sewer, dependent on the levels of pollution present in the run-off. Over the next 15 years, as the apron and taxiways are expanded, the Airport will ensure that the design incorporates the need to maintain an excellent Flood and Pollution Control System in accordance with the relevant legislation and planning policy.	The Airports commitment to reducing water pollution is already outlined in page 56 of the Master Plan.
Need to install more electric vehicle charge points	2	The Airport are currently working on providing electric vehicle charging points for passengers and staff. Page 33 of the Surface Access Strategy and page 55 of the Master Plan contain details of the Airport's plan for electric charging.	No changes required to Master Plan or Surface Access Strategy.
Incorrect reference to Daytime Noise Level on page 49	1	The draft Master Plan contained an error on page 49, which refers to Daytime Noise Level as '92dBa' It is in fact '90dBa'.	Yes, page 49 of the Master Plan will be amended to reflect this the correct noise level.

Community Responses Sorted by Theme	Total Responses	Birmingham Airport Response	Changes Required to Master Plan or Surface Access Strategy
Protect the surrounding Green Belt	1	An area of land within the Green Belt has been identified for Airport related development beyond the 15-year period. The site is outlined within Appendix C of the Master Plan and is situated south of the A45. The Airport will need to promote the land through the Solihull MBC Local Plan in order to justify development within the Green Belt.	No amendments required to the Master Plan or Surface Access Strategy.
The Master Plan does not mention Brexit	1	Whilst the Master Plan was being prepared, there was not enough certainty over the outcome of Brexit and the implications for the Airport.	Not required.
Not all areas in North Solihull are deprived	1	Page 13 of the draft Master Plan refers to inclusive growth and refers to East Birmingham and North Solihull as constituting some of the most deprived areas near the Airport. This text will be amended to ensure that it is clear that only parts of these areas are deprived.	Yes, page 13 of the Master Plan needs to refer to the fact that only parts of East Birmingham and North Solihull are deprived.
No reference to remote rural communities affected by Airport noise	1	The Airport works with rural communities to help them understand the Airport's Noise Action Plan and the mitigation measures outlined on pages 49- 53 of the Master Plan.	Yes, page 13 of Master Plan to include reference to rural communities.
Provide more visible security	1	The Airport works closely with the Airport Police Unit, who have plain clothed and armed uniform officers operating within the Airport site.	No amendments required to the Master Plan or Surface Access Strategy.
The is no mention of shuttle bus service within Master Plan	1	The Airport provides a free bus service between its car parks and the Terminal. A free bus service is also provided from the Terminal to the Elmdon Site.	Yes, page 38 of the Master Plan to include reference to the free bus services provided by the Airport for staff and passengers travelling to and from the Airport car parks to the Terminal.
Provide more covered car parking	1	A covered walkway has been installed between the free drop and go car park and the terminal. Covered car parking is also available in car parks 1,2 and 3.	No amendments required to the Master Plan or Surface Access Strategy.

Community Responses Sorted by Theme	Total Responses	Birmingham Airport Response	Changes Required to Master Plan or Surface Access Strategy
Help facilitate faster internet speeds for surrounding residents	1	This not something that the airport directly facilitates.	No amendments required to the Master Plan or Surface Access Strategy.
Lobby for a 'bag drop' facility at HS2's new station	1	The Airport is working closely with HS2 in order to ensure that the new station meets the needs of its passengers.	No amendments required to the Master Plan or Surface Access Strategy.
Location of existing car hire facility is too far from the terminal	1	The car hire facility is located a five minute walk from the terminal which is considered reasonable. There is also a covered walkway that can be used for part of the journey.	No amendments required to the Master Plan or Surface Access Strategy.
Provide travellers	1	There are no plans to incorporate travellers within the Airport over the next 15 years.	No amendments required to the Master Plan or Surface Access Strategy.
Improve baggage handling facilities	1	The Airports baggage system will be upgraded to enable the processing of 4,000 bags per hour, an increase from 2000 in 2017. The project will also deliver an early bag storage facility, increasing flexibility of when passengers can check-in and improving baggage handling efficiencies.	Plans for improved baggage handling facilities are already mentioned on pages 30-32 of the Master Plan.

Table 3: Main themes identified in community response, including Birmingham Airport's response and whether changes need to be made to the Master Plan and Surface Access Strategy.

