

## **LATE MATERIAL (APPLICATIONS FOR DETERMINATION)**

**PLANNING COMMITTEE: 7<sup>th</sup> June 2022**

### **ITEM 6 – LAND AT NAAS LANE, QUEDGELEY – 22/00355/REM**

#### **Additional Letters of Objection**

An additional email has been received, on behalf of the residents of the four neighbouring properties to the west of the site (Nos. 1 and 2 Brooklyn Villas, Ferndale Villa and Fairfield Villa), attaching three letters of objection which include the objections previously submitted to the outline planning application (ref. 18/01228/OUT), the withdrawn reserved matters application and the current application. These letters are appended in full.

#### **Additional Consultation Responses**

##### Local Highway Authority

Gloucestershire County Council, the Highway Authority acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order, 2015 has **no objection subject to conditions**.

This application is a resubmission and has been updated to reflect comments that Gloucestershire County Council has previously submitted. The application is a reserved matters proposal and therefore comments are restricted to the design/layout of the site, matters of access and impact on the wider transport network were established at the outline application stage.

The proposal seeks to provide a low-speed environment which will encourage walking, cycling and includes measures to give priority at side roads to pedestrians. The proposal also includes street trees which provide significant benefits to future residents from a speed management, perception of safety and climate change adaptation.

The level of car and bicycle parking meets the local standards and whilst some properties provide extended walking distances to bicycle sheds the route has been widened and still provides a sheltered and secure facility, as such it is accepted in this instance.

The applicant has indicated a willingness to dedicate additional land to the Highway Authority to provide a future cycling link adjoining the PRow link to the west which supports the commitment to improve walking and cycling opportunities.

Public Rights of Way pass through the site and the applicant has detailed the barrier/access points arrangements on drawing 720-01 Rev B, the surface of the rights of way needs to be confirmed and there is a deviation in route which will require a diversion order. The applicant has indicated their intention to pursue the necessary order to ensure they can deliver the proposal as submitted.

##### Lead Local Flood Authority

No objection. The requirement to maintain the flow in the watercourse along the northern boundary is identified in the requirements for environmental management during construction and the identification of a footbridge to cross the watercourse at the point services will also cross the watercourse.

All these points were discussed fully with the previous application and the principles agreed have been carried forward to this application.

#### Stroud District Council

After reviewing the submitted information, Officers at Stroud District Council have no observations to make on this application.

#### Housing Projects and Strategy Team Leader

The amended clustering of the affordable housing units is acceptable.

#### Ecological Adviser

No outstanding concerns. Satisfied that the percentage of green space identified is sufficient and the lighting in the brook will be kept to very low levels.

#### Public Open Space Adviser

Amended plans address outstanding concerns. Recommend a condition requiring the submission and approval of signage associated with the proposed play area.

#### Waste Recycling and Streetscene Management

The Gloucester City Council Developers Guidance must be followed at all stages. 26 ton refuse collection vehicles (RCVs) will collect the refuse and all roads need to be of highway construction standard. The plans appear to show the RCV overhanging the pavement when turning and overhanging the pavement when tracking through the road, this is not acceptable. The RCV's need to be able to turn and track through the roads without the need for going on or overhanging the pavements and to pass other traffic.

The crews will only collect from adopted roads, they will not collect from unadopted or private roads. Where properties have access via private roads a collection point will be needed at the junction with the adopted h/way. Large numbers of waste facilities presented together could block vision. It is noted that bin collection points (BCP's) are marked on the plan.

Some properties may have additional facilities supplied through request eg paid for Green waste bin (fortnightly collection) or request for additional refuse bin waste capacity-health issues, additional recycling facilities.

The BCP's will need to be clearly marked/sign posted and be of sufficient size to accommodate the waste receptacles supplied to their relevant properties for the refuse and recycling collection schedule week and for the green waste and recycling collection schedule week. Waste receptacles must fit into the BCP space, all waste must be contained in the appropriate receptacles, the crews will not collect overflowing bins or pick up side waste, clearance of side waste/non collectable waste will be the responsibility of the residents/management company/land owners.

The developers will need to make sure the collection point information is supplied to the residents.

For the adopted Highway the RCV's have to drive over, use of block paving should be avoided, heavy vehicles turning wheels on block paving can dislodge the blocks.

The access road to 2 Brooklyn Villas does not have a turning area for a 26 ton RCV. Waste facilities from the properties served by this section of road will have to be presented at the junction of the primary street into the site, a BCP has been marked on the plan.

No parking lines should be installed at all junctions and turning areas and road narrowing/traffic calming points to keep them clear of parked vehicles so the access and turning areas can be used fully at all times.

The collection supervisors will have to carry out a H & S site inspection before agreeing to start installing waste facilities and collections to the site, they will need to carry-out further H & S site inspections as the site develops to further agree the supply of waste facilities and installing collections. Up to the time the supervisors agree to install waste facilities and collections the developers/site owners will be responsible for the disposal of any waste generated by residents.

Supply of bins:

The developers Guidance has the bin store requirements and types of bins and bin size details needed for designing in suitable space. The size of bin store area, some extra space should be designed in for additional recycling bins if needed. It would be advisable to install a coded lock on the bin store entrance doors for security.

There is a BCP marked on the plan near to the Apartments, responsibility for presenting and removing the waste facilities will be with the developer/property management company, they will need to be made aware of that.

It is important that the developer contacts the Waste Team and the Ubico Supervisors from the start of any works.

