

Q&A - following liaison group questions

1) Will College Road North be wide enough for two vehicles to pass

Yes. Subject to ongoing detailed design, the carriageway is proposed to be widened to 6.75m and the footway a minimum of 1.8m from the Arla entrance to the A41

2) Can we call the dairy a processing plant instead?

'Dairy' is the correct terminology and is the industry terminology, so it is not possible to refer to it as a 'plant'. The Oxford Dictionary classification of a dairy is:

'Noun (plural dairies) - a building or room for the processing, storage, and distribution of milk and milk products.'

3) Can we supply a report on the Risk Assessments regarding the towpath and details of measures to reduce cyclist speeds and preserve safety?

Arla is committing funding to the canal towpath improvements, which will be given to British Waterways (BW) and BW will manage all of this work to its own specifications. Any queries should be directed to the local waterways office as this aspect of the work will be passed to British Waterways.

4) When will the site be lit?

Temporary lighting to the first compound was put in place before the end of February 2012.

5) Can we supply a hotline contact number?

The hotline number is 07885 995339.

6) Are the jobs available for local people?

Arla placed its first advertisements in the Bucks Herald and received more than 200 applications within the first few days. We will continue to advertise locally and will work with local recruitment agents.

7) Can we supply details regarding the routes of the construction traffic?

There is an agreed construction traffic route as part of the Construction Management Plan. This includes details of where temporary signs will be erected and states that all vehicles will use the College Road North entrance. This will be overseen by Caddick Construction. A copy of the signage plan will be tabled at the liaison group meetings.

8) Why was the bridleway used by archaeologists?

The archaeologists were unable to access the south west corner of the site via College Road North, as the haul road hadn't been constructed and the weather/condition of the soil made this an impossible route. As we had committed to not using Buckland Village, the only alternative access was via Rectory Farm/Bridleway, which we wrote to liaison group members about. We had permission from the authorities to use this route temporarily for this work. As soon as the work was completed, this access point was then blocked off to construction traffic.

There have been issues raised locally regarding speeding and vehicle routes. However, when investigated, on all but one occasion, these vehicles were not linked to the Arla development. We are unable to stop any vehicles not connected with the Arla site using these routes for other purposes.

9) What have the archaeologists found on site?

Late Iron Age, early Roman and later Roman enclosures, which define a small rural settlement. A number of inhumation burials and five cremation burials have been identified and excavated, all believed to be from the final phase of occupation. The settlement is a relatively low-status farm with no evidence of stone buildings. Only one (timber & earth) building has been positively identified. It is assumed there would have been other buildings but these have left no archaeological trace apart from the numerous nails found across the site.

There are large quantities of pottery (some of this is high status/imported – these could have been special ‘family’ pieces rather than indicating high status). All the finds are being cleaned and initial quantification is taking place then they will be transferred to the specialists for assessment. Once this work is complete, in summer, the archaeologists will hold an event in a local hall to view the artefacts.

10) How will the construction be effectively managed?

Construction hours are 7.30am – 6pm, Monday to Friday, and 7.30am – 1pm on Saturday. Directional signs will be placed at key junctions/locations. Caddicks are responsible for enforcing the Construction Management Plan, and they can be reached via the hotline number.

The site’s temporary accommodation will be illuminated with light fittings until May 2012 and these will be fitted with appropriate baffles to reduce the spread of lighting glare outside the boundary of the site. The main construction site will not be illuminated until the end of September 2012. If there is any need for temporary lighting, three weeks’ notice will be given to the council.

In terms of noise mitigation, the construction of the permanent acoustic mounds to the site perimeter will be implemented as early as possible. We will use modern efficient plant equipment and machinery to construct these mounds, which are well maintained to reduce any noise impact. We will also reduce the running time of the equipment wherever possible and switch off engines when not in use.

11) Can the silo heights be lowered?

We are still working on the detailed design and the final plan will not be completed until late spring. Currently silo heights are within the limits set within the planning permission.