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- 9.86** Nationally, air transport has been examined through a series of studies, (i.e. The Future of Aviation consultation document and the Regional Air Services Studies) all of which suggest that there will be a major increase in the demand for air transport in the future. These studies informed the White Paper on Air Transport which was published in December 2003. Policy T11 will need to be reviewed when the RPB has considered the implications of the White Paper.
- 9.87** There is also a need to consider the general aviation needs of the Region. These needs will increasingly be provided for by the smaller airfields across the Region which are generally located in rural areas. Development of these facilities will need to be accompanied by appropriate access improvements and controls.
- 9.88** Air transport has a major impact on the environment. It is important that any development is designed to minimize environmental impacts and that access by public transport is maximised.

**POLICY T11: Airports**

**(To be reviewed following the Air Transport White Paper, December 2003, as part of a future revision of this RPG)**

- A. Birmingham International Airport (BIA) will continue to be developed as the West Midlands' principal international airport with appropriate facilities in order to increase the extent to which it serves a wider range of global destinations to meet the Region's needs.
- B. The planning permission for expansion of BIA has a target to achieve a public transport mode share of 20% (passengers, employees and visitors) by 2005 or 10 mppa whichever is the later.
- C. To accommodate future significant levels of growth additional passenger terminal facilities would be required. Also, to serve more distant international destinations an extension to the main runway would be required. Development plans in Solihull and neighbouring authorities should include policies to provide for the assessment of proposals for the expansion of the airport to meet the demand. Criteria for development proposals should include the requirement that they be subject to rigorous environmental assessment and must demonstrate:
- i) that both economic benefits and harmful environmental impacts have been assessed, in line with the principles of sustainable development;
  - ii) that unavoidable harm be reduced through mitigation; and
  - iii) where harm cannot be avoided or mitigated, it should be compensated for.
- D. Satisfactory provision should also be required for improved surface access including:
- i) improvements where necessary to the M42; and

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- ii) an increase in the percentage public transport mode share for passengers, employees and visitors – supported as necessary by improved public transport services.
  
- E. Consideration should also be given to the provision of remote check-in and or parking facility to serve BIA and the need for bus-based Park & Ride facilities to serve BIA/NEC.
  
- F. Coventry Airport, as primarily a freight airport, provides a complementary service to those at BIA. Development plans for Warwick District and neighbouring authorities should include policies for the assessment of proposals for the expansion of Coventry Airport. Criteria should require the approach to environmental assessment and impacts set out for BIA above; and any proposals for use of Coventry Airport by charter or scheduled passenger flights should be subject to the availability of public transport to serve the airport.