

**ROBIN HOOD DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE**

**ROBIN HOOD AIRPORT, DONCASTER**

**10 MAY 2006**

PRESENT: Alan Tolhurst (Chairman)  
Cllr Pat Bartlett (Doncaster MBC & Chair-Noise Monitoring Sub-Committee), (Items 1-4)  
Cllr Yvonne Woodcock (Doncaster MBC & Chair-Community Sub-Committee),  
Cllr Barbara Hoyle (Doncaster MBC),  
Cllr Mick Jameson (Doncaster MBC), (Items 1-4)  
Cllr Chris Underwood-Frost (Lincolnshire County Council),  
Colin Jeynes (Doncaster Strategic Partnership),  
Neville Dearden (Doncaster Chamber),  
Reg Longhurst (Cargo Handling Centre),  
Cllr Norma McCarron (Bla xton Parish Council),  
Cllr Paula Haigh (Rossington Parish Council),  
Michael Carnall (Nottinghamshire Chamber),  
John Keyworth (Sheffield City Council),  
Cllr Ken Sanderson (Barnsley MBC),  
Tony Storey OBE (Hayfield School/Education Rep),  
Cllr Keith Isard (Bassetlaw DC),  
Roger Ranson (Bassetlaw District Council),  
Andrew Bosmans (Friends of Doncaster Sheffield Airport),  
Kate Revell (Nottinghamshire County Council),  
David Ryall & Clare Wilson (Robin Hood Airport Doncaster Sheffield),  
Martin McCarthy (South Yorkshire Joint Secretariat).

Apologies for absence were received from Cllr Bill Mordue (Doncaster MBC), Cllr Tim Rippon (Sheffield City Council) and Cllr Shiela Place (Nottinghamshire County Council).

1 **MINUTES**

The minutes of the Annual General Meeting of the Airport Consultative Committee held on 24 January 2006 were considered and agreed and the following points raised:-

The Chairman confirmed that the Noise Monitoring Sub-Committee appointed John McCabe, Environmental Health Officer at Doncaster MBC as Vice-Chairman of the Sub-Committee. Following discussions it had been agreed that the Sub-Committee required technical input to support it in its deliberations.

The minutes of the Ordinary Meeting of the Airport Consultative Committee held on 24 January 2006 were considered and agreed and the following points raised:-

Airport Master Plan – Councillor Chris Underwood-Frost asked when the Airport Master Plan would be ready to go out for consultation. He was keen to ensure that the Plan featured prominently in wider regional strategic development proposals being considered by Lincolnshire County Council.

David Ryall confirmed that the report was still being compiled by Peel Airports Ltd in conjunction with the plans for Liverpool John Lennon and Durham Teesside: preparation of the plans was complex but it was hoped a draft would be available in June, although this forecast was heavily caveated given the amount of work involved. There would be an extensive consultation period prior to submission of the Plan to the Department for Transport.

The Chairman reported that he had been in contact with the RAF College at Cranwell and had arranged for a CAA Examiner to be present at the next meeting of the Committee on 13 September 2006. It was intended that a presentation be given to members of the ACC and its two sub-committees, that would provide a “layman’s” explanation of aircraft operations and in particular the considerations associated with the take-off and landing. This would necessitate the meeting commencing at the earlier time of 10am.

Members thanked the Chairman for this initiative and felt that it would help them all in their dialogue with those they represented.

## 2 AIRPORT OPERATORS REPORT

David Ryall, Manager Director at Robin Hood Airport gave a Powerpoint presentation to Members of the Committee on the Airport’s first year of operation and outlined future developments.

Peel Holdings had developed a significant business footprint within the North of England which was supportive of the Government’s national and regional development policies.

Robin Hood Airport was continuing to expand. A mix of both residential and business development was taking place across the Airport site.

The runway had the capacity to take larger aircraft, giving the Airport a global reach for all parts of Yorkshire and the Humber. It was stressed that in terms of long term development the Airport was not perceived as a “bucket and spade” operation and that work was already ongoing in terms of the provision of a good mix of aviation opportunity.

In respect of the cargo/freight operation, it was confirmed that the Airport had all the right physical characteristics to promote growth in this area. This was confirmed recently when a BA747 Cargo Plane landed at Robin Hood Airport, the first ever in Yorkshire. Discussion had taken place recently concerning a delegation from China

that had met with local development agencies. Dialogue had focused on the opportunities that the Airport could provide for trade and tourism in the region.

The Airport had recently undertaken a survey with the business community in the region to ascertain their travel requirements both within the UK and across Europe.

The Airport now flew to over 40 destinations in 23 countries and in the last two weeks, long haul flights had commenced to Florida, Mexico and the Dominican Republic. The Airport had announced that day that through the operator Wizz Air, flights to Katowice in Poland would commence on 19 September 2006.

In bound tourism was proving more difficult to develop. David Ryall urged those responsible for tourism in the region to work with the Airport to ensure that the numerous tourist attractions in this region were marketed to their fullest potential.