**Revised refuse vehicle tracking plans have now been submitted indicating that the tracking is within the highway without overhanging the footpath with the exception of an area in front of plot 81. This area will have a relatively low level of pedestrians and the footpath would provide vehicular access to the parking of plots 79 to 81 which has been accepted by the Highway Authority.**

### **OFFICER RECOMMENDATION**

That APPROVAL of reserved matters of layout, scale, appearance and landscaping be granted subject to the following conditions:

#### **Condition 1**

The development hereby permitted shall be carried out in accordance with the following approved drawings/documents except where these may be modified by any other conditions attached to this permission:

## Clancy Design Services Limited

### Site Drawings

20014.100 rev A	Location Plan-A2
20014.101 rev G	Site Layout_A0
20014.102 rev D	Materials Plan-A0
20014.103 rev D	Affordable housing Plan_A0
20014.104.1 rev E	External Works (Sheet 1 of 2)
20014.104.2 rev E	External Works (Sheet 2 of 2)
20014.105 rev D	Bin Storage and Collection Plan-A0
20014.106 rev D	Storey Heights Plan_A0
20014.107 rev D	Adoption and Management Plan_A0
20014.108 rev A	Enclosures Details-A3
20014.109 rev E	Site Areas Layout_A0
20014.110 rev D	PROW Overlay Plan_A1
20014.200 rev B	Street Scenes (A0)

### Housetypes

20014.A538.301 rev. -	A538 As Ground Floor Plan
20014.A538.302 rev. -	A538 As First Floor Plan
20014.A538.303 rev. -	A538 As Elevations 1
20014.A538.304 rev. -	A538 As Elevations 2
20014.H667.301 rev A	H667 Bungalow Floor Plans and Elevations
20014.H1339.301H rev C	H1339 Var.1 Handed End Floor Plans / Elevations
20014.H1339.303A rev. B	H1339 Var.3 As End Floor Plans and Elevations
20014.H1339.303H rev. B	H1339 Var.3 Handed End Floor Plans / Elevations
20014.NA22.301A rev. -	NA22 Var.1 As Mid Floor Plans and Elevations
20014.NA22.301H rev. -	NA22 Var.1 Handed Mid Floor Plans and Elevations
20014.NA22.302A rev. -	NA22 Var.2 As End Floor Plans and Elevations
20014.NA22.302H rev. -	NA22 Var.2 Handed End Floor Plans and Elevations
20014.NA32.300 rev. -	NA32 End Floor Plans
20014.NA32.301A rev. -	NA32 Var.1 As End Elevations
20014.NA32.301H rev. -	NA32 Var.1 Handed End Elevations
20014.NA32.302A rev. -	NA32 Var.2 As End Elevations
20014.NA32.303H rev. -	NA32 Var.3 Handed End Elevations
20014.NA34.300 rev. -	NA34 End Floor Plans
20014.NA34.301A rev. -	NA34 Var.1 As End Elevations
20014.NA34.301H rev. -	NA34 Var.1 Handed End Elevations
20014.NA42.300 rev. -	NA42 Det. Floor Plans
20014.NA42.301A rev. -	NA42 Var.1 As Det. Elevations
20014.NA42.301H rev. -	NA42 Var.1 Handed Det. Elevations
20014.NA44.300 rev A	NA44 Det. Floor Plans
20014.NA44.301A rev B	NA44 Var.1 As Det. Elevations
20014.NA44.301H rev B	NA44 Var.1 Handed Det. Elevations
20014.NA44.303A rev B	NA44 Var.3 As Det. Elevations
20014.NA44.304A rev. A	NA44 Var.4 As Det. Elevations
20014.NA44.304H rev B	NA44 Var.4 Handed Det. Elevations
20014.NA45.300 rev. -	NA45 Det. Floor Plans

20014.NA45.301A rev. -	NA45 Var.1 As Det. Elevations
20014.NA45.302A rev. A	NA45 Var.2 As Det. Elevations
20014.NA46.300 rev. -	NA46 Det. Floor Plans
20014.NA46.301h rev. -	NA46 Var.1 Handed Det. Elevations
20014.NB31.300 rev. -	NB31 End Floor Plans
20014.NB31.301A rev. A	NB31 Var.1 As End Elevations
20014.NB31.301H rev. A	NB31 Var.1 Handed End Elevations
20014.NT31.300D rev. -	NT31 Det. Floor Plans
20014.NT31.300E rev. -	NT31 End Floor Plans
20014.NT31.301A rev. -	NT31 Var.1 As Det. Elevations
20014.NT31.301H rev. -	NT31 Var.1 Handed Det. Elevations
20014.NT31.302A rev. -	NT31 Var.2 As End Elevations
20014.NT31.303A rev. -	NT31 Var.3 As End Elevations
20014.NT41.300 rev. -	NT41 Det. Floor Plans
20014.NT41.301H rev. -	NT41 Var.1 Handed Det. Elevations
20014.NT41.302H rev. -	NT41 Var.2 Handed Det. Elevations
20014.NT42.300A rev A	NT42 As Det. Floor Plans
20014.NT42.300H rev A	NT42 Handed Det. Floor Plans
20014.NT42.301A rev. -	NT42 Var.1 As Det. Elevations
20014.NT42.301H rev A	NT42 Var.1 Handed Det. Elevations
20014.NT42.303A rev. -	NT42 Var.3 As Det. Elevations
20014.NT42.303H rev A	NT42 Var.3 Handed Det. Elevations
20014.PA25.301A rev A	PA25 Var. 1 As Mid Floor Plans and Elevations
20014.PA25.301H rev. -	PA25 Var. 1 Handed Mid Floor Plans / Elevations
20014.PA25.302A rev A	PA25 Var.2 As End Floor Plans and Elevations
20014.PA25.302H rev A	PA25 Var. 2 Handed End Floor Plans / Elevations
20014.301 rev. -	Garages - Plans and Elevations
20014.302 rev. -	Bin and Cycle Store – Plans and Elevations

**Kairus Ltd**

V1AQ051788

Nass Lane Noise Assessment

**Taylor Wimpey Bristol**

101-01 (rev F)	Drainage-Strategy
102-01 (rev C)	Fire-Appliance
103-01 (rev F)	Refuse-Vehicle
105-01 (rev E)	Refuse-Car
106-01 (rev E)	Planning-Slab-Levels
107-01 (rev E)	Car-Passing-Junctions
17-03 (rev G)	Road-Widths-Streets
38-01 (rev G)	Section 38
296_001 Rev G	Street Lighting Layout
296_101 Rev G	Lighting Equipment Schedule
296_201 Rev G	Lighting Calculation Report
510-02 rev C	Pond Contours / Sections
720-01 rev B	PROW Access Arrangements

