

Application Reference No. : SMD/2025/0385 Site Address: Higherland Farm Caverswall Common Lane Caverswall Staffordshire ST11 9EU Stoke-On-Trent Comments by: Tracy Farrell & Mark Jones.

From:

Ward Hill Farm
Sheepwash
Caverswall
Stoke On Trent
Staffordshire
ST11 9EX

Submission: Objection

Comments: As previous owners of 'Higherland Farm'. We strongly object to this planning application for the following reasons, and we would like to point out that we have and still do live in this area. We lived at 'Higherland Farm' for nearly 35 years and still live here in Sheepwash, just 0.8 mile from Higherland Farm, so we know the area and activities fairly well.

Reading through the application and the enclosed plans, the following have been brought to our attention:

DESIGN AND ACCESS DOCUMENT -

1. 1.0 Introduction - It states that the 2 no, said, marked buildings, outlined in red, have the change of use into craft workshops... THESE PARTICULAR BUILDINGS, DO NOT have the change of use as stated. The ONLY Agricultural building that HAS change of use to craft workshops, is the LARGER, SINGLE GREEN, BOX PROFILE SHEETED BUILDING ON THE SOUTH SIDE OF THE PROPERTY BEHIND THE MANEGE. There were NUMEROUS RESTRICTIONS and CONDITIONS placed on this change of use, to KEEP THE ACTIVITIES QUIET and LOW KEY, IN KEEPING WITH THE GREEN BELT RESTRICTIONS AND RESPECT FOR THE ENVIRONMENT, AREA and NEIGHBOURING PROPERTIES.

2. The change of use of the land was for the erection of the Manege, from Agricultural to Equestrian use, IN KEEPING WITH THE GREEN BELT and RURAL AREA.

3. Only ONE, of the 3 Agricultural Buildings were changed into the craft workshops and archive/document storage uses. This building is the building as mentioned above, in point 1.

4. The manege and change of use of land, as mentioned in point 2. was changed from Agricultural to Equestrian use, with RESTRICTIONS and CONDITIONS ATTACHED... these are: PERSONAL/PRIVATE USE ONLY. NO COMMERCIAL USE, and TO PLANT A HEDGE, AS REQUESTED BY THE COUNCIL, BETWEEN THE MANEGE FENCE and the AGRICULTURAL BUILDING BEHIND, which we did!

5. 1.3 PLANNING POLICY - It mentions local housing and the loss of local population through lack of housing opportunities... WHAT HAS THIS GOT TO DO WITH THE PROPOSED PLANNING OF A 'STONE MERCHANTS' BUSINESS ??

6. 2.0 NATURAL AND SCALE OF THE BUSINESS - Supplying pre-packed Indian Stone, Porcelain Paving and Associated Landscaping Materials... WHICH BASICALLY MEAN; sand, gravel, hardcore, decorative stone and the like, to the public (retail) and Trade (other businesses) customers, WILL CREATE MAJOR INCREASES IN TRAFFIC ON THE NARROW COUNTRY LANES. Each 8 wheeler load of stone (20 tonnes) will then be loaded and taken away from the site in between 15 - 20 smaller vehicles, which WILL ALSO, CREATE A LOT OF NOISE AND DUST POLLUTION. It states in the application that the operation is intended to remain RELATIVELY small in nature... WE DO NOT BELIEVE IT WILL DO SO!

7. APPLICATION FORM - It states on the application form, part of Higherland Farm, comprising dwelling house, stables outbuilding, 3 no. barn buildings with craft workshops use, archive and document storage and a horse training manege as all part of previous planning applications. THIS IS NOT COMPLETELY CORRECT... There is only ONE of the buildings with the craft workshops and archive/document storage change of use. THIS IS AS STATED IN POINT 1. above. THIS change of use, is NOT for the buildings outlined in red as stated in the document. The HORSE TRAINING MANEGE is for PERSONAL/PRIVATE USE ONLY! NO COMMERCIAL USE ALLOWED (Conditions & Restrictions of planning).

