



Birmingham Airport Inland Border Facility

The United Kingdom (UK) has left the European Union (EU) and a transition period is in place until 31 December 2020. This booklet explains the Government's plans to introduce an Inland Border Facility at Car Park 6, Birmingham Airport, that will provide customs and transit checks required for hauliers from 1 January 2021. The booklet also details how interested individuals and organisations can submit comments on the proposals.

Background

HM Revenue & Customs (HMRC) is progressing plans for the use of Car Park 6 at Birmingham Airport as an inland border facility.

The site would act as an office for starting and ending transit movements of goods to and from the UK. It would include parking areas for Heavy Goods Vehicles (HGV) and other vehicles as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site.

HMRC's proposed use of the site will require approval, which the Government is seeking under the requirements of a Special Development Order (SDO).

The inland border facility proposals are temporary and are designed to ensure no significant or long-term environmental effects. HMRC has reviewed the options for use of the site and based on current planning, expect the site to be needed for up to two years.

HMRC is engaging with community and other engagement parties. You can view copies of letters which were sent to residents on our website at www.inlandborderfacilities.uk

Inland Border Facility Location

The Birmingham Airport Inland Border Facility would be located on land currently used as Car Park 6 at Birmingham Airport. The site lies to the south east of the Airport terminal and runway and has direct access to the A45 (Coventry Road) near the intersection with the M42 at Junction 6 (J6).

The M42 is a major HGV route into and out of the ports operating in the Dover Straits and for accessing Birmingham and major population areas such as Manchester and Liverpool in the North-West of England via the M6.

How to comment on the proposals

If you would like to submit comments about the Birmingham Airport Inland Border Facility proposal, please complete a feedback form and post to: Freepost Inland Border Facilities

Details about how the inland border facility will operate can also be viewed on our website at: www.inlandborderfacilities.uk where you can also provide your comments on the proposals online.

Why do we need Inland Border Facilities?

Her Majesty's Revenue and Customs (HMRC) and the Department for Transport (DfT) are engaging with interested individuals and organisations to explain the need for inland border facilities at locations across the country. Our dedicated website www.inlandborderfacilities.uk sets out further details of the inland border facilities that will provide customs checks required for hauliers from 1 January 2021.

The current rules on trade, travel, and businesses for the EU and UK continue to apply during the transition period until new rules are brought into effect from 1 January 2021.

The new rules will require additional customs and transit checks. Where there is no space at ports for new border infrastructure, the Government proposes to build new inland border facilities where these checks and other activities will take place.



Access and Vehicle Movement Plan

Highways and Transport

Traffic Management

By providing additional customs clearance capacity, the Birmingham Airport Inland Border Facility would help facilitate the flow of trade. The number of HGVs that would be stationed at Car Park 6 at any one time would be limited to 198.

Only HGVs that are directed by officials would be able to enter the site. Traffic impacts on the local and strategic road network are being assessed and managed in conjunction with local and national stakeholders. When the site is operational, monitoring and reporting of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the Birmingham Airport Inland Border Facility may be carried out, if required. Where necessary, mitigation will be implemented through a Traffic Management Plan (TMP).

Traffic Modelling

Initial strategic traffic modelling assessments have taken place which show limited impacts as a result of the scheme.

Three types of modelling assessments have been undertaken for two scenarios:

- A Maximum Operating Capacity (MOC) where the site is assumed to be operating to its maximum capacity at all times, and;
- A Realistic Operating Capacity (ROC) that represents HMRC's expected number of HGVs based on profiled ferry crossing data for the Port of Dover and Eurotunnel.

The modelling assessments undertaken are as follows:

Strategic Modelling

Assesses the impact of the site on the Strategic Road Network (SRN).

Local Junction Modelling

To assess the impact of the site on the local highway network two junctions have been selected for assessment:

Access Roundabout - Viking Road / Airport Way / Jetstream Road / A45 Slip Road / M42 J6.

Micro-Simulation Modelling

Microscopic multi-modal traffic flow simulation modelling assesses if the proposed site layout and entrance to the site has sufficient capacity to cater for demand.

Full details of the modelling approach will be included in the Transport Assessment for the site, which will be included as part of the submission.

An Operational Management Plan (OMP) is also being developed which will include contingency measures to protect the local roads and Strategic Road Network in the event of accidents and delays.

