

**HIGH PEAK BOROUGH COUNCIL
DEVELOPMENT CONTROL COMMITTEE**

Date 28th September 2023

Application No:	HPK/2023/0104	
Location	Crossgate Farm, Crossgate Lane, Tintwistle	
Proposal	Change of use of grass agricultural field to campsite, hardstanding area to carpark and part of agricultural building to house portable toilets	
Applicant	Mr & Mrs Cooper	
Agent	Ruth Woodcock, Neil J Bland Ltd	
Parish/ward	Tintwistle Ward	Date registered 25 th May 2023
If you have a question about this report please contact: James Stannard Tel. 01298 28400 extension 4298, james.stannard@highpeak.gov.uk		

1. SUMMARY OF RECOMMENDATION

Approve with Conditions

1. REASON FOR COMMITTEE DETERMINATION

- 1.1 This application has been brought before the Development Control Committee due to the significant level of public interest in the application.

2. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 2.1 The application refers to a large parcel of agricultural land associated with Crossgate Farm, Crossgate Lane, Tintwistle.
- 2.2 Crossgate Farm is an established agricultural unit which as stated in the accompanying Planning Statement comprises some 140 acres, which until recently operated as a dairy farm and now contains 100 beef cattle.
- 2.3 The site is accessed via Crossgate Lane, a narrow unlit road screened by trees and dense vegetation that heads north-eastwards up a steep hill from its junction with the A628 Manchester Road.
- 2.4 The access to the site is shared with the cluster of buildings that make up Crossgate Farm, immediately adjacent to the western gable of the main farmhouse, with the parcel of land subject of this application being situated to the south of Crossgate Lane and south-west of the farm complex.

- 2.5 The site is situated in an elevated and prominent location above Tintwistle, which slopes towards the village in a southern direction, lies outside of the built-up area boundary, in the open countryside, and in the North Derbyshire Green Belt.
- 2.6 The site is understood to have been the subject of a temporary campsite in recent years, exercising permitted development rights under Schedule 2, Part 4 of the General Permitted Development Order (GPDO). These rights have recently been updated in 2023 to allow a campsite for tents and motorhomes (no caravans) on site with toilet and waste facilities for a maximum of 60 days of a calendar year.

3. DESCRIPTION OF THE PROPOSAL

- 3.1 The application seeks full planning permission to secure the use of the land as a permanent campsite which measures approximately 1ha, which would include the following:
- 30no camping pitches
 - Car parking area (30m x 12m)
 - 4no. Portable toilets, secure bike storage and waste disposal facilities in neighbouring agricultural building
- 3.2 The Statement makes clear that the campsite would not include any new built structures, with the land being used for agricultural purposes outside of the camping season, and that the campsite would be for tents and small campervans, not motorhomes or caravans.
- 3.3 The campsite would operate from April to September in each calendar year.
- 3.4 The car park would utilise an existing area of hardstanding which together with the agricultural building containing the toilets is lit by motion sensors.
- 3.5 The applicant submits that the site would operate via a one-way system, with visitors accessing the site via Crossgate Lane, and exiting the site via an existing access directly on to Manchester Road to the south.
- 3.6 The plans, documents and all comments associated with this application can be viewed on the Council website <http://planning.highpeak.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=260231>

4. RELEVANT PLANNING HISTORY

- 4.1 The site has been subject to the following planning history:

- DET/2015/0009 Proposed Change of Use from a barn and hayloft to additional dwelling space within the existing barn for agricultural purposes to enable family members to live and work on the farm (Prior Approval Required and Approved 22/09/2015)
- HPK/2020/0308 Existing cow and silage shed to be changed to a kennel, playroom and hydrotherapy centre with reception and office (Refused 01/11/2021)
- Appeal Dismissed (APP/H1033/W/21/3286181)
- DET/2021/0010 Change of use agricultural building to Tea Van to provide drinks and light meals to walkers in the area, Some seating outside in proximity to the tea van (Withdrawn).