Naas Lane Waste Statement - March 2021  
Microdrainage Calculations 06.09.21

**James Blake Associates**

JBA 20_019-SK01 Rev E	Green Infrastructure Strategy Plan
JBA 21-019 Rev E	Landscape Specification & Measured Works Schedule
JBA 21-019-LMP1 rev D	Landscape Management & Maintenance Plan
JBA21_019-01 rev L	Detailed Soft plots & POS
JBA21_019-02 rev L	Detailed Soft plots & POS
JBA21_019-03 rev L	Detailed Soft plots & POS
JBA21_019-04 rev L	Detailed Soft plots & POS
JBA21_019-05 rev L	Detailed Soft plots & POS
JBA21_019-06 rev L	Detailed Soft plots & POS
JBA 21_019 DT-01	Tree pit detail

**Mircal Design & Play**

Q7353_I LEAP	LEAP
Q7353_I MUGA	MUGA
Q7353_I Site Plan	Site Plan

**CSA Environmental**

3591_02_A_	CEcMP
5391_01A_	Reptile Mitigation Strategy
5391_03A_	LEcMP

**Greenhatch**

30205_T_Rev 0	Topographical Survey
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**Pioneer**

Housing Mix Statement 25th March 2021  
Affordable Housing Scheme revised 1st April 2022

**Reason**

For the avoidance of doubt in the interests of proper planning.

**Condition 2**

The development hereby permitted shall not be brought into use until the surface water drainage scheme for the site has been completed in accordance with the details shown on the approved plans and documents. The drainage scheme shall be managed and maintained thereafter in accordance with the approved management and maintenance plan submitted with the application.

**Reason**

To ensure development would not result in unacceptable risk of pollution or harm to the environment and to ensure the proposed development does not exacerbate flood risk and deals with surface water run-off from the site in a sustainable manner.

**Condition 4**

Where excavations or surface treatments are proposed within the root protection areas (RPA) of retained trees and hedgerows, full details shall be submitted to and approved in writing by the Local Planning Authority before any development starts. The RPA is

defined in BS5837:2012. Details shall include the proposed locations of excavations and/or surface treatments, proposed methods & specifications of excavations and/or surface treatments and any post excavation remedial works. All excavations or surface treatments shall be carried out in accordance with the approved details.

**Reason**

To prevent damage to or loss of trees.

**Condition 5**

The development shall be carried out in accordance with the glazing and acoustic specification recommended in table 6.2 in the Noise Assessment prepared by Kairus Ltd (Project Reference AQ051788, Revision V1 DRAFT, Issue Date 1<sup>st</sup> February 2021).

**Reason**

To safeguard the amenities of future occupiers of the dwellings.

**Condition 6**

No dwelling shall be occupied until boundary fences/walls have been installed in accordance with the details indicated on the approved plan.

**Reason**

To ensure adequate provision for privacy and in the interest of visual amenity.

**Condition 7**

The development hereby approved shall not be occupied until the access, parking and turning facilities that that individual building to the nearest public highway has been provided as shown on drawing 20014.101 Rev G.

**Reason**

To ensure conformity with submitted details.

**Condition 8**

Prior to the commencement of the development hereby approved, the specification of the surface materials for the public rights of way shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with those details.

**Reason**

To ensure that the proposal provide safety and suitable access.

**Condition 9**

No works or development shall take place until full details of all proposed street tree planting, root protection systems, future management plan, and the proposed times of planting, have been approved in writing by the Local Planning Authority, and all tree planting shall be carried out in accordance with those details and at those times.

**Reason**

To ensure the continued wellbeing of the trees in the interests of the amenity and environmental quality of the locality.

**Condition 10**

Notwithstanding the details submitted no dwelling shall be occupied until full details of the proposed signage to the approved LEAP and MUGA have been submitted to and approved in writing by the Local Planning Authority. The proposed signage shall be displayed in accordance with the approved details prior to the completion of the play areas.

**Reason**

To ensure clear and appropriate signage is provided to the users of the play areas.

**Notes****Note 1**

The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's standards and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Contact the Highway Authority's Legal Agreements Development Management Team at [highwaylegalagreements@gloucestershire.gov.uk](mailto:highwaylegalagreements@gloucestershire.gov.uk). You will be required to pay fees to cover the Council's costs in undertaking the following actions:

- Drafting the Agreement
- Set up costs
- Approving the highway details
- Inspecting the highway works

You should enter into discussions with statutory undertakers as soon as possible to co-ordinate the laying of services under any new highways to be adopted by the Highway Authority.

The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.

**Note 2**

All new streets must be tree lined as required in the National Planning Policy Framework. All proposed street trees must be suitable for transport corridors as defined by Trees and Design Action Group (TDAG). Details should be provided of what management systems are to be included, this includes root protections, watering and ongoing management. Street trees are likely to be subject to a commuted sum.

**Note 3**

You are advised that to facilitate the development an order must be obtained to stop up or divert the adopted highway under sections 247, 248 or 257 of the Town and Country Planning Act 1990. Contact the National Transport Casework team.



**Note 4**

There are trees in neighbouring properties that could be affected by the proposed development. In the interest of good neighbour relationships, it would be helpful to consult with your neighbour on the proposed works if you have not already done so.

Care will be required to minimise damage to the trees through the development activities such as ground compaction and root severance. You have a legal duty to exercise reasonable care in carrying out any works that may impact adjacent trees. Further information is available on [Guide-to-Trees-and-the-Law](#)

**Note 5**

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact [assetprotectionwestern@networkrail.co.uk](mailto:assetprotectionwestern@networkrail.co.uk).

**Note 6**

The developer is advised to contact the Waste Team ([environment@gloucester.gov.uk](mailto:environment@gloucester.gov.uk)) and the Ubico Supervisors at the start of any works, and contact details can be exchanged for arranging site visits.

