



HM Revenue  
& Customs

# **Birmingham Airport Inland Border Facility**

Operational Management Plan Non-Technical  
Summary

January 2021



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# Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	12/10/20	FJ	BM	AG	Draft for internal review
B	09/11/20	FJ	CP	[SC/SA]	Draft Issue for Client Review
C	18/12/20	FJ	PW	CP	Final Issue
D	28/01/21	JG	FJ	CP	Stakeholder Issue
E	29/01/21	JG	CM/FJ	RB	Draft Issue for Client Review
<u>F</u>	<u>29/01/21</u>	<u>EW</u>		<u>HB</u>	<u>Issued for Publication</u>

**Document reference:** 418703XX-BX-RP-PM-0001 D

**Information class:** Standard

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# 1 Introduction

This document forms the non-technical summary of the Operational Management Plan (OMP) and has been developed for Her Majesty's Revenue and Customs (HMRC) Inland Border Facility site at Birmingham Airport, Car Park 6, Solihull.

The purpose of this document is to give an overview of the site, its purpose, its size and the operations that will take place on it. It also provides more detail in response to common queries raised by engagement parties during the Special Development Order (SDO) process to aid better understanding of operations at the site.

## 1.1 Purpose of the Site

The use of the site is of a temporary nature for up to two years until 31 December 2022 and has been created to enable the safe and efficient processing of customs paperwork relating to international freight movements for HMRC.

The Birmingham Airport Inland Border Facility (IBF) operates on a 24/7 basis, with the process expected to be completed within one to two hours. Two inspection sheds are located on the site for heavy goods vehicles (HGVs) to be inspected.

A review of potential nationwide sites has been undertaken and, as part of the overall strategy, this location has been selected to process HGVs.

## 1.2 Design Considerations

The site has been designed to:

- Take account of COVID-19 and the associated requirements for social distancing, cleaning etc
- Operate a zero-pollution goal at the site in terms of spillage and contamination
- Provide safe environmental conditions for all who are working on site
- Provide protection measures that afford safety to the general public, staff/workers, organisers and visitors
- Maintain effective liaison with the emergency services
- In partnership with the emergency services, provide clear governance and co-operation to enable the emergency services to manage any incidents and the rescue and treatment of casualties
- Be sympathetic to the environment in and around the site, together with a robust and rapid approach to any incident that may have a possible harmful effect on the environment

