

# **ROBIN HOOD AIRPORT DONCASTER SHEFFIELD CONSULTATIVE COMMITTEE**

**20 SEPTEMBER 2005**

## **ROBIN HOOD AIRPORT, DONCASTER**

PRESENT: Alan Tolhurst (Chairman)  
Michael Carnall (Nottinghamshire Chamber), Cllr Barbara Hoyle (Doncaster MBC), Sandra Withington (Bassetlaw DC), Dan Fell (Doncaster Chamber), Jim Bamford (Nottinghamshire County Council), John Keyworth (Sheffield City Council), Andrew Bosmans (Friends of Doncaster/Sheffield Airport), Cllr Chris Underwood-Frost (Lincolnshire County Council),  
Cllr Paula Haigh (Rossington Parish Council), Cllr Frank Martin (Bassetlaw District Council), Tony Storey OBE (Doncaster Local Schools), David Ryall (Managing Director, Robin Hood Airport), Peter Nears (Strategic Planning Director, Peel Holdings) and Martin McCarthy (South Yorkshire Joint Secretariat).

Apologies for absence were received from Cllr Sheila Place (Nottinghamshire County Council), Cllr Bill Mordue (Doncaster MBC), Cllr Pat Bartlett (Doncaster MBC), Cllr Tim Rippon (Sheffield City Council), Cllr Keith Isard (Bassetlaw District Council), Cllr Glyn Robinson (Rotherham MBC), Colin Jeynes (Doncaster Strategic Partnership), Roger Ranson (Bassetlaw DC), Neville Dearden (Doncaster Chamber), Cllr Yvonne Woodcock (Doncaster MBC) and Dr Tony Baxter (Chairman, Health Impact Group).

Observing: Cllr Sarah Anyon-Needham (West Lindsay District Council)

Councillor Norma McCarron - Blaxton Parish Council did not receive notification of the change of time for the meeting.

### 1 **MINUTES**

RESOLVED – The minutes of the last meeting of the Committee held on 11 May 2005, were considered and agreed as a true record.

The Secretary confirmed that the ACC's website had now gone live. Those who had logged on to it had been impressed with its layout and content. David Ryall confirmed that other agencies were able to establish direct links with the website as a means of further promoting the role and work of the Consultative Committee.

On the issue of the Airport being seen as a focus for the regeneration in the region, Councillor Underwood-Frost urged all those bodies represented on the Committee to ensure they promoted it as a key strategic resource not only in respect of tourism but also in respect of social and economic regeneration. To this end, it was agreed that a standing item appear on the agenda for all future meetings, inviting Members to report progress on how their respective bodies were promoting the Airport as a key driver of economic change.

The Airport Arrow bus which operates between Doncaster Main Line Railway Station and the Airport is a public service funded solely by Peel Airports Limited. Peter Nears reported that whilst passenger figures were not as positive as anticipated, it was too early to form an opinion based on the current throughput of passengers at the Airport. Once the new Interchange in Doncaster was operational, and airport passenger figures had increased, the bus service should become viable. Peter Nears indicated that a review of the fare structure would take place in the near future with the aim of encouraging patronage.

A similar pattern had emerged with the airport bus services at both Liverpool John Lennon Airport and Durham Tees Valley Airport. It was noted that the services operating to Liverpool John Lennon and Durham Tees had received support through subsidies from their respective local passenger transport authorities and regional development agencies. The Airport was currently in discussion with Yorkshire Forward and Renaissance South Yorkshire in the hope that a similar arrangement might develop.

The new land side lounge in the airport terminal should open in mid October. This additional facility would allow travellers and non-passengers to view the airport apron whilst enjoying the benefits of enhanced retail and catering facilities. Separately, the Committee was briefed that plans to develop a viewing area on the perimeter of the airport were under consideration. There were numerous factors to be taken in to account to ensure the maintenance of safety and security.

