

TRANSPORTATION ADVISORY BOARD

Date:- Wednesday, 9 December 2020 **Venue:- Virtual Meeting**
Time:- 10.00 a.m.

AGENDA

1. Apologies for Absence
2. Minutes of the previous meeting held on 23 September 2020 (Pages 1 - 4)
3. Matters arising from the previous minutes (not covered by the agenda items)
4. Questions on Transport Issues (Pages 5 - 6)
5. South Yorkshire Passenger Transport Executive - Update
6. Bus Operators - Update
 - (1) First Group
 - (2) Stagecoach
 - (3) Rotherham Community Transport

7. Railway Operators - Update
8. Doncaster Sheffield Airport - Update (Pages 7 - 36)

To note the minutes of the meetings of the Doncaster Sheffield Airport Consultative Committee.

9. RMBC Transportation Unit - Updates
 - Emergency Active Travel Fund (Active Travel Emergency Fund)
 - Transforming Cities Fund
 - Rotherham Midland Mainline Station Project
 - Clean Air Zone.
 -
10. Any other business
11. Date and time of the next meeting

Transportation Advisory Board membership:-

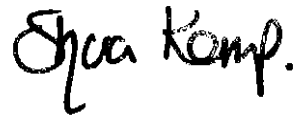
Cabinet Member for Jobs and the Local Economy & Combined Authority Transport Committee Member - Councillor Lelliott (Chair)
Combined Authority Transport Committee Member, Councillor Williams
The Leader and the Deputy Leader

One Council Member from each Ward as follows:-

Ward 1 – Jepson
Ward 2 – McNeely
Ward 3 – Buckley
Ward 4 – Mallinder
Ward 5 – Andrews
Ward 6 – Pitchley
Ward 7 – Lelliott

Ward 8 – D. Cutts
Ward 9 – Beaumont
Ward 10 – Sheppard
Ward 11 – Walsh
Ward 12 – Fenwick- Green
Ward 13 – Jarvis
Ward 14 – Russell

Ward 15 - Cowles
Ward 16 - Cusworth
Ward 17 - Reeder
Ward 18 – Whysall
Ward 19 – Evans
Ward 20 –
Ward 21 – Williams



**Sharon Kemp,
Chief Executive.**

TRANSPORTATION ADVISORY BOARD
Wednesday, 23rd September, 2020

Present:- Councillor Lelliott (in the Chair); Councillors Andrews, Beaumont, Cowles, Cusworth, D. Cutts, McNeely, Mallinder, Reeder, Sheppard, Walsh, Whysall and Williams.

Apologies for absence:- Apologies were received from Councillors Buckley, Jarvis, Jepson, Pitchley and Simpson.

35. MINUTES OF THE PREVIOUS MEETING HELD ON 5 FEBRUARY 2020

Consideration was given to the minutes of the previous meeting of the Transportation Advisory Board held on 5 February 2020.

Agreed: - That the minutes of the previous meeting be approved as a true record.

36. MATTERS ARISING FROM THE PREVIOUS MINUTES (NOT COVERED BY THE AGENDA ITEMS)

There were no matters arising.

37. QUESTIONS ON TRANSPORT ISSUES

The Transportation Advisory Board noted the details of questions on transport matters and the answers that had been provided.

38. SOUTH YORKSHIRE PASSENGER TRANSPORT EXECUTIVE - UPDATE

Andy Wright of the South Yorkshire Passenger Transport Executive (SYLTE) attended the meeting to provide an update on public transport services and developments in the Borough. It was noted that significant work had taken place to support operators in the provision of school transport that met the requirements of regulations related to the pandemic. It was also noted that unlike other public transport school buses were allowed to operate at full capacity. Andy Wright advised that the SYLTE were working with operators to resolve any problems as they arose regarding school transport but noted that these problems were not significant and that it was expected that there would always be some issues to resolve with transport at the start of any school year.

With regard to the wider network Andy Wright advised that service provision across the entire network was running at about 90% of pre pandemic levels, but that due to social distancing regulations extra buses were running in order to accommodate passengers safely. It was noted that passenger numbers were about 50% of pre-pandemic levels. Andy Wright noted that planning activity to enable a return service to business

as usual was underway.

The Chair and members of the Board noted their thanks to bus operators and bus drivers for providing and continuing to provide such an essential service throughout the pandemic.

Members asked for further information on the different approach to marking off seats on buses to enable effective social distancing as not all operators were now marking off seats. Andy Wright advised that the approach had changed since the start of the pandemic due to changes in guidance on social distancing from 2m to 1m+. It was also noted that marking off seats was difficult to maintain on buses. Members asked for information on how operators were providing guidance and enforcing the use of face coverings. Andy Wright advised that signage on face coverings was prominently displayed on public transport, but noted that drivers could only encourage, but not enforce their use.

Agreed: - That the update be noted.

39. RAILWAY OPERATORS - UPDATE

Richard Isaac of Northern Rail attended the meeting to provide an update on rail services. The update provided information on:

- Passenger numbers had now returned to around 40% of pre-pandemic levels, it was noted however that this could reduce with more people being encouraged to work from home.
- Passengers were mostly complying with rules surrounding social distancing and the use of face coverings.
- Community engagement work and the work of volunteers at Swinton station.
- Planned engineering works for Easter 2021.

Agreed: - That the update be noted.

40. DONCASTER SHEFFIELD AIRPORT - UPDATE

The Chair advised that she would be attending a meeting at the airport on 6 October and that she would provide information on this at the next meeting.

The Chair noted the positive news for the area of Wizz Air moving its operational headquarters to the airport and for the airport to be used for increased levels of cargo transit.

Agreed: - That the update be noted.

41. RMBC TRANSPORTATION UNIT - UPDATES

The Interim Head of Transport Infrastructure, Andrew Moss attended the meeting to provide a progress report and make a presentation on:

- Emergency Active Travel Fund - Update on the Broom Corridor Tranche 2 bid.
- Transforming Cities Fund - Update on priority projects.
- Rotherham Midland Mainline Station - Update
- Clean Air Zone – Update

The Interim Head of Transport Infrastructure advised that all transport planning activity would, both in the short and longer term be impacted by the changing travel patterns that had been initiated and accelerated by changing working practices and reduced levels of commuting related to the pandemic.

Members asked for information on which body was leading on the development of the Midland Mainline Station project and were advised that this major project was being headed by Northern Powerhouse Rail.

Members welcomed that the proposed revised road layout for Westgate would have a traffic calming impact. The Interim Head of Transport Infrastructure provided further information on the traffic re-prioritisation of the proposals and noted that the traffic calming impact of the changes would be complemented by a reduced speed limit in the area. It was noted further that the proposed changes would have a positive impact for the residents of the new housing being developed in that area of the town centre.

Members noted that proposed bus re-routing in the Rawmarsh hill area related to Clean Air Zones would, in addition to improving the air quality in the area could also have the potential to improve public transport access for older people who lived on roads not currently on a bus route. It was noted by John Young of Stagecoach South Yorkshire that the re-routing of services related to Clean Air Zones would present some challenges around the logistics and reliability for the re-routed services.

Agreed:

- 1) That the update be noted.
- 2) That the presentation be circulated to members.

42. ANY OTHER BUSINESS

There was no further business for consideration.

43. DATE AND TIME OF THE NEXT MEETING

Agreed: - That the next meeting of the Transportation Advisory Board will be on Wednesday 9 December 2020 at 10am.

Questions to Transport Advisory Board – 9 December 2020

1. Where new housing developments are being planned would SYPTE consider a travel incentive such as used to run in which certain areas could get a batch of annual TravelMaster tickets for use on buses, trams and trains in the respective area which for the 'Rotherham' area includes Meadowhall. I am aware of a number of these schemes being run previously but not now. I feel this could make a difference in encouraging people to use public transport rather than the car.

Councillor Cowles

Response

SYPTE continue to ask for s106 funding where this is appropriate but provision of ticketing (Travelmaster) to all developments is a strategic decision for the planning authority which SYPTE will support if required.

Nathan Broadhead, SYPTE

2. Have there been any Covid infection incidents of pupils using school bus services and if so, what system is in place to provide test and trace details of all those using the bus?

