

## Consultative Committee

### DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

#### 15 APRIL 2021 – HELD VIRTUALLY

PRESENT: Alan Tolhurst OBE (Chair)  
S Boote (Doncaster Sheffield Airport), A Bosmans (FODSA), Councillor S Cox (Doncaster MBC), G Finch (Peel Land and Property & Doncaster Sheffield Airport), A Gates (SCR Mayoral Combined Authority), Councillor M Greenhalgh (Doncaster MBC), P Kennan (SCR LEP Private Sector Board Member), Councillor D Lelliott (Rotherham MBC), J Milne (West Lindsey District Council), Councillor B Mordue (Doncaster MBC), County Councillor C Pearson (North Yorkshire County Council), Councillor D Pidwell (Bassetlaw District Council), Councillor C Rosling-Josephs (Sheffield City Council), A Shirt (Committee Secretary), K Stow (Doncaster Sheffield Airport) and County Councillor T Taylor (Nottinghamshire County Council)

Guest: N Biddle (Peel Land and Property)

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: J Dyer (Doncaster Chamber), Councillor R Franklin (Barnsley MBC), C Hall (Doncaster MBC) and Councillor C Perraton-Williams (Lincolnshire County Council)

#### 1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

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

Peter Kennan (Sheffield City Region LEP, Private Sector Board Member), Andrew Gates (Assistant Director, Strategic Corporate Affairs, Sheffield City Region Mayoral Combined Authority) and Stacey Boote (Communications and Marketing Manager, Doncaster Sheffield Airport) were all welcomed to their first meeting of the ACC.

Apologies for absence were noted as above.

#### 2 ANNOUNCEMENTS

A Tolhurst opened the meeting and said that we are currently in day 4 on the road out of lockdown and the weather had matched the lightening of the national mood. There had been numerous iterations of recovery plans which had been required to adjust to the unfolding and wholly unpredictable circumstances that have enmeshed us all.

Like hospitality, the travel industry has had to weather the storm and tried to chart a return to normality – or at least try to predict what the new normality will look like.

The main challenge has been trying to cope with vaccination programmes progressing at different rates in different countries. Nonetheless, there is some optimism that economic growth will soon return as people regain the freedom to travel internationally.

On Monday, the government confirmed it is planning a traffic light system with countries graded green, amber and red, according to a variety of factors. The plan has in general been welcomed, although there has been strong reaction from some parts of the industry: another example of not being able to please everyone at the same time.

Members' attention was drawn to the latest UKACCs New Bulletin, which included a link to a Transport Select Committee evidence session on the Global Travel Task Force held on 14<sup>th</sup> April 2021 with evidence heard from representatives from the Association of British Travel Agents (ABTA), International Air transport Association (IATA), British Airline Pilots' Association (BALPA) and the Chief Solution Officer at Heathrow Airport.

News had emerged today that, passengers arriving at Heathrow were being forced to queue for up to 6 hours due to Coronavirus checks at Border Control. It was only hoped that by 17<sup>th</sup> May when international travel was expected to resume that queues are significantly reduced.

3 MINUTES OF THE ORDINARY ACC MEETING HELD ON 28TH JANUARY 2021 AND ACTIONS UPDATE

RESOLVED – That the minutes of the Ordinary meeting of the Airport Consultative Committee held on 28<sup>th</sup> January 2021 be agreed as a correct record.

4 MINUTES OF THE ACC ANNUAL GENERAL MEETING HELD ON 28TH JANUARY 2021

RESOLVED – That the minutes of the Annual General meeting of the Airport Consultative Committee held on 28<sup>th</sup> January 2021 be noted.

5 MATTERS ARISING

There were no matters arising from the minutes of the Ordinary meeting and Annual General Meeting held on 28<sup>th</sup> January 2021.

6 UKACCS RESPONSE TO GLOBAL TRAVEL TASKFORCE

The Committee noted the contents of a UKACCs submission to the Global Travel Taskforce – restarting international travel with a risk-based approach.

RESOLVED – That the Committee noted the contents of UKACCs submission to the Global Travel Taskforce.

## 7 AIRPORT ACTIVITIES UPDATE REPORT

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

The following key business updates were noted:

- Following the Christmas break, there had been a reasonable expectation that travel would pick-up quite quickly during the first quarter of 2021. However, as the weeks had gone forward, it had become clear that recovery would not start during the first quarter of 2021. There had been high expectations of the Government's announcement promised on 5<sup>th</sup> April for the re-start and roadmap for aviation.