The Committee debated the point that the airport was a gateway into the region and that it was for public and private sector agencies and companies rather than the airport authority to consider how the airport should be fed into future strategic planning and development. Dan Fell from the Doncaster Chamber confirmed that the report commissioned to consider the enhanced business use the Airport would have on the region, was likely to be available for the next meeting. He confirmed that positive feedback had been received from those consulted in Lincolnshire.

RESOLVED - It was agreed that Councillor Barbara Hoyle would coordinate a progress report on the work the local authorities were undertaking in the region to consider the positive benefits the Airport brought to the region. Michael Carnall agreed to do the same regarding the activities of the chambers of commerce.

## 2 UK AIRPORT CONSULTATIVE COMMITTEES

The Secretary confirmed that once the throughput of passengers had exceeded half a million, the Airport Consultative Committee would be invited to become a member of the UK Body.

## 3 STRATEGIC ISSUES

### (i) **Surface Access**

Peter Nears confirmed that surveys were taking place with staff regarding travel patterns to work and that the outcome of the survey would be used to influence the routing of the airport's staff bus service. With regard to public transport, it was reported that the X19 service from Barnsley had been

extended out to the Airport and similar arrangements were being discussed in respect of the provision of services from Nottinghamshire. The Air Transport Forum was meeting on 2 November and was to pick up this issue.

It was confirmed that an agreement had finally been reached with the Highways Agency for signage to the Airport from the major motorway routes in the area. Concern was expressed that the Highways Agency had refused to provide signage at the M1/M18 Link.

RESOLVED - Members were asked to lobby wherever practically possible to ensure that signage at this junction was provided.

A planning application for a railway station at the airport was to be submitted shortly. It would incorporate 2 platforms with a bridge over the track. It was anticipated that the Airport Arrow bus would be re-routed via the station and on to the terminal building.

(ii) **Finningley and Rossington Regeneration Route Strategy (FARRRS) –**

Peter Nears informed the Committee on progress in relation to the FARRRS.

The Scheme included a dual carriageway link to the Airport from junction 3 of the M18 which would also provide access to Rossington.

The function of the scheme was threefold:

- To improve access for local communities in the South East of Doncaster to the M18 and the wider motorway.
- Provide access to regeneration sites in Rossington and Finningley which are either land locked or have poor access to the strategic road network.
- Support the continuing growth of the Airport and its role as an employer and focus of regeneration in Doncaster and the sub region.

Part of the process would of course involve integration with other regional and sub-regional strategies including the regional spatial strategy and for example South Yorkshire's Local Transport Plan.

In order to conform to Department for Transport Guidance, a programme had been devised incorporating a procurement strategy, the engagement of a contractor and the various strategy processes required in a project of this nature. It was hoped that the scheme would have commenced by the year 2009.

One of the key economic impacts of the scheme would be providing better access to potentially 4,000 jobs.

(iii) **Airport Master Plan –**

In addition Peter Nears circulated a draft copy of the Robin Hood Airport Master Plan Programme, which covered the period 2005 to 2030. The Master Plan set out a future vision for the airport taking account of the Aviation White Paper and regional spatial planning requirements.

A Stakeholder consultation exercise would commence later in the year before the Master Plan was submitted to the Department for Transport early in the New Year.

4 **DEVELOPMENT OF NEW ROUTES**

easyJet would soon commence a daily flight to Geneva from the Airport.

Work had commenced on adding services to the Winter 2006 and Summer 2007 programmes. Long haul flights to the United States, Caribbean and Mexico would commence during summer 2006. Fly/Cruises operated by P & O and Princess would also commence shortly.

A twice weekly freight service to Dubai was now in operation. In conjunction with local development agencies, work would continue to highlight the benefits of freight movement through the airport.

5 **AIRPORT OPERATORS REPORT**

David Ryall reported to the Committee that during the first 20 weeks of operation, Robin Hood Airport had welcomed 411,722 passengers.

Since opening on April 28<sup>th</sup> 2005, the Airport had received complaints from 146 individual households (up to the 31<sup>st</sup> August 2005). Complaints ranged from noise to visual intrusion and comments about the presence of aircraft where they had not been anticipated. It was confirmed that a number of complaints had been received from Bawtry residents.

