

So RSP is offering to reduce its annual Quota Count if late arrivals are not included. This is an appalling idea with little regard for the Residents who live on the approach/flight paths. This would give RSP no limits and no penalties! In the past we had a sec106 tied to the land which caused us issues when it operated something that RSP would be very aware of.

We had shoulder periods for the late arrivals that gave us little protection and the local authority (TDC) significance failed to deal with. Going through the documents I am frankly amazed that (as yet) TDC has not addressed the genuine public concerns via the DCO application, is it because the leader of TDC gave comfort to RSP in his letter of support?

I am deeply concerned that the ExA is failing to understand/grasp the night flights scenario?

On the matter of TDC it is more than important that the ExA asks these questions of TDC:-

1. Has TDC indicated to the ExA the sec 106 noise monitoring failures?
2. The need to have more than one mobile noise monitor and its cost met by the applicants with the relevant train costs and annual maintenance fees?
3. The shoulder period failures?
4. The failure to collect fines?

The above are material facts that TDC should have addressed at the start of the DCO process and TDC would have that evidence.

On the subject of the DCO funding and the inadequacies within the submission, I am very concerned that the costing of the staffing of the Border Inspection Post (BIP) and training of TDC staff to man it to check goods, let alone the costs of building one to make the airport the UK's biggest freight centre? So has the following taken place?

1. Has TDC informed RSP what costs they want for staffing a BIP as RSP would have to fund and pay TDC for that staffing?
2. Has the HMRC been approached for what they need?
3. The HMRC has specific needs.

I am concerned that we continually get more questions than answers at each stage of this DCO and those of us that lead more than a complex life are somewhat disadvantaged something I am not happy about.

Finally I have been informed that I need to formally request that the ExA answers the two questions as the FOI team at PINS cannot do so?

1. If this application is successful will it affect the ability of PINS and Public Bodies to enable public bodies to remain in public ownership?

2. Has PINS considered this in its pre-consultation process or taken legal advice on the effect of a DCO acceptance outcome?

affects

Regards

MK