Councillor Sheppard

Response

In line with government guidance, all schools have been working closely with local Public Health teams to carefully manage the self-isolation/test and trace requirements for cases where a pupil tests positive for COVID. There have been various times since September when restrictions have been put in place meaning either specific pupils, bubbles or year groups have not used school buses. SYPTE and the school bus operators are providing our full support with any requests or requirements from schools.

Nathan Broadhead, SYPTE

3. As the Tram Train has reduced to an hourly service during lockdown, have passengers travelling to work been able to adequately social distance on board?

Councillor Sheppard

Response

In line with government guidance, all public transport is implementing social distancing and encouraging passengers to follow these rules. It is unfortunate that temporary service reductions have had to be put in place, but local services are not experiencing capacity issues and two trams per hour have since resumed. It has not been possible to reintroduce three trams per hour as there is a risk that several of Supertram's specifically trained drivers would have had to self-isolate at the request of the NHS Test and Trace service resulting in unplanned disruption to the service. Two per hour allows more flexibility to overcome these potential issues.

Nathan Broadhead, SYPTE

4. Is there an update on the delayed departure of Pacer trains from the Northern network?

Councillor Sheppard

Response

During the COVID emergency timetables, Pacers were not required to be in service to deliver the revised plans. They will also not be required to be reintroduced into service for the December timetable or future timetables as Northern services are all now covered by other rolling stock including the full fleet of brand-new trains. All Pacers in our region are therefore officially retired.

Nathan Broadhead, SYPTE

5. What are our bus operators doing to contribute to the current push to rid our roads of diesel/petrol vehicles by 2030?

Councillor Sheppard

Response

SYPTE working with our Sheffield City Region and the local authorities continue to strive for improvements in bus services. The operators have invested millions in recent years in new vehicles with support from successful bids for retrofitting and low emission vehicles secured by SYPTE and SCR. We continue to work collectively through the bus partnerships to deliver improvements for clean air zones and other aspirational improvements in vehicle emissions.

Each operator have their own local, regional and national targets and they have been asked for specific responses.

Powells who provide commercial bus routes in Rotherham and Doncaster as well as contracted services across the county have responded – “Powells is part of HCT Group, which has operations across the country. We have recently introduced a fleet of twenty-one biogas-powered buses in Bristol, along with a dedicated gas fuelling plant in our depot. In London we have recently won our first contract to operate electric buses, for a route starting in spring 2021. While these developments clearly do not directly benefit South Yorkshire at this time, alternative fuels remain in their relative infancy and there remains a steep learning curve both for operators and power providers to make such fuels suitable for fleetwide use. We will continue to explore all opportunities to bring sustainably powered buses to this region and the lessons we are currently learning in Bristol and London will ensure a smooth transition when the time comes”.

Nathan Broadhead, SYPTE



Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

ORDINARY MEETING

30 JANUARY 2020

PRESENT: Alan Tolhurst OBE (Chair)
 A Bosmans (FODSA), S Buckley (Doncaster Chamber), Councillor M Cooper (Doncaster MBC), Councillor S Cox (Doncaster MBC), G Finch (Peel Land and Property & Doncaster Sheffield Airport), Councillor R Franklin (Barnsley MBC), Councillor M Greenhalgh (Doncaster MBC), C Hall (Doncaster MBC), County Councillor C Pearson (North Yorkshire County Council), Councillor D Pidwell (Bassetlaw District Council), M Di Salvatore (West Lindsey District Council), M Sewell (Doncaster MBC), A Shirt (Committee Secretary), D Thomas (Doncaster Sheffield Airport) and Y D Woodcock BEM (Ex-Officio)

Noise Monitoring & Environmental Sub-Committee representatives:-
 Town Councillor A Cropley (Bawtry Town Council),
 Parish Councillor N McCarron (Blaxton Parish Council) and
 Parish Councillor J Worthington (Cantley with Branton Parish Council)

Apologies were received from: Councillor J Milne (West Lindsey District Council), Councillor B Mordue (Doncaster MBC) and Councillor C Rosling-Josephs (Sheffield City Council)

1 WELCOME AND APOLOGIES FOR ABSENCE

A Tolhurst welcomed Members to the Ordinary meeting of the Airport Consultative Committee (ACC).

Apologies for absence were noted as above.

2 ANNOUNCEMENTS

There were no announcements.

3 MINUTES OF THE MEETING HELD ON 24TH OCTOBER 2019

RESOLVED – That the minutes of the ACC meeting held on 24th October 2019 be agreed as a correct record.

4 MATTERS ARISING

i) Damage to Airport's Perimeter Fencing

Parish Councillor McCarron reported that breaks in the airport's perimeter fencing had still not been resolved. It was noted that Parish Councillor McCarron had visited the site with A Dutton at the conclusion of the Noise Monitoring and

Environmental Sub-Committee held on 5th December 2019 where a series of photographs had been taken of the damage. **ACTION: G Finch and D Thomas to discuss with A Dutton.**

ii) ACC Member Visits to the National Police Service (NPAS) Hangar and Cargo Hangar

K Stow reported that a series of dates would be circulated shortly to obtain Members' availability to visit the NPAS Hangar and Cargo Hangar. **ACTION: S Farrell via A Shirt.**

5 AIRPORT ACTIVITIES UPDATE REPORT

K Stow was pleased to inform the Committee that the UK Aviation Minister, Paul Maynard, MP would be visiting DSA later today, as the airport announced a £10m redevelopment plan for the terminal building.

It was noted that the £10m was made up from a loan of £5m, secured from the Sheffield City Region's Local Growth Fund. The remaining £5m had been secured from the Peel Group.

The £10m terminal investment programme included a number of improvements and new facilities, including the expansion of the retail food and beverage offering, new gate bridges to the apron (including one for passengers with reduced mobility) and an expansion of the arrivals hall and central security search area including the introduction of new technology to improve passenger processing. It was noted that several of the proposed improvements were scheduled to be completed for Summer 2021.

Members were made aware that, as part of the Government's Regional Connectivity Review, DSA would be sharing its plans with the Aviation Minister how DSA could support Government strategy to level up the North.

It was highlighted that there was the potential to unlock 33,000 gross jobs over the next 10 years - 10,000 of them within the next 5 years, in engineering, manufacturing aviation, energy and construction.

The Aviation Minister would also be briefed on the plans for the East Coast Mainline Station scheme into the airport site which would significantly extend the airport's public transport catchment area. The scheme offers exceptional value for money with a 22:1 return on investment. The scheme was deliverable within the next five years.

Members were informed that the DSA would be shortly embarking on producing a Sustainability Strategy for the airport to become net zero carbon. DSA would be working with the Sheffield City Region's (SCR) Local Enterprise Partnership (LEP) on its plans as part of the Strategic Economic Plan for the city region.

The leakage from passenger car journeys to other airports would also be investigated. By levelling-up the under-provision of airlines seats in Yorkshire, there was the potential to save up to 80 million road miles and c23,000 tonnes of CO2 which

currently result from surface leakage, which could be clawed back if capacity could be provided at DSA.

G Finch added that, CAA data stated that 3.6m passengers from the South Yorkshire region were flying from other UK airports. 1.7m passengers from the region were flying from Manchester Airport each year. This amounted to 30 million vehicle miles over the course of a year, creating 8,500 tonnes of carbon.

In response to Members' questions around employment opportunities and job creation on-site, K Stow informed Members that, job creation needed to happen in a responsible and sustainable manner and in a partnership approach with DSA and occupiers on-site to develop a local talent pool.

Councillor Cooper commented that, in terms of future job opportunities, he did not wish to see recruitment limited to low-level jobs.

K Stow re-emphasised that the airport could not undertake this task independently; they required the support of the SCR, partners, schools, universities and colleges. Additionally, the airport had been speaking with Nick Fletcher MP about skilled jobs and apprenticeships. The creation of 10,000 jobs within the next 5 years was realistic, provided that everyone works together.

It was suggested that a presentation be made by Jenacon at a future ACC meeting in relation to the work they are undertaking on behalf of the airport with regards to employment opportunities at the airport and wider site.

Members were informed that the airport was currently working with a consultant, Doncaster MBC and Sheffield City Region on plans to bid to become a freeport at DSA. This followed Boris Johnson's announcement last year, that Government was planning to create up to ten freeports across the UK after Brexit.

If DSA's bid was successful, it would allow firms to import goods and then re-export them outside normal tax and customs rules.

In relation to the Heritage Memorial Project, K Stow reported that she had recently met with Peter Nears who had expressed an interest in the work being undertaken by the Sub-Group.