Unfortunately, Government's announcement had lacked critical detail; the aviation industry needed to understand which markets would fall into each of the categories of its proposed traffic light system and the testing regime which would be required for each category. A notice period would also be required to give notice of adjustments to any markets from 'green' to 'amber' and 'amber' to 'red'. There would also need to be a viable testing regime which would be cost effective.

At present time, most airlines were providing feedback to state that, there was insufficient clarity. There was a risk that there would not be a summer period for the airport.

The re-start for aviation scheduled for 17<sup>th</sup> May 2021 was anticipated to be quite weak, limited to a small number of markets and designed for consumers who could participate in expensive testing.

The government had promised further information to be released in early May, but this would leave a very short period up to 17<sup>th</sup> May to implement the necessary changes.

- Wizz Air had made the decision not to delay the launch of its two based aircrafts at DSA on 18<sup>th</sup> May 2021. However, at this moment in time, the routes which Wizz Air operate would not largely feature on the Government's 'Green List'. As such, it would be very difficult for Wizz Air to commence operations. DSA were in regular dialogue with Wizz Air on this issue.
- Jet2 had recently announced that they had cancelled all holidays up to 21<sup>st</sup> June 2021. TUI had not stated that they would delay their operations. This was due to TUI operating in long haul markets, which were most likely to be included on the Government's 'Green List'.
- DSA had received a number of enquiries from airlines in relation to operating training flights from the airport which were currently being considered.

Currently, DSA were supporting TUI with its training requirements. There were currently no plans for TUI pilots to fly training circuits; they would be conducting positioning flights, and as such, local communities should not notice them.

The Committee said that there had been no recent feedback from local residents with regards to training flights operating at DSA.

Members' highlighted that, initially, once training flights resumed more frequently at DSA there could possibly be an increase in complaints from local residents after a long dormant period where there had been no training activity.

A Tolhurst asked Members to notify local residents that training flights would resume in the coming weeks at DSA.

- DSA has been successful in its application for securing Government funding from the Airport and Grounds Operations Support Scheme.
- The outlook for DSA remained very challenging, but positive. A Blue Sky Budget had been produced to look at where DSA would be outside of the pandemic with a successful Wizz Air base in place and retention of TUI travel, which would see circa. 1.5m passengers (pre-crisis this had been circa. 1.2m passengers).
- Despite current issues, the airport were pressing ahead with its Terminal expansion project, following receipt of a Local Growth Fund (LGF) loan of £5m from the Sheffield City Region Mayoral Combined Authority which had been match funded by Peel Airports.

The Terminal expansion project would see a number of new features being installed, which included new gate bridges, an expanded Central Search area, new check-in technology and enhancements to the commercial retail spaces. It was anticipated that works could commence within the next few weeks.

- Freight operations continued at DSA, although traffic had reduced following the first lockdown where DSA had processed several flights containing vital PPE.
- The Vulcan to the Sky Trust had recently launched a £4m major fundraising campaign entitled 'Operation Safeguard' to secure its future and build a hangar at DSA. The support of the public via a fundraising appeal was needed to meet the total costs of the build.

The Vulcan to the Sky Trust had confirmed that it was in negotiation to secure a mortgage of up to £2.6m to enable it to build a hangar at DSA.

- In relation to Leeds Bradford airport's expansion, DSA has been asked by the press to make comments, to which, DSA had simply stated that it was supportive of airport expansion in the UK.

It was highlighted that there was planning within DSA's Section 106 to support substantial growth at the airport beyond its current traffic levels.

- Work was currently progressing with regards to developing DSA's Sustainable Growth Roadmap. Sheffield City Region Mayoral Combined Authority, LEP and Doncaster MBC colleagues were being engaged with on the development of this piece of work.

- An announcement would be made shortly in partnership with the University of Sheffield in relation to a project on sustainable aviation fuels. There was a partnership aspiration to bring a potential research and development facility to the DSA site.
- A matrix had been developed setting out key matters for the local community. These ranged from flooding in the local area to training flights. DSA would be working with Peel colleagues to manage the key issues. It was proposed that the matrix would be populated and circulated to the Committee at future meetings.

RESOLVED – That the Committee noted the updates provided.

#### 7a Airport Masterplan - Update

G Finch provided the Committee with an update on the Airport Masterplan.

The Committee were informed that there were three main zones within the Airport Masterplan. Consent had been granted in 2020 for an advanced manufacturing logistics base located to the west of the airport (Bawtry Road and High Common Lane).

Neal Biddle had recently been appointed as Development Director for GatewayEast. Neal would be responsible for the Delivery Strategy for the site. Neal was currently looking at the consented area and an initial phased Delivery Strategy for opening up the site.

