

Q1.16.14

The updated CEMP, OEMP and DEMP represent only a very limited improvement from Hogshaw Farm's (HFWP) perspective.

The documents still do not fully address one of HFWP's central concerns, namely that the applicant's noise assessment and management approach is not sufficiently site specific to the quieter, tranquil setting of parts of our site.

Q1.19.13

The amendments to the updated oCTMP are welcome, but they do not adequately address HFWP's concerns.

The new stakeholder information provisions and the commitment to share traffic management information with HFWP are positive in principle. The applicant has also added wording that, where possible and subject to Buckinghamshire Council approval, the proposed road works to Snake Lane would be undertaken outside the summer school holiday period.

However, that is a limited and qualified commitment only. It does not provide any wider protection for HFWP's year-round trading, nor does it address the fact that the farm remains open and dependent on visitor access outside the summer holidays as well.

More importantly, the amendments remain focused mainly on notification and general liaison. They do not address the underlying problem for HFWP, namely the cumulative impact of further construction traffic and disruption in an area that has already experienced numerous and sustained road closures and access difficulties linked to major infrastructure projects, notably HS2. We have only this week received another notification about upcoming disruption linked to the new "mega prison" at Grendon Underwood. HFWP's concern is more broad than information sharing - it is whether Rosefield's construction traffic and associated disruption will add to an existing pattern of closures, diversions and uncertainty that has already affected visitor confidence, school visits and the day-to-day operation of the business. In summary, the amendments do not go far enough - they do not secure any meaningful mechanism to prevent Rosefield from adding to the cumulative disruption already being experienced locally, nor do they secure any clear outcome if construction traffic management begins to affect the business materially.