5. LOCAL AND NATIONAL PLANNING POLICIES

High Peak Local Plan 2016

- S1 Sustainable Development Principles
- S1a Presumption in Favour of Sustainable Development
- S5 Glossopdale Sub-area Strategy
- EQ2 Landscape Character
- EQ3 Rural Character
- EQ4 Green Belt Development
- EQ6 Design and Place Making
- EQ10 Pollution and Unstable Land
- E6 Promoting Peak District Tourism and Culture
- CF6 Accessibility and Transport

National Planning Policy Framework 2023

- Achieving Sustainable Development Chapter 2
- Promoting Sustainable Transport Chapter 9
- Achieving Well Designed Places Chapter 12
- Protecting Green Belt Land Chapter 13
- Conserving and Enhancing the Natural Environment Chapter 15

6. CONSULTATIONS CARRIED OUT

Site notice	Expiry date for comments: 29 th June 2023
Neighbour letters	Expiry date for comments: 15 th June 2023
Press Notice	Expiry date for comments: N/A

6.1 The following comments have been received from relevant consultees:

DCC Highways Authority	<p><u>Initial comments</u></p> <p>It is noted that the application states that the campsite has been operating under permitted development for the last 2 years; the highway authority is not aware of any highway related issues occurring in this period. The access options, being an uncontrolled one way system via Crossgate Lane in and the A628 Manchester Road out, is not ideal due to the narrow width of Crossgate Lane and the exit visibility within controlled land on to the A628. However, the A628 is maintained by National Highways, therefore, Derbyshire County Council has no authority to comment on the aspects of the application which relate to the A628. You may wish to consult National Highways.</p> <p>Whilst the application is not considered to be ideal, when taking in to account that the proposed operation as a campsite has been carried out previously with no apparent highway related issues, it is considered that it would be difficult to sustain an objection to the application on highway safety grounds alone. However, as the application, if granted consent, would not be restricted to operating for a maximum of 28 days per year, as is the case for 2022, you may wish to consider a temporary 12 month consent to allow assessment of the full time operation of the site and its impact on the highway network.</p> <p><u>Further comments</u></p> <p>Further to the previous highway authority comments submitted in response to the above application and to our recent conversation in which you raised your concerns about the highway authority comments and the apparent lack of detailed analysis carried out when assessing the application. For information, as requested, I have visited the site and provide the following further comments to the application and to your email below:</p> <p>The locality of the site, in relation to the highway network, and the characteristics of the access roads i.e. Crossgate Lane and Arnfield Lane is understood and was understood when the application was initially assessed, as was the nature of the site access. It is and was also understood what the application, if granted consent, would permit in terms of use and operating periods.</p> <p>The original assessment of the application took into</p>
---------------------------------------	--

account the proposal to create a one way system via the site access off Crossgate Lane, that being the entrance, and an existing access off Manchester Road, that being the exit. You have confirmed that you consider this arrangement to be unenforceable; however, this was unknown at the time of the original assessment and the original assessment took this scenario in to account.

The one way system would have been a preferred option and would have reduced the likelihood of interaction between those users of Crossgate Lane travelling uphill to the site access and those travelling downhill away from the site, given that the proposed campsite is likely to generate movements on Crossgate Lane, including both vehicular and pedestrian, as well as potentially cyclists and horse riders (the application makes mention of stables being available on the site and that horse riders are welcomed).

However, if the one way system is not to be accepted by the LPA, then the existing access scenario must be assessed i.e. all traffic generated by the campsite making two way movements on Crossgate Lane (there is potential for anyone to use Arnfield Lane; this is considered unlikely for motorised traffic due to the cobbled surface and the ease of accessing Manchester Road via Crossgate Lane).

The potential likely vehicular traffic generated by the proposed campsite is obviously something which must be considered. But, this consideration should also take in to account existing traffic generated by the site and the other likely existing movements on Crossgate Lane and the surrounding highway network.

It is understood that the site has operated as a campsite under permitted development rights for the previous two years. This allowed 28 days total use as a campsite in one year; this was increased to 56 days during the Covid period. The number of pitches and/or berths allowed under permitted development rights in the previous two years is not known; however it is assumed to be up to 50 which corresponds with the latest permitted development rights.