## 2 The Site

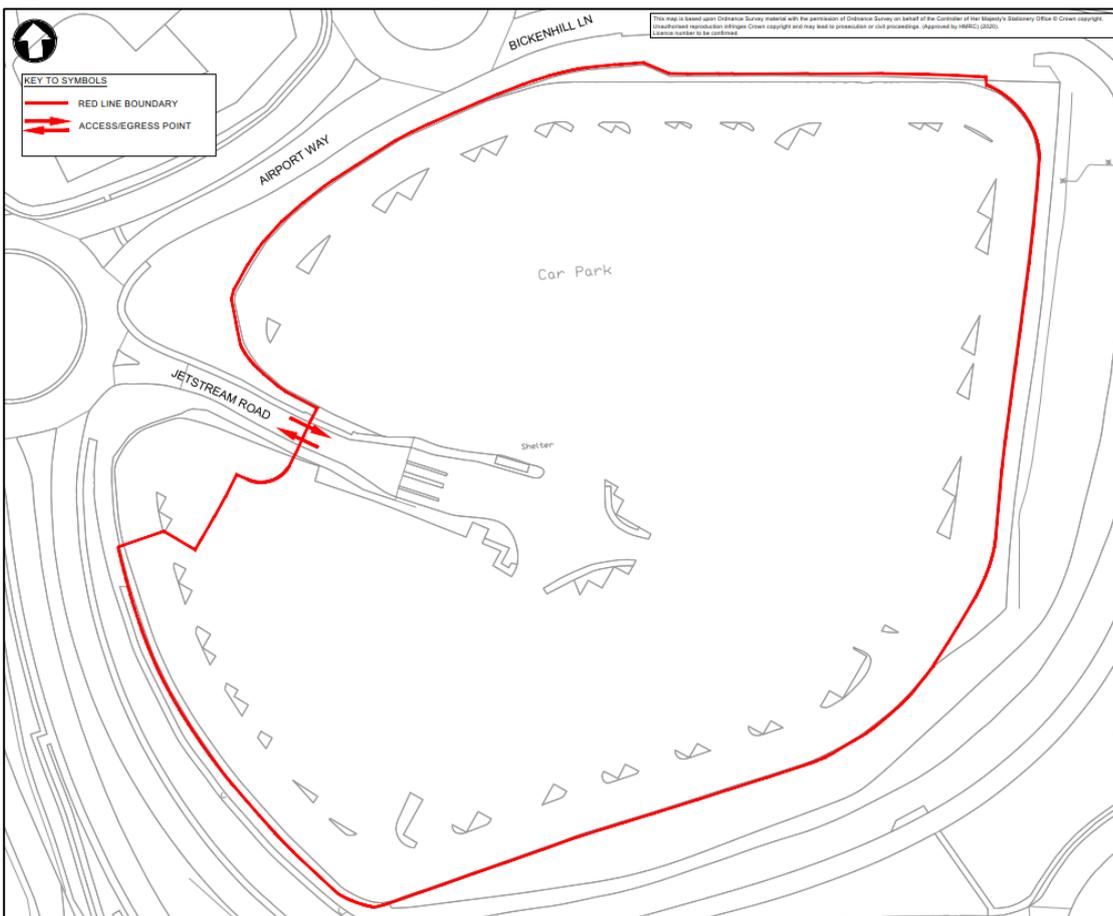
### 2.1 Overview of Site Location

The Birmingham Airport Inland Border Facility (IBF) is located on land previously used as Car Park 6 at Birmingham Airport. This was a largely vacant car park owned by Birmingham Airport and used only in part by Arrow Cars, a Private Hire Taxi firm. The site is located close to junction 6 of the M42 motorway and is accessed from the A45 (Coventry Road) and Jetstream Road. The route to the site is clearly signed from junction 6 of the M42 to enable HGVs to access the site without causing disruption to the surrounding local road network. There is clear signage directing HGVs to site along both the M42 and M6.

The site has a single entrance and exit which is located at the end of Jetstream Road off the A45 Slip Road/B4438 (Airport Way) roundabout.

The limits of the site are denoted by the red line boundary as shown in Figure 2.1.

Figure 2.1: Site Red Line Boundary



## 2.2 Site Capacity

The maximum capacity at the Birmingham Airport IBF, for HMRC purposes, is 160 HGVs. The maximum permitted HGVs at the site is 1,000 per day.

Procedures are in place to avoid the situation where HGVs queue back onto the road network leading to the site.

Additionally, there are 94 car parking spaces for staff, including Marshals, which are accessed via an entry gate located adjacent to the HGVs entrance, used solely by staff, servicing and emergency vehicles.

## 3 Overview of Site Operation

The use of the site is of a temporary nature for up to two years until 31 December 2022 and has been created to enable the safe and efficient processing of customs paperwork relating to international freight movements for Her Majesty's Revenue and Customs (HMRC).

HMRC are responsible for the activation and operation of the site through their Site Operator. Contractor(s) are on site to support the Site Operator for the duration of the operations.

The site is a 24-hour, seven day a week operation and involves staff based at the facility to manage this. The workforce includes fully trained security staff, who regularly patrol the site, and incident management staff. Closed-Circuit Television (CCTV) cameras are positioned across the site and cover all entrances to buildings.

Due to COVID-19 there are various new requirements for the site which affect the site layout and how it operates. Government recommendations are to be adhered to as these reflect the latest advice. The site has been designed taking social distancing into consideration.

Cleaning contractors are appointed to fulfil the daily cleaning requirements. Toilet facilities are available on the site for drivers and staff.

### 3.1 Directing vehicles to the Inland Border Facility

HGVs accessing the site are expected to travel via the M6 or M6 Toll, M42 and A45.

HGVs should exit the M42 at Junction 6, before travelling along the A45 and exiting at the Birmingham International Airport entry slip road.

HGVs travelling along the A45 from the west should exit the A45 at the Birmingham International Airport entry slip road.

The site has a single entrance and exit which is located at the end of Jetstream Road off the A45 Slip Road/B4438 (Airport Way) roundabout.

### 3.2 Prominent road signage

There is prominent road signage that directs HGV drivers to the IBF via the M42 Junction 6 and also from the A45 (to the west of the IBF). External signage is also provided on the M6 Toll, M6 and M40 to cover all approaches to the site.

There is also signage outside the site entrance to advise hauliers about the use of site facilities and to provide site contact details.

### 3.3 Arrival at the site

After entering the site, HGVs stop at the Vehicle Entry Check Point before being directed to a vacant HGV space. From there, the HGVs are processed as necessary. During processing, no HGV drivers are allowed to leave the site. Once processing has been completed, the HGVs leave the site to continue on their journeys.

### 3.4 Vehicle processing

It generally takes a maximum of two hours for an HGV to be processed unless a physical examination of a vehicle is required. If a physical examination is required, processing may take up to eight hours.

### 3.5 Monitoring the number of HGVs arriving at the inland border facility

Automatic Number Plate Recognition (ANPR) cameras are positioned at the site access and egress point to record vehicles entering and exiting the site. This data will be used to identify when the site is nearing capacity.