- 4.6.2 The table above indicates that the biggest areas of concern or interest for respondents was the need to offer flights to the USA and the Far East, improve community involvement, enhance public transport to the Airport, lobby for the removal of the requirement for visas or Chinese citizens entering the UK and environmental impact. This was followed by requests to reduce or eliminate any negative impacts from flight path changes, improve air quality and stop or reduce night flying
- 4.6.3 With regard to environmental impact, it should be noted this is a key issue that the Airport takes very seriously. As such, a number of strategies have been published that address environmental issues in more detail. These include issues such as noise (Noise Action Plan, 2019), Carbon emissions (Carbon Management Plan, 2016), and sustainable transport (Draft Surface Access Strategy, 2018). Furthermore, it is proposed to publish a Sustainability Strategy in 2019.

4.7 Summary of Key Issues Raised at Public Consultation Events

4.7.1 The key issues raised during the 20 public consultation events (which took place between the 12th November 2018 and 22nd January 2019) are set out within the table below.

Consultation Event Date	Location	Attendance	Main Issues Raised
12/11/2018	Hampton in Arden - Fentham Hall, Marsh Lane, Hampton in Arden, Solihull, B92 0AH	3	Concerns over noise and air pollution from Airport, aircraft and objections to change in flight paths.
13/11/2018	Castle Bromwich - Smiths Wood Academy (Windward Way, Smiths Wood, Birmingham, B36 0UE)	6	Concerns over noise and air pollution from Airport, aircraft and objections to change in flight paths.
14/11/2018	Elmdon-Renewal Conference Centre (Lode Lane, Solihull, B91 2JR)	4	Concerns over noise and air pollution from Airport and aircraft.
19/11/2018	Kitts Green, The Pump (286 Kitt's Green Road, Birmingham, B33 9SB)	0	N/A
20/11/2018	Sheldon-Sheldon Community Centre (Sheldon Heath Road, Birmingham, B26 2RU)	2	Concerns over noise and air pollution from Airport, aircraft and objections to changes in flight paths.
21/11/2018	Shard End - Shard End Community Centre & Sports Hall (170 Packington Ave, Birmingham, B34 7RD)	2	Concerns over noise and air pollution from Airport, aircraft and objections to changes in flight paths.
27/11/2018	Castle Vale - Spitfire Services (Spitfire House, 10 High Street, Castle Vale, Birmingham, B35 7PR)	1	Supported growth of the airport.
29/11/2018	Bromford - St Wilfred's Community Centre (Shawsdale Road, Birmingham, B36 8LY)	7	Concerns surrounding noise and flight paths.
04/12/2018	Barston - Memorial Institute Hall (Barston Lane, opposite the Bulls Head)	13	Concerns over noise and air pollution from Airport, aircraft and objections to changes in flight paths.
05/12/2018	Castle Bromwich - St Mary & Margaret Church (Chester Road, Birmingham, B36 9DE)	16	Concerns relating to flight paths, noise and air pollution.
06/12/2018	Balsall Common - Balsall Common Village Hall (112 Station Road, Balsall Common, Coventry, CV7 7FF)	11	Concerns relating to noise, flight paths and passenger on-street parking.
10/12/2018	Wolverhampton - Novotel (Union St, Wolverhampton, WV1 3JN)	1	Arrivals area should be improved.

Consultation Event Date	Location	Attendance	Main Issues Raised
12/12/2018	Dudley -Dudley Town Hall (St Jame's Road, Dudley, DY1 1HP)	0	N/A
07/01/2019	Walsall - Holiday Inn (20 Wolverhampton Road West, Walsall, WS2 0BS)	2	Query into supplier/contractor opportunities and general support for airport growth.
08/01/2019	Marston Green - (Marston Green Parish Hall, Elmdon Road, Marston Green, Birmingham, B37 7BT)	15	Concerns surrounding noise and flight paths.
12/01/2019	Birmingham Airport - Flight School (Diamond House, Airport Way)	12	Concerns over noise and air pollution from Airport, aircraft and objections to change in flight paths.
14/01/2019	Curdworth - (N. Warwickshire) - Curdworth Village Hall (Coleshill Road, Curdworth, B76 9HH)	14	Concerns surrounding noise and flightpaths.
15/01/2019	Coventry - St Mary's Guildhall (Bayley Lane, Coventry, CV1 5RN)	3	Concerns regarding noise.
16/01/2019	Birmingham (Harborne) - Saint Mary's Parish Centre (Vivian Road, Harborne, Birmingham, B17 0DN)	16	Concerns raised over flight paths, noise and air pollution and surface access issues.
22/01/2019	Sandwell (Smethwick) - Hadley Stadium (Wilson Road, Smethwick, B66 4NL)	4	There should be a commitment to no second runway, impact on environment, pollution.
Total		132	