It is clear that some vehicular traffic would have been generated by the campsite in the previous two years. Therefore, the potential increase in traffic generated by the proposed campsite and the impact of that traffic on highway network should be considered and was in the original assessment.

And whilst accepting that the characteristics of Crossgate

Lane and Arnfield Lane for that matter, are not ideal, both having a restricted width and a relatively steep gradient, that impact must be considered in its acceptability. As you have kindly pointed out, paragraph 111 of NPPF states that “development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

The previous permitted development rights allowed the site to operate a campsite for 56 days with all of the associated traffic using Crossgate Lane and possibly Arnfield Lane, although unlikely as previously stated, with no known unacceptable highway impact as a consequence e.g. collisions and capacity issues.

There may have been some occasions of inconvenience, for instance, where, two vehicles met on Crossgate Lane but these would have resulted in slow moving manoeuvres to ultimately allow both vehicles to pass. These instances are not considered to represent an unacceptable highway safety issue.

There are some areas on Crossgate Lane which provide an informal passing opportunity and areas for pedestrians to wait if vehicles are also using Crossgate Lane at the same time. Again, this may be inconvenient but are not considered to be an unacceptable highway impact.

There are many roads and parts of the highway network which are not ideal in their nature and characteristics; however, this does not necessarily mean that those parts of the highway network are fundamentally unsafe to highway users.

You have raised a concern about the restricted visibility at the site access on Crossgate Lane due to the proximity of the main dwelling to the access. It is agreed that exit visibility in the right hand direction when exiting the access does not meet current emerging visibility guidance.

However, what should also be considered is the traffic flow on Crossgate Lane and the likely instances where conflict will occur between a vehicle exiting the access and another user of Crossgate Lane.

During my visit to the site some vehicles were observed passing the site access as well as other vehicles entering and exiting the site access. All vehicles were travelling at a slow speed as would be expected.

A vehicle exiting the site access was observed and the driver was able to position the vehicle away from the dwelling, the obstruction to visibility, and took all the expected care to check for oncoming vehicles and, it is assumed, other users.

This is considered to be the likely action taken by all users of the access especially those unfamiliar with the access.

Regarding the location of the site, which you consider to be isolated, there are amenities such as bus stops, pub and local/village shop all within acceptable walking distances of the site.

The very nature of campsites and the reasons why people choose to visit them would suggest that a certain remoteness of the site from areas with an abundance of amenities would be the point of visiting them.

There may be some vehicle trips generated by the site when patrons of the site wish to visit nearby attractions for instance but it would also be expected to be common for some, if not many, patrons of the site to walk or cycle to nearby attractions. Having said this, there is no data available to provide a definitive judgement on predicted trip generation of campsites.

The aforementioned comments and conclusions reached are based on a subjective assessment of the application as a whole similar to that which, as you have stated, you as a planner assess other aspects of planning applications.

Also, which I am sure you as a planner will also consider, is the prospect of sustaining an objection at appeal. In this instance it is considered that a highway related objection would be difficult to sustain.

Regardless, of the aforementioned comments, you may be aware that recent changes to permitted development rights allow campsites, including motorhomes, to operate for 60 days with up to 50 pitches/berths.

This application is for fewer pitches and berths in total than is allowed under permitted development.

Whilst the proposed campsite is intended to operate for a longer period than 60 days, if 60 days is considered acceptable without requiring planning consent, why would a

	<p>longer period of operation for a smaller site be unacceptable? I am sure you would agree that this would be difficult to argue against at appeal.</p> <p>Based on the above comments, it is considered that the application would not have an unacceptable impact on highway safety or have a severe cumulative impact on the road network.</p>
Cllr Rob Baker	<p>I am writing to support the application to create a permanent camping at Crossgate Farm as a logical continuation of the successful temporary campsite that has run the last few years.</p> <p>I am pleased to see that the planning application makes it clear that there will be no permanent alteration to the visual appeal or amenity of the Village and that no new structures will need to be built. The area around the farm is a popular walking route both with residents and visitors who principally come for the view so it's reassuring to see this will not be altered.</p> <p>It is also pleasing to see that access and traffic have been considered and that the site will prioritise walkers, cyclists and horse riders.</p> <p>I believe the campsite offers much potential to support other businesses in the Village including our cafes, pub and shop. We also have a number of artisan producers in the locality and i hope the campsite owners will look to showcase the products and events the Village has to offer to their guests.</p>
Tintwistle Parish Council	<p>To ensure that the privacy of local residents is protected, new pitches should be on the opposite end of the field to existing residential homes</p>
AES Waste	<p>Following a review of this application AES have no comments to make as the waste generated from this development would be classified as Commercial and will be the responsibility of the Business Owner to arrange for a suitable waste collection service.</p>
Env Health	<p>No comments to make</p>