# Application Summary

**Address:**

Land East Of Waterwells Naas Lane Quedgeley Gloucester

**Proposal:** ref. 18/01228/OUT

97 "Eco" houses Naas Lane

**Case Officer:**

Caroline Towney

## Customer Details

**Name:**

## Comments Details

**Committer Type:**

Immediate and adjoining neighbours

**Stance:** Today 29th November is our 20th anniversary, we have always been pragmatic in trying to facilitate a way forward but the constant assault on us and our family is now way out of hand across all aspects of our lives, anybody who has been here long enough knows this application was decided 20yrs ago, needs to be better.

**Object:** Land ownership, over development, access, layout and detail.

**Support:** A comprehensive scheme and proper development.

**Reasons for comment:**

1. Sewage pumping station within 20 metres of our home. (There is a main sewer 50 metres away)
2. Proposed linking up of footpaths between this development, Hunts grove and Kingsway via our front garden and **private** drive.
3. The continued theft of my families life (as of today) for 20yrs (7300 days and nights) and currently our future.
4. The continued destruction in the value of our home and our ability to move on.
5. The lack of ability to compare the market and reinsure our home due to the balancing ponds.
6. What is this estate going to be called as we are obviously going to be swallowed up by it.
7. There was a supplementary planning document "EA03 Land east of Waterwells 2009" which showed a masterplan for residential which was held back on purpose and now we are completely deleted, (excluding our private track which is the key to both of these new developments (Circa 50 million pounds worth of housing) we have now been totally de allocated, again stopping us from moving forward.
8. Land east of Waterwells which for the lucky few was allocated through local plan for 150 houses when in fact this is 210 houses being built plus the extras planned to go in the paddocks behind us. approx 250
9. Lack of highway infrastructure, a single access point for 150 houses into the estate on very dangerous bend on Naas Lane.
10. Four balancing ponds plus a brook all within 50 metres of our home, a real possibility of flooding.

The **private footpath (not cycle track)** that services our four very large properties from Naas Lane is a **PRIVATE drive** and has belonged to these 4 properties for a 145yrs is not a public one and definitely not qualifying as a cycle track, GCC or Crest have no historical evidence to prove otherwise, we do. Opening our private drive invites the whole world through our front garden, takes away our privacy and security.

Multiple planning applications at Brooklyn villas between 1994-2017 have all been turned down due to increased movements along this track but surprisingly now and totally against the protectionism of the last 20yrs of GCC, Crest have been granted permission to steal it from us and use this to link these developments together without our consent. When it has been consistently said by GCC that it is not safe for additional traffic of any description.

Death by a thousand paper cuts and the continued attempt to take ownership of our private drive.

Ref. No: 11/01211/FUL retrospective development Withdrawn (because of objections)

Ref. No: 12/00058/FUL retrospective development (resubmitted without the objections of the first) Passed

Ref. No: 13/00412/FUL retrospective planning which blocks our drive and makes access dangerous Passed

Ref. No: 14/00024/FUL retrospective planning built on our drive Passed

REF: PT07079X (revised 150709) Huge supplementary planning document that I put together to try and allow us to move forward Stopped

Ref. No: 07/00618/OUT Outline permission was granted outside of what was supposed to be a comprehensive scheme the agreement at the time was the section 106 agreements and release of the spur of Marconi drive roundabout to allow us to move forward, this was never payed and the road never released. Stopped

Ref. No: 94/02987/OUT Refused on access grounds

Ref. No: 94/03268/FUL via appeal

Ref. No: 97/00239/OUT Refused on access grounds

Ref. No: 12/00297/FUL Refused on access grounds

Ref. No: 12/00298/FUL Passed with conditions

Ref. No: 14/01270/NMA minor amendments but forced to go through full planning

Ref. No: 14/01419/FUL Passed but not built financially unviable as the future is still in the hands of GCC

Ref. No: 1600004ENFO Illegal caravan allowed to stay via our private drive by a kangaroo court. Passed

Ref. No: 16/01004/PREAPP Refused again due to access

If you take the time to investigate these 14 applications above on our site you can see same agent/ex local planner acted for and against nearly all these applications and representing the other applicants on retrospective illegal developments. The fact remains every obstacle possible is put in place to stop us finding a way forward, the reservation of our land for others to profit is more than evident and all of our applications refused due to access issues.

**The Movement and hierarchy plan, page 40 of the design and access statement on Crest recent planning application adjoining us on the other side,** Clearly shows our private track integrating with Hunts Grove and Kingsway and to quote GCC website “improve cycle routes to Kingsway” Hunts Grove and Kingsway making this track accessible to possible **SEVEN THOUSAND** local houses? Due to the isolation of our property and this track and the fact it is now hidden behind a load of industrial units (also built by Crest) and the track being some 400metres long this is extremely isolated for my children to walk along alone and our only access as the illegal caravan dwellers have blocked the footpath to the east (again GCC do nothing to remedy this) **Now Crest has planning permission to use our PRIVATE DRIVE to meet “their” planning obligations (thats how democracy works in this town) who is going to pay for the upkeep of our track due to the proposed massive increase in movements along it?**

More recently lack of access along our private track has not stopped illegal dwellings taking up permanent residence, again decided by this same cartel in a private kangaroo court and not in the open for the public to debate. I see in this current application a private spur is included for them to gain a new access and the illegal dwelling and is not highlighted on masterplan, no doubt to gain some support for developer at our detriment.

The M5 junction 12 slip road is massively over used at peak times and extremely dangerous, this will not improve with the additional cars from this development and the cars from Hunts Grove. Traffic issues will be further enhanced with Crest failure to deliver the highways infrastructure which was supposed to be part of their planning obligations when they were recently granted planning for 3k houses at Hunts Grove. The local centre, shops and school promised through Hunts Grove has been moved further away and further delayed so no services are available within walking distance to this site.

Cockerwell Road spur (the proposed 4th exit of Marconi Drive roundabout) has been pointing at our home for over 15yrs, again proposed and built by Crest. Crest and GCC who I spoke to only recently continue to say it does not exist and is going nowhere, add to this now within this latest planning application two more roads and footpath pointing directly at our property (that is 4 NEW separate access points onto our home, drive and garden) again they maintain they are not going anywhere.