Table 4: Birmingham Airport Limited Public Consultation Events and Key Issues Arising.

4.8 Recommendations for Future Consultation

- 4.8.1 Following the feedback received from the Birmingham Airport draft Master Plan and Surface Access Strategy consultation, the following recommendations will be implemented in future consultations:
- The Airport shall consult with the Airport Consultative Committee prior to carrying out any future significant consultations.
 - Continue to consult with various stakeholders via one to one or group meetings.
 - Avoid the use of closed/leading questions.
 - Identify more ways to reach stakeholders and communities.
- 4.8.2 Birmingham Airport's consultation strategy for the draft Master Plan and Surface Access Strategy generated 129 responses in total, 26 of which were from stakeholders. The majority of the feedback received was via the Airport website. The answers received from the set questions enabled the Airport to conclude that the majority of respondents support the Airport's decision to make use of the single runway (*77% in favour*) and safeguard land for the future (*70% in favour*).
- Furthermore, the majority of respondents considered that the Airport could do more to maximise the employment and economic benefits resulting from the Airport expansion (*73% in favour*) and do more to minimise environmental impacts of an expanded Airport (*74% in favour*). The majority of respondents agreed with the Airport's approach to community engagement (*75% in favour*).
- 4.8.3 The majority of stakeholder responses reveal a common theme that suggests the Airport should continue to liaise with stakeholders in respect of issues concerning surface access, noise, air and water pollution and flight path changes. The majority of the community responses also considered that noise, air and flight path changes as the most important topics of concern. The majority of the community responses stated that the Airport should increase and improve its community engagement techniques and introduce more flights to the USA and the Far East.
- 4.8.4 As a result of the consultation process a number of changes will be made to the Master Plan and Surface Access Strategy. A key finding from the feedback analysis indicates that the Airport should consult the Airport Consultative Committee on future Master Plan and Surface Access Strategy consultation question formation and continue to engage with communities and stakeholders regarding the future growth of Birmingham Airport.

5 Appendix

Appendix A

– Who was consulted (this excludes residents/communities who were consulted via the Airport Consultative Committee, the Airport website and local newspapers)

Organisation / Position	Organisation / Position	Organisation / Position
Mayor of West Midlands	Coventry and Warwickshire Local Enterprise Partnership, Chair	Cabinet member for Transport and Environment on Birmingham City Council
Midlands Engine / Midlands Connect	Coventry and Warwickshire Local Enterprise Partnership, CEO	North Warks Borough Council, CEO
B'ham City Council Leader	Black Country LEP, Chair	North Warks Borough Council, Leader
Solihull Metropolitan Borough Council Leader	Midlands Connect, MD	Warks County Council, Leader
Coventry Council Leader	Transport for West Midlands, MD	Warks County Council, CEO
Wolverhampton Council Leader	Greater Birmingham and Solihull Local Enterprise Partnership, Director	HS2
Dudley Council Leader	West Midlands Growth Company, COO	Civil Aviation Authority
Walsall Council Leader	West Midlands Growth Company, CEO	Environment Agency
Sandwell Council Leader	Solihull Urban Growth Company, MD	Department for Transport
B'ham City Council CEO	Chair, Airport Working Group and Planning Committee, Solihull Borough Council	Aviation Minister
Solihull Metropolitan Borough Council CEO	Cabinet Member for Planning and Economic Development, Dudley Metropolitan Borough Council	Local Members for Parliament
Coventry Council CEO	Cabinet Member for Jobs and Regeneration on Coventry City Council	
Wolverhampton Council CEO	Birmingham City Council's Economy and Skills Overview Committee	
Dudley Council CEO	Cabinet Member for City Economy on Wolverhampton Council	
Walsall Council CEO	Cabinet Member for Regeneration and Economic Investment on Sandwell Metropolitan Borough Council	
Sandwell Council CEO		
West Midlands Combined Authority, CEO		
Birmingham City Council Director		
Greater Birmingham and Solihull Local Enterprise Partnership, Chair		