It was apparent there continued to be differing levels of understanding regarding flight paths and runway utilisation. With regard to flight paths, the aircraft arriving and departing from the airport would follow pre-determined routing when other external factors allowed that to be the case. However, whilst the airport was sited within Class G airspace, there would continue to be a requirement to deconflict with other general, commercial and military aviation traffic by manoeuvring around conflicting traffic as was normal air traffic control procedure. The focus for the airport was to ensure that aircraft operated in accordance with local operating procedures and to identify factors that took aircraft away from such procedures, for example, weather, conflicting traffic, system problems.

Preferred runway operation (60% of movements to the north and 40% of movements to the south averaged over a year) was not a prescriptive requirement

but a target to be aimed for with external factors being taken into account. Whilst this had become an issue attracting great public comment when the airport first opened, it was noted that figures now showed runway utilisation being more in line with what was envisaged, i.e. the majority of flight movements (arrivals and departures) to the North. Figures for August 2005 showed that 70% of commercial movements (arrivals and departures) had been to the North. Councillor Hoyle stressed that residents of Bawtry were looking for reassurance in terms of the Airport's efforts to reduce the volume of air traffic over Bawtry. She complimented Clare Wilson, Environment Coordinator at the airport, for her efforts in addressing noise complaints.

With reference to night flying, the Committee was re-apprised of the fact that the planning application and subsequent Government approval permitted the Airport to operate 24-hours a day. Consistent with other UK airports, night activity (2300 to 0700) was limited with reference to a Quota Count Point System. The committee was briefed that individual aircraft types and individual aircraft each have a noise signature which gives rise to a noise quota number measured against an internationally agreed scale. Different aircraft types would have a number up to 16 – the smaller the number the quieter the aircraft. During the summer period, the Airport had been provided with 3,500 points; to date only 30 points had been used.

Plans had been unveiled by Yorkshire Forward for a £12million aviation academy at the Airport. Courses would in particular concentrate on aviation maintenance. This was in addition to the programme developed by Directions Finningley which provided courses for other careers within the aviation industry. It was agreed that an update report be provided to future meetings.

6 NOISE MONITORING SUB-COMMITTEE

RESOLVED – That the draft minutes of the meeting of the Noise Sub-Committee held on 12 September 2005 be received.

7 COMMUNITY SUB-COMMITTEE

RESOLVED – That the draft minutes of the meeting of the Community Sub-Committee held on 12 September be received.

8 AIR TRANSPORT FORUM

RESOLVED – That the minutes of the Air Transport Forum held on 15 April 2005 be noted.

9 HEALTH IMPACT GROUP

RESOLVED – That the minutes of the meeting of the Health Impact Group held on 8 September 2005 be noted.

10 PUBLIC ART STRATEGY – HERITAGE MEMORIAL

The Chairman of the Airport Consultative Committee outlined the work that had taken place to date in respect of the creation of the Heritage Memorial in front of

the Terminal building. Having considered a number of options the Memorial Working Group had agreed to recommend to the ACC that the Memorial should comprise of two parts: a stone column which would be inlaid with slate slabs and engraved, featuring a history of the former RAF base and details of the Squadrons and Units that had operated from there:

In addition a stainless steel sculpture, (recognising Sheffield's world recognition in this field), and emphasising local input in this project. The sculpture would rotate and be lit at night to achieve maximum impact.

The Committee agreed with the Memorial proposal and added that it would be a fitting tribute to the work of RAF Finningley and the significant part it played in the life of Doncaster in particular and in South Yorkshire in general

11 DATE OF NEXT MEETING

The next meeting of the Robin Hood Airport Consultative Committee would take place on Friday 16 December 2005 at 3.00 pm at the airport.

It was noted that the Annual General Meeting of the Airport Consultative Committee would take place during January 2006. A schedule of meetings for 2006 would be produced shortly.