The residents either new or existing will have to deal with, potential flooding everything is being drained into the ancient ditch in front of our home (which has not been cleared or updated for well over 60years) this is already showing alarmingly increased heights of water in last few months from the redirecting of drainage across their ENTIRE site from Fleet Solutions, this would suggest the SUDS calcs for the new drainage system now up and running are misleading and incorrect. This new development proposes yet another run off pond that means we will have water containment on three sides of our property with incorrect or misleading water calculations this is a massive flooding risk for the current home owners and insurance concern. A recent conversation with a senior insurance loss adjuster confirmed the almost imposable task we will have to re insure our property or actually compare the market, because of the 4 new balancing pounds and brook within 50metres and proposed sewage plant within 20 metres of our property and the fact our houses sit so low in relation to these. So much so Crest have increased their property heights to allow for this.

Isolation, massive local under funding, totally inadequate highways infrastructure around this development even with current volumes of traffic let alone with this and the developing Hunts Grove, especially when leaving Waterwells to the East of the site along Naas

Lane which has now become an extremely dangerous stretch of road (and rat run) on a terrible high speed bend (which this allocation plans to make its only single access point) coupled with horrendous parking by employees and huge car transporters outside Fleet Solutions currently they are looking to extend their hours of operation (which obviously will be passed even though they have to drive the massive car transporters through a residential area and my childrens only access on their bicycles. Lack of school places both primary but particularly secondary school, no shops, doctors, dentists, Quedgeley Town has no comprehensive leisure facilities (unless you play football) and nothing planned..

It is time for Gloucester City, County Council and Quedgeley Town council also the highways department and all other relevant bodies make this whole area a comprehensive scheme to bring the area forward in a controlled manner which will work for everybody instead of chipping away at us, destroying our lives through no fault of our own and finding ways to stop us moving forward in 2016/17 the supplementary planning document EA03 Land east of Waterwells 2009 has been scrapped and GCC have put a white paper and heritage asset protection order on our properties (EA03 Waterwells Site Assessment Report) but not our private drive funny that, again stopping us moving forward but as we know there is no chance of that, as weak leadership and developers looking for maximum return with little to no outlay will always trump any existing settlements.

I always find it incredible my family has to apply or object directly to Gloucester city Council who are supposed to work for the local people who pay their salary and not multinational corporations who invest nothing and have no interest in this town other than profit, you are the very people who have constantly and consistently made our lives a misery and stolen **20years** (which we can never get back) from my family and continue to manipulate our future on behalf of others.

As usual like all the other comments I have sent on behalf of my family and neighbours, this document even if it makes its way onto the planning portal or even gets read, will receive not a single answer to any of the points we have continued to raise above and that is no accident.

**LOCATION: Land Adjoining Naas Lane Naas Lane Quedgeley Gloucester GL4 0XA**

**PROPOSED: Reserved matters application for approval of Appearance, Landscaping, Layout and Scale for the erection of 97 dwellings provision of Green Infrastructure including surface water attenuation and play space and other related infrastructure including foul water pumping station (pursuant to outline planning permission ref. 18/01228/OUT).**

**Objection from** [REDACTED]

Why have the PROW team ignored the blocked public footpath which is on land not owned by 2 BV and you and Starr Planning are aware of for the last 10 years yet now it's to your advantage you're happy to do everything to support it being accessible and beyond, it is a public footpath after all, not a cycle path, with express rights of way by ourselves.

How can you have cycles when this is a public footpath?

### **Footpaths**

This public right of way is meant for pedestrians only. You are allowed to walk your dog as long as it is under your close control. When walking a dog, you must ensure that it keeps to the public footpath and does not trespass into nearby properties. Prams, pushchair or wheelchairs can also be used on a footpath.

Not one person from Gloucester City Council, the PROW team, Taylor Wimpy, Starr Planning, Custom Land, Bruton Knowles or anyone else involved in this application has been down and explained to the residents how opening this public right of way back up so it can accommodate the 97 house on the west of Quedgeley and Hunts Grove on the east with eventually opening it to 3500 houses in Brookthorpe to the school, industrial parks, railway etc. will work when it will see colossal footfall and we're expected to still access our properties. Please respond to ALL questions.

1. How will you fit cars/vans/lorries in EQU19 with excessive footfall and keep EVERYONE safe?
2. There are 8-10 vehicles accessing the properties excluding 2 BV a number of times daily (12-15) as well as deliveries in vans and lorries, large lorries have to stay in the track for deliveries and reverse out all the way up EQU18, how do you plan to keep the public safe as there will be no room for pedestrians as they take up the full width of the track, with blind spots everywhere.
3. Has the planning committee actually seen the public right of way? If not, can I suggest you do please before you consider anything else.
4. Why won't you resurface EQU18 as well as EQU19 when you're now saying both are maintained by public purse even though they have never been maintained by you in the last 100 years, only by the residents! How do you plan to stop people going up EQU19 which will be an uneven surface if not resurfaced and has vehicle access with no passing points, which you're fully aware of?
5. How will you ensure wildlife on the public right of way is not disturbed or harmed, we currently have squirrels, foxes, badgers and deer. Under environment law you must protect them.
6. How will you ensure there is no trespassing on neighbouring lands to the public rights of way (1 Brooklyn Villas, Ferndale Villas, Fairview Villas) which will affect our security.
7. The traffic generated from linking these developments will be extremely noisy to the residents, with bedroom windows less than 5mtrs away and already we're woken by the

illegal gate that is currently blocking this very important footpath on land that isn't owned by 2 BV, which has been confirmed by David Barnes at Starr Planning via their solicitors.