8. MATERIALS - Removal of this boundary hedge, WILL be removing the wildlife habitats within it. Also, this proposed new, concrete paved vehicle access WILL BE GOING OVER a DITCH and MAINS WATER PIPE and MAIN SEWER providing the above residential properties, as also stated in other peoples comments. Regarding the new 'on-site' roadway, vehicle turning area, and concrete paved vehicle access into the site... THIS WILL BE GOING OVER THE 'SHALLOW' SEWER PIPE, which goes across the length of the paddock to the corner of the Manege by the south boundary fence, which has a LIDDED INSPECTION CHAMBER right next to the manege fence in the paddock. This WILL LIKELY get DAMAGED during the construction and build of the said new roadway and turning area. It is ALSO LIKELY to get DAMAGED with the amount and size of vehicles running over it. Thus affecting the properties of Laburnum Cottage and above. Also, this paddock, is NO WHERE NEAR BIG ENOUGH for the proposed traffic and size of vehicles, never mind them turning.

The destruction of this hedgerow and Green Belt paddock will destroy the habitats of the various wildlife within this area. We have: Hares, Rabbits, [REDACTED], Voles, Mice, Bats, variety of Birds including Birds of Prey, Insects, Foxes, a variety of Owls including Barn Owls (as in Mr Powell's photograph proof), and we also have Deer in the area.

9. The proposed site is NOT big enough for the amount of vehicles and parking as stated and which could be visiting the site.

10. ASSESSMENT OF FLOOD RISK - There is a corner of the lower part of the ground from the paddock, behind the manege and at the corner of the larger Ag. building where the proposed car park area is going to be, DOES, AT TIMES GET FLOODED. There is NO soak-away, as we know to, unless one has been recently constructed.

11. BIODIVERSITY NET GAIN - It states in this document that the site only affects an area of grassland to be re-utilized for vehicle access, access and turning area. - THIS AREA ALONE, IS NOT BIG ENOUGH FOR THE VEHICLE ACCESS AND TURNING ALONE, WITH NO ACCOUNT TAKEN FOR LOADING AND UNLOADING THESE LARGE VEHICLES. The photographs, as in the other documents show this area in a view, that looks as if it is far bigger than it ACTUALLY IS! This AREA will NOT ACCOMMODATE the size of vehicles, as stated, that WILL BE turning within this paddock. Also, as stated in our previous comments, THIS AREA, WILL BE, GOING OVER THE MAIN SEWER SERVING THE ABOVE PROPERTIES. Also, this Green Belt grass grazing paddock, WILL BE CONCRETED and PAVED OVER, PREVENTING THE GROUND FROM ABSORBING THE RAIN WATER as a GRASSED Paddock WOULD.

12. FOUL SEWAGE - The application form states, that the property is a SEPTIC TANK SYSTEM... IT IS NOT! unless the applicant has put a septic tank in within these last couple of years. For the 35 years WE lived there, it HAS BEEN COUPLED TO THE MAIN SEWER. It states, the 'Existing house is served with septic tank foul drainage'. - THIS IS 'NOT TRUE'. It also states that the new toilet facility will be connected to the existing drainage system. But, routing of the new drain line is not known at this stage??

13. In the application, it states. ALL TYPES OF DEVELOPMENT: NON-RESIDENTIAL FLOOR-SPACE - Does your proposal involve the loss, gain, or change of use of non-residential floor-space? Note that 'non-residential' in this context covers all uses except use Class C3 dwelling-houses. The applicant says no. ?? WHAT DOES THIS MEAN? - as the changing of use of the buildings and land which is non-residential floor-space.

14. DESIGN AND ACCESS DOCUMENT - 2.1 OPERATIONAL ESTIMATES (daily average): The applicant states, - PRIVATE RETAIL CUSTOMERS visiting the site to view products, will be 1-2 per day - THIS EQUATES TO A MINIMUM OF 5-10 VEHICLES PER WEEK, based on the 5 days trading as stated. - TRADE CUSTOMERS collecting in vans & flatbed trucks up to 3.5 tonnes 10-15 per day - THIS EQUATES TO 50-75 VEHICLES PER WEEK. - LARGER TRADE COLLECTIONS (7.5 tonne vehicles) 1-2 per day - THIS EQUATES TO ANOTHER 5-10 PER WEEK. - DELIVERIES TO CUSTOMERS up to 5 per week using a 3.5 tonne flatbed truck - THIS IS 5 VEHICLE TRIPS PER WEEK. - INBOUND SUPPLIER DELIVERIES - Typically 1 x 18 tonne rigid lorry every 2-4 weeks - 'TYPICALLY' COULD MEAN, MORE OFTEN THAN STATED. So, INCREASING THE AMOUNT OF WEEKLY VEHICLES TO THE SITE.