RESOLVED – That the update be noted.

6 UKACCS PAPER ON LAND USE PLANNING AND NOISE MANAGEMENT

A Tolhurst introduced a paper that was presented at the UKACC's Annual Meeting last year on the issue of planning and noise which highlighted a bespoke noise policy that Crawley Borough Council, the local planning authority for Gatwick had in place to try to prevent residential development in noise sensitive areas close to the airport.

A Tolhurst asked if Doncaster MBC had any bespoke Local Plan policies specific to noise and flooding for areas close to the airport.

C Hall reported that Doncaster MBC's Local Plan would be submitted to Government for examination in February 2020. Currently, there was no justification for bespoke noise and flooding policies for areas close to the airport.

In response to Members' questions, it was explained that Doncaster MBC did consider cumulative land use when considering new planning applications and not just site specific applications. Applications would also be considered on their own merit.

G Finch referred to the planning application for the extension of the terminal building. He confirmed that updated information had been submitted to Doncaster MBC with regards to surface water drainage, which would be directed via the airport's existing water system.

A Tolhurst asked if there had been any problems around the airport arising from the relaxation of permitted development rights.

M Sewell replied that he was not aware of any problems being report to Doncaster MBC following the relaxation of permitted development rights.

RESOLVED – That the position be noted.

7 SUGGESTIONS FOR BRIEFINGS AND VISITS IN 2020

A Tolhurst asked Members if they had any suggestions for future briefings and visits.

The following areas were suggested by Members:-

- Briefing by Jenocon on the work they are carrying out with regards to employment opportunities at the airport and wider site
- Briefing from Redline Security
- Briefing from the Airport's Fire Station
- Update from Ian Smith on DSA's performance in relation to the global Airport Service Quality (ASQ) survey.
- Visit to the 2Excel Aviation Hangar
- Visit to NPAS Hangar (Arrangements being made for Members to visit)
- Visit to Cargo Hangar (Arrangements being made for Members to visit)

8 DRAFT MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE HELD ON 5TH DECEMBER 2019

Parish Councillor McCarron highlighted that, at the meeting held on 5th December 2019, it had been agreed that a simplified briefing note / map on DSA's Airspace changes would be produced to help Members to communicate the changes to their local communities. **ACTION: D Thomas to discuss with R Cooke at Cyrrus.**

RESOLVED – That the draft minutes of the Noise Monitoring and Environmental Sub-Committee held on 5th December 2019 be noted.

9 ANY OTHER BUSINESS

i) Environment and Sustainability Manager Post, DSA

G Finch reported that the draft job description for the Environment and Sustainability Manager vacancy was currently being developed to cover both airside, landside and sustainability.

ii) Mayflower 400th Anniversary – 2020 Celebrations

Councillor Greenhalgh provided the Committee with an update on the work taking place locally to commemorate the 400th anniversary of the Mayflower later this year.

Discussions had taken place with K Stow regarding a possible exhibition in the Airport's terminal building featuring a 12ft scale model of the Mayflower.

iii) Opportunities Doncaster and the Doncaster Promise

S Buckley provided the Committee with an overview of Opportunities Doncaster and the Doncaster Promise agreement.

iv) Linkages with the Advanced Manufacturing Park (AMP), Rotherham

In response to a question from A Tolhurst, G Finch confirmed that there had previously been a good working relationship with the AMP. The University of Sheffield had recently appointed a new President and Vice-Chancellor, which the airport envisaged re-building a new working relationship with.

v) Vulcan Visitor Centre

G Finch reported that the airport had acquired a plot of land located north to the airport site for the Vulcan to the Sky Trust to develop their own building when they are in a position to commit.

vi) Concrete Blocks – Old Bawtry Road

G Finch reported that the concrete blocks on Old Bawtry Road had now been re-located onto Peel's land.

vii) Partnership Working

Councillor Franklin reflected upon today's meeting. He stated that there needed to be good dialogue with Sheffield City Region and Network Rail regarding connectivity on the East Coast Mainline.

viii) Highways Signage to DSA

County Councillor Pearson reported that the highways signage from the M18 was confusing, due to signage stating that the 'airport' was straight on. If followed, passengers would arrive at Humberside airport.

It was also stated that there was no signage to direct passengers to DSA from the North or South on the M1 motorway.

G Finch acknowledge Members' concerns. He added that, some of the road signage referred to 'Robin Hood Airport' and in some cases it was directionally wrong.

The airport would need to work with several district councils and Highways England to try and resolve.

ix) Friends of Doncaster Sheffield Airport (FODSA) Airport Ambassadors

A Bosmans reported that FODSA would shortly be meeting with the airport to discuss Ambassador rotation in the winter period and the potential of an increased budget to be able to provide an increased Ambassador service during the summer period.

10 DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the ACC be held on Thursday 23rd April 2020 at 10:00 am, in the Ambition Meeting Room, Heyford House, Doncaster Sheffield Airport.

CHAIR



Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

ANNUAL GENERAL MEETING

30 JANUARY 2020

PRESENT: A Tolhurst OBE (Chair)
A Bosmans (FODSA), S Buckley (Doncaster Chamber), Councillor M Cooper (Doncaster MBC), Councillor S Cox (Doncaster MBC), G Finch (Peel Land and Property & Doncaster Sheffield Airport), Councillor R Franklin (Barnsley MBC), Councillor M Greenhalgh (Doncaster MBC), C Hall (Doncaster MBC), County Councillor C Pearson (North Yorkshire County Council), Councillor D Pidwell (Bassetlaw District Council), M Di Salvatore (West Lindsey District Council), M Sewell (Doncaster MBC), A Shirt (Committee Secretary), K Stow (Doncaster Sheffield Airport), D Thomas (Doncaster Sheffield Airport) and Y D Woodcock BEM (Ex-Officio)

Noise Monitoring & Environmental Sub-Committee representatives:-
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Apologies were received from: Councillor D Lelliott (Rotherham MBC), Councillor J Milne (West Lindsey District Council), Councillor B Mordue (Doncaster MBC), Councillor C Rosling-Josephs (Sheffield City Council) and Parish Councillor J Worthington (Cantley with Branton Parish Council)

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

The Chair welcomed Members to the fourteenth Annual General Meeting of Doncaster Sheffield Airport Consultative Committee.

An extended welcome went to Dee Thomas, the newly appointed Director of Operations, DSA, Chris Hall, Principal Planning Officer, Doncaster MBC, Mark Sewell, Principal Planning Officer, Doncaster MBC and to Stephen Buckley, Membership Executive, Doncaster Chamber.

Introductions were made and apologies for absence were noted as above.

2 MINUTES OF THE ACC ANNUAL MEETING HELD ON 24TH JANUARY 2019

RESOLVED – That the minutes of the Annual General Meeting held on 24th January 2019 be agreed as a correct record.

3 MATTERS ARISING

There were no matters arising from the Annual General Meeting held on 24th January 2019.

4 CHAIRMAN'S ANNUAL REPORT

The Chair introduced his Annual Report, stating that, 2019 had been an incredible year for aviation. There was much to report, but the Chair had selected just a few items to give a flavour of a busy year.

Boeing 737 Max

Two issues in particular drew most media attention: the Boeing 737 Max accident and the collapse of Thomas Cook.

The second fatal crash involving a Boeing 737 Max just ten months after the Lion Air disaster came as a tremendous shock.

Boeing's response to revelations about the aircraft's safety systems had been protracted with the company putting ever-more pressure on the FAA to return the 737 Max to service.

The delay in producing a fix for the system fault has taken a long time and we still do not know when the return to service will be agreed. Meanwhile, hundreds of 737 Max aircraft are grounded, with about 400 stored at the manufacturer.

The consensus is that Boeing's handling of the issue, in particular the CEO's poor performance before Congress, has provided a classic lesson in "how not to do it". And now we hear about another safety flaw with the wiring to the tail unit.

Thomas Cook

The other notable item was the collapse, amongst some 20 carriers, of Thomas Cook. And this was just two years after Monarch entered administration.

Thomas Cook was one of the largest holiday businesses with total liabilities of £9bn including some £600 million being owed to customers.

While some 300,000 cancelled holidays were ATOL protected, refunding customers took much longer than the CAA had anticipated and was completed only just before the year end.

