

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: Hamilton DCO
Date: 02 July 2019 19:11:57
Attachments: [redacted]

Please accept this as a further submission.

I really don't know where to start, there are so many many issues, changes and unanswered question but in their latest document extract below they kindly offer to assess the need for mitigation of schools at 50db. No detail of who will do it, on what basis or any proposed actions. It's just lawyers drafting smart clauses that mean nothing and have no purpose. Surely this can't be how a DCO is able to proceed, it needs to be specific, defined and purposeful with penalty and redress if not enacted.

Adem.

This email has been scanned by the Symantec Email Security cloud service.

For more information please visit <https://help1.symantec.com/lookup>

<https://amp57A%2F%2Fwww.symanteccloud.com/amp/data=02%7C01%7CManchesterAirport%2Fplanninginspectorate.gov.uk%7C435a128f6161414779f00840f16c5d9%7C5878d98693848ab9322996cc4570884%7C%7C09%7C656976879166156353&mode=info;C61ab63;S856NoV3J4y4EAECTaGmgsx0vD6709%1D&reserved=0>

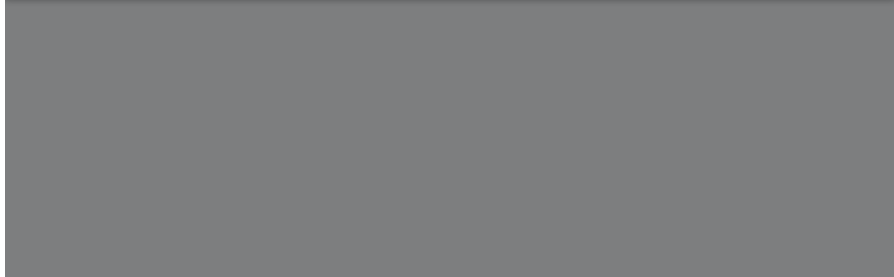
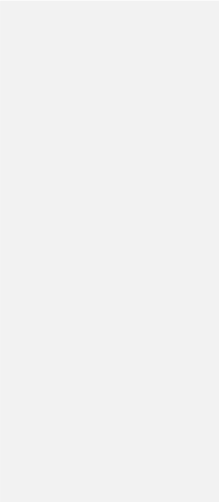


75

© Wood Environment & Infrastructure Solutions UK Limited

wood.

Impact	Mitigation proposed	Post mitigation effect	Proposed plan reference	DCO Reference
	<ul style="list-style-type: none">Where upon application to the airport operator, the freeholder owner of a residential property (or household occupier with written consent to apply from the freeholder) is deemed eligible for assistance under the noise insulation scheme, they will receive £4,000 (£3,000 towards acoustic insulation and ventilation).Residential properties with habitable rooms within the 60dB LAeq 16h hour day time contour will be eligible for the payment detailed above.Residential properties which are not eligible as above, but which have bedrooms which fall within the 55dB LAeq 8h hour contour will be eligible for the payment detailed above.The airport operator will provide reasonable levels of redress in the form of noise insulation and ventilation for schools and community buildings within the 60dB LAeq 16h hour day time contour.The airport operator will assess the need for mitigation in all schools within the 50 dB LAeq 16h hour day time contour.A relocation assistance scheme will be offered by the airport operator to enable those homeowners exposed to the highest levels of airport related noise to move away from the airport.A successful applicant to the relocation assistance scheme will receive £5,000 plus 1.5% of the sale purchase price of the property up to a maximum of £4,500 (£5,000).			



From: [REDACTED]
 To: [REDACTED]
 Cc: Richard.Dick@pms.gsi.gov.uk
 Subject: Mandon DCO
 Date: 02 July 2019 19:25:14
 Attachments: [HSC_0889.PNG](#)

Please accept this as a further submission.

As previously commented I don't know where to stop with this. Below is an extract from RSP latest document. It talks about a relocation package and a payment capped at £15,000. In these circumstances the owner of the house may not be able to sell it but there doesn't seem to be the usual provision for RSP to purchase the property. This is standard at other airports and should really be similar to a CPO type arrangement.

Adem.



Impact	Mitigation proposed	Post mitigation effect	Proposed plan reference	DCO Reference
	<ul style="list-style-type: none"> Where upon application to the airport operator, the freeholder owner of a residential property (or leasehold occupier with written consent to apply from the freeholder) is deemed eligible for assistance under the noise insulation scheme, they will receive £4,000 (£10,000) towards acoustic insulation and ventilation. Residential properties with habitable rooms within the 65dB LAeq (16 hour) day time contour will be eligible for the payment detailed above. Residential properties which are not eligible as above, but which have bedrooms which fall within the 55dB LAeq (8 hour) contour will be eligible for the payment detailed above. The airport operator will provide reasonable levels (as defined in the NMP) of noise insulation and ventilation for schools and community buildings within the 60dB LAeq (16 hour) day time contour. The airport operator will assess the need for mitigation in all schools within the 50 dB LAeq (16 hour) day time contour. A relocation assistance scheme will be offered by the airport operator to enable those homeowners exposed to the highest levels of airport related noise to move away from the airport. A successful applicant to the relocation assistance scheme will receive £5,000 plus 1.52% of the sale price of the property up to a maximum of £12,500/15,000. 			