- 6.2 4 x neutral comments have been received in connection with the application which makes the following points:
- Beautiful campsite which is well maintained
 - Concerns about boundary and toilet location and indecent exposure of campers
 - No problems experienced with regards to traffic or noise
 - Consideration must be given to pitching tents close to residential properties at the southern boundary
- 6.3 11 x objections have been received in connection with the application which raises the following (material) grounds of objection:
- Impact on residential amenity (overlooking, privacy, light pollution) due to proximity of campers
 - Concerns over campers exposing themselves and urinating close to properties
 - Noise and disturbance has negatively impacted on the tranquillity of the area
 - Traffic concerns that were pertinent to dismissed appeal (HPK/2020/0308) – Appeal Decision paragraph 12 are relevant to this application
 - Consideration should be given to alternative field location on agricultural holding away from neighbouring properties
- 6.4 16 x letters of support have been received in connection with the application, which makes the following points:
- Campsite will bring revenue to local businesses
 - Facilitating DofE and other activities vitally important for young people
 - Perfect opportunity for people to take advantage of and experience stunning views
 - Farmers need to diversify to survive – appropriate form of diversification
 - No issues with traffic or congestion experienced when site was used as temporary campsite

7. OFFICER ASSESSMENT

Principle of Development & Green Belt

- 7.1 The application seeks permission to secure the use of a large parcel of agricultural land south of Crossgate Farm off Crossgate Lane as a permanent campsite for 30no. pitches that would operate between April and September in each calendar year.
- 7.2 Local Plan (LP) Policy E6 seeks to support tourism by supporting tourism and provision for visitors which is appropriate to the

settlements and countryside where proposals accord with LP Policy EQ3.

- 7.2 The site lies within the open countryside. LP Policy EQ3 refers to rural development proposals which lie outside of the defined built-up area boundaries and seeks to ensure that new development is strictly controlled in order to protect the landscape's intrinsic character and distinctiveness.
- 7.3 LP Policy EQ3 supports the provision and expansion of tourist and visitor facilities in sustainable locations where identified needs are not met by existing facilities.
- 7.4 The site lies at the northern fringes of Tintwistle, which is identified within the Settlement Hierarchy under LP Policy S2 as a Larger Village, which is home to a village shop, a bakery a pub, and a recreation area.
- 7.5 The site is located a short distance from bus stops on Manchester Road which provides access to the larger settlements of Ashton under Lyme to the west and Glossop to the south, whilst the Larger Village of Hadfield which contains a larger variety of shops and facilities, and a railway station, is situated approximately 1.6km distant.
- 7.6 In light of the above, it is concluded that whilst slightly detached from the existing settlement, the site nevertheless is situated within what one could reasonably define as a sustainable location, and as such the principle of this type of use in this location is considered acceptable having regard to LP Policies EQ3 and E6.
- 7.7 The site is situated in the Green Belt and as such the application is subject to LP Policy EQ4, and subsequently, restrictive policies contained under Chapter 13 of the NPPF.
- 7.8 Paragraph 137 highlights that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 7.9 Paragraph 138 sets out the five purposes of the Green Belt:
 - a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to prevent the setting and special character of historic towns;
and

- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land
- 7.10 Paragraph 147 states that Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The NPPF explains that all development in the Green Belt is inappropriate unless it falls within one of a number of categories.
- 7.11 Paragraph 150 sets out a number of exceptions to where development is regarded as inappropriate. These exceptions include a change of use of land provided that it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it; along with engineering operations.
- 7.12 Recent changes to Part 4 of the General Permitted Development Order (GPDO) allows the temporary use of a site as campsite for tents and motorhomes (not caravans) for a maximum of 60 days in each calendar year. The site has been operating as a campsite for the past two years in the summer months utilising these rights and is a key material consideration in assessing this application.
- 7.13 The change of use of the land to a campsite in itself is not considered to adversely affect openness, given that no operational development is proposed within the camping field and in view of the transient nature of tents and camping equipment. However, it is considered necessary to impose conditions to ensure that the site is not used for caravans and to restrict the use by motorhomes to 60 days in line with the GPDO, as these forms of development would have a greater impact on the openness of the Green Belt.
- 7.14 The proposed carpark, utilises existing hardstanding and therefore would not be an engineering operation. However, given that the definition of “openness” is generally regarded to be “freedom from development” the parking of vehicles would have some impact. However, these would be read against the backdrop of the existing farm buildings and the impact could be significantly lessened through the provision of hedge planting to the boundary of the parking area. This would help to safeguard the countryside for encroachment and can be secured by condition. Subject to this, therefore, overall it is concluded that it would not have an adverse impact on openness of the green belt or conflict with the purposes of including land within it.
- 7.15 The proposed toilets would be accommodated within an existing agricultural building. The NPPF explains that the re-use of existing buildings within the Green Belt is also not inappropriate provided that the buildings are of permanent and substantial construction which is the case here.

- 7.16 In light of the above, it is considered that the principle of accommodating a campsite is acceptable with regards to its strategic location and in Green Belt terms, subject to a detailed assessment of all relevant planning considerations.

Design, Landscape and Visual Impact

- 7.17 LP Policy S1 sets out a number of sustainability principles which all new development proposals should incorporate in order to make a positive contribution towards the sustainability of communities and to protect, and where possible enhance the environment.
- 7.18 LP Policy EQ2 seeks to protect, enhance and restore the landscape character of the Plan Area by requiring development to have particular regard to maintaining the aesthetic and biodiversity qualities of natural and man-made features within the landscape, and that are sympathetic to and are informed by the distinctive landscape character areas as identified in the Landscape Character Supplementary Planning Document.
- 7.19 LP Policy EQ3 refers to rural development proposals which lie outside of the defined built-up area boundaries and seeks to ensure that new development is strictly controlled in order to protect the landscape's intrinsic character and distinctiveness.
- 7.20 LP Policy EQ6 states that all development should be well designed to respect and contribute positively to the character, identity and context of High Peak's townscapes, having regard to matters of scale, height, density, layout, appearance and materials.
- 7.21 Paragraph 130 of the NPPF states amongst other things that decisions should ensure that developments will add to the overall quality of the area; are visually attractive as a result of good architecture; and are sympathetic to the surrounding built environment.
- 7.22 The site lies in a prominent location on the northern hills of the River Etherow, which rises up in a southerly direction towards the cluster of buildings that make up Crossgate Farm.
- 7.23 Whilst the presence of scattered tents and campervans would result to some extent in a degree of visual clutter on this prominent hillside, views would be medium-long distance from higher ground on the opposite side of the valley, and given that there would be no permanent structures associated with the proposed use, it is considered that any harm would not be to the degree that would warrant a sustainable reason for refusal on grounds of landscape and visual impacts, particularly on the basis of the use by motorhomes (which would have a significantly greater visual impact than tents) being limited to the 60 day fallback within the GPDO.

7.24 As such, it is not considered that the proposed use would result in any conflict with LP Policies S1, EQ2, EQ3, EQ6 or relevant policies under Chapter 12 of the NPPF.

Amenity

7.25 LP Policy EQ6 requires all new development to have a satisfactory relationship with existing land and buildings and protects the amenity of the area, which includes residential amenity of neighbouring properties. Aspects of residential amenity include impacts such as a loss of sunlight, overshadowing and overbearing impacts, loss of outlook, and loss of privacy.

7.26 LP Policy EQ10 seeks to ensure that people and the environment are protected from adverse impacts relating to issues including air pollution, noise, light pollution or any other nuisance or harm to amenity, by securing appropriate mitigation by way of planning conditions and obligations.