The incident poses the government a significant challenge: to develop a system which will ensure holidaymakers are not left picking up the pieces when holiday firms or airlines collapse.

And of course the current year has started badly for Flybe with a bail out required to maintain operations.

But it's not all bad news as the government is having to reconsider its Air Passenger Duty (APD) policy, which the Aviation industry has been calling for over several years.

London Heathrow Expansion

A couple of weeks ago it was announced that, given the cap on the project spending plan, there would be an 8-week consultation from April to June to finalise the expansion proposals.

At present and assuming no major problems, the third runway is expected to become operational at the latest in 2029.

Meanwhile the government faces a quandary about the future of HS2. The cost of which is forecast to be about “£100+ billion”. And more delays to the Crossrail project probably cannot be ruled out.

Hopefully, for tomorrow, “liberation day” there will soon be clarify over large scale infrastructure projects: and we might even see a boost for the DSA railway station plan.

BA/Ryanair

Last year two iconic British airlines faced industrial problems which they could have done without. Both BA and Ryanair faced pilot strikes costing the companies dearly.

In BA’s case, it’s estimated that the strike cost the company £137m. Added to this, the disclosure of passenger information as a result of an IT failure is still causing ructions.

As for Ryanair, the industrial action was compounded by fatigue cracks being found in its older B737 aircraft and customers’ anger at the time the company was taking to settle compensation applications.

But it was not all bad news as EasyJet profited from the industrial action as well as from the collapse of Thomas Cook.

Policies/Strategies

It was a busy year for the policy and strategy writers. Hardly any time seemed to pass before another, new CAA or DfT document was published for consultation, as well as reports on follow up action on the Airspace Modernisation Strategy and the Aviation Strategy.

Locally, the Noise Monitoring and Environmental Sub-Committee continued to be engaged with local airspace change proposals: and in December the Committee heard the changes had been approved by the CAA.

The Chair thanked all Members who contributed to the process and to all who had kept residents informed.

The CAA commented that the consultation returns on the local changes far exceeded those for similar proposals elsewhere.

Airport Masterplan

In mentioning changes, the Airport Masterplan, with its positive growth proposals including development of a DSA railway station, continued to be publicised widely.

The Local Authority, TfN and local communities maintained their support for the plan and the Committee had received regular updates at its quarterly meetings.

The Chair thanked all Members who had attended the briefing in May at the Mount Pleasant Hotel. It was good to see so many local influencers present and to get positive feedback on the plans.

Again, it was pleasing to note that the local response to the proposals far exceeded expectations.

Training Flights

As we all know the flights paths of training aircraft at DSA had been a concern to local residents, but the Airport's response in January last year was most welcome, especially in Bawtry.

Restricting the number and frequency of training flights during the week and attempts to vary tracks received many "Like" responses with residents expressing their appreciation for the sensitive way in which DSA had handled the complaints.

Looking Ahead

The focus on the future of the planet and concerns on climate change are bound to have an impact on Aviation.

As the future Aviation Strategy highlights, and we have frequently commented, the industry must find ways to reduce environmental impacts and make better use of the limited UK airspace.

Already there has been significant progress with engine development including, for example, the use of bio-fuels, and in managing noise. But limiting the environmental impact is a long road to how.

One encouraging development last year was the first test flight of an aircraft powered by electricity and designed to carry fare-paying passengers.

It is hoped that the birth of electric planes will bring quiet, low cost and zero carbon flights; and the large commercial aircraft manufacturers are already developing small electric passenger aircraft for short-haul routes.

Conclusion

The Chair stated that this had been a very short canter across the Aviation course. He did hope that his report had given Members' a flavour of a busy year.

The Chair added that, he could not conclude his report, without a word of praise for and congratulating the DSA management team and staff on the Airport being rated once again by Which? the best UK airport, and, on being in the top 10 airports in Europe.

Finally, the Chair thanked all ACC and Noise Monitoring and Environmental Sub-Committee Members for their engagement and support last year.

Members joined the Chair by thanking Andrew Shirt, the Committee's hard-working secretary, for consistently keeping the Committee well informed and for putting Members' discussions into form for us and others to understand.

Y Woodcock, on behalf of all Members' thanked A Tolhurst for his Annual Report and for his continued work on behalf of the Airport Consultative Committee.

On behalf of the Airport, K Stow thanked A Tolhurst and Members for their continued support.

5 ANNUAL MEMBERSHIP UPDATE

A report of the Committee Secretary was presented setting out the current membership of the Airport Consultative Committee and the Noise Monitoring and Environmental Sub-Committee.

A Tolhurst highlighted that, discussions at meetings could often be of a technical nature and thus, the continuity of membership of the Committee was important to allow Members to build a body of knowledge and understanding of aviation and airport operations.

RESOLVED – That the Committee notes the current membership of the Airport Consultative Committee and Noise Monitoring and Environmental Sub-Committee.

6 SCHEDULE OF MEETINGS 2020

RESOLVED – That the following schedule of meetings be agreed:-

Airport Consultative Committee

Thursday 30 January 2020 (AGM and Ordinary)
Thursday 23 April 2020
Thursday 16 July 2020
Thursday 15 October 2020

Noise Monitoring and Environmental Sub-Committee

Thursday 26 March 2020
Thursday 25 June 2020
Thursday 24 September 2020
Thursday 3 December 2020

All meetings will commence at 10:00 am, in the Ambition meeting room in Heyford House, Doncaster Sheffield Airport, unless stated otherwise.

CHAIR



Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

MEETING HELD VIRTUALLY

16 JULY 2020

PRESENT: Alan Tolhurst OBE (Chair)

A Bosmans (FODSA), Councillor S Cox (Doncaster MBC), G Finch (Peel Land and Property & Doncaster Sheffield Airport), Councillor R Franklin (Barnsley MBC), Councillor M Greenhalgh (Doncaster MBC), C Hall (Doncaster MBC), M Lawrie (Doncaster Chamber), Councillor J Milne (West Lindsey District Council), Councillor B Mordue (Doncaster MBC), Councillor D Pidwell (Bassetlaw District Council), Councillor C Rosling-Josephs (Sheffield City Council), Parish Councillor J Scutt (Substitute Member for Blaxton Parish Council) and A Shirt (Committee Secretary)

Noise Monitoring & Environmental Sub-Committee representative:-
Town Councillor A Cropley (Bawtry Town Council)

Apologies were received from: Councillor M Cooper (Doncaster MBC), Councillor D Lelliott (Rotherham MBC), Parish Councillor N McCarron (Blaxton Parish Council), County Councillor C Pearson (North Yorkshire County Council), M Sewell (Doncaster MBC), D Thomas (Doncaster Sheffield Airport), Y D Woodcock BEM (Ex-Officio) and Parish Councillor J Worthington (Cantley with Branton Parish Council)

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

A Tolhurst welcomed everyone to the first remote meeting of the Airport Consultative Committee (ACC).

Apologies for absence were noted as above.

2 ANNOUNCEMENTS

A Tolhurst reported that, although the agenda for today's meeting was limited, it was felt that it would be helpful to re-establish contact with DSA, due to a several events which had happened over the last few months and evermore so now that aviation activity increases.

Referring to the Committee's last meeting in January, A Tolhurst commented that, no one imagined that the world be subject to such radical and extensive change. So many had been affected by the Covid-19 pandemic and the end to the restrictions was still far off. The production of a vaccine was the best hope of things getting back somewhere to normal. But, this looked as though that outcome was unlikely until next year.

In the space of just a few months, Covid-19 had taken from commercial airlines being one of the world's biggest industries to the verge of collapse.

Airbus had axed 10% of their workforce and the Boeing payroll was now 13000 smaller. Airlines, including easyJet had also shed staff, despite government support.

While there was likely to be restructuring, some aspects of normal life were gradually returning for the aviation industry, with the tourism sector becoming energised and with increases in airline activity. Some things had not changed, for example, the Boeing 737 Max fleet was still grounded, although the FAA had recently been undertaking some testing with a view to the aircraft regaining an operating licence.

The Committee would hear more later from Kate Stow and Gareth Finch regarding how DSA had been faring over the recent months and, no doubt, about how operations would be changed to accommodate the new border controls which have recently been announced.

A Tolhurst thanked Andrew Shirt, the Committee's excellent Secretary for arranging this meeting and for ensuring the Committee had the appropriate papers.