From: [REDACTED]
 To: [REDACTED]
 Cc: Richard.Dick@pms.gsi.gov.uk
 Subject: Merton DCO
 Date: 02 July 2019 15:29:34
 Attachments: [NSG_0892.PNG](#)

Please accept this as a further submission.

Again, there's so much to comment on, so little time and resource but in the extract below from RSP latest document they have now removed any penalty for flights at night meaning they can be as noisy as they like without penalty. Given the known concerns re night flights I cannot understand how any responsible operator could propose this.

Adem.



Impact	Mitigation proposed	Post mitigation effect	Proposed plan reference	DCO Reference
	<ul style="list-style-type: none"> The airport operator will implement the Wake Turbulence Policy at Appendix 2 of the Noise Mitigation Plan(NMP). Permanent fixed noise monitoring terminals will be located under each of the aircraft departure flight paths at a distance of 6.5km from the start of take-off roll. During the Day Time Period the operator of any departing aircraft that exceeds 90dB LASmax at the relevant noise monitoring terminal will be subject to a penalty of £750-2,000 and a further penalty of £150 for each additional decibel exceeded above 90dB LASmax. The level of the fines levied shall be increased on an annual basis in line with CPI inflation. During the Night Time Period the operator of any departing aircraft between 06:00 and 07:00 that exceeds 82dB LASmax at the relevant noise monitoring terminal will be subject to a penalty of £750-2,000 and further penalties of £150 for each additional decibel exceeded above 82dB LASmax. The level of the fines levied shall be increased on an annual basis in line with CPI inflation. The airport operator will install a Noise and Track Keeping System (NTK system) which will track aircraft in flight. Through the Airspace Change Process, the airport operator will seek to establish NPRs²⁰ which will be designed to avoid overflying of densely populated areas. 			

²⁰ 'NPR' means a specific flight path which aircraft with a maximum take-off weight in excess of 5700 kg are to follow up until an altitude of 4,000 ft or as directed by ATC.



From: [REDACTED]
 To: [REDACTED]
 Cc: Richard.Dryden@pms.gsi.gov.uk
 Subject: Merton DCO
 Date: 03 July 2019 10:02:20
 Attachments: [HSG_0892.PNG](#)

Please accept this as a further submission.

It would also seem that late arrivals are not to be considered as night flights whenever they arrive so again no fine will be levied and there will be no incentive to ensure the same flight isn't late every day or week perhaps by ensuring it leaves earlier or not at all.

Adem.

Please accept this as a further submission.

Again, there's so much to comment on, so little time and resource but in the extract below from RSP latest document they have now removed any penalty for flights at night meaning they can be as noisy as they like without penalty. Given the known concerns re night flights I cannot understand how any responsible operator could propose this.

Adem.



Impact	Mitigation proposed	Post mitigation effect	Proposed plan reference	DCO Reference
	<ul style="list-style-type: none"> The airport operator will implement the Wake Turbulence Policy at Appendix 2 of the Noise Mitigation Plan (NMP). Permanent fixed noise monitoring terminals will be located under each of the aircraft departure flight paths at a distance of 6.5km from the start of take-off roll. During the Day Time Period the operator of any departing aircraft that exceeds 90dB L_A5max at the relevant noise monitoring terminal will be subject to a penalty of £750 2,000 and a further penalty of £150 for each additional decibel exceeded above 90dB L_A5max. The level of the fines levied shall be increased on an annual basis in line with CPI inflation. During the Night-Time Period the operator of any departing aircraft between 06:00 and 07:00 that exceeds 82dB L_A5max at the relevant noise monitoring terminal will be subject to a penalty of £750 2,000 and further penalties of £150 for each additional decibel exceeded above 82dB L_A5max. The level of the fines levied shall be increased on an annual basis in line with CPI inflation. The airport operator will install a Noise and Track Keeping System (NTK system) which will track aircraft in flight. Through the Airspace Change Process, the airport operator will seek to establish NPRs²⁰ which will be designed to avoid overflying of densely populated areas. 			

²⁰ 'NPR' means a specific flight path which aircraft with a maximum take-off weight in excess of 5700 kg are to follow up until an altitude of 4,000 ft or as directed by ATC.