When the site reaches 60% capacity, this changes its status to Amber, whilst 80% capacity changes the site status to Red, resulting in messaging on the Strategic Road Network and the Government website to deter HGVs from using the site.

Data collected by the equipment can be shared with Solihull Metropolitan Borough Council (SMBC) and with the Operational Steering Group associated with this site that has been set up by HMRC. This Operational Steering Group has been set up as a forum to discuss and to oversee operational activity of HMRC's new Inland Border Facility at Car Park 6, Birmingham Airport. This group consists of the following organisations:

- HMRC and their site operator
- Borderforce
- Solihull Metropolitan Borough Council
- West Midlands Fire & Rescue
- West Midlands Police
- West Midlands Conurbation Local Resilience Forum
- Warwickshire Local Resilience Forum
- Highways England
- Transport for West Midlands
- Arrow Cars
- Birmingham Airport
- HS2
- NEC

### 3.6 Staffing the inland border facility

Approximately 125 staff (which consists of Site Management, Site Operator Personnel, Traffic Management Marshals, Security Marshals and Border Force staff) will be on the site at any one time.

All staff working on-site will work a standard set of shift patterns. For the government agencies, staff will work across three shifts, with each shift split into two to reduce the number of vehicle movements on-site at shift changeover times. Shift changeover periods will be timed to avoid the network peak hours which are typically 08:00-09:00 and 17:00-18:00.

In addition to the on-site parking provision for staff, there is also 50 car parking spaces available in the adjacent Birmingham Airport Car Park 5 for staff to use. This results in a total of 144 car parking spaces available to staff.

The nearest bus stop to the site is on Airport Way, approximately 50m from the site entrance (or one minute's walk away). Given the site's proximity to Birmingham Airport, the existing X1 Platinum and X12 Platinum bus services operate throughout the day.

HMRC in conjunction with the Site Operator have arranged free transport for staff to and from the Birmingham IBF site for each shift. This measure provides a viable alternative option to private car use for staff. Designated pick up and drop off points have been identified.

The service can be accessed via an app so that the number of vehicles and pick-up/drop off points can be tailored to reflect demand from the app and as more employee information becomes available.

Social distancing measures will be met fully to ensure safe travel (including a 50% occupancy rate, use of seat covers, hand sanitiser on board, cleaning between shifts and a deep clean every day).

### **3.7 Managing site capacity**

Several methods will be used to dissuade drivers from continuing to travel to the site, if it is approaching or at capacity. The HMRC Inland Border Facility Service will provide real-time site status updates to drivers via direct communications to mobile phones as well as through a HMRC website to be used by hauliers.

While HMRC cannot mandate its use, drivers and hauliers will benefit from checking site status prior to arrival at an inland border facility, using the Inland Border Facility Service. Drivers and hauliers can also choose to provide prior notification of arrival which will assist in managing capacity at each IBF.

In order to further support local traffic management, HMRC has also funded additional traffic cameras on the local road network which form part of a network monitored by SMBC.

### **3.8 Notifying hauliers of the site's closure**

Should the inland border facility be closed, information about the site's status will be notified to the Border Operating Centre (which oversees operations of all IBFs nationally), the local highways authority and Highways England.

### **3.9 Biodiversity improvements**

As part of Her Majesty's Government's wider net zero carbon emissions commitment by 2050, biodiversity initiatives can play an important role as part of an effective way of combating the effects of climate change. Planting schemes have a variety of wider benefits, including tackling poor air quality, supporting biodiversity and health and wellbeing.

Although the scheme has limited impact upon biodiversity, as a responsible Government department, HMRC on behalf of Her Majesty's Government, is keen to ensure that the provision

of the IBF can also bring forward wider community benefits as we recognise the importance and value of this.

Due to safety constraints associated with the airport, the creation of habitats that would encourage flying species such as birds and bats to the area (such as the replanting of fruit bearing trees or bird / bat boxes) is not possible at this site. However, five insect boxes within the vegetation bordering the car park will be erected.

HMRC have held discussions with Solihull Metropolitan Borough Council about opportunities for re-planting to mitigate loss from on-site tree removal required. Our plans support Solihull Metropolitan Borough Council's commitment to plant 250,000 trees within ten years. To mitigate the loss of planting on the site (of approximately 120 low value trees), HMRC are providing a contribution to allow these trees to be replaced. This will occur in addition to any planting on-site as part of reinstatement plans, listed below.

Once the site is no longer operating, it will be necessary to reinstate the cleared vegetation with a minimum ratio of 1:1, in accordance with the requirements of the SDO.

The value of the biodiversity units to be impacted by the scheme, and the enhancements to be provided, would be calculated to quantify the net impact of the scheme. This would be calculated using the Biodiversity Metric 2.01 based upon the Phase 1 Habitat Survey, information from the proposed reinstatement which will inform further enhancements.

