

Application 14/01671/OUT Land NW of Woodstock Road Witney

NORTH WITNEY ACTION GROUP SUBMISSION

The North Witney Action Group (NWAG) represents over 1,100 concerned local residents who oppose the inclusion of the North Witney SDA in the WODC Local Plan.

Hailey Parish Council

The North Witney Action Group concurs with the objections outlined in the submission by Hailey Parish Council dated May 9 2019. It should be remembered that all the land within the application is in the parish of Hailey and NWAG, representing local residents, and the parish council have a shared responsibility to represent their constituents both in the town and in the parish.

Air Quality Assessment

It is clear from the three summaries included in the Air Quality Assessment Report No.: 442522-03 (00) that unless, and until, all the other major Air Quality/ traffic mitigation schemes (SGSR, WEL2, Closure of Bridge St or Gyratory system in Bridge St, Mill St and West End B4022) are financed, finalised, and given full planning consent, no NW SDA development can proceed - including individual phases.

Air Quality Assessment, Summary, page 4

“the impact of the proposed development (200 dwellings) on NO2 concentrations at sensitive human receptors, prior to mitigation.....there is the potential that the impact at a small number of receptors within the existing AQMA could be significant.”

and

*“7.3 Mitigation: Operational Phase
When the potential impact of the proposed development (200 dwellings) is considered in isolation there is the potential for the impact on local air quality (annual mean NO2 concentrations) at a small number of receptors to be significant adverse.”*

It is for this reason that WODC has consistently insisted that the whole of the NW SDA (1400 houses) should be considered as one *“comprehensive development to be led by an agreed masterplan.”* WIT2 b, and *“development to be phased in accordance with the timing of provision of supporting infrastructure and facilities including the essential improvements to the Shore’s Green junction onto the A40*

and related highway measures.” WIT2 c

Furthermore Taylor Wimpey, in these summaries, indicate their concerns that the building of NW SDA with all its mitigation requirements is not a forgone conclusion. –

“6.4 Summary

The results show that the proposed NW SDA would have a potentially ‘significant’ adverse effect on local air quality in relation to human health at some receptor locations, when assuming only the SGSR scheme and the West End Link Road (WEL) are in operation (i.e. AQ-S6). However, with either Bridge Street closed to traffic (except public transport) or Bridge Street Gyratory operational in conjunction with the SGSR scheme and the WEL in operation (i.e. AQ-S8 and AQ-S10), the potential effect of the proposed NW SDA on local air quality in relation to human health is considered to be ‘not significant.’ “

However, analysis of OCC’s recent Witney Highways Model, Future Forecasting Report, RT101212-1-003 has highlighted the continuing difficulty in mitigating the effects of traffic directly relating to the NW SDA and its major infrastructure. This is particularly evident in the New Yatt Road area of north Witney which bounds this planning application plot.

It is for all the above reasons that we are of the opinion that no planning applications such as this should be considered for approval.

The Application Does Not Conform to WIT2 Requiring a Master Plan for the SDA. Neither Does It Require the Development to Contribute to Shore’s Green

It should be noted that this application is originally dated 31 October 2014, four and a half years ago. This, to our understanding, is the third attempt to ask WODC to consider the site as a stand alone development.

It would therefore be logical to conclude that with this persistent action, Taylor Wimpey is not convinced that waiting for an SDA Master Plan will deliver the yet to be determined funding to make the complex core section of the SDA feasible.

Clearly the North Witney Consortium, which WODC has put much store in when justifying the feasibility of the SDA, is in jeopardy through Taylor Wimpey’s untimely intervention to push through their site independently and in breach of the Local Plan time line.

Indeed, far from integrating their application in to a strategic overview for the north, Taylor Wimpey ‘look east’ (see pages 57/58) and make offers to funnel their Section 106 contributions towards SGSR.

Submitted by

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