

Planning Statement in support of Full Planning Application

Comprising 6 Glamping Pods

at:

Land to the South of
Ellenroad Farm
Bentgate Street
Newhey
OL16 4NU

Section 1 – Introduction

Naylor Sale & Widdows LLP on behalf of Andrew Toon and Joanne Marshall (the Applicants) have prepared this supporting Planning Statement. It accompanies a planning application for the change of use of Land for the siting of 6 Portable Glamping Pods on land to the South of Ellenroad Farm, Bentgate Street, Newhey Rochdale OL16 4NU

The applicants own a considerable amount of land in the immediate area of the proposal site. The land is open grassland with grazing horses, fishing pond (former reservoir) and generally recreational uses. The site sits in the Oldham Council area.

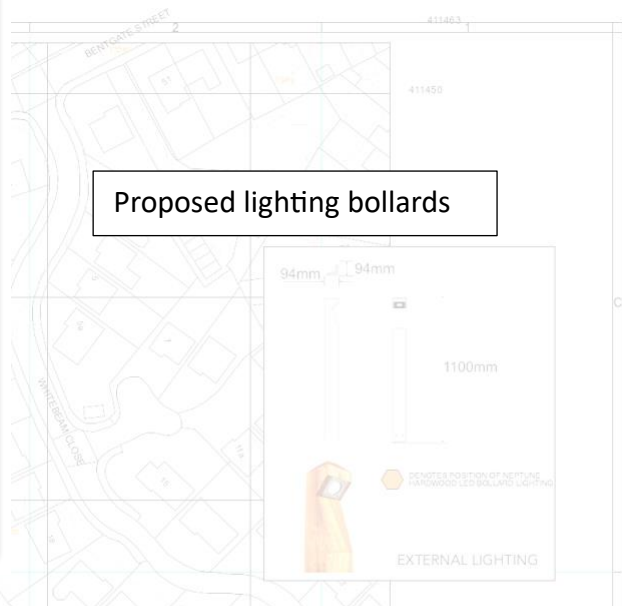
Section 2 – The Site

The site is bounded to the west by open grassland and the east by the river Beal, currently there is a farm track partly stoned that leads to the carparking/turning area associated with the fishing club that uses the former reservoir.

The proposal is to site 6 timber framed glamping pods for recreational use around the west bank of the lake with views down the valley of the river Beal. To the east of the river is a housing development which has properties that back on to the river.

The farm track is to have the access point improved to allow vehicles to pass and occasionally stop to use the refuse collection point at the entrance. The track will have a new electric gated access to control access. The area immediately as you turn in will be surfaced in a bound porous material to prevent the stoned track surfacing being run onto the highway.

The track will remain a single width track but several passing places have been positioned at strategic points to aid access and egress. The track will have, also at strategic points, low level lighting bollards with downward facing luminaires.



Whilst the improvements to the farm track giving access to the development will create some disturbance to the housing, once complete the low volume of traffic and the lighting proposed (low level downward facing light posts) will result in very little impact. The cabins will not be visible from the housing despite the elevated position.



View from the site towards the housing to the east

The track will run through the area used by fishermen to finish in a dedicated car park for the cabins, the car park will be secured with electric security gates.