This DOES NOT include the WASTE COLLECTION large vehicles on a regular basis. So, based on the above figures of ONE-WAY EXTRA TRAFFIC, IT WILL AMOUNT TO a MINIMUM of '75 - 100' EXTRA vehicles (from smallish to very large lorries) PER WEEK (weekly). A MINIMUM of '5000' EXTRA vehicles PER YEAR (ONE WAY) coming INTO these SMALL, NARROW, COUNTRY LANES FROM A VARIETY OF DIRECTIONS on a WEEKLY and YEARLY BASIS, year in, year out. The TWO WAY vehicle movements, coming to AND from the site, will be a MINIMUM of '150 - 200' vehicle movements PER WEEK, and a MINIMUM OF '10,000' VEHICLE MOVEMENTS PER YEAR based on a 5 day week and a 50 week year. This WILL INCREASE! IS THIS REALLY APPROPRIATE FOR THE RURAL, COUNTRYSIDE, RESIDENTIAL AREA? With a lot of Walkers, Joggers, Cyclists, Wildlife, Dog Walkers, All which have increased since the 'COVID' LOCK-DOWNS. Also, there are a MINIMUM of some 89 + HORSE/EQUINES WITHIN THE IMMEDIATE VICINITY OF CAVERSWALL, COMMON, SANDY LANE, SHEEPWASH, HANDLEY BANKS, ROUGH COTE LANE, THE HOLLOW, and CAVERSWALL, NOT TO MENTION THE AMOUNT OF HORSES / EQUESTRIAN PROPERTIES (Private & Business), and ACTIVITIES IN TICKHILL LANE, BOUNDARY, DILHORNE OR FORSBROOK, which will INCREASE THE ABOVE MENTIONED NUMBER OF HORSES AND RIDERS WITHIN THIS SMALL AREA ALONE, WHO REGULARLY RIDE AROUND THESE LANES, WHO WOULD BE PUT IN INCREASED DANGER! Do you really want to, and is it really necessary, to endanger these regular road users, as well as the local residents and community for this proposal? The area and lanes are NOT

SUITABLE for this development. Some of the people mentioned above, ARE CHILDREN. Do you, or the applicants, want to cause harm and the very potential accidents / fatalities that this proposal could cause? The applicants and their young daughter, also, walk and cycle these narrow, country lanes. Do they want to cause serious, potential injury or worse, to themselves as well as their young daughter?

The above mentioned traffic amount, DOES NOT INCLUDE the 'INBOUND SUPPLIER DELIVERIES', the 'REGULAR WASTE COLLECTION', nor the 'EXTRA STAFF' going TO and FROM the SITE. The 'Waste Collection' will be with the LARGER LORRIES.

15. TRADING HOURS - The applicant states their trading hours would be Monday - Friday 08:00 - 16:00 - ANY INCREASE IN BUSINESS WOULD LEAD TO POTENTIALLY OPENING ON WEEKEND DAYS TOO. THIS, INCREASING THE EXTRA LARGE TRAFFIC EVEN MORE!

16. As per the Application Form, it asks. "Does this proposal involve the carrying out of INDUSTRIAL or COMMERCIAL activities and processes?" The reply comment is 'Yes'. - I BRING YOUR ATTENTION TO THE WORDS 'INDUSTRIAL' or 'COMMERCIAL' ACTIVITIES and PROCESSES... These ARE 'NOT', RURAL, COUNTRYSIDE ACTIVITIES and THEY ARE 'NOT' ON THE GREEN BELT PLANNING EXEMPTION LIST. This proposed 'activity' is more SUITED to an 'INDUSTRIAL' site, 'NOT' the COUNTRYSIDE!

'STONEVALLEY,' the other same business mentioned by the applicants, IS, in a suitable, bespoke location, with its OWN ACCESS ROAD OFF the main A520 Leek Road, affecting NO local residents.

17. It states in the document, the site can be seen from a Public road, Public footpath, Bridleway and Public Land. - ALL, are NARROW, WITH DITCHES BOTH SIDES OF THE LANES.