3 MINUTES OF THE ANNUAL GENERAL MEETING HELD ON 30TH JANUARY 2020

RESOLVED – That the minutes of the Doncaster Sheffield Airport Consultative Committee's Annual General Meeting held on 30th January 2020 be noted.

4 MINUTES OF THE ORDINARY MEETING HELD ON 30TH JANUARY 2020

RESOLVED – That the minutes of the Ordinary meeting of the Doncaster Sheffield Airport Consultative Committee held on 30th January 2020 be agreed as a correct record of the meeting.

5 MATTERS ARISING

i) Damage to Airport's Perimeter Fencing

On behalf of Parish Councillor McCarron, A Tolhurst reported that, breaks in the airport's perimeter fencing had still not been resolved.

G Finch reported that the airport's Director of Operations had been liaising with K Moran on this issue. It was confirmed that there were no breaks or holes in the fencing. He added that, if there were breaks in the fencing, which the airport were unaware of, then airport personnel would need to meet with community representatives at the location to indicate the damage.

ii) Airport's Perimeter Hedge

On behalf of Parish Councillor McCarron, A Tolhurst reported that, the airport's perimeter hedge on Bank End Road, Blaxton now required trimming back.

ACTION: G Finch to raise with D Thomas

iii) Questions and Answers Briefing Note on DSA's Airspace Changes

K Stow reported that the airport had considered the Noise Monitoring and Environmental Sub-Committee's request for a simplified briefing note / map to be produced on DSA's Airspace changes.

Following discussion, it was felt that it would be of benefit to produce a questions and answers document which incorporated frequently raised questions with regards to airspace changes, noise and environmental issues.

The Committee was asked to submit any frequently asked questions on these areas to the Committee Secretary for inclusion in the document. **ACTION: All Committee Members' to submit questions to A Shirt.**

A Tolhurst requested that an update report be presented at the September meeting of the Noise Monitoring and Environmental Sub-Committee on the impact of the recent airspace changes at DSA. **ACTION: A Shirt**

iv) Presentation on Genecon's work regarding Employment Opportunities at DSA and Wider Airport Site

Members noted that Genecon's work with regards to employment opportunities at the airport and wider site was now complete and had been incorporated in a draft Blueprint document for GatewayEast.

The document set out how the Sheffield City Region (SCR), Peel Land and Property Ltd (Peel Group), Doncaster Sheffield Airport Ltd (DSAL) and Doncaster Metropolitan Borough Council intended to work together to realise the economic opportunity of this growth cluster.

Members noted that the draft GatewayEast Economic Blueprint would be discussed at today's Sheffield City Region LEP Board meeting. It would then be finalised and agreed at the SCR Mayoral Combined Authority in due course. Further detailed work would then be undertaken to take forward the five workstreams identified, including an infrastructure package required to achieve the shared objectives outlined in the Blueprint.

It was agreed that a copy of the GatewayEast Economic Blueprint report be circulated to ACC Members. **ACTION: A Shirt**

A presentation on employment opportunities at DSA and the wider airport site would be delivered at a future ACC meeting. **ACTION: K Stow**

6 AIRPORT ACTIVITIES UPDATE REPORT

K Stow reported that it had been a very challenging time for DSA, both operationally and commercially due to the Covid-19 pandemic, with passenger operations not expected to return as they were prior to the Covid-19 pandemic.

The impact of the pandemic had caused a catastrophic financial loss of revenue, which would not terminate when flights resumed at the airport. The impact of Covid-19 had significantly affected aviation, not just at DSA, but globally.

It was confirmed that there had been no bespoke Government relief packages for airports. DSA had worked actively and persistently with the Department for Transport (DfT), with the Airport Operators Association (AOA) and with the Regional and Business Airports Group (RABA). Whilst there had been frequent engagement from Government via telephone calls every other week with the Aviation Minister, Kelly Tolhurst, there had been no action in terms of supporting airports financially.

The airport had received £150k from the Government's Furlough Scheme to support its staff. The airport's Management Team had made a decision at the early stage of the crisis to do everything which it could possibly do to maintain jobs and limit the amount of Furlough were ever possible and to keep both the airport, and airfield open. The airport and airfield had remained open throughout the pandemic to maintain services, for example, the 2Excel Oil Spill Response, the Air Ambulance, the Police Service and freight operations.

During the crisis, freight traffic had trebled, with a large proportion of the flights arriving at DSA carrying PPE for the UK. A large majority of the flights were arriving from China. The freight operation had been essential for DSA to demonstrate its role in national aviation. However, this had come at a very heavy cost to the airport.

In terms of the future outlook for DSA, Members were reminded that there had been significant disruption in the aviation market, which the airport considered not to be detrimental. However, opportunities which had previously not been likely to occur at DSA, had actually started to emerge. One carrier was currently in engaged discussions with airport.

TUI had recently announced its 'Travel Promise', which offered passengers a package of benefits, including free amendments if a passenger contracted Covid-19 before they travel.

The airport was awaiting the Government's announcement on 27th July 2020, regarding further considerations about travel corridor destinations.

It was highlighted that, the airport needed to see a period of stability where countries were not taken off the list. Markets such as the USA were very important to DSA, due to them being a strategic step forward for DSA's long-haul offering, which had been cancelled for the time being.

The airport was expecting TUI to operate around 50,000 seats for its summer 2020 programme.

From an operational perspective, Wizz Air had restarted its operations from DSA on 1st July 2020. TUI would re-commence its operations at DSA from 1st August 2020 to 11 destinations.

Members were informed that the wearing of face coverings was now mandatory for both staff and passengers inside the airport's terminal building.

Work had taken place to apply safety measures within the terminal building including social distancing, the use of safety screens, hand sanitiser stations and implementing an enhanced cleaning programme.

In the terminal building's retail area, World Duty Free and Subway had now re-opened. J D Wetherspoon was currently looking at its policy across the UK with regards to re-opening. It was anticipated that further businesses within the terminal building would re-open in the coming weeks when they were able to operate, when passenger throughput increased.

In relation to Border Control, Members were informed that additional checks were now taking place. As highlighted in the press, the enforcement of certain rules were not how they should be. There was a disconnect between the DfT and UKBF in terms of the feasibility and practicality of enforcing, for example, the quarantine measure. Passengers who were returning from a quarantine destination would need to complete a form stating where they would be living for a 2 week period.

Members were informed that the aviation sector as a whole, would recover, with some airlines stating a 4-5 year recovery. Airlines operating in global markets, hub carriers, flag carriers and British Airways would be in long-term recovery. In relation to the leisure market, K Stow anticipated that it would recover much more quickly, which would help DSA.

The airport was anticipating a reduced winter programme, with a reduction in capacity. TUI would operate one aircraft instead of two.

It was noted that, a second wave of Coronavirus and further lockdown measures was a key risk to the airport. The airport were lobbying Government to have this conversation now, to try to understand what support would be available for airports in the event of a second wave, particularly if it was localised.

The airport had written to the Secretary of State for Transport, Grant Shapps, setting out the locality of DSA, its contributions to the local economy of £67m, together with its gross value added per annum.

Members were informed that there had been an aircraft incident at DSA on 14th July 2020. The Astral 747 cargo plane had taxied off the runway, leading to the airport being temporarily closed. There had been no passengers on board at the time of the incident, and there were no injuries to colleagues or the crew. As a result of the incident the airport was unable to operate 3 flights which were diverted to Leeds Bradford Airport.

In relation to the airport's vacant Environment and Community Manager post, K Stow reported that, unfortunately, at this present moment, Peel Airports had implemented a policy to protect jobs within the airport, and as such, there was a blanket recruitment freeze in place. It was noted that the company could not rule out redundancies at this current time.

It was reported that community relations would continue to be managed by K Stow.

K Stow and G Finch were currently working with D Thomas on sustainability matters and producing a Sustainability Strategy for the airport. Noise complaints would continue to be monitored and responded to by colleagues at Liverpool John Lennon Airport.

A Bosmans commented that, in terms of airport representation at future meetings of the Noise Monitoring and Environmental Sub-Committee, it would be useful for Members to have an airport representative at meetings who could provide a local perspective.

A Tolhurst replied that, DSA's Director of Operations would be in attendance at future meetings to present a local perspective.

A Tolhurst asked if the freight improvements which had taken place at East Midlands Airport (EMA) had impacted upon DSA's freight operations throughout the Covid-19 pandemic.