Traffic Modelling Results

Strategic Modelling

Results of both the Realistic Operating Capacity and Maximum Operating Capacity assessments show:

Slightly increased traffic along the M42 northbound between Junction 6 and Junction 7 and the A45 in both directions between A45 / Airport Way / Viking Road roundabout and M42 J6.

Slightly increased traffic on the network surrounding the site as a result of the introduction of the site. These effects are predicted to be within the area bordered by the M6, A45 and Birmingham Airport.

Decreased traffic along the M42 southbound between Junction 6 and 7 and the A45 westbound between A45 / Airport Way / Viking Road roundabout slip road and Yardley Road.

Results of both the Realistic Operating Capacity and Maximum Operating Capacity assessments show logical changes in traffic flow on the SRN. Any change in delays is negligible, and the results show overall that the surrounding road network can satisfactorily accommodate the scheme.

Local Junction Modelling

Local junction modelling assessment indicates that no arms of the assessed junctions will exceed their practical capacity.

Micro-Simulation Modelling

The results of the micro-simulation modelling show that any queues of HGVs waiting to be accepted onto site are comfortably accommodated by providing six queuing lanes within the site. This is even with the maximum queue lengths, which only occur for a short period of time. The proposed design is therefore predicted to result in an operation well within capacity based upon the anticipated demand.

Traffic Flow & Access

Directing vehicles to the Birmingham Airport Inland Border Facility

Traffic would access and leave the site via the existing site access point on Jetstream Road, travelling along the A45 Coventry Road towards J6 of the M42. This is an already established HGV route for vehicles serving Birmingham Airport and other businesses located within UK Central.

Major works are planned on J6 of the M42 commencing in 2021 and continuing for the duration of the site's operation. This is expected to involve night-time closures of the junction so in these circumstances, HGVs would be diverted via the remaining Strategic Road Network (SRN) and local road network (LRN) to access the site when necessary.

Entry and Exit Points at the Facility

There would be one point of access and egress to the site from the existing access / egress point on Jetstream Road. HGVs would be separated by the site design, whereby HGVs arriving would be directed into swim lanes and HGVs egressing will be directed out via the existing site egress.

Site staff would access and egress the site via the existing site access/egress point but would be directed to turn immediately left into the staff car park.

Prominent Road Signage

There will be prominent road signage that directs HGV drivers to the inland border facility.

There will also be signs outside the site entrance to advise hauliers about the use of site facilities and providing site contact details.

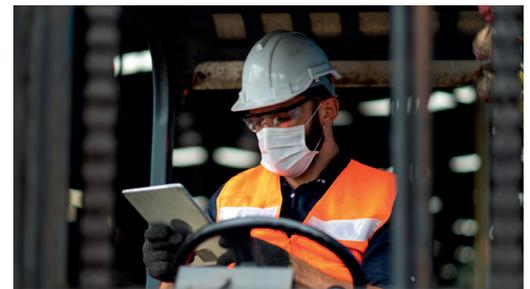
Environment

As part of the site-specific proposals for the inland border facility, environmental studies continue to be carried out and relevant bodies, including the Environment Agency, Natural England and Historic England continue to be engaged about the use of the site.

The inland border facility proposals are temporary and are designed to ensure no significant or long-term environmental effects. HMRC, alongside other Government departments, has reviewed the options for use of the site and, based on current planning, expect the site to be needed for up to two years.

Given the temporary nature of the inland border facilities, reinstatement plans will be prepared for approval which can be implemented when any inland border facility activities cease. Further details will be set out within both our Operational Management Plan and Reinstatement Plan.

As part of the SDO approval, a study of the likely environmental effects will be produced. This study will have consideration of air quality, cultural heritage, landscape and visual effects, biodiversity, road drainage and water, and noise. The study will also consider geology and soils, material assets and waste, population and health, and climate.



Covid-19 readiness

To limit risks from the Covid-19 virus, there will be hot and cold running water, hand cleaning facilities and provision of drinking water.

The site has been designed taking social distancing into consideration, and the latest Government guidelines on Covid-19 will be followed in all circumstances.

How the site would operate

The site would become operational from 1 January 2021 with HMRC responsible for site activities. The site would be managed by an appointed contractor.

Approximately 150 staff would be on site in shift patterns including site management, inspections, front office, traffic management and security staff. There would be parking provisions and welfare facilities provided for them.

The site would operate 24/7. An Operational Management Plan will explain how the site would be managed and operated safely with minimal disruption to residents.