8. As well as the noise, our major concern is loss of privacy and the safety of our family with lack of security this public right of way will have when we'll see footfalls from over 3000 houses either side, how do you plan to reduce the noise and protect the privacy and safety of the residents?
9. How can you ensure that fire engines will still be able to access the properties down EQU19 and EQU18 when so much footfall will be on the PROW?
10. How can you ensure ambulances can access the properties which is needed for 1 BV due to having a terminally ill member of the family reside there?
11. As you will know and as confirmed by our solicitors (Luscombe Gray) we have express right of way and historical ownership over the track, which provides us with a right over and along the Track and, as previously identified, we can exercise it at all times with or without vehicles and animals. Therefore, our right of way goes beyond the wider public's right of use. How can you guarantee this express right of way is maintained at all times?
12. The Track is quite narrow, so when pedestrians are using it, how will vehicles be able to see them when reversing out of our property as our view will be completely blind and they may not be able to pass, as a result, we may not be able to exercise our right of way. If this is the case, this is a substantial interference.
13. What do you plan to do to keep the public out of the brook as 2 BV pump their raw sewage directly into the brook and have done for the last 20+ years, environment agency is aware of this but it is a severe health risk to the public as it's hazardous should anyone go in there, which children are likely to do?
14. The 97 houses are not in keeping with the surrounding properties.
15. When this started 22 years ago and we were threatened by Scott Winnard of Bruton Knowles, who is behind this development, it appears now, you are getting closer to what you set out to achieve. Please confirm that Bruton Knowles, Taylor Wimpey and Gloucester City Council have no plans to compulsory purchase or obtain by hostile acquisition like you have the track, to build the transport corridor, known as Cockerell Road (identified in 2003) directly through our properties joining Marconi Drive roundabout.

Gloucester City Council still haven't answered any of our questions from 2018 regarding this application, I'm pleased to see that David Lesser is continuing to seek clarification on the flooding issues, but please can the committee finally answer our questions from 2018 and all of the above:

It is very disappointing we have been given 5 working days notice of a resubmit of this original application ref. (18/01228/OUT) and over the Jubilee bank holiday of the original applications

ref. 18/01228/OUT

ref. 21/????/REM hidden from public

ref. 22/00355/REM

on land East of Waterwells or 97 houses at Naas Lane and deletion of all past and current correspondence from us over the last 25yrs. But nothing surprises me anymore.

I also find it extremely alarming that the people behind this assault have complete anonymity in the planning process when I have none.

This objection is also from my family and all my neighbours who are in their 70s and 80s who have lived here for up to 75yrs.

██████████ 1 Brooklyn Villas

██████████ 2 Brooklyn Villas

██████████ Ferndale villas

██████████ Fairview villas

In view of the substantial legal documents received by residents and total lack of transparency by Gloucester City Council, Gloucester County Council, Bruton Knowles, Star Planning, Custom Land and Taylor Wimpey we suggest a delay in this decision in view of a correct outcome.

GCC, Bruton Knowles and the Cosy Club are like a cancer who have terrorised these 4 dwelling in pursuit of profit for 25yrs this is not acceptable.

This application is a very small part in a much wider application <https://www.stroud.gov.uk/media/1033703/00517-blackbox-planning-taylor-wimpeypdf.pdf> this group are driving forward on land at Brookthorpe/Whaddon and now forming the main access due to limitations on St Barnabas roundabout and Stroud road. This supersedes the supplementary planning document “Land East of Waterwells Drive” that has also been deleted from the public domain in November 2020 <https://www.gloucester.gov.uk/media/2286/lewbppbinterimadoption140909adopted0909.pdf> . Which also replaced a 15yr allocation for an extension to Waterwells business park for employment. We are the key and massive part in the access of this site. Bruton Knowles offering us 70% of the market value and subject to signing a one sided collaboration agreement locking us into that fixed price for 5yrs is not a deal. GCC stopping us from doing anything on our own property and bullying us for 20+ years is not a deal and now to try and drive us out of our property and Like Scott Winnard said “we will wait as long as it takes” back in 2003 this is not the way to do business.



We strongly object on these grounds that have never been taken into account or addressed. The system cannot just bulldoze their way through our property or force their will on us because it suits their agenda.

These people have stolen 25yrs from us and now plan to steal more time, then eventually our home, I am now dying as a direct result of the stress, misery and anxiety caused by this greedy cartel over two decades. I have a family and I know most of this panel are very very good friends with the people behind this circus but these are the facts and they can keep trying to delete them and manipulate the truth.

1. The track is privately owned and we have substantial proof of this going back to 1820 over the last 202 years. GCC/C, Star Planning, Custom Land, Bruton Knowles and Taylor Wimpey have absolutely nothing to show they have any right over our land.
2. The redirecting of 4k houses, a train station, 10k people from an industrial park through our front garden has serious security and safety implication for myself, my family and my elderly neighbours.
3. This current proposal is not the same as the original application (no surprises there)
4. Our private drive/track is not a cycle track and cannot just be made one.
5. The track is too narrow, nicely over grown and confined by our fence and the brook on the other side. Despite Taylor Wimpey original application stating the track is four metres wide (only at one point in the opening of our driveway) it is in fact three metre wide.
6. The proposed cycle track is not safe for all users, the chicane section in front of 2 Brooklyn Villas has zero forward vision because of private hedges, these will not and cannot be made to cut back to accommodate these plans
7. We have a defined right of way “at all times” this supersedes anything somebody trying to steal our track may have for future intended use. It will be impossible to dig up 20 inches of reinforced concrete (laid by my neighbour from Dowmacs concrete factory) to resurface our track without cutting off our access which is over 300 metres away from ur home.
8. There are no passing points.
9. Since the opening of Chestnut Court for just 118 houses the anti social behaviour we are experiencing in our track is shocking, drinking, mopeds, dog mess, people walking around our gardens and paddocks this application if passed will increase this a hundred times.
10. This development is not in keeping with the existing property’s
11. Along with Cazoo proposed 24hr application and their change in business style to distribution instead of storage these 97 houses represent additional over development to the current high ways infrastructure.

Again and by design our private drive has been split into two EQU/18 and EQU/19 as we can see from this application the developers only want to claim responsibility for one EQU/19 which totally contradiction Gloucester County Councils saying the need for improvement of all footpaths.

EQU/18 is a private access drive and EQU/19 according to local knowledge is a cattle driving track linking all the local small holding s together and is in fact not a public foot path either. Naas Lane and Naas lane crossing were the public rights of way and when the crossing was shut in the 80s the traffic diverted through the cattle driving bridge in Naas lane hence the reason for it being so small.