18. As stated in the DESIGN AND ACCESS document, no reversing or waiting will take place on the public highway, and vehicle circulation within the site will be managed. - THIS, DOES NOT TAKE INTO ACCOUNT THE PUBLIC ALREADY USING THE LANE FOR RURAL ACTIVITIES AND FARMING. Also, THE SITE ITSELF, IS NOT BIG ENOUGH FOR ANY AMOUNT OF LARGER VEHICLES AT THE SAME TIME PASSING AND TURNING WITHIN THE SITE, LET ALONE, UNLOADING. Also, the LOUD VERBAL COMMANDS NECESSARY TO CONTROL VEHICLE MOVEMENTS ON SITE 'WILL' 'IMPACT' THE NEARBY PROPERTIES DISTURBING THEIR PIECE & PRIVACY, THUS 'INCREASING' NOISE POLLUTION IN THE LOCATION. The applicants say, "no reversing or waiting will take place on the public highway". - THERE IS 'NO' GUARANTEE, WHATSOEVER, OF THIS BEING CONTROLLED, CREATING, YET ANOTHER HAZARD ON THESE ALREADY VERY, NARROW COUNTRY LANES. ONLY TODAY (12/11/2025), DID THEY HAVE A 'LOW LOADER LORRY,' PARKED OUTSIDE THEIR GATEWAY, ON THE HIGHWAY, CAUSING AN OBSTRUCTION, AND CAUSING THE PASSING SMALLER VEHICLES TO GO ONTO THE GRASS VERGE WHERE THERE IS A DITCH. Also, Acres Green, which is a larger site, did have articulated lorries parked on the side of the country lane waiting to get into their premises. I have, personally seen, 2 articulated lorries parked either side of Acres Green gateway, and the damages to the grass verges and the lane through these large lorries and activities.

19. DESIGN AND ACCESS DOCUMENT 4.0 - ENVIRONMENTAL AND AMENITY CONSIDERATION. - The said vehicles to be used, WILL STILL CREATE, NOISE, FUMES, DUST and LIGHTING POLLUTION. The reversing audible warning sounds from the forklift trucks and lorries, their movements of the lorries entering, exiting and maneuvering around the site, loud voices directing. The light pollution from the directional fixtures stated, 'WILL' DISRUPT THE RESIDENTS, TWO OF WHICH ARE RIGHT NEXT TO THE SITE, and also the wildlife within this vicinity. WILL THESE LIGHTS, BE LEFT ON 'ALL' NIGHT, LIKE THE APPLICANTS 'EXTENDED' BOUNDARY WALL LIGHTS?

20. VISUAL IMPACT - The applicants state, they WILL be storing materials outside, on the external yard. Which WILL BE pallet loaded products stored at 2 pallets high (2.5m high). - ALREADY, THE APPLICANTS ARE MAKING YOU AWARE, THAT THERE 'WILL BE' MORE PRODUCTS and ACTIVITY WITHIN THIS SITE THAN THEY ARE CURRENTLY SAYING. THERE IS A HIGH LIKELIHOOD OF THESE OPERATING HOURS BEING ABUSED, AND / OR FURTHER ACTIVITY AND PRODUCT MOVEMENTS HAPPENING AFTER HOURS EVEN IF NOT WITH THE PUBLIC OR TRADE... WHAT WILL HAPPEN DURING THE LIGHTER, LONGER SUMMER NIGHTS?

Also, all areas with stored palletised materials, can not be moved with a forklift over unconsolidated, hardcore ground, thus, necessitating more concrete or paved ground. This COMPLETELY REMOVES the 'small holding' image that 'Higherland Farm' currently is. There will be NO GRASS LEFT AT ALL! ANY SMALL GRASS AREA, WILL, MOST LIKELY BE 'DUG UP' and REPLACED BY PAVED STONES/SLABS, CONCRETE OR 'FAKE' ASTROTURF, PLASTIC LOOK-A-LIKE GRASS - WHICH DOES 'NOT' DO ANYTHING POSITIVE FOR THE ENVIRONMENT. THIS IS 'NOT' ENVIRONMENTALLY FRIENDLY TO SUSTAINING ANY WILDLIFE! THIS 'PLASTIC GRASS' IS A KNOWN FACT THAT INSECTS DIE WHEN LANDING ON IT IN THE HOT SUMMER WEATHER... IN FACT, 'THEY FRAZZLE!' This development WILL DRIVE wildlife AWAY, with their FUMES, NOISE, DUST and LIGHT POLLUTION.

