

Whittington Parish Council

One Parish : One Community



Whittington Parish Council response to Scoping Opinion for the development of the Wychavon Town Strategic Transport Infrastructure.

Whittington Parish Council considered this at their meeting 24/03/26 and wish to formally object to the submitted Scoping Opinion for the development of the Wychavon Town Strategic Transport Infrastructure.

The Parish Council wish to express concern at the size and complexity of the document. At 437 pages, it is extremely long and highly technical, which significantly limits accessibility and undermines meaningful community engagement. A document of this scale places an unreasonable burden on consultees, particularly parish councils and residents, who are expected to review and respond within the short statutory timeframe.

More fundamentally, the credibility of the report is called into question by the presence of clear inaccuracies. Of particular concern are references to HS2 rail improvements which are now significantly out of date. The inclusion of these outdated references in a formal document, combined with the size of the report, undermines reliability. It is not reasonable for consultees to be expected to verify every claim and conclusion presented.

The Parish Council is also concerned that the document does not clearly identify its author. While consultancy involvement is referenced, there is no transparency or responsibility for the content, analysis, and conclusions presented.

The Parish Council has concerns regarding the allocation of responsibility for mitigation measures. The document repeatedly places the responsibility for addressing adverse impacts on developers, with limited accountability attributed to Wychavon District Council. This approach is unsatisfactory as it creates uncertainty over delivery and enforcement, and risks mitigation measures being incorrectly applied, or overlooked entirely.

The Parish Council do not consider the rail usage forecasts to be particularly credible. The assumptions are overly optimistic and have not been supported by robust or up to date evidence. Given the central role that rail integration plays in the justification for Wychavon Town, this significantly weakens these conclusions.

Similarly transport and traffic impacts remain a major unresolved concern. Despite the scale of the proposed development, the report does not adequately address the likely effects of cumulative congestion on the existing road network and surrounding villages. The reliance on high-level modelling, combined with the acknowledged limitations in available data, does not provide sufficient reassurance that these impacts have been properly understood or mitigated.

The Parish Council is very concerned that several important issues have been scoped out of detailed assessment. In particular, the omission of impacts on human health and construction traffic is unacceptable. These are matters of direct and significant concern to existing communities and should form a core part of the environmental assessment.

The proposed approach to project phasing raises further concern. The sequencing appears to prioritise developer convenience and delivery timelines rather than the needs of existing and future residents. There is insufficient assurance that necessary infrastructure and mitigation will be delivered in advance of (or at least alongside) development, rather than retrospectively.

Finally, the Parish Council objects to the proposed use of Section 106 agreements in relation to the Parkway station and car park expansion. As presented, these appear to disproportionately support the interests of rail operators rather than delivering clear and direct benefits to the local community.