K Stow replied that, EMA had not seen the same level of uplift in comparison to DSA. It was noted that DSA were well positioned in the market to be able to offer ad-hoc services.

The Airport had been working closely with the Sheffield City Region Combined Authority and the construction company Mace to submit a joint response to the Government's Freeport consultation on a bid for Freeport status at DSA.

It was highlighted that the consultation response had received support from Nick Fletcher MP, Mayor Roz Jones and Mayor Dan Jarvis.

Councillor Cox informed Members that Nick Fletcher MP had produced a Briefing document on the Freeport consultation which he would forward onto A Shirt for circulation to Members. **ACTION: Councillor Cox via A Shirt**

Councillor Mordue asked if conversations had taken place between the airport and the iPort with regards to the development of the Freeport bid.

K Stow replied that a joint bid had been submitted to Government, following extensive engagement with the iPort and Sheffield City Region Combined Authority who had been acting on behalf of DSA.

A Bosmans reported that conversations would take place shortly between the airport and FODSA Ambassadors as to whether they would safely be able to re-commence welcoming passengers back to the airport.

It was noted that FODSA Ambassadors had recently assisted airport colleagues in undertaking a Foreign Object Debris (FOD) walk to clear any Foreign Object Debris from the runway.

On behalf of the Committee, A Tolhurst thanked K Stow for the comprehensive update and was delighted to note that Peel was still very committed to DSA.

RESOLVED – That the updates be noted.

7 COVID-19 - ECONOMIC IMPACT AROUND UK AIRPORTS - PRESENTATION BY CENTRE FOR CITIES

The Committee noted a presentation by Centre for Cities on the economic impact of the Covid-19 pandemic around UK airports.

RESOLVED – That the presentation be noted.

8 ICCAN CORPORATE STRATEGY 2019-2021: PROGRESS REPORT - ONE YEAR IN

The Committee noted the contents of the The Independent Commission on Civil Aviation Noise's (ICCAN) Corporate Strategy 2019-2021: Progress Report – One year in.

The report set out ICCAN's progress to date and how they prepare to deliver a series of reports and guidance which had been undertaken during their first year of researching.

The document also reflected on the impact Covid-19 was having on the aviation industry and how ICCAN intended to deliver its objectives over the next year, in a landscape which looked very differently to the one which ICCAN encountered when they were first established in 2019.

A Bosmans informed Members that they could subscribe to ICCAN's newsletters and updates via their website at <https://iccan.gov.uk/>

A Tolhurst reported that he would invite ICCAN to attend a future ACC meeting, when face-to-face meetings recommence.

RESOLVED – That the contents of the ICCAN's Corporate Strategy 2019-2021: Progress Report be noted.

9 SHEFFIELD CITY REGION LOCAL ENTERPRISE PARTNERSHIP'S REPORT ON THE SCR ECONOMIC RECOVERY PLAN

The Committee noted the contents of a Sheffield City Region (SCR) Local Enterprise Partnership's report on the SCR Economic Recovery Plan.

The report detailed the economic implications of Covid-19 and presented an update on the SCR Economic Recovery Plan.

A Tolhurst queried if DSA was a member of Mayor Jones' Covid-19 Recovery Group.

C Hall agreed to check membership of the Group with the Mayor's Office. **ACTION: C Hall**

RESOLVED – That the Committee noted the contents of the Sheffield City Region (SCR) Local Enterprise Partnership's report on the SCR Economic Recovery Plan.

10 ANY OTHER BUSINESS

i) Storage of Mayflower Model

Councillor Greenhalgh reported that he had asked the airport if they would be able to store a large model of the Mayflower onsite.

K Stow replied that an airport response would be sent to Councillor Greenhalgh later today, together with the airport's proposed monthly fee for storing the model.

ii) Thank you to Members of the Airport Consultative Committee

K Stow thanked Members for their continued engagement with the airport and for all their contributions at today's meeting.

iii) Vulcan Visitor Centre

Town Councillor Cropley asked if there had been any recent progress with regards to the construction of the Vulcan Visitor Centre at DSA.

G Finch replied that the Vulcan to the Sky Trust was still in the process of obtaining funding for the build. He highlighted that, planning permission for the site would expire in December 2020. Conversations were currently taking place with the Trust around maintaining the planning consent onsite.

iv) Doncaster MBC's Local Plan

C Hall reported that examination of Doncaster MBC's Local Plan had been delayed due to the Covid-19 pandemic. It was anticipated that examination of the Local Plan would take place later this year.

G Finch added that Peel Land and Property had been working with Doncaster MBC's Planning Department on the Local Plan and producing a Statement of Common Ground and replying to the Inspectors questions.

v) Community Sports Facility at Hayfield Green

G Finch reported that work was almost complete onsite and that the freehold of the land would be transferred shortly to Auckley Parish Council. A dowry from Peel Land and Property would be in place to ensure that the playground was maintained in the future.

G Finch thanked Members of the ACC and the Parish Council for all their contributions.

vi) Wider Airport Site – Investment Opportunities

In response to a question from Councillor Pidwell, G Finch provided Members with an update regarding the developments taking place on the wider airport site.

11 DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the ACC be held on Thursday 15th October 2020 at 10:00 am.

CHAIR



Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

15 OCTOBER 2020 – VIRTUAL MEETING

PRESENT: Alan Tolhurst OBE (Chair)
A Bosmans (FODSA), Councillor S Cox (Doncaster MBC), Councillor R Franklin (Barnsley MBC), Councillor M Greenhalgh (Doncaster MBC), Councillor J Milne (West Lindsey District Council), Councillor B Mordue (Doncaster MBC), A Platts (Doncaster Chamber), Councillor C Rosling-Josephs (Sheffield City Council), M Di Salvatore (West Lindsey District Council), A Shirt (Committee Secretary), K Stow (Doncaster Sheffield Airport) and D Thomas (Doncaster Sheffield Airport)

Noise Monitoring & Environmental Sub-Committee representatives:-
Town Councillor A Cropley (Bawtry Town Council) and
Parish Councillor J Worthington (Cantley with Branton Parish Council)

Apologies were received from: Councillor M Cooper (Doncaster MBC), J Dyer (Doncaster Chamber), G Finch (Peel Land and Property & Doncaster Sheffield Airport), C Hall (Doncaster MBC), Councillor D Lelliott (Rotherham MBC), Parish Councillor N McCarron (Blaxton Parish Council), County Councillor C Pearson (North Yorkshire County Council), Councillor C Perraton-Williams (Lincolnshire County Council), Councillor D Pidwell (Bassetlaw District Council), M Sewell (Doncaster MBC) and Y D Woodcock BEM (Ex-Officio)

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

A Tolhurst welcomed everyone to the remote meeting of the Airport Consultative Committee (ACC).

Apologies for absence were noted as above.

2 ANNOUNCEMENTS

A Tolhurst opened the meeting commenting that, he had hoped that today's meeting would have been held in person rather than electronically, but due to a second wave of the Coronavirus, there would be a longer period of uncertainty.

The pandemic has had a devastating effect thus far on the economy and there is bad news still to come.

Like so many other commercial activities, Aviation has been especially hard hit and almost each week there is news of further cutbacks and layoffs.

Referring to some of the papers included in today's agenda, representations had been made to the Government for support, but none has been forthcoming. In fact, some Governmental changes have had an adverse effect with quarantine rules and airport

testing being changed at a moment's notice, air bridges being established and then demolished and that, instead of it being abolished, Air Passenger duty is to be increased next year.

Even setting up the Global Travel Taskforce headed by Grant Shapps and Nick Hancock, although most welcome, it seems to many sceptics to be too little too late. He queried if it would lead to a coherent plan.

It was noted that The Union Connectivity Review was currently underway, however, the Terms of Reference had taken nearly four months to produce. The Review was a good development and could have an impact on the 'levelling-up' concept.

Members' attention was drawn to an excellent news article entitled 'Airport Schemes are Taking off Despite the Many Challenges'.

The news article had been published in the Yorkshire Post on 9th October 2020.

The news article stated that, "Doncaster Sheffield Airport (DSA) is pleased to be involved in the Great Northern Conference and to be contributing to the crucial debate on how to best focus on rebuilding the economy and developing opportunities across the North of England in a sustainable way, particularly given the unprecedented events of the past six months".

