

Comments on Responses to ExQ1

AIPUT comments on the Applicant's Responses to ExQ1 and requests for information (ExQ1) issued on Thursday 28 March 2024 under the relevant subheadings below.

Compulsory Acquisition and Temporary Possession

In CA.1.41 of ExQ1, the ExA requested that GAL confirm if AIPUT should be included within the Land Rights Tracker. The Applicant's response states:

"AIGPL and AINL are leasehold occupiers of land owned freehold by the Applicant and therefore not included in the Land Right Tracker. Notwithstanding the scope of the Land Rights Tracker, the Applicant is engaging with AIGPL and AINL to agree a commercial arrangement with the next meeting arranged for 19th April 2024".

AIPUT consider this an inadequate response. As explained above, the point made in AIPUT's written representation (and in previous correspondence with the Applicant) was that AIGPL and AINL, as category 1 landowners, should have been included in Appendix A of the Statement of Reasons which would have resulted in AIGPL and AINL being identified in the Land Rights Tracker. This point has not been addressed. Furthermore, as set out above, given the nature of AIGPL and AINL's interest in the land affected by compulsory acquisition proposals there is no obvious reason why they should be treated differently to owners of freehold and excluded from Appendix A of the Statement of Reasons and the Land Rights Tracker.

General and Cross-Topic

AIPUT provided their response to GEN.1.14 in their Deadline 3 submission, requesting that the Mitigation Route Map be a certified document (as opposed to for information only) as it identifies all the mitigation which the Applicant is relying on to achieve the environmental and transport effects identified within the application for the Development Consent Order.

The Applicant has provided a response to GEN.1.14, referencing ES Appendix 5.2.3 Mitigation Route Map which states that, "The Mitigation Route Map is structured by environmental assessment topic with mitigation and potential impacts that mitigation relates to described for each topic. The detail of the assessment and descriptions of the proposed mitigation can be found within each topic chapter of the ES". The Applicant goes on to state that the Mitigation Route Map sets out in full the commitments which are required to mitigate the impacts identified in the Environmental Statement and where these are secured.

This simply explains the status quo and does not answer the question posed. In light of the above, AIPUT's position remains unchanged. AIPUT remains of the opinion that the Mitigation Route Map should be a certified document and is updated throughout the course of Examination (as required).

Traffic and Transport

The Applicant has provided its responses to the ExQ1 questions in relation to Traffic and Transport. AIPUT have instructed Motion Ltd to comment on their behalf. Motion have drafted a technical note which can be found in Appendix 1 of this Deadline 4 Submission.

In summary, AIPUT's position is unchanged and their concerns relating to parking, mode choice and traffic modelling remain. It is noted that at the time of preparing the appended technical note (25 April 2024), the Applicant had not submitted a response to the Examining Authority's Rule 17 request for further information, which was due to be provided by 19 April 2024. The comments below therefore do not benefit from this additional information and AIPUT has been prevented from commenting fully at this time. AIPUT intend to comment at the next deadline.

Any responses to the comments raised in Appendix 1 may be provided in response to the Rule 17 request.