Peel Land and Property would be seeking discharge of planning conditions to obtain approval to commence with the initial phase of infrastructure works to open up the site.

Discussions were taking place with Doncaster MBC colleagues with regards to developing a selective bid to the Government's Levelling Up Fund.

The Central Plaza (GatewayEast) planning application had been submitted to Doncaster MBC's Planning Department in December 2020. It was anticipated that a decision would be made in May/June 2021.

A session on the Central Plaza (GatewayEast) planning application had been provided to local residents on 10<sup>th</sup> March 2021.

Following discussion, it was noted that Councillor Cox and Parish Councillors McCarron and Worthington had attended the presentation, which had been well received by those in attendance.

G Finch highlighted that the GatewayEast scheme was not being undertaken speculatively, the scheme needed to be viable due to current market conditions.

County Councillor Taylor asked if relationships could be developed with local businesses (for example, Yorkshire Wildlife Park (YWP)) to combine opportunities.

G Finch replied that there was a good relationship between DSA / Peel Land and Property with YWP and that, he had consulted with them on the Airport's Masterplan which included the Central Plaza development. Both DSA's and YWP's facilities would drive their own demands.

A further key area within the Airport Masterplan was a central residential zone (East of Hurst Lane, North of Bawtry Road).

The Peel Land and Property subsidiary 'Northstone' (sustainable house builder) were currently looking at the first phase of the residential development. A planning application was anticipated to be submitted to Doncaster MBC around September / October 2021.

It was anticipated that Doncaster MBC's Local Plan would be adopted around September/October 2021, which incorporated the residential area as an allocation in the Local Plan for residential properties.

If the planning application was successful, it was estimated that Northstone would commence work onsite to deliver the first phase of the scheme during the first quarter of 2022.

The Committee was informed that there was a requirement when the Local Plan was fully adopted that, further work would be undertaken by Peel Land and Property and its teams on the landside areas to look at the Masterplan and its approach to developments to ensure that they were integrated and connected. Work would take place over the summer, with engagement taking place later in the year with the ACC.

Within the next 6 months, work would take place on developing a Sustainable Transport Plan for the evolution of GatewayEast, which would incorporate a refresh of the Airport's Surface Access Strategy. At this time, a Sustainability Plan for GatewayEast would also be produced.

A Tolhurst asked if there was a proposal to re-establish the Airport Transport Forum to examine the Airport's Surface Access Strategy.

In response, G Finch said that discussions would need to take place with DSA colleagues to agree if the Forum should be re-established.

K Stow added that, it may be appropriate at a later date to consult and engage with the Committee on the Integrated Transport Plan and the Airport Surface Access Strategy.

P Kennan commented that it would be beneficial to resurrect the Forum. He said he would be very interested to understand the remit of the Airport Transport Forum and if the Forum would address active travel.

In relation to the Supertram expansion in South Yorkshire, P Kennan said that work was taking place to reinvigorate access to the airport with options being considered to include a Tram Train connection from Doncaster with an option to go on to DSA.

K Stow referred to the work being undertaken on developing options for the airport rail link on the East Coast mainline. The Committee was informed that, following the

feedback from the DfT, partners were now looking at a phased approach for the scheme.

P Kennan added that a paper setting out further details on the options would be presented at a future MCA Transport and Environment Board. When the paper had been finalised and published, this could be shared with the Committee.

RESOLVED – That the update be noted.

8 DECLARATION OF INTERESTS IN RELATION TO AGENDA ITEM 9

Due to the pre-election ('Purdah') period, County Councillor Taylor took no part in the discussion or voting in matters to be considered at agenda Item 9 Community Investment Fund – Summary of Applications 2021.

Town Councillor Cropley declared an interest in matters to be considered at agenda Item 9 Community Investment Fund – Summary of Applications 2021 by virtue of being a Town Councillor of the respective sponsoring Parish Council for application no DSACIF\_12\_2021.

9 COMMUNITY INVESTMENT FUND - SUMMARY OF APPLICATIONS 2021

The Committee was informed that 12 completed applications had been submitted to the Airport's Community Investment Fund for 2021.

The Chair and Committee Secretary had reviewed each application against the Community Investment Fund criteria with a recommendation made to either support, part support, or not to support the application.

A summary of each application was contained within the agenda papers.

Following the Committee's consideration, it was agreed that 4 applications would be recommended by the Committee to receive full financial support. 3 applications would be recommended by the Committee to receive part financial support.

5 applications were recommended not to receive financial support due to not meeting the criteria of the Fund.

