From: [redacted]
To:
Subject: Planning Objection
Sent: 07/11/2025 21:56:21

Staffordshire Moorlands Planning
Mr and Mrs J Critchlow of Sheepwash Cottage ST11 9EY
Planning Application Number: SMD/2025/0385.
Applicants Mr & Mrs L. Termine. Higherland Farm. Caverswall Common, Caverswall.
ST11 9EX.

03/11/25

Objection to Planning Application SMD/2025/0385. Change of use of 2 agricultural barn buildings and use of adjoining land.

Dear Sir/Madam,

We are writing to object to the above planning application. We live just up the road from Higherland Farm and are concerned about the proposed development. I have lived at our address for the past 29 years and we have lived here together with our children for the past 7 years.

We wish to object to the application on the following grounds:

Material Considerations.
The proposed development is on a country lane and not a main highway. Such development and the increase in heavy goods vehicles, trailers and vans will seriously compromise the safety of the many country walkers, cyclists and horse riders who frequently use this and other adjoining roads. This is a green belt area and the proposed change of use would not be conducive to the area or the safety of people and horse riders, even with the suggested estimated number of supplier traffic, waste contractors, etc, which would undoubtedly increase if the business was successful. We feel that this may have been deliberately understated in order to favourably influence the application.

There are some 9 stable yards including Hardiwick Farm, Tunstall Stych Farm, Sheepwash Stables, Sycamore Farm, Captain's Barn Stables and others,within a mile radius of the proposed development, with a total of around 40 horse which regularly use Handley Banks, Caverswall Common, Roughcote Lane, the Hollow and all surrounding lanes for hacking due to the lack of useable local bridleways. Handley Banks is the road accessing one of the local bridleways and as such, sees a large volume of riders daily. The highway code states a minimum passing distance of 2 metres between vehicle and rider, the majority of these local roads are not wide enough for larger vehicles to pass riders safely and within the law. As such, this proposed development would put many riders and horses at daily risk of serious accidents. There is currently a large nationwide safety campaign in attempt to educate drivers to try and reduce the amount of accidents involving horses and riders.

Most of the single-track lanes are too narrow for two cars to pass side by side necessitating one vehicle regularly having to negotiate ditches on either side of the lane. It would not be possible for larger vehicles to pass.

The condition of the lanes is also a concern even with todays traffic flow, therefore any additional heavier traffic to the lanes surrounding the proposed business would incur further deterioration of the roads and additional maintenance and repair costs to the authority.

Such a development will severely detract from the quiet, peaceful rural setting that currently exists, partially due to the increase of noise from all vehicles and forklift trucks connected with the proposed

business venture. Furthermore, despite the cultivation of any additional hedges, there will be a negative visual impact as a result of any proposed change of use. The value of other residential properties in the immediate and surrounding area will undoubtedly reduce.

There is a known accident spot at the base of the dip in Caverswall Common, this would significantly increase the likelihood of accidents should this permission be granted.

Green Belt.
It is contrary to the current Government policy to have such a development in a green belt area. Such a development will have a catastrophic impact on wildlife and animal roadkill incidents are likely to significantly increase. There is a significant population of foxes, badgers, hares, muntjac deer, rabbits, hedgehogs, owls, and birds of prey within the immediate locality.

Such a change of use of a green belt area to a brownfield site, sets a precedent for similar applications causing an unwanted spread of unsuitable business operations in what is mainly a rural residential area of the Staffordshire Moorlands. The Staffordshire Moorlands local plan, does not identify this site as suitable for this type of development.

Due to the narrow lanes, it is likely that current grass verges would suffer as a result of large vehicles needing to pull over to let other traffic pass. This would have a negative impact visually and in terms of biodiversity.

The commercial enterprises listed in the application are not relevant to this application.

Acres Green provides soil and turf which is not out of keeping with the needs of the environment.

Hardiwick Kennels provides a much-needed service and cannot be compared with a business that will seriously impact on the environment. Customers of the Kennels visit only in cars and not large vehicles.

Hardiwick Farm is a private house and not a business at all.

AG Services is a small garage providing a service to the local community as well as providing a hedge trimming service, vital to the safety of the lanes in the area.

Caverswall Creamery is a local farm that provides a much-needed service to those of us who want to support British farming and who want to purchase healthy local produce.

Tick Hill quarry is only used by 4x4 enthusiasts the last Sunday of the month and therefore does not impact on the environment or safety as the events are pre-planned, organised and only happen monthly.

Bobby’s Ice Cream is not within the area and does not require the use of heavy goods traffic and again, sells valuable local produce.

Stone Valley is appropriately situated off the main Leek Road, unlike the current application, has no impact on the local environment and should adequately serve the local community with their hard landscaping requirements thus negating the need for another supplier.

The two plant nurseries have ceased trading and do not impact on the environment.

Foxfield Railway provides a recreational and fun service to the public. It is run by volunteer enthusiasts and is not a for profit venture. It attracts many visitors to the area, thus supporting the local economy.

Roughcote Hall Farm is exactly what is says on the application, a residential home. Residents do not deserve to have to suffer the increase in heavy goods traffic that this application would bring to the area.

Finally, we do not feel that the development is conducive to the local area, nor will it benefit the local community.

Yours sincerely,

MRS A C CRITCHLOW

MR J E CRITCHLOW

[redacted]