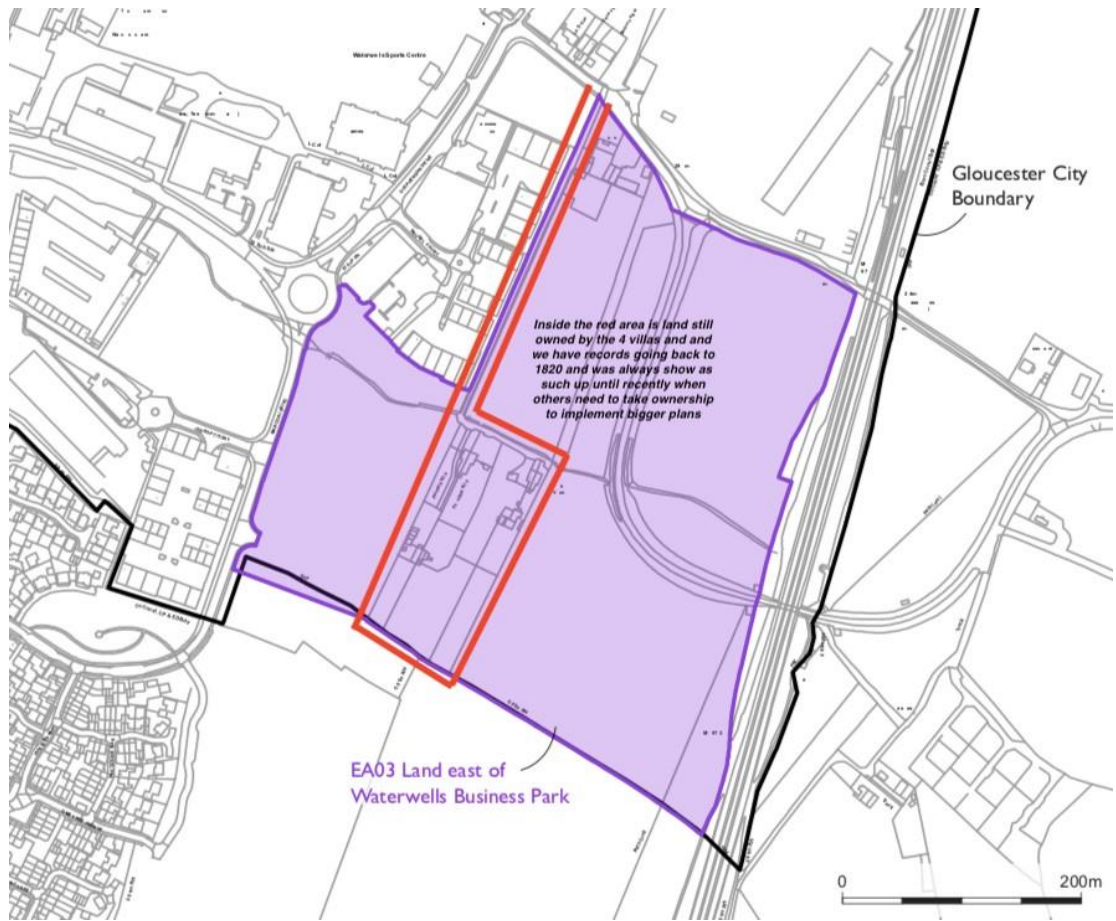
Crest Nicholson and Taylor Wimpey have removed two styles at the east (TW) and west (CN) access points on our Private Drive and Barnwood builders (to the north) the gate at the top of our drive all of these should be reinstated with immediate effect as they had no right to remove them and has created a serious security issue.

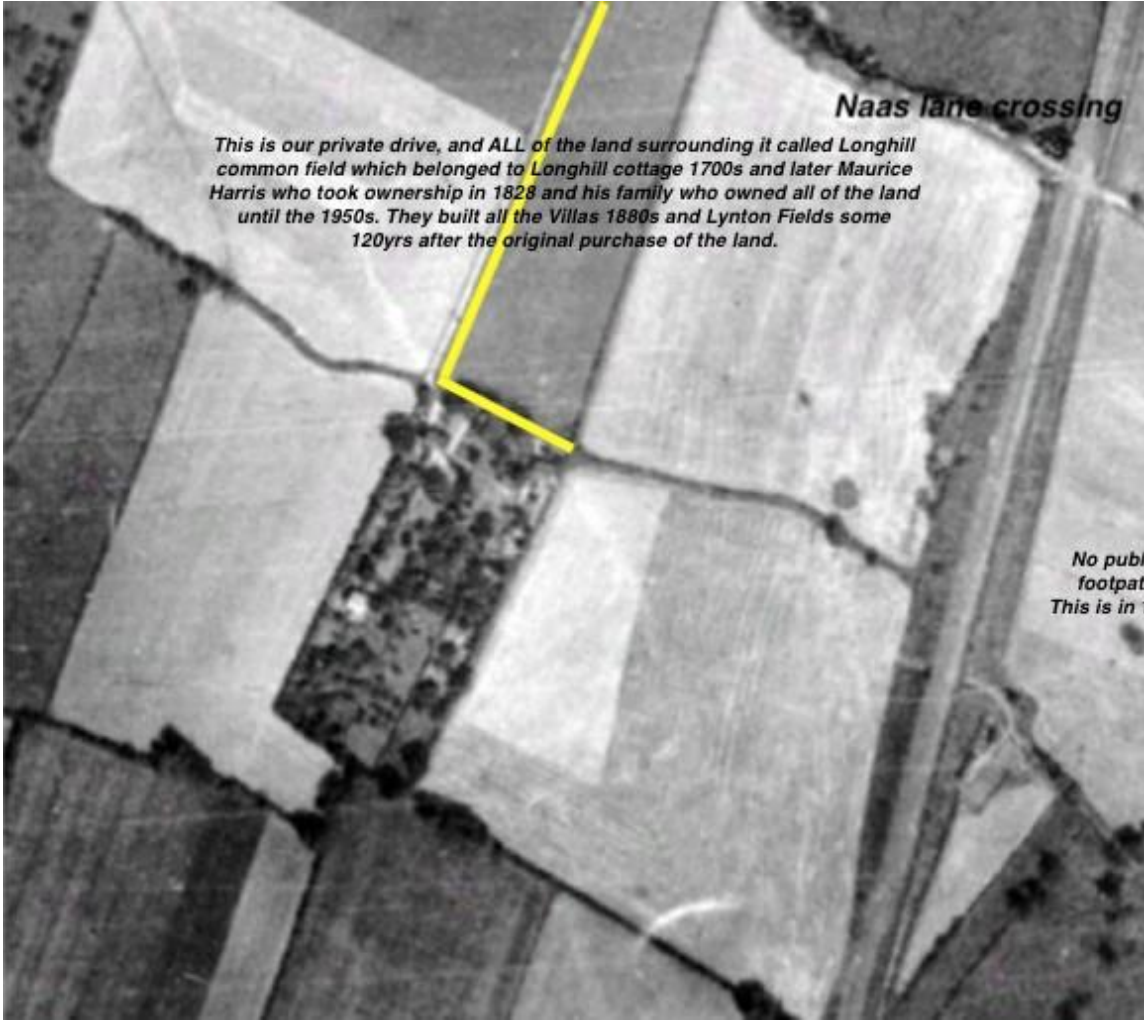
The proposed metal bollards out side 2 Brooklyn villas are like something out of totalitarian police state? but I suppose that is were we are heading. The original application had a wooden kissing gate. like the one on EQU/20.