Article available at: <https://www.yorkshirepost.co.uk/business/airport-schemes-are-taking-despite-many-challenges-2998952>

Referring to the latest UKACCs News Bulletin of 14th October 2020, Members' attention was drawn to an International Airport Review article published on 8th October 2020 entitled 'Strategising Airport Operations for the New Norm'.

Article available at:

<https://www.internationalairportreview.com/article/138466/strategising-airport-operations-new-norm/>

3 MINUTES OF THE MEETING HELD ON 16TH JULY 2020

RESOLVED – That the minutes of the Airport Consultative Committee held on 16th July 2020 be agreed as a correct record.

4 MATTERS ARISING

i) Questions and Answers Briefing Note on DSA's Airspace Changes, Noise and Environmental Issues

Following the request at the September ACC meeting, there had been no receipt of any frequently asked questions from Members on DSA's airspace changes, noise and environmental issues.

Members were asked to submit any frequently asked questions to the Committee Secretary for inclusion in the document as soon as possible.

ii) Special Meeting of the ACC - Presentation by Genecon

Following discussion, the Committee requested that a special meeting of the ACC be arranged within the next month to allow representatives from Genecon to provide the Committee with a detailed presentation focusing upon the delivery of the economic output of the airport, including the type and nature of jobs onsite at the airport, the distribution of jobs and where they sit in terms of job sectors.

K Stow added that, the airport would be happy to extend the invitation to any specialists within their organisations which Members represent. **ACTION: K Stow, A Tolhurst & A Shirt**

iii) Mayor Jones' Covid-19 Recovery Group

A Tolhurst asked airport representatives if they were content with the response provided from C Hall in relation to the membership of Mayor Jones' Covid-19 Recovery Group.

K Stow replied that, although the airport was involved with regards to sustainability, they had not been involved in any economic discussions, both now and in the future.

Councillor Mordue commented that it was imperative for the airport to be involved in discussions; the airport was a very important catalyst to supporting Doncaster's economic future.

On behalf of the airport, Councillor Mordue agreed to speak with Mayor Jones to highlight that there is a need for the airport to be involved in discussions and that they are an important contributor.

A Bosmans added he was disappointed to note that, the local authority was not consulting with the airport, due to the airport being a key regenerator in the region.

5 AIRPORT OPERATORS ASSOCIATION (AOA) LETTER TO THE PRIME MINISTER REGARDING COVID 19 AND AIRPORTS

The Committee noted the contents of a letter from the Airport Operators Association (AOA) and its member airports who had written to the Prime Minister on 3rd September 2020 to call for further Government action to support the UK aviation sector during the Covid-19 crisis.

The Committee discussed the current situation at length and noted that there has been a lack of Government action to support the UK aviation sector during the Covid-19 pandemic. Several Members asked if further action could be taken locally as they feared that the airport could be at risk without some support.

In reply, K Stow said that a consistently powerful voice from Sheffield City Region Local Enterprise Partnership, across the Mayoral Combined Authority, Doncaster MBC and from Nick Fletcher MP would be welcome. She then highlighted the activities of Tees Valley Mayor Ben Houchen in support of Tees Valley International Airport, as a good example of an effective campaign.

A Bosmans said that he was concerned there was a fragmented approach locally and that the message needed to be more comprehensive. This view was supported by other Members who expressed pride in the airport and commented on the value DSA adds to the local economy.

K Stow reminded Members of the investment already made by Peel Airports Limited in DSA and said that there were currently two funding opportunities which DSA was currently bidding for. The first opportunity, was to create a Doncaster Freeport which would drive inward investment and incentivisation to those companies to invest on-site and provide employment opportunities.

The second opportunity was in relation to a Freeport Infrastructure Fund bid, which Government was currently actively pursuing.

The airport was also heavily involved in discussions with the University of Sheffield with regards to the aspiration to create an Advanced Manufacturing Research Centre (AMRC) type facility and locate this on the airport site. This would provide a research and development anchor and supply chain opportunities on the airport site.

Following a lengthy discussion, the Committee agreed that DSA is a key contributor to the sustainability agenda and plays a leading role in the local economy, the loss of which would have a devastating impact and yet the above points do not appear to be being made strongly enough to Government.

The Committee recognised that the recovery and sustainability packages are being addressed regionally and locally but Members felt that the case for supporting DSA could be enhanced regionally and nationally.

The Committee's view was that, without a more cogent case being made to sustain DSA, the facility must be at risk. Accordingly, the Committee agreed that a letter be sent by the Airport Consultative Committee to Mayor Dan Jarvis, copied to local Leaders, Doncaster and Nottinghamshire Local Chambers of Commerce, to request that, they do all that they are able to make the case for supporting DSA, so that operations can continue in their current form and for the airport to remain a key contributor to the regeneration of the region. **ACTION: A Tolhurst & A Shirt**

RESOLVED – That the Committee noted the contents of the Airport Operators Association (AOA) letter to the Prime Minister.

6 GOVERNMENT RESPONSE TO THE HOC TRANSPORT COMMITTEE - IMPACT OF THE CORONAVIRUS PANDEMIC

The Committee noted the contents of a UKACCs Briefing Note which summarised Government's response to the HoC Transport Committee's second report on the impact of the Coronavirus pandemic.

The Committee also noted the contents of UKACCs' letters to the Secretary of State for Transport and to the Chancellor of the Exchequer, setting out UKACCs' concerns reading the impact of the Covid-19 pandemic on UK airports.

RESOLVED – That the Committee:-

- i) Noted the contents of a UKACCs Briefing Note which summarised Government's response to the HoC Transport Committee's second report on the impact of the Coronavirus pandemic.
- ii) Noted the contents of UKACCs' letters to the Secretary of State for Transport and to the Chancellor of the Exchequer.

7 AIRPORT OPERATORS ASSOCIATION (AOA) NEWS ARTICLE - "LACK OF ACTION RISKS THE DEMISE OF UK AVIATION"

The Committee noted the contents of a news article written by the Airport Operators Association's (AOA) Chief Executive Karen Dale, following the Chancellor's Statement unveiling the Winter Economic Plan.

RESOLVED – That the Committee noted the contents of the news article.

8 ICCAN - AVIATION NOISE AND PUBLIC HEALTH: RAPID EVIDENCE ASSESSMENT

The Committee noted the contents of an ICCAN briefing note giving details of the publication of their report, 'Aviation Noise and Public Health: Rapid Evidence Assessment', which explores the relationship between aviation noise and people's health.

The briefing note also set out the key findings and ICCAN's next steps.

RESOLVED – That the Committee noted the contents of ICCAN's briefing note.

9 AIRPORT ACTIVITIES UPDATE REPORT

K Stow provided the Committee with a verbal update on airport activities.

The following key business updates were noted:

- The Wizz Air base at DSA was scheduled to open on 22nd October 2020.
- The outlook for TUI remained very challenging. The airport anticipated that TUI would operate a limited number of flights during the winter season from DSA, mainly due to passenger demand and customers deferring their holidays until next year. Next summer sales for TUI were currently very strong.

The January / February holiday booking period for TUI would be very important. It was hoped that customer confidence would return next year.

- Due to the financial impact of Covid, representations had been made to Peel Airports for considerable investment on DSA's 5 year Business Plan.
- The airport continued lobbying working in partnership with the Strategic Aviation Special Interest Group (SASIG), the Regional and Business Airports (RABA) Group and the Airport Operators Association (AOA).

The airport continued to respond to all consultations, letters and were involved in a number of Special Interest Groups.

D Thomas added that, in relation to lobbying, there had been signs of 'green shoots' emerging from discussions with RABA, the AOA and from an expert Steering Group which DSA sat on with other airports, airlines and members of Treasury etc. who were asking for easements which would help operational reductions throughout the winter period to help sustain employment. The Steering Group were also examining NextGen testing and when it would need to be introduced.

It was highlighted that, the airport still needed answers from Government with regards to business rates relief, a solution to Air Passenger Duty (ADP) and a bespoke aviation jobs scheme package.

- DSA would be submitting a bid to the Port Infrastructure Fund, which had recently been announced by Government for the construction of new facilities.
- A joint DSA and iPort bid for Freeport status was currently on-going. A Government announcement had been made on 7th October 2020, setting out further details around how it would create a number of new innovative Freeports across the UK to create jobs, drive investment and regenerate communities.
- In relation to the Gateway East Rail Scheme, the DfT had rejected proposals for the Scheme to enter the Rail Network Enhancements Pipeline (RNEP) process to circa £1.5m of funding which would have allowed the Scheme to progress to outline business case stage.