Site staff would include fully trained security personnel, and incident management staff. Closed Circuit Television (CCTV) cameras would be positioned across the site to monitor site activities and Automatic Number Plate Recognition (ANPR) cameras would be positioned at the site access and egress point, in order to record vehicles entering and exiting the site.

After entering the site, HGVs would visit the Vehicle Entry Check Point before being directed to a vacant HGV space. From there, the HGVs would undertake customs and transit checks as required. Checks would include paperwork inspection, as well as inspection of goods and consignments in some cases. During processing, HGV drivers must remain on the site. Once the checks have been completed, the HGVs would leave the site to continue on their journey.

Planning and next steps

Approval for the site will be sought under the requirements of a Special Development Order (SDO).

An SDO was laid in Parliament on 3 September 2020 (The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020) and came into force on 24 September.

The legislation provides for the granting of temporary approval to Government departments, to provide facilities in specified local authority areas for the stationing and processing of HGVs entering or exiting the UK. It also allows for the provision of

associated temporary facilities and infrastructure.

The legislation specifies that the facilities will cease operation prior to 31 December 2025, although, based on current planning, the Birmingham Airport site is only expected to be needed for up to two years.

The 2020 SDO includes four sections and can be viewed at www.legislation.gov.uk/ukxi/2020/928/schedule/2/made

Next steps

The submission of a site specific proposal is required under Article 4 (Relevant Approvals) of the 2020 SDO statutory instrument.

A number of separate documents are required as part of the submission:

- Site boundary plans
- Site access plans
- Confirmation of site duration use
- A report considering the likely environmental effects and appropriate mitigation proposals
- A Transport Assessment
- An Engagement Report
- A Planning Statement (including a description of the proposed development and its intended uses, planning context, application of relevant national and local planning policies, assessment of the relevant planning issues and any other material considerations which are relevant, along with compliance with Human Rights and Equalities Legislation).

Further subsequent details will also need to be submitted, following the Article 4 Submission, including:

- A Construction Management Plan
- An Operational Management Plan
- A Scheme of Restoration



Local Engagement

HMRC has been engaging with range of national and local engagement parties regarding the proposals for the Birmingham Airport Inland Border Facility, including with the local community.

You can view copies of letters sent to residents regarding the proposals at our website at: www.inlandborderfacilities.uk

Questions and Answers

What is the role of the inland border facility?

The site would act as an office for starting and ending transit movements of goods to and from the UK. Each location includes parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of goods and vehicles entering and exiting the sites. There are also temporary office buildings, staff and driver welfare amenities.

Why this location?

The site is in close proximity to J6 of the M42 motorway, a key HGV route into and out of the ports operating in the Dover Straits and for accessing Birmingham and major population centres, such as Manchester and Liverpool, in the North-West of England.

Will the operation of the site impact local communities?

The site is not located directly alongside residential properties. HGVs that access the site will also not pass by residential properties. The site manager would be contactable by local residents should there be any adverse impacts.

What is the capacity of the site?

The site is located to the south east of Birmingham Airport terminal and runway and currently used as Car Park 6. The proposed operations are currently expected to require up to 198 HGV spaces.

What impact will Highways England's Junction 6 improvements have on the site?

We are in liaison with Highways England to understand the impacts of their scheme upon the Strategic and local road networks, and what impact these will have upon the site. The findings of this engagement will be included in our Transport Assessment.

How many staff are expected on site?

Approximately 150 staff would be on site in shift patterns including site management, inspections, front office, traffic management and security staff. There would be parking provisions and welfare facilities provided for them.

What type of vehicles are expected to use the inland border facility?

The inland border facility would be used by HGVs, cars and vans, including staff vehicles.

Are refrigerated vehicles expected at the inland border facility?

Provision is being made for refrigerated vehicles. No idling would be permitted by refrigerated vehicles as engines of all stationary vehicles must be switched off while on site.

Will vehicles be inspected at the inland border facility?

There would be inspection bays on site and the time required for each HGV check (excluding physical inspection) is expected to be a maximum of two hours. If a physical examination is required, an inspection may take up to eight hours.

Will goods be unloaded at the inland border facility?

There are examination facilities on site, and it is anticipated that some of the goods that are brought to the site will need a physical examination.

Will there be any hazardous materials brought on to the inland border facility?