It has also come to my awareness, that the Southern Boundary, which is currently fenced by a traditional timber post & rail fence which adjoins the neighboring field, is to be replaced / planted (which may already have been done) by a Laurel Hedge... THESE LAUREL HEDGES ARE 'HIGHLY TOXIC' TO LIVESTOCK. THIS INCLUDES: CATTLE, HORSES and SHEEP, as well as, TO HUMANS and DOGS. It is only the Bay Laurel that isn't quite as toxic as the other species of Laurel, BUT it still IS, IF INGESTED IN LARGE AMOUNTS.

THIS FIELD IS ALSO 'MOWN' FOR HAY, HAYLAGE OR SILAGE FOR THE ABOVE LIVESTOCK FEED. THESE PLANTS ARE STILL HIGHLY TOXIC IF DRY, IN THESE BALES, AND ARE 'VERY' DANGEROUS TO THESE ANIMALS. THIS SHOWS, THAT THERE IS 'NO' CONSIDERATION NOR UNDERSTANDING OF THE RURAL WAY OF LIFE and ACTIVITIES WITHIN THE COUNTRYSIDE, FARMING AND ANIMALS. TO BE PUTTING THESE ANIMALS LIVES AT RISK, 'IS NOT ACCEPTABLE!' IS THIS WHAT YOU WANT IN THE COUNTRYSIDE?

These plants, contain 'hydrocyanic acid, which CAN BE FATAL! INGESTION, OF 'ANY' PART OF THE PLANT, including LEAVES, STEMS AND BERRIES CAN CAUSE: COLIC, WEAKNESS & TREMORS, AN ABNORMAL HEART RATE, RAPID, SHALLOW BREATHING, LETHARGY OR COMA and SEIZURES IN HORSES. It is advised to take particular care with wilted or fallen leaves, and to AVOID ' CHIPPING THE WOOD,' as this can RELEASE 'HYDROCYANIC FUMES' INTO THE AIR, THUS CREATING TOXIC AIR POLLUTION! * LAUREL CONTAINS 'CYANIDE,' ONE OF THE MOST RAPIDLY ACTING TOXINS AFFECTING CATTLE. CYANIDE PREVENTS HAEMOGLOBIN IN RED BLOOD CELLS FROM RELEASING OXYGEN, EFFECTIVELY STARVING TISSUES OF OXYGEN. AFFECTED ANIMALS INITIALLY SHOW EXCITEMENT, INCREASED BREATHING AND HEART RATE, AND INCREASED SALIVATION. THE MUCOUS MEMBRANES ARE BRIGHT RED, EVENTUALLY TURNING BLUE. MUSCLE SPASM, COMA and DEATH FOLLOW. LAUREL, 'SHOULD NOT' BE PLANTED WHERE ANIMALS CAN REACH. (*oakhill-vets.com/farm). This also, applies to grassland if 'mown' to produce hay, haylage & silage, as well, as if grazed by the animals. THE FIELD ON THE SOUTHERN BOUNDARY OF HIGHERLAND FARM, IS EITHER GRAZED BY THESE ANIMAL OR THE GRASS IS USED TO PRODUCE THE ABOVE MENTIONED FODDER (animal forage/feed), WHERE THESE 'POISONOUS' PLANTS HAVE RECENTLY BEEN PLANTED. I THEREFORE ADVISE, AND REQUEST, THE APPLICANTS TO 'REMOVE' THIS LAUREL HEDGING and 'REPLACE' IT, if a hedge really needs to be there, WITH SOMETHING MORE SUITABLE FOR THE RURAL ENVIRONMENT AND THE ANIMALS WELFARE! IF THE APPLICANTS ARE 'UNWILLING' TO DO THIS, THEN I ASK, THAT THE COUNCIL 'ENFORCE THIS'. IT IS 'IRRESPONSIBLE' TO BE PLANTING THESE SPECIES OF TOXIC HEDGE IN RURAL AREAS WHERE THERE ARE LIVESTOCK AND FARMING ACTIVITIES.

The document states that the visual impact will be minimal, and the overall character of the area will remain unchanged... THIS 'WILL NOT' BE THE CASE, AS THE VISUAL IMPACT OF STORED PALLETS AND DISAPPEARANCE OF GRASS, LET ALONE, CONCRETE & PAVED AREAS and ADDITIONAL LIGHTING. THIS, ALONG WITH 'POISONOUS' PLANTS, 'WILL' HAVE A MASSIVE VISUAL and PHYSICAL 'IMPACT' ON THE AREA, RESIDENTS, WILDLIFE, LIVESTOCK / EQUINES, and USERS OF THIS COUNTRYSIDE. IT 'WILL NOT' BE 'IN CHARACTER' ANY LONGER and 'WILL' BE CHANGED - TOTALLY 'NOT' IN-KEEPING WITH THE RURAL ENVIRONMENT and ACTIVITIES.

