



# CHINNOR 2031

## NEIGHBOURHOOD DEVELOPMENT PLAN

<p>It was agreed that CNP should form a sub-committee to start doing work examining:</p> <ul style="list-style-type: none"> <li>i. How to use the site choices to mitigate traffic</li> <li>ii. Plan options for expenditure of CIL money on traffic mitigation measures</li> </ul> <p>The meeting between CPC and SODC can now take place.</p> <p><b>Gladman appeal feedback :</b> Having the Pre-Submission Plan available was a big plus in favour of Chinnor’s case. The quality of the submissions by 2 local residents added weight and complemented Chinnor’s case.</p> <p><b>Rectory Homes:</b> PHB reported that Rectory Homes had approached CPC/CNP about building a small development of retirement bungalows on the land behind Golden Hills (CHI-19). The decision was that Rectory Homes can make a submission and meet CPC/CNP after Easter when the Consultation period has finished. PHB to inform Rectory Homes</p>	<p><b>IW</b></p> <p><b>PH/LF</b></p> <p><b>PHB</b></p>
<p><b>6. The meeting closed 9.10pm.</b></p>	
<p><b>7. Future Meetings</b></p> <p><b>Next meeting of the full Steering Group is on Wednesday, 9th March 2016 at 7pm, in the COMMUNITY PAVILION.</b> (AA advised that he would arrive late for the meeting as he has another commitment that day)</p> <p><b>First meeting in April is on Wednesday 6<sup>th</sup> April in the Community Pavilion at 7pm</b></p>	<p><b>All</b></p>

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Attendees			Apologies		
	CNP	SODC / Other		CNP	SODC/ Other
Cllr. Pat Haywood	X		Charlotte Colver		X
Cllr. Susan Ashdown	X		Anna Reynolds	N/P	
Andrea Oughton	X		Chris McGuire	X	
Andrew Henderson	X		Geoff Bamford	X	
Brian Fagan	X		Cllr. Lynn Lloyd	X	
Ian Wadsworth	X		Marius Ciortan	X	
Jacqui Sturt	X		Ruth Ruddock	X	
John Haywood	X		Sarah Phillips	X	
Peter Brook	X				
Zena Baker	X				
Andrew Ashcroft		X			

**CC:**

Liz Folley (CPC) (LF)

**Written by: Peter Brook**  
**3 March 2016**

**Approved:**  
**Date:**

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### EVALUATION OF GLANVILLE REPORT

The recent report prepared by Glanville evaluates the volume of traffic we could expect to experience in 2021 at our 2 major junctions. This is based on existing volumes plus the traffic generated from all the sites in Chinnor that currently have an active planning application. It also includes proposals for development from external sources, principally Thame and Princes Risborough. ( N.B Draft Risborough Plan is available) It concludes that the Oakley Rd roundabout will operate at capacity, while the Mill Lane crossroad will operate above capacity in 2021. It recommends that mitigation measures should be investigated to improve the capacity of the latter. Furthermore, that negotiations with the developers of the external sites and the planning authorities should be entered into, to discuss appropriate contributions to mitigate the impact.

It states that the other junctions are unlikely to be used by through traffic. This presumably refers to Oakley Lane and High St. These are recognised rat runs. Our own traffic assessments suggest that High St is used at the AM peak by through traffic. Residents are aware that Oakley Lane/Mill Lane is also used.

There are possibly some external sources which have been overlooked:-

- 1) Development at Saunderton
- 2) Non-construction traffic associated with HS2
- 3) Commercial and retail traffic activity to and from Thame.

In relation to the feeder roads, the report highlights only Station Rd (due to St Andrews school) would be classed with a major receptor sensitivity.

Relevant major receptors are listed as:-

Schools, playgrounds and residential roads without pavements that are used by pedestrians.

This brings Mill Lane, Lower Rd and Lower Icknield Way into the equation, and adds to Station Road's status.

Relevant moderate receptors are listed as:-

Congested junctions, Doctors surgeries, shopping areas with roadside frontage, roads with narrow pavements, un-segregated cycle paths, community centres, parks and recreation facilities.

This would encompass virtually every feeder road and rat run in Chinnor.

It does not give any weighting to the parking hazards inherent on most feeder roads and rat runs.

The relevance of the receptor sensitivity is not explicit.

In order to capitalise on the information provided by the report, we should ensure that any omissions are included if valid, extend the period to 2031, identify areas with receptor sensitivity and include the rat runs in a formal assessment. Then reappraise our options.

Unless we fully understand the nature and size of our future traffic problem it would be wrong to persist in solutions which ignore it.

Ian Wadsworth  
February 2016