7.27 The High Peak Residential Design Guide SPD requires extensions to preserve the residential amenity of neighbouring properties, having regard amongst other things to the relationship between existing and proposed development, the positioning of windows, and the change in land levels.

7.28 Paragraph 130 of the NPPF states that planning should create places with a high standard of amenity for existing and future users.

7.29 Paragraph 185 of the NPPF states that policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment by (amongst other things) mitigating and reducing a minimum potential adverse impacts resulting from noise for new development, and avoid noise giving rise to significant adverse impacts on health and quality and life, and limiting the impact of light pollution.

7.30 The vast majority of objections received in connection with this application centre on the relationship between campers and occupiers of residential properties, particularly on the southern boundary, citing issues of indecent exposure, noise, disturbance and loss of privacy.

7.31 The Council's Environmental Health Officer has not submitted any objections in connection with the proposed use, and therefore whilst concerns regarding noise and disturbance are acknowledged, it is considered that there are no grounds to refuse this application in relation to such matters, that could be substantiated at appeal, in the absence of such an objection.

- 7.32 Whilst the larger agricultural unit indicated by the blue line shares a border with rear gardens adjoining Manchester Road (A628) and the small cu-de-sac Matthew Close, the red edge, which defines the limits of the planning permission and thus to where people would pitch their tent, is located approximately 100m from the nearest property on Matthew Close, and approximately 40m from the nearest property on Manchester Road.
- 7.33 Whilst concerns regarding loss of privacy and incidents of indecent exposure are acknowledged and understood, it is considered that providing the campsite is contained within the red edge and does not extend beyond this defined area, there is a sufficient separation distance between the proposed use and neighbouring properties to allow both uses to co-habit without any unacceptable harm to privacy arising. In the event of problems occurring there are other means such as Statutory Nuisance and legislation to deal with antisocial behaviour which could be used.
- 7.34 In light of the above, and when considering the fact that any part of the wider field could be used as a campsite without planning permission for up to 60 days of any calendar year under Part 4 of the GPDO, Officers consider that the proposed campsite would not result in any harm to the amenity of occupiers of residential properties in Tintwistle, and as such would not conflict with LP Policies EQ6 and EQ10 or relevant paragraphs under Chapter 12 and 15 of the NPPF.

Parking Provision and Highway Safety

- 7.35 LP Policy CF6 seeks to ensure that development can be safely accessed in a sustainable manner and that all new development is located where it can be satisfactorily accommodated within the existing highway network and provides suitable off-street parking provision in accordance with guidelines set out under Appendix 1 of the Local Plan.
- 7.36 Paragraph 110 of the NPPF states that in assessing applications for development, it should be ensured that safe and suitable access to the site can be achieved for all users.
- 7.37 Paragraph 111 goes on to state that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 7.38 The site shares an existing access off Crossgate Lane which is a steep sloping unlit single track that heads eastwards from Manchester Road. The shared access serves the main farmhouse and associated agricultural buildings, as well as the proposed campsite.
- 7.39 The southern boundary of the site benefits from an existing access directly on to Manchester Road.

7.40 Paragraph 2.6 of the Planning Statement that accompanies the application states the following:

2.6 A one-way system will be used for cars, so that they enter at the north of the farm via Crossgate Lane. This lane is single track along the top 250 metres but there are three existing passing places, maintainable by the Council. Vehicles will then exit the site at the south on to Manchester Road, where there is an existing wide access (9 metres) and sightlines of 45 metres and 250 metres on to a 30mph road.

7.41 The proposed one-way system, whilst a commendable strategy, could not be enforced by way of planning condition. As such, the Council must make a judgement as to the likely highway safety impacts on the basis that this one-way system would not for whatever reason be in operation.

7.42 One objector refers to the comments made by the Inspector in a recent (dismissed) Appeal Decision at Crossgate Farm relating to the proposed “conversion of the existing cow shed to a kennel, playroom and hydrotherapy centre with reception and office” refused under HPK/2020/0308.

7.43 This application did not include a reason for refusal on grounds of highway safety and was thus not a material consideration in the determination of the appeal. As such, this appeal decision is not considered relevant to the assessment and determination to this application.