An Operational Management Plan will be developed for the inland border facility which will explain how the site will be managed and operated safely, including in relation to any hazardous materials.

How will you monitor the number of HGVs arriving at site?

Automatic Number Plate Recognition (ANPR) cameras would be positioned at the site access and egress point in order to record vehicles entering and exiting the site.

What will you offer to ensure biodiversity net gain?

We are actively considering how best to include biodiversity enhancements within our proposals and recognise the importance of this. We will be setting out fuller details within our Operational Management Plan for the site and will work with relevant stakeholders regarding these enhancements.

Will this create local jobs?

Yes, the proposals will create local jobs. We will set out a strategy for securing local employment within our Operational Management Plan for the site.

Further information

The Government announced updated plans for new border infrastructure on the 8 October 2020.

You can view details of this announcement and follow the relevant links to find out more about the transition period and the Government's plans for new border infrastructure via the web page below:

www.gov.uk/government/news/government-publishes-updated-gb-eu-border-operating-model

Privacy statement

The following is to explain your rights and give you the information you are entitled to under the General Data Protection Regulation 2016 and Data Protection Act 2018.

1. Data controllers and processors

Her Majesty's Revenue and Customs (HMRC) and Department for Transport (DfT) are the data controllers. Data Protection Officers can be contacted at:

- DfT: dataprotectionofficer@dft.gov.uk
- HMRC: advice.dpa@hmrc.gov.uk

2. Why we are collecting the data

Your personal data is being collected to support the Inland Border Facilities Special Development Order (SDO) planning submissions.

To support site specific planning proposals for new inland border facilities from the 1 January 2021, stakeholder engagement is required. To ensure that proposals have been considered and informed by the engagement process, Article 4(2)(j) of the Town and Country Planning (Border Facilities and Infrastructure)(EU Exit) England Special Development Order 2020 requires that a report summarising the engagement with stakeholders is submitted to the Secretary of State as part of the approval process.

As part of this stakeholder engagement process you are being invited to participate via a contact form and website equivalent. Although we are not specifically asking for your personal data as part of this you may provide your name and contact details so we can contact you. You do not have to give us any personal information to participate in the stakeholder engagement process but any personal data you do provide will be used for this purpose only.

3. Legal basis for processing the data

The data protection legislation sets out when we are lawfully allowed to process your data. The lawful basis that applies to this processing is that it is necessary for the performance of a task carried out in the public interest in accordance with Article 6(1)(e).

4. With whom we will be sharing the data

Ministry of Housing, Communities and Local Government (MHCLG), Department for Environment, Food & Rural Affairs (Defra), Department for Business, Energy & Industrial Strategy (BEIS), Border Protocol Delivery Group (BPDG) and any external department consultants are the data handlers.

5. For how long we will keep the personal data, or criteria used to determine the retention period.

Your personal data will be held for three months following the completion of the dissertation and then securely destroyed.

6. Your rights, e.g. access, rectification, erasure

The data we are collecting is your personal data, and you have rights that affect what happens to it. You have the right to:

- a. know that we are using your personal data
- b. see what data we have about you
- c. ask to have your data corrected, and to ask how we check the information we hold is accurate
- d. complain to the ICO (see below)

7. Sending data overseas

The feedback form is being hosted by Survey Monkey which has data centres in the US, Ireland, and Canada. HMRC and DfT have taken all necessary precautions to ensure that your rights in terms of data protection will not be compromised by this.

8. Automated decision making

We will not use your data for any automated decision making.

9. Storage, security and data management

Following the close of the stakeholder engagement process, your personal data will be moved from Survey Monkey to a secure Government IT system.

10. Complaints and more information

When we ask you for information, we will keep to the law, including the Data Protection Act 2018 and General Data Protection Regulation. If you are unhappy with the way HMRC and DfT have acted, you can make a complaint:

- <https://www.gov.uk/government/organisations/department-for-transport/about/complaints-procedure>
- <https://www.gov.uk/complain-about-hmrc>

If you are not happy with how we are using your personal data, you should first contact dataprotectionofficer@dft.gov.uk or advice.dpa@hmrc.gov.uk

If you are still not happy, or for independent advice about data protection, privacy and data sharing, you can contact:

The Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire. SK9 5AF

Telephone: 0303 123 1113 or 01625 545 745

<https://ico.org.uk>



HM Revenue
& Customs

Birmingham Airport Inland Border Facility