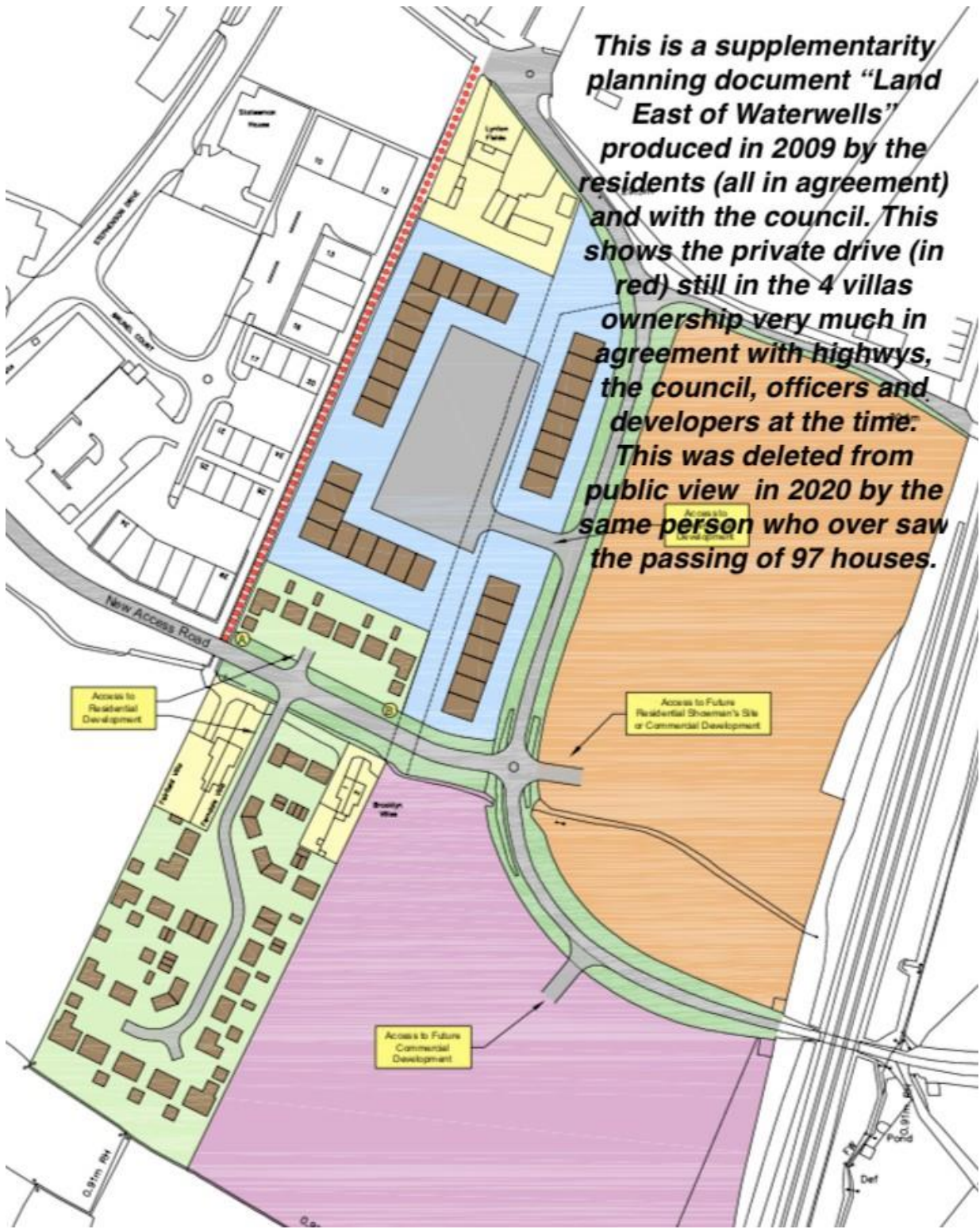
Please take the time to read over our last 2 responses to ref. 18/01228/OUT ref. 22/00355/REM which have also been deleted from public records these also form part of this objection, as you can see there are substantial points raised there as well and were never ever addressed, in fact just buried again for convenience.

Thanks for the new postcode as well GL2 2FU absolute class and another example of the vile people in charge of GCC









**This is a supplementary planning document "Land East of Waterwells" produced in 2009 by the residents (all in agreement) and with the council. This shows the private drive (in red) still in the 4 villas ownership very much in agreement with highways, the council, officers and developers at the time. This was deleted from public view in 2020 by the same person who over saw the passing of 97 houses.**



20yrs of massive over development