The Committee wished to thank all applicants for the considerable amount of time they had taken in completing their applications.

In relation to application no 'DSACIF\_12\_2021, Parish Councillors McCarron and Worthington said that Bawtry Town Council received funds from a pay and display car park in Bawtry. They queried why the applicant had not approached the Town Council for funding.

Town Councillor Cropley said that the pay and display car park in Bawtry was not functioning due to the Covid pandemic and therefore, there was a considerable downturn in funds.

A Tolhurst asked that applicant 'DSACIF\_12\_2021', be asked why they had not approached the Town Council for funding.

The Committee noted that, with regards to part funded projects, if a scheme could not be delivered within a set time period due to the project not being able to raise all additional funding, funding would then need to be returned to the airport. The Committee would be notified if a project could not deliver.

On behalf of the airport, K Stow thanked all applicants, the Chair and Committee Secretary for all their efforts.

Members noted that the Fund had been promoted via the Airport, its Facebook page and by the Committee Secretary to all ACC Members, Noise Monitoring and Environmental Sub-Committee Members and to all local Town and Parish Council Clerks.

RESOLVED – That the Committee considered and made recommendations against each of the 12 individual projects.

10 DRAFT MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE HELD ON 25TH MARCH 2021

A Tolhurst highlighted that HM Treasury had recently published a Consultation on Air Passenger Duty (APD).

Members were reminded that Government had committed to consult on aviation tax reform at the 2020 Budget and, in particular, the case for amending the APD treatment of domestic flights and for increasing the number of international distance bands.

The consultation delivers on that commitment and sets out the Government's current approach to taxing the aviation sector, via APD. The consultation wished to obtain views on the Government's initial policy position, that, in order to support Union and domestic connectivity the effective rate of APD on domestic flights should be reduced and the potential options through which this could be achieved. The consultation also wished to obtain views on a potential increase to the number of distance bands, in order to align the tax more closely with environmental objectives.

Members were asked to review the document and provide any comments to the Committee Secretary. The consultation document is available at:  
<https://www.gov.uk/government/consultations/consultation-on-aviation-tax-reform>

A Tolhurst informed the Committee that he had requested feedback from Members of the Noise Monitoring and Environmental Sub-Committee how they kept local residents informed of activities taking place at the airport.

He asked Members of the ACC if they could also provide feedback.

Members' unanimously said that they did provide feedback on airport activities at Council meetings, Town and Parish Council meetings, to local residents and to their fellow Cabinet Members. Minutes of ACC meetings were also included on Rotherham MBC's Strategic Transport Group agendas.



Furthermore, County Councillor Pearson said that he produced an annual report on airport activities to North Yorkshire County Council's Transport and Environment Sub-Committee.

Following previous discussions, the Committee reiterated that it would be beneficial for the airport to produce an airport newsletter which could be circulated to local residents.

K Stow acknowledged the suggestion and said that, unfortunately, due to limited resources and current challenges, it would not be possible for the airport to produce a bespoke newsletter. However, enquires would be made by the airport to include a regular bi-monthly update in local community magazines.

If any Member of the Committee wished to volunteer to write an update on behalf of the airport/ACC on the outcomes of the ACC meetings, then they would be welcome to do so. The update could then be signed-off by the airport, prior to publication in local community magazines.

A Bosmans said that he would be willing to produce a generic update report on behalf of the Committee.

RESOLVED – That the Committee noted the draft minutes of the Noise Monitoring and Environmental Sub-Committee held on 25<sup>th</sup> March 2021.

11 ANY OTHER BUSINESS

i) Road Signage

Parish Councillor McCarron asked if signage on the local motorway network would be updated from 'Robin Hood Airport' to 'Doncaster Sheffield Airport'.

K Stow replied that, unfortunately, the airport was not in a position to make a business case to make a significant investment to change motorway gantry signage. However, where there was signage under the local jurisdiction of Doncaster MBC, the airport would encourage that signage be updated on an opportunistic basis when new signage was required.

ii) Councillor Mordue

Councillor Mordue informed the Committee that today would be his last ACC meeting before he stood down as a Doncaster MBC Councillor at the forthcoming Local Elections on 6<sup>th</sup> May 2021. He wished the Committee all the very best for the future.

On behalf of the Committee, A Tolhurst thanked Councillor Mordue for all his contributions and wished him good luck and best wishes for the future.

12 DATE AND TIME OF NEXT MEETING - THURSDAY 15TH JULY 2021 AT 10:00 AM

RESOLVED – That the next meeting of the ACC be held on Thursday 15<sup>th</sup> July 2021 at 10:00 am.