

On behalf of the Chiltern Society, I would like to submit supplementary comments to those previously submitted. We appreciate it is well past the closing date of the consultation, but we feel that a lack of detail and explicitness within the consultation material about the consequences of the new phasing plan provides justification for this.

We also suggest that the implications of this phasing plan are so significant that it should have been included in the recently-concluded Local Plan process, perhaps as a proposed modification to the original Princes Risborough policies, so that its soundness in terms of national and other local policies could have been properly examined.

Our comments relate to Sections 5.2.2.1 and 5.5.1 and Appendices 3 and 4, and in particular to the impact on Shootacre Lane as an interim route to access the expansion area.

Shootacre Lane is within the AONB, is of a rural or semi-rural character, and has verges and roadside hedges which are valuable or potentially valuable in landscape and biodiversity / ecological connectivity terms. It is essential therefore that any "improvements" carried out to the road to facilitate its use as an interim access route, whether these be for safety or other reasons, do not cause material damage to these characteristics. To do so would be contrary to national and local policies and duties relating to the conservation and enhancement of the AONB.

The consultation document lacks any detail about what these "safety improvements" might entail, other than a reference to work at the Shootacre Lane / Picts Lane junction. Even this work could be unacceptably damaging if not done sensitively and with accompanying mitigation as necessary.

There is thus no reassurance that further, damaging, work might not be envisaged; or that damage might occur "inadvertently", especially to the verges, through the use of Shootacre Lane by large vehicles – given the width of the road, this would seem inevitable. To prevent this, it would be necessary to introduce a robustly enforced weight / width limit, and require all construction traffic to the Phase 2 Halsbury Homes site to route via Lower Icknield Way and Summerleys Road.

Such damage, especially, of course, that arising from any programmed work, would in effect be irreversible and permanent, and be on top of the additional impact from the later Culverton Link; and would remain even if the increase in traffic using Shootacre Lane during the interim period was a temporary phenomenon.

To conclude: without an absolute reassurance of no adverse impact on the character of Shootacre Lane from either deliberate work or inadvertent damage, we cannot support this aspect of the phasing plan.

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