Appendix A

– Who was consulted (this excludes residents/communities who were consulted via the Airport Consultative Committee, the Airport website and local newspapers)

Organisation / Position	Organisation (Members of Parliament for the following areas)	Organisation (Members of Parliament for the following areas)
Department for Transport, SoS	Telford	North Warwickshire
Department for Transport, Aviation Minister	Coventry South	Walsall South
Department for Transport, Permanent Secretary	Lichfield	Warwick and Leamington
Policy Advisor, Secretary of State for Transport	Walsall North	Dudley South
	Stourbridge	Kenilworth and Southam
	Bromsgrove	Stratford-on-Avon
	Nuneaton	
	Ludlow	
	Coventry North East	
	Wolverhampton South East	
	Cannock Chase	
	Sutton Coldfield	
	Halesowen and Rowley Regis	
	Aldridge-Brownhills	
	Tamworth	
	Rugby	
	Wolverhampton North East	
	Coventry North West	
	Wolverhampton South West	
	Warley	
Organisation (Members of Parliament for the following areas)		
Dudley North		
West Bromwich West		
Birmingham, Northfield		
Birmingham, Hodge Hill		
Birmingham, Erdington		
Birmingham, Hall Green		
Birmingham, Edgbaston		
Solihull		
Birmingham, Perry Barr		
Birmingham, Ladywood		
Birmingham, Selly Oak		
Birmingham, Yardley		
West Bromwich East		
Meriden		

Organisation (Members of Parliament for the following areas)	Organisation / Position
West Worcestershire	Civil Aviation Authority, Chair
Staffordshire Moorlands	National Exhibition Centre, CEO
Stoke-on-Trent South	Highways England, Executive Director
Stone	Jaguar Land Rover, Corporate Real Estate
Newcastle-under-Lyme	Confederation of British Industry, West Midlands, CEO
Wyre Forest	HS2, Director
Burton	Arden Cross, Director
Mid Worcestershire	Greater Birmingham Chamber, CEO
Shrewsbury and Atcham	Solihull Chamber, CEO
Stafford	Coventry Chamber, CEO
Redditch	Black Country Chamber, CEO
Hereford and South Herefordshire	
North Shropshire	
The Wrekin	
Stoke-on-Trent North	
Stoke-on-Trent Central	
Worcester	
North Herefordshire	
South Staffordshire	

Appendix B

– Evidence of how stakeholders and communities were reached

- 1. Notifications were advertised on differing dates within ‘Solihull News’, ‘Solihull Observer’, ‘Coventry Telegraph’, ‘Birmingham Mail’ and the ‘Express and Star’ (see examples of some of them below)