7.44 Following initial comments by the Highways Authority, Officers sought more detailed clarification on the potential impacts on highway safety, having specific regard to the very poor visibility exiting the site on to Crossgate Lane, and the increase in vehicular traffic resulting from an intensification of the use and suitability of Crossgate Lane.

7.45 As set out within this report, the Highways Authority have responded in detail to the points raised above and categorically concluded that there would not be any unacceptable impacts upon highway safety resulting from the use of the land as a campsite, particularly when considering that the site has been in operation as a campsite in the last 2 years under permitted development rights.

7.46 Whilst concerns regarding the intensification of the site and exit visibility on to Crossgate Lane remain, the fact that the Highways Authority have not raised any objection to the proposed use means that there are no grounds for refusal with regards to highway safety that could be substantiated at appeal.

- 7.47 The site has been judged to be located in a sustainable location which can be accessed via the train (Hadfield Station approximately 1.1m distant), bus (Bus Stop on Manchester Road), situated within walking distance from Tintwistle and Hadfield.
- 7.48 The Block Plan shows 11no. car parking spaces to be provided on an area of existing hard standing with associated turning area. This level of car parking provision is considered to be appropriate for the number of pitches proposed, taking into account the fact that the majority of visitors are likely to arrive in groups, and that some visitors will arrive by public transport.
- 7.49 In light of the above, it is considered that there would be no significant harm to highway safety in accordance with LP Policy CF6 and paragraph 110 of the NPPF.

8. PLANNING BALANCE AND CONCLUSION

- 8.1 LP Policy S1a reflects the presumption in favour of sustainable development set out within the National Planning Policy Framework (NPPF). It states that planning applications that accord with relevant policies in the Local Plan will be approved without delay.
- 8.2 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development. For decision taking, this means approving development proposals that accord with an up-to-date development plan without delay; or, where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission, unless:
- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole
- 8.3 The application seeks full planning permission to secure the use of part of the agricultural holding south of Crossgate Farm as a campsite containing 30no. pitches between April and September (inclusive).
- 8.4 The application follows on from the site operating as a campsite for 60 days of the year under Part 4 of the GPDO for the past 2 years and does not include any new physical structures.
- 8.5 Given the transient and temporary nature of the use, Officers consider that the proposed use for tented camping does not harm the openness of the Green Belt or the purposes of including land within it, does not constitute inappropriate development, and thereby demonstrates

compliance with LP Policy EQ4 and relevant policies under Chapter 13 of the NPPF. There is concern, however, regarding the use of the site by motorhomes, which have a greater impact on openness but acknowledging the Permitted Development fallback it is proposed to limit these to 60 days per year as is the case currently.