5.0 POLICY AND GREEN BELT CONTEXT. - THIS IS BEING TOTALLY DISREGARDED! It says, 'NO new built form, hard-standing or boundary treatment beyond existing arrangements'. - THIS IS NOT TRUE! The 'WHOLE' 'GRASS PADDOCK' (which consists of natural, real soil & grass), NOT the fake, plastic stuff, 'WILL' be COMPLETELY 'DUG UP' and REPLACED by CONCRETE and PAVING SLABS, 'OVER' THE MAIN 'SEWER'. A GOOD PART OF THE EXISTING 'NATURAL' HEDGE WILL ALSO BE TAKEN OUT... So, 'ALTERING' THE 'ORIGINAL NATURAL BOUNDARY and GRAZING LAND'... The current land use, WILL BE INTENSIFIED!

The applicants state, "Business activity remains consistent with a rural setting and scale"... HOW IS THIS SO? IT DOES NOT! The business activity, 'WILL BE' MASSIVELY INCREASED, AFFECTING 'ALL' LOCAL RESIDENTS and ROAD USERS, and is CERTAINLY 'NOT' CONSISTENT IN A 'RURAL' SETTING and SCALE.

THIS DEVELOPMENT IS MORE SUITED TO AN 'INDUSTRIAL ESTATE!'

21. 6.0 LOCAL CONTEXT AND PRECEDENT. - Regarding the 'handful' of nearby rural businesses as stated in the document.

ACRES GREEN - Turf & Top Soil - IS RURAL & APPROPRIATE.

HARDIWICK KENNELS - Pet and dog charity Boarding - RURAL & APPROPRIATE.

HARDIWICK FARM - Privately owned with own horses - RURAL ACTIVITIES & APPROPRIATE.

WARD HILL (not Mill) FARM - Privately owned with own horses. Was a horse livery yard for the previous 30+ years, serving the rural community - so, is RURAL & APPROPRIATE.

AG SERVICES - Car repairs & Agricultural Contractor - APPROPRIATE & RURAL, as serves the local residents, maintains the hedges and mows the grassland for animal fodder.

CAVERSWALL CREAMERY AND FARM - RURAL & APPROPRIATE, providing own produce to local residents & community, making farming more sustainable and financially viable. It also provides mental health, well-being and education areas for the local population, as well as local school activities.

FORMER TICKHILL/HARDIWICK QUARRY - 4x4 off roading - Not really suitable. However, it only runs 1x per month + limited events, and it does provide some fun and well-being for the participants.

BOBBY'S ICE CREAM PARLOUR + TEA ROOM - Not really relevant to this particular site and area. However, it does provide local produce, social & well-being for the public, meeting their animals and being out in the fresh air.

STONEVALLEY - Landscape products & supplies - This is a larger business situated only 0.5 mile or so away from 'Higherland Farm'. Stonevalley, is in a more suitable location with its own private access road directly onto the main A520 Leek Road, which does NOT affect ANY local residents. This access road was put in to STOP traffic coming onto Caverswall Common Lane and Roughcote Lane, due to the NARROWNESS of the country lanes and the nearby residents.

FOXFIELD RAILWAY - Is not relevant to this application.

ROUGHCOTE HALL FARM - Care Home - Some of the vulnerable residents go for a walk, quite regularly up the common lane past the proposed development. Thus, putting those vulnerable people at a higher risk.

The applicants claim, that these operations share similar characteristics and larger in terms of the scale, access requirements and business model, demonstrating clear local precedent for this type of use within a rural setting. - THIS IS TOTALLY INCORRECT! This statement ONLY applies regarding to STONEVALLEY. The other above-mentioned properties/businesses. DO NOT show ANY similar characteristics with this proposal.

22. 7.0 ECONOMIC AND COMMUNITY BENEFITS. - This document states the proposal will deliver immediate and long-term economic value. - IT WILL NOT! The only persons, this will benefit, is the applicants, Mr & Mrs Termine. Regarding the revitalization of the said underused rural land and buildings - I am sure that there would be a more suitable, and appropriate use, THAN A 'STONE MERCHANTS'.