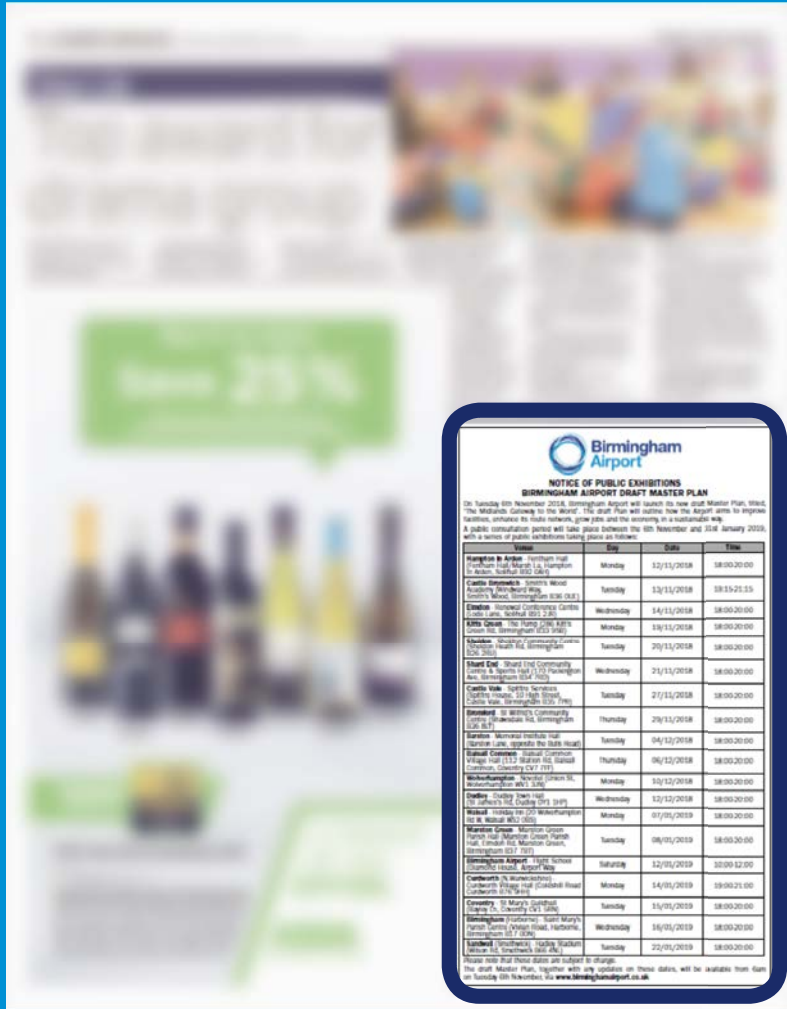
Solihull News – 9th November 2018



Coventry Telegraph – 9th November 2018



Coventry Telegraph – 2nd November 2018



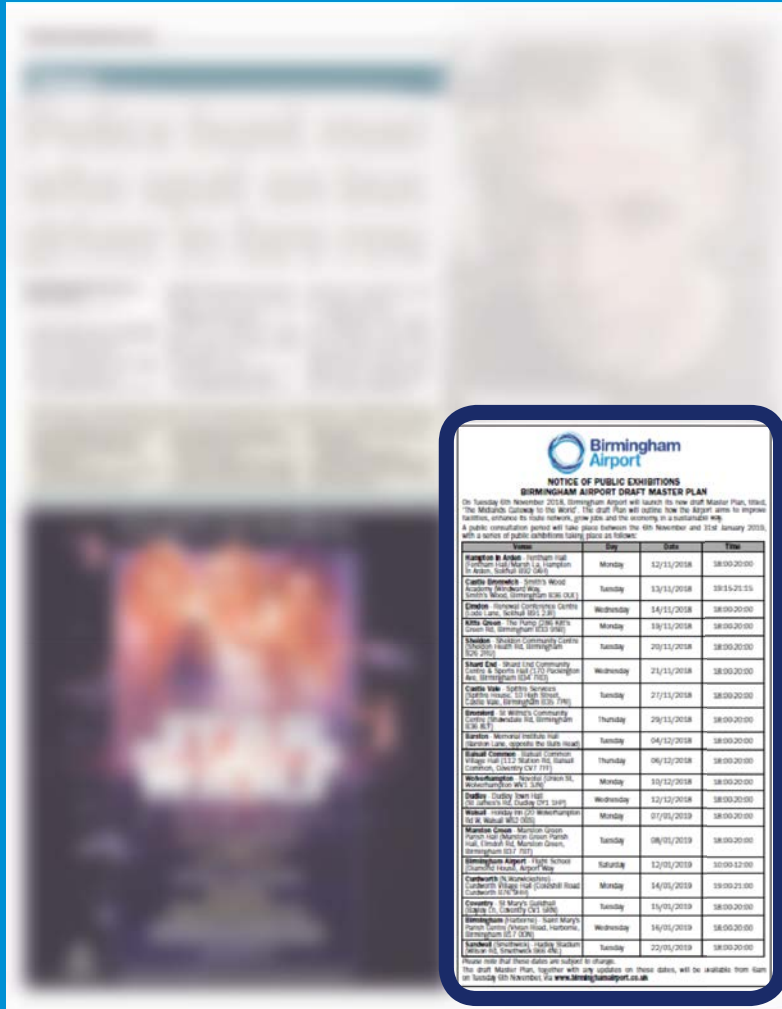
Solihull News – 2nd November 2018



Appendix B

– Evidence of how stakeholders and communities were reached

Birmingham Mail – 2nd November 2018



Birmingham Mail – 9th November 2018



2. Reminders of consultation events were sent using social media



3. Information on how to submit comments was included within the Master Plan

How to submit comments on our draft Master Plan

Your views are important to us as we want to produce a final Master Plan that meets the needs and aspirations of the region. In particular we would like your response to the following questions:

Question 1
Do you agree that the best use should be made of the Airport's single runway in line with Government policy?