All reinstatement works will form part of the Reinstatement Plan that will need to be submitted to the Secretary of State (SoS) within six months of the scheme ceasing. As such, a planting specification will need to be produced by an appropriately qualified Landscape Architect to feed into this strategy.

### 3.10 Noise monitoring

Ambient noise monitoring will be undertaken using long-term noise monitoring equipment for a period of up to six months (with an initial review at three months) following the commencement of site operations and, wherever practicable prior to site operations. At each monitoring location, the equipment will include a sound level meter housed in a weatherproof case, a power supply (which could be batteries, mains, solar power, or a combination), an external microphone and weatherproof wind shield, and internet connectivity for remote download of data.

If monitoring results confirm that additional mitigation is not required, then the monitoring survey will cease. In the event that the monitoring indicates that further mitigation may be necessary then the monitoring will be extended as required.

Monitoring locations have been selected to enable impact to be determined at the nearest representative receptor locations. These locations are:

- One at a location on the site boundary in between the site and Clock Lane receptors
- One at a location on the site boundary in between the site and St. Peters Church/Church Lane/Pitt Lane receptors
- One at a location on the site boundary in between the site and Church Lane receptors (to the east)

Each month, a summary report of monitored results along with a comparison of modelling results will be issued to Solihull Metropolitan Borough Council.

In the event that the monitoring indicates potential for exceedances of the significance criteria, identification of measures to mitigate the effects will be undertaken immediately. The resultant mitigation measures and actions taken will be included in the monthly report.

### 3.11 Air Quality monitoring

Monitoring of traffic movements in and out of the site, and on surrounding roads will include:

- Monitoring of vehicles entering and exiting the site using Automatic Number Plate Recognition (ANPR) or the Site Contractor's PINC system
- Monitoring of traffic flows on the A45 eastbound between the M42 junction 6 and the clock tower roundabout will be undertaken using Automatic Traffic Counters
- Monitoring of traffic flows on the A45 westbound between the M42 junction 6 and the clock tower roundabout will be undertaken using Automatic Traffic Counters

Data will be collected for total traffic flows (Annual Average Daily Traffic (AADT)) and Heavy-Duty Vehicles (HDVs) vehicles greater than 3.5 tonnes.

Following the first month of operation, the collected traffic count information will be analysed and indicative AADT and HDV numbers calculated, for comparison with the data used within the assessment for the Article 4 submission. A technical note will be prepared detailing the observed traffic flows compared to the assessed flow.

Following the first six months of operation, the collected traffic count information will be analysed and indicative AADT, HDV numbers calculated, for comparison with the data used within the assessment for the Article 4 submission. A technical note will be prepared detailing the observed traffic flows compared to the assessed flow.

Following a whole year of operation, the collected traffic count information will be analysed and the required AADT, HDV numbers calculated, for comparison with the data used within the assessment for the Article 4 submission. A technical note will be prepared detailing the observed traffic flows compared to the assessed flow.

After a year of operation, in the event that the collected traffic data demonstrates the assumptions used with the assessment are an underestimate of existing and scheme traffic flows, the risks of the scheme creating an exceedance of the air quality objectives will be assessed. This will be undertaken by considering the difference in traffic flows, and the likelihood of an exceedance of the air quality objectives. If required, the air quality modelling assessment will be updated. If the updated assessment indicates potential likely significant effects, the operation capacity of the site will be reviewed to reduce air quality impacts.

For future years, the number of vehicles entering and exiting the site will be compared to the first year of operation. Where the total number is lower than the first year no further action is required as traffic impacts will be lower than during the first full year of operation. Where the total number is higher, the need total number is higher the need for additional traffic counts will

be determined considering the additional number of vehicles using the site and the risk of likely significant effects.

If monitored traffic flows are higher than those assumed in the Article 4 air quality assessment after a whole year of monitoring, air quality dispersion modelling will be undertaken. Modelled results will be compared against the annual mean air quality objectives to confirm if there are any predicted exceedances of nitrogen dioxide (NO<sub>2</sub>).

In the event there are any exceedances, the operating procedures at the site will be revisited to reduce the capacity such that there are no predicted exceedances of the air quality objectives.

HMRC will undertake appropriate discussions with Defra in the event updated modelled or monitored results differ from the conclusions of the air quality assessment submitted as part of the Article 4 submission, or materially impact on the current Ministerial Directive in place on the A45. HMRC would fully appraise SMBC with information and relevant outcomes.

## A. General FAQs

Please access the general FAQs for the Birmingham Airport IBF using the following link:

[Birmingham Airport Inland Border Facility – Inland Border Facilities](#)