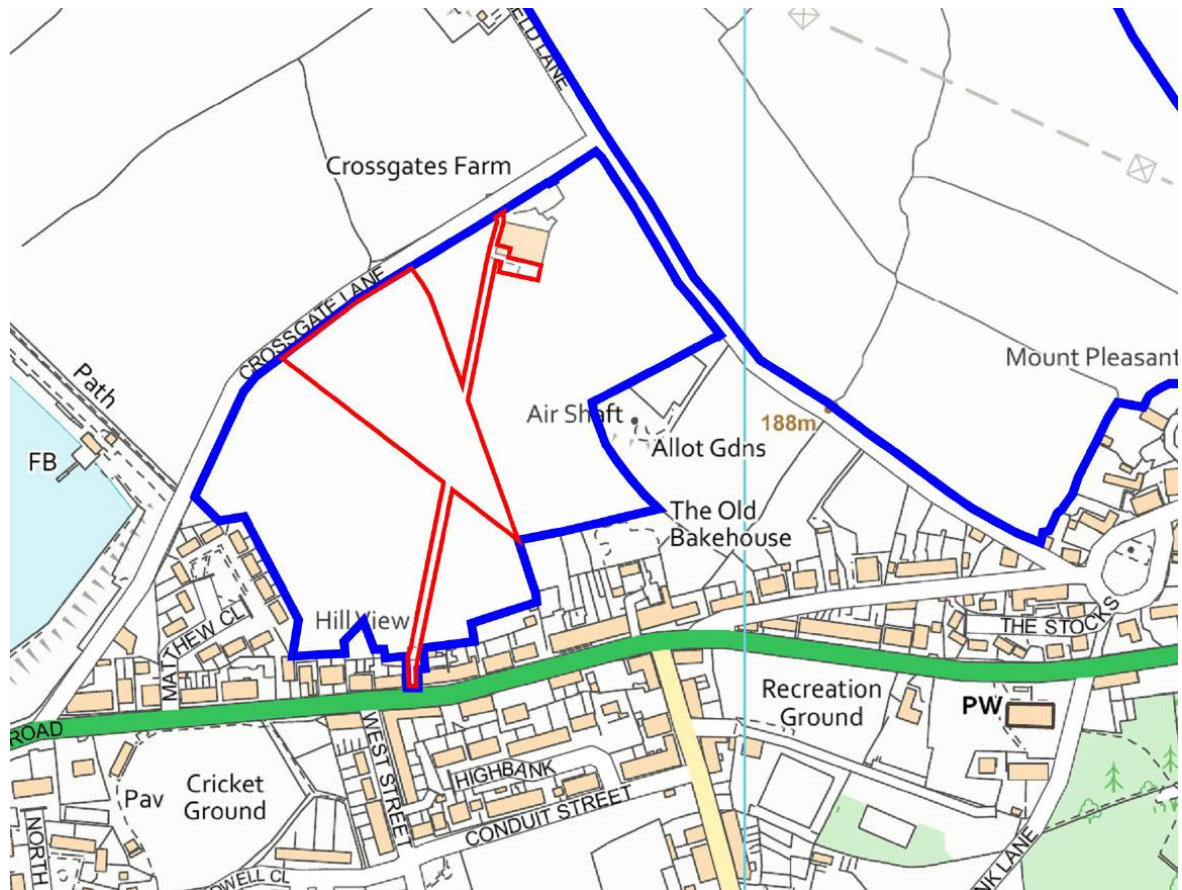
- 8.6 It has been judged that whilst there would be some degree of visual impact resulting from the visual clutter of tents and motorhomes on site, this impact would predominantly be from longer views from the opposite side of the valley. However, as noted above the use by tents is transient. Moreover, this use can be implemented for 60 days of the year without planning permission. As such, subject to the restriction of use by motoring homes, there are not considered to be any grounds for refusal with regards to landscape and visual impacts.
- 8.7 Concern raised with regards to potential impacts on neighbouring amenity are acknowledged. For the reasons set out within this report and in light of no objection from the Council's Environmental Health Officer, there are similarly not considered to be any grounds for refusal with regards to any aspect of amenity, especially given the fall back position under Part 4 of the GPDO.
- 8.8 Concerns were initially raised by Officers with regards to potential impacts on highway safety, namely from an intensification of the site and increase in vehicular movements on Crossgate Lane, the lack of exit visibility from the main access adjacent to the existing farmhouse, and the fact that the one-way system is not enforceable. In light of further detailed comments from the Highways Authority, it is concluded that there are no grounds for refusal on highway safety that could be substantiated at appeal.
- 8.9 As such, and in conclusion, taking all material considerations into account, the application is considered to constitute a sustainable form of development, and is recommended for approval, subject to appropriate conditions.

9. RECOMMENDATIONS

A. Approve subject to conditions

- 1. Time Limit**
- 2. Approved Plans**
- 3. Restrict number of pitches to 30.**
- 4. Restrict use to April 1st – September 30th**
- 5. Restrict use by motor homes to 60 days per year**
- 6. Native hedge planting to southern boundary of parking area**
- 7. No artificial lighting**
- 8. Holiday accommodation only. No permanent residential accommodation**

B. In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informative/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Development Services has delegated authority to do so in consultation with the Chairman of the Committee, provided that the changes do not exceed the substantive nature of the Committee's decision.



This recommendation is made following careful consideration of all the issues raised through the application process and through discussion with the applicants. In accordance with Paragraph 187 of the NPPF the Case Officer has sought solutions where possible to secure a development that improves the economic, social and environmental conditions of the area.

Site plan