Question 2
Do you agree that land should be safeguarded for the future expansion of the Airport as set out in Appendix C?

Question 3
Would you find any further information helpful to understand the implications of expanding the Airport and if so what additional information should be provided?

Question 4
Do you believe more could be done to maximise the employment and economic benefits resulting from Airport expansion, and if so what could be done?

Question 5
Do you think more could be done to minimise the environmental impacts of an expanded Airport, and if so what could be done?

Question 6
Do you agree with our approach to community engagement?

Question 7
Do you have any other comments on our Master Plan?

You can submit your responses to these questions together with any other comments you may have in one of the following ways:

Online at:
www.bhxmasterplan.co.uk

E-mail us at:
BHXmasterplan@birminghamairport.co.uk

Write to us at:
BHX Master Plan Team
Birmingham Airport
Diamond House
Birmingham B26 3QJ

The consultation closes on 31st January 2019 at 23:59 so please make sure that you submit your comments before then. We will not be able to respond to individual comments but after the consultation we will publish a report that summarises all the responses we received and how we are taking them into account. The final version of the Master Plan will then be published in early 2019.

Appendix B**– Evidence of how stakeholders and communities were reached****4. Photographs taken from public consultation event in Elmdon (Renewal Conference Centre – 14/11/2018), and Castle Bromwich (St Mary and Margaret Church - 05/12/2018)**

5. Photographs taken from Birmingham Airport's launch event on the 6th November 2018 at Hotel Indigo, Birmingham



Mayor for the West Midlands Combined Authority, Andy Street addresses an audience of key stakeholders

5. Photographs taken from Birmingham Airport's launch event on the 6th November 2018 at Hotel Indigo, Birmingham



Birmingham Airport's Chief Financial and Engineering Officer Simon Richards addresses an audience of key stakeholders


1. Interactive website



Appendix C

– Examples of the different sources of material provided by the Airport to encourage feedback

2. Example of a Completed Feedback Form (available in hard copies and online)



Draft Master Plan consultation feedback.

Your views are important to us as we want to produce a final master Plan that meets the needs and aspirations of the region. In Particular we would like your response to the following questions:

Question 1
Do you agree that the best use should be made of the airport's single runway in line with Government policy?
Within prescribed limits for health & safety, lobby include noise limitation & management, air pollution & local traffic management - all of which will increase. Considerably

Question 2
Do you agree that land should be safeguarded for the future expansion of the airport as set out in Appendix C in the draft Master Plan?
Inevitable but NO - this would bring likely noise & air pollution nearer residential areas on the Erdington side.

Question 3
Would you find any further information helpful to understand the implications of expanding the airport and if so what additional information should be provided?
How land earmarked for airport use will be actually set out and utilised & what the environmental impact will be

Question 4
Do you believe more could be done to maximise the employment and economic benefits resulting from airport expansion, and if so what could be done?
[Signature]

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Question 5
Do you think more could be done to minimise the environmental impacts of an expanded airport, and if so what could be done?
YES - Increased aircraft taxiing (even on engine) = significantly increased the combined noise. This needs to be managed better - ie much lower engine revolutions additional earth bunds adjacent taxiing & take off areas. Also maintain strict limits on night flights to further reduce noise pollution

Question 6
Do you agree with our approach to community engagement?
[Signature]

Question 7
Do you have any other comments on our draft Master Plan?
The sooner we have non-polluting air travel the better - in the meantime your commercial success must be balanced with an increased concern for local residents

You can submit your responses to these questions together with any other comments you may have in one of the following ways:

Online at:
www.bhxmasterplan.co.uk

E-mail us at:
BHXmasterplan@birminghamairport.co.uk

Write to us at:
BHX Master Plan Team
Birmingham Airport
Diamond House
Birmingham B26 3QJ

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Online:
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