

Having reviewed the applicant's response to relevant representations 597 page document I again wish to state that I strongly object to this planning application for a large scale industrial site within a rural location with already poor road infrastructure.

Regarding my initially objections regarding the roads. Despite the response: "The Applicant has fully assessed the potential impacts of the Proposed Development on the local road network, including road safety. Full details are provided in ES Volume 2, Chapter 15: Transport and Access [EN010158/APP/6.2] [APP-058]. The local road network is considered suitable for HGV traffic, and it is considered that road safety would not be adversely impacted by the Proposed Development for all road users. The Outline CTMP [EN010158/APP/7.5] [APP-141] has been informed and shaped by consultation and engagement, drawing on experiences of other infrastructure projects in the local area to ensure that proposed measures are appropriate and efficient. This includes collaboration with other developments, with provision for the Principal Contractor to consult with the HS2 Transport Officer to coordinate haulage operations on the access routes during the construction period. To ensure integrity of the local road network, the Outline CTMP [EN010158/APP/7.5] [APP-141] also sets out the Applicant's proposed approach to the adoption of a Wear and Tear Agreement, which would be a legal agreement with the host authority. This would cover potential damage to the public road network within the proposed construction route, verges and structures as a result of the Proposed Development."

This is incorrect. HS2 construction has destroyed the roads and at some points are only drivable by driving up the grass verge as the road surface is not passable unless in a 4x4 car. I would respectfully ask the planning inspectorate to actually visit the site and drive between Proposed exit on A41 just before Waddesdon, Station road, Snake way, Claydon Road and access to each 4 parcels, to understand how this access is COMPLETELY inappropriate. These are poor state B roads with sharp bends and at points single tracks. Despite no AIL's coming this way, if there is an average of 24 HGV per day (as quoted in Appendix 15:1 Volume 4 Transport Assessment Documentation) this will have a devastating effect for the roads, local businesses. (I dispute the local business statement from Rosefield that there will not be significant impact on small local businesses). Also access to residential houses along the route such as Dry Leys farm, Hogshaw hamlet and farms, along the corridor. The planned new principal access on Claydon Road and New Junction on Granborough road needs to be re thought and planned. The access to all 4 parcels of this large industrial farm are completely inadequate and will destroy any access needed along that route from Quainton.

The village of Quainton at times with road closures from HS2 works has been completely cut off and my concern is the same will occur to Quainton and all the residential and businesses along this small B road route. Botolph Claydon will also be cut off from the main route to Aylesbury.

Regarding the proposed Times of 7-7 Mon to Fri and 7-12 Saturday. The applicant's response. ". Specific comments highlighted that proposed hours may affect commuters travelling to work. restricted depending on the construction activity proposed to take place and its proximity to sensitive receptors. Staff movements would be on-site prior to network peak which is generally when commuter traffic is at its heaviest. Staff travel movements would be minimised wherever possible through a Staff Travel Plan which is secured in the Outline CTMP [EN010158/APP/7.5] [APP-141]. ES Volume 4, Appendix 15.1: Transport Assessment [EN010158/APP/6.4] [APP-131] sets out the traffic impacts across the study area road network. No significant effects are predicted on commuter routes, including the A41. The Outline CTMP [EN010158/APP/7.5] [APP-141] includes provision for the Principal Contractor to liaise with the host authority to prepare a diary of local community events. Where possible, HGV traffic flows would avoid moving on these days "

This document is not accurate. Local farms workforce often start at 6-7 am in rural areas and many local businesses in rural locations have to be in work by 8am. This is not an urban area. many rural farms, villagers commute to larger urban areas leaving any time between 6-8am. I as many others, also often work until 6-7pm so the applicants response that the immense traffic of the staff and then HGVs would not affect the local population, businesses and most importantly emergency services needing access to rural houses, farms and area are factually wrong.

The applicant's comments ES Volume 2, Chapter 10: Landscape and Visual [EN010158/APP/6.2] [APP-053] about the impact to the landscape and biodiversity are severely underestimated and not just in year 1. Please review this and come and visit the site to understand why this is incorrect.

I also again make the point: You have not taken into consideration the impact on local businesses and employment in the area. The applicant were not even aware of the nature of the businesses their proposal is affecting.