The Committee considered a map which highlighted the origin of passengers using the Airport. This stretched from Berwick-Upon-Tweed in the North to Peterborough in the South and all points East to West in between. Recent CAA statistics reported that Nottingham East Midlands Airport had recorded a 4% decrease (200,000 passengers) in business and Humberside a 14% decrease (70,000 passengers) in business since Robin Hood Airport had commenced operation. However, Leeds Bradford airport had recorded an increase of 10% (240,000 passengers). To date, over 850,000 passengers had flown from the Airport meaning that the overall access to air services in the Yorkshire market in 2005 had increased since the opening of RHADS. The Airport's expectation was that the passenger figure would reach over 1 million during 2006/07.

Clare Wilson outlined to the Committee the development work taking place in and around the Airport site. Plans were available for inspection. The Schemes included:

- a sixty two acre Business Park
- a two platform Railway Station on the Doncaster to Lincoln line to serve the terminal building and for use by members of the local community
- a 161 room hotel and
- a new access road from Hurst Lane. This would incorporate a wooded recreational area, footpath and cycle way.

In addition the Airport was working closely with members of the local community to refurbish a Community Centre in Auckley. The facility would also incorporate football and rugby pitches, and landscaped footpaths.

With regard to employment opportunities the airport generated, it was reported that nearly 800 jobs had been created on the Airport site. 85% of those employed lived within a 60 minutes journey of the airport. The airport was working closely with Directions Finningley, the employment agency established to support and develop job creation opportunities within the aviation industry.

On the issue of the rail station at the Airport, Michael Carnall confirmed that the Nottinghamshire Chamber were lobbying to ensure this part of the region could access the Airport by rail. David Ryall welcomed the efforts to ensure surface access to the Airport was improved. He was meeting with representatives from South Yorkshire PTE to consider the provision of bus services to the Airport in the longer term. It was hoped SYPTTE in conjunction with the regional development agency would provide funding similar to that provided to Nottingham East Midlands and Durham Tees Airports. Members asked that this be taken up by the Airport's Transport Forum and the Committee kept informed on progress

The Committee discussed the potential the 2012 Olympics might bring to the region. Members were urged to lobby their authorities/organisations to ensure the region was able to market its sporting and tourism potential to the world and to emphasise the existence of RHADS as a gateway into the UK.

### 3 BUSINESS DEVELOPMENT GROUP

Neville Dearden updated the Committee on the work of the Business Development Group. The Group comprised members from not only South Yorkshire but Derbyshire, North Yorkshire, Nottinghamshire, Lincolnshire and Humberside. Two awareness raising sessions had been held to promote the work that was taking place and invite greater participation from those with an interest in the Airport's development.

One remit of the Group was to promote the draft site plan of the Airport. If a suitable site were not found within the immediate environs of the Airport, alternative sites within a one hour travelling distance were available for consideration.

Members thanked Neville Deardon for his presentation.

Colin Jeynes informed the Committee of the work of the South Yorkshire Destinations Partnership. It was agreed that Richard Thomas from the Partnership might attend a future meeting to update the Committee on the work taking place which it was felt would support development proposals for the Airport.

### 4 ROBIN HOOD AIRPORT ANNUAL REPORT

Copies of the first Robin Hood Airport Annual Report were circulated for consideration. In accordance with the Section 106 planning agreement, the Committee considered and endorsed the Report and recommended that it be forwarded to Doncaster MBC.

Members asked that every effort be made to publicise the Report and that a copy be placed on the ACC's website.

5 NOISE REPORT

It was agreed that a copy of the Airport's Annual Noise Report be circulated to all Members of the Committee once finalised.

6 MINUTES OF SUB COMMITTEES

The Minutes of the meetings of the Noise Monitoring and Community Sub Committees held on 3 May 2006 would be circulated to Members shortly.

7 COMMUNITY FUND

The Community Fund had been established by the airport to further links between the airport and local communities who supported local projects. For a number of years now the airport had given support to a number of local projects and initiatives. The fund now placed that support within a more formal structure and would allow the airport to better manage the process and to integrate it with certain environmental charging policies the airport was now introducing.

The funding criteria covered the following:-

- Youth projects related to educational sport.
- Community development projects.
- Small scale local regeneration projects.
- Environmental or conservation projects, including nature conservation/heritage.

8 ANY OTHER BUSINESS

- (i) Long Haul Flights – Councillor Norma McCarron was pleased to report that the 767 aircraft used for the long haul flights were quieter than some of the smaller aircraft departing the Airport.

9 MEMBERSHIP OF AIRPORT CONSULTATIVE COMMITTEE

The Chairman was in receipt of a letter from Caroline Flint MP seeking membership of the Airport Consultative Committee. Caroline Flint was currently a member of the Community Sub-Committee. She had worked tirelessly in the past to ensure the Airport became a reality and Members welcomed her input.

After consideration, the Committee was in full agreement that Caroline Flint MP be invited to become a member of the Airport Consultative Committee.

10 DATE OF NEXT MEETING

Further to minute 1 of these minutes, it was confirmed that the next meeting of the Airport Consultative Committee would take place on Wednesday 13 September 2006 at the earlier time of 10.00 am.

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