

Whittington Parish Council

One Parish : One Community



Whittington Parish Council response to application W/25/01898/SCO

Land At (Os 8995 5086), Pershore Road, Norton, Worcester.

Scoping opinion for the development of 5500 dwellings, town centre (and associated uses), and permanent and temporary works, proposed strategic highway and infrastructure works.

The documentation for this scoping application is extensive and the consultation period of only 20 days is unreasonable and does not allow sufficient time to fully assess the detail. Based on an initial review, Whittington Parish Council submit the following comments and feedback:

Mapping Inconsistencies

Some of the information used to compile the scoping report, including mapping, appears to be significantly out of date and should be verified. The map on page 11 (Appendix 2.1, Policy SWDPR 51) differs significantly from the previous concept plan map:

- Existing settlements along Pershore Road (Junction 7) and/or Highpark are omitted.
- The new map shows employment land behind Pershore Road residential properties, whereas the previous map displayed sports fields and facilities.
- Employment land is also shown in front of Pershore Road residential properties, in contrast to the previous map which proposed residential development in this location.
- The map does not identify the location of the second traveller site.

Buffer Zone Disparities

It is unclear why, despite Pershore Road having a comparable number of residential properties to Stoulton, a buffer zone has been allocated to Stoulton but not to Pershore Road. This omission is particularly concerning as the scoping application proposes employment land—including warehouses, fast food outlets, and facilities operating 24 hours a day—both behind and in front of Pershore Road residential properties, further intensifying the adverse impact on residents.

Transport and Construction Traffic

According to the scoping application, the B4084 (Pershore Road) will be used by HGVs and construction vehicles. This busy road is already heavily used by residents, the Parkway Station, and traffic bound for Pershore, Evesham, and the Cotswolds. At least three scoping applications already propose using the B4084 for construction access and with over 5,500 homes planned concurrently (and further applications expected) this will put a staggering amount of additional traffic onto the existing road network. With the first phase of development extending to 2041, this will mean up to 16 years of pollution, noise, congestion, lane closures, temporary traffic signals, and associated disruption such as mud on the road.

Waste Management

The application proposes “storage, collection, and tankering out of waste during construction.” Given the 40+ year period for construction, this implies inadequate sewage infrastructure for an extended period. Reliance on storage and tanker removal will increase HGV traffic, with associated air quality concerns.

Construction Hours

Construction hours are listed as 07:30–18:00 five days a week, and 07:30–13:00 on Saturdays. This will inevitably mean traffic and noise disruption begins well before 07:30 (as vehicles and workers travel to site), creating relentless and unacceptable disturbance for existing residents.

Highways Infrastructure Uncertainty

Highways infrastructure is acknowledged to be complex and crossing over numerous landowners, but provides no details of timing or delivery. This ambiguity raises the risk of delays, which could burden existing residents with additional traffic and disruption. It is considered vital that the necessary transport infrastructure should be in place alongside housing provision.

Services provision

- Gas: The application states gas will be brought to the site for future connections, with no explanation of how or why, particularly within a scheme promoted as a “Green Town.”
- Electricity: Supply will come from an off-site substation to an on-site switch room. No detail is provided on location, route, or impact. Previous reports indicated that electricity would be brought in from Whittington under the M5, which could severely affect both current and future residents.

- Foul Water: The plan states that “connections will be made to the foul water network”, yet there is no such network in the area. Clarification on this point is essential.

Lighting Impacts

The plan concedes that introducing light into previously unlit areas is “generally adverse and undesirable” but dismisses it as “unlikely to be significant.” This is trivialising of the real impacts on existing residents of both construction lighting and then permanent lighting. It is concerning that “no consultation has been undertaken in relation to the human health effects of lighting”.

Noise Impacts

Noise predictions indicate Pershore Road will be subject to “normally unsuitable” levels, with “likely significant effects”, including vibration. No credible mitigation measures are identified. The plan also states that new residential properties within 15–50m of Whittington Road will require acoustic consideration and residential development should not occur within 15m of Whittington Road, yet Pershore Road properties, closer still, appear to have been entirely overlooked.

Socio-Economic and Health Impacts

The application admits that “no consultation has been conducted to date with regards to socio-economic and human health.” Yet it acknowledges that the extensive scale of development could cause significant impacts during both construction and operational phases. This disregard for current residents is wholly unacceptable.

Healthcare Provision

The Primary Health Care section lists numerous surgeries, yet many do not accept patients from the Pershore side of the motorway as they fall outside catchment areas. The assertion that “access to healthcare for residents and existing local communities is not considered to be significant and will not be considered further” is both inaccurate and dismissive.

Education and Community Facilities

The application indicates that education provision and community facilities will not be delivered until the first 5,000 houses have been built. This is entirely inadequate, as such facilities are essential from the outset to support both existing and incoming residents. Furthermore, no provision has been made for cemeteries, which is a fundamental community requirement in a development of this scale.

Failure to Address Inspector’s Report

The Planning Inspector’s recently published interim report clearly stated that policies must be updated “ensure development is integrated with existing uses and residents and that any adverse impacts are mitigated”, however the current scoping application disregards this direction almost entirely and fails to address the legitimate concerns of existing communities. The parish council would welcome revisions to this scoping application that provide far greater confidence that meaningful and robust mitigation measures will be reviewed and implemented.