Also stated in this document. 'A supply chain support for local landscaping and construction activity, indirectly aiding delivery of regeneration and housing initiatives. - WHAT HAS THIS GOT TO DO WITH A RURAL SUPPOSED ENTERPRISE ON A GREEN BELT SITE? THIS WOULD NO WAY STOP ON A RELATIVELY SMALL SCALE.

23. CONCLUSION - The document states. The proposal represents a balanced and appropriate reuse of rural land and buildings. It is a RELATIVELY small scale in operation and nature that compliments the local setting... IT IS 'NOT'

AND WON'T BE. It is NOT a BALANCED and CERTAINLY NOT an APPROPRIATE USE OF RURAL, GREEN BELT LAND & BUILDINGS. TOTALLY NOT in CHARACTER and DOES NOT COMPLEMENT nor BENEFIT THE LOCAL SETTING AT ALL.

'RELATIVELY SMALL' is quite dubious in it's meaning!

It is NOT BENEFICIAL AT ALL, to this particular area nor site, as there are ALREADY several of the same type of businesses already within a few miles of this proposed, unsuitable site... ONE being, a 0.5 mile or so away, as mentioned previously.

The only business, as mentioned in the above applicants list, that creates a LOT of traffic of mid to very large lorries is Acres Green, and even the applicants themselves, complained about the AMOUNT and SIZE of traffic and vehicles going to and from Acres Green... Yet, THEY WANT TO ENCOURAGE A FURTHER INCREASE!

Also, there would be NO CONTROL of vehicle weights leaving the 'Higherland Farm' site, severely affecting the breaking distances going down the banks and onto the blind bends. Thus, creating even more of a hazard.

The creation of dust from the Limestone being run over and crushed by the vehicles would be a 'health hazard,' as this, can cause 'pneumoconiosis.'

24. TO REITERATE:

1. A 'STONE MERCHANTS' is NOT a RURAL enterprise or activity, and there are a LOT of them in the area already.

2. The Removal of Hedges and Grassland - replaced by concrete and hardcore is NOT conducive to the countryside and DOES NOT help with biodiversity, ecology and climate change. We NEED, HEDGES, TREES and GRASSLAND for the benefit of animals, people and the planet, to transform carbon dioxide to oxygen, so that WE can breathe, and the human species and ALL the inhabitants of the planet Earth can survive.

3. The Shallow Main Sewer pipe that cross the verge and paddock, WOULD NOT SUSTAIN LOTS OF VEHICLES GOING OVER IT. So would risk damage and failure, incurring substantial costs to the authority.

4. The lane also floods, just outside the North facing Ag. building as outlined in red in the plan. This area, with being NORTH FACING does not get the sun, so it does not defrost any ice that has formed on the highway, making it hazardous and difficult to walk on safely. Also, Gravelly Bank gets treacherous during the winter and in the ice and snow, making it extra hazardous, with the bank and blind bends.

5. Where is the 'Storm / soak-away' going off the yard, which could contain oil which had dropped from the vehicles, and additives used for washing off vehicles, going to be put? This would cause an 'environmental issue' if uncontrolled.

6. The applicants have already created a greater risk, by erecting a new boundary wall, 'OUTSIDE and BEYOND' the ORIGINAL BOUNDARY, EXTENDING INTO SANDY LANE, CLAIMING 'COUNCIL OWNED LAND,' EXTENDING THE HEIGHT

OF THE WALL and continuing a STRAIGHT LINE on the NORTH ELEVATION of the house & yard, Again, CLAIMING 'COUNCIL OWNED LAND,' BUILDING OVER THE 'COUNCIL OWNED' GRASS VERGE, BEYOND THE 'ORIGINAL' BOUNDARY that was 'set' back. Within this 'GRASS VERGE', is the 'WATER MAIN' and 'TELEGRAPH POLE,' which NOW SITS 'within' their yard. Also, the newly built brick pillars, sit 'BEYOND' the hedge and PROTRUDES OUT into the highway, narrowing the lane further and by subtly forcing vehicles further into the middle of the narrow lane, thus creating a further hazard. The applicants ARE aware of this additional hazard, as they have erected '2. blind spot mirrors' to exit their driveway. The 'ORIGINAL' boundary gateway pillars, sat BEHIND the hedge into the yard aligned with the agricultural building.

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