Partners' were of the view that there were not strong grounds to reject the proposal at this time. Work would continue to progress the Scheme.

- The Coronavirus Testing Centre remained operational onsite at the airport. The contract with the Department for Health and Serco had been extended.
- Conversations continued with the Vulcan to the Sky Trust with regards to their ambitions for a Business Plan, linking with the airport's operational requirements and regulations.
- Neil Lees had recently stepped down from his position as Deputy Chairman of the Peel Group. It was likely that John Peter Whittaker would take over from Neil Lees on the Airport Board at senior management level.

Sustainability Update

K Stow reported that the airport was facing considerable focus from politicians regarding the sustainability agenda and the airport. Furthermore, it was prohibiting them from speaking publically in support of the airport, due to them being conflicted because of Climate Change Emergency Declarations and the economic imperative to support their airport.

K Stow and D Thomas had been engaged with Doncaster MBC's Climate Change Commission over the last 12 months to produce a Sustainability Road Map.

D Thomas delivered a presentation which provided the Committee with an overview of the airport's strategic approach to its Sustainability Growth Plan.

Members noted that the Doncaster Climate Change Report was expected to be issued and launched on 16th October 2020. Six 'asks' had been agreed, which the airport would commence work towards as part of its journey to sustainable growth.

In relation to airport growth and emissions, work would be commissioned shortly to carry out carbon calculations based on ground and air activity at DSA.

DSA would shortly be launching a bespoke page on the DSA website dedicated to Carbon Offset to provide passengers of DSA with further knowledge on how they can offset their carbon footprint when travelling with the airport. An online platform would be created to allow passengers to calculate and offset their flight's footprint. Once added to the cart, passengers would be able to see the projects which the airport is working on to reduce its Carbon Footprint with a number of Gold Standard projects and verified carbon standard projects. In addition, passengers would receive a certificate recognising that the carbon footprint of their journey had been accounted for.

To progress the airport's road map to sustainable growth, AECOM would be commissioned in November to carry out a 3 phase approach, as set out below:-
Phase 1 – To Review the Strategies already in place.
Phase 2 – To produce a Sustainable Growth Road Map.
Phase 3 – Implement the Strategy.

In response to a question from Councillor Cox, it was noted that the Sustainable Road Map was aligned to Airport Masterplan and wider Peel Airport Strategy, concentrating on airport and airline operations.

The Committee thanked Craig Hewitt and the Airport's Marketing Team for developing the Carbon Offset Calculator during the current Covid-19 crisis.

The Committee would be consulted on the Sustainability Road Map in the near future.

It was agreed that a copy of the presentation would be forwarded to the Committee after today's meeting. **ACTION: D Thomas via A Shirt**

On behalf of G Finch, K Stow provided the Committee with the following updates:-

- It was noted that the Doncaster Local Plan had been submitted to Government for Independent Examination. Hearings would take place with the appointed Inspector and run until mid-November.

It was anticipated that the Local Plan would be adopted in mid-2021. G Finch was working heavily with Doncaster MBC colleagues on the Local Plan process.

- Members were informed that the airport had made representations against the crane development site planning application in Finningley on regulatory grounds, including expectations and safety.

It was confirmed that the airport had been in regular dialogue with Doncaster MBC about the planning application and had done everything which they could to make sure the development was within the safety requirements of the airport. It was noted that the planning application had recently been approved by the Planning Committee, despite the representations made by the airport.

Councillor Cox commented that, he was disappointed to note there had been a lack of local community representations made in respect of the planning application.

K Stow added that, in the interests of the community, Peel had tried to engage the communities support to also make representations to Doncaster MBC.

- In relation to the recent flooding close to the residential area on First Avenue, it was confirmed that, after examination, this matter was for Doncaster MBC to manage with the housing developer who had responsibility for the drainage in this area.

With regards to the flooding on the junction of First Avenue, it was reported that this was currently going through a process with Doncaster MBC Drainage officers to establish an available solution as to where the rain water should discharge and to remove the ponding currently taking place.

Following a Technical Survey, it was understood that the current rain water run-off was not suitable and fit for purpose.

To address this, there were currently a number of different options being drawn-up and costed. The next stage would be to address funding and to agree if Peel needed to make a contribution towards remedial works due to the highway being adopted by Doncaster MBC.

Councillor Cox thanked K Stow for airport's support in helping to address the flooding issues in the local area.

K Stow thanked Councillors Steve Cox and Jane Cox for their support.

- Five out twelve units on the Avro Park were now occupied. Notwithstanding the Covid pandemic, growing businesses were now moving onto the site, which was excellent news.

Trebor Developments speculative development of more than 100,000 sq ft of industrial space accommodation was now complete and open for let.

Speculative units were currently being built (close to the school area) and scheduled completion in winter 2020/21.

- The airport was currently working very closely with the Department for Trade and Industry. A presentation would be delivered to them by airport representatives on Monday 19th October 2020 to make the case that, DSA is an area of innovation and employment opportunities.

On behalf of the Committee, A Tolhurst thanked K Stow and D Thomas for their comprehensive updates.

RESOLVED – That the updates be noted.

10 DRAFT MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE HELD ON 24TH SEPTEMBER 2020

RESOLVED – That the draft minutes of the Noise Monitoring and Environmental Sub-Committee held on 24th September 2020 be noted.

11 PROPOSED SCHEDULE OF 2021 ACC MEETING DATES

RESOLVED – That future meetings of the Airport Consultative Committee be held on:-

Thursday 28th January 2021 (AGM and Ordinary)

Thursday 22nd April 2021

Thursday 15th July 2021

Thursday 14th October 2021

All meetings will commence at 10:00 am.

Due to the on-going Coronavirus pandemic, Members would be notified of the meeting arrangements in advance of the meeting.

12 ANY OTHER BUSINESS

i) Heritage Memorial Project

Parish Councillor Worthington asked if an update could be provided in relation to the current status of the Heritage Memorial Project.

K Stow replied that, due to the Coronavirus pandemic, work on the Heritage Memorial Project had been paused. However, it was on the Marketing Team's agenda to progress and complete the work during the first quarter of 2021.

Parish Councillor Worthington added that she had located details of all the deceased RAF officers and would forward this information when work recommenced on the project.

ii) Training Flights

Parish Councillor Scutt reported that an easyJet aircraft had been undertaking training at the airport during the morning of 14th October 2020. Although the aircraft had varied its route, there were some instances where the aircraft had flown directly over Blaxton village.

He added that, “promises” had previously been made by DSA that training flights would not fly over local villages. Furthermore, it was illogical for the airport to require commercial flights to follow the Noise Preferential Route, but allowed training flights to pass low over Blaxton village.

K Stow replied that easyJet training flights operated within the framework of the permitted routes. Furthermore, the movements were within the training flights voluntary restrictions implemented in 2019.

It was highlighted that, no promises had ever been made that training flights would not fly over local villages. Training flights would take the authorised permitted route and be limited to 40 circuits per day.

A Tolhurst commented that the Committee had never received assurances from the airport that training flights would not fly over local villages. Wherever possible, training pilots would try to avoid local villages, but this was very much dependent upon the wind and weather at the time of flying.

Parish Councillor Scutt was requested to forward details of his complaint via email to allow D Thomas to investigate. **ACTION: Parish Cllr Scutt / D Thomas.**

A Tolhurst reminded Members that all complaints regarding aircraft noise should be reported directly to the airport, to allow them to log the complaint, investigate and opportunity to provide a response.

To lodge a complaint, Members could do so by leaving their name and address followed by the date of the disturbance, time and any other information to assist the investigation by:

- Calling the 24 hour answering service on 01302 623499
- Emailing environment@flydsa.co.uk
- Use the online web form at <https://www.flydsa.co.uk/about-us/environment/>
- Or by writing to:
Environment & Community Manager
Doncaster Sheffield Airport
Heyford House
First Avenue
Doncaster
DN9 3RH

13 DATE AND TIME OF NEXT MEETING

RESOLVED – That the Annual General Meeting and Ordinary Meeting of the ACC be held Thursday 28th January 2021 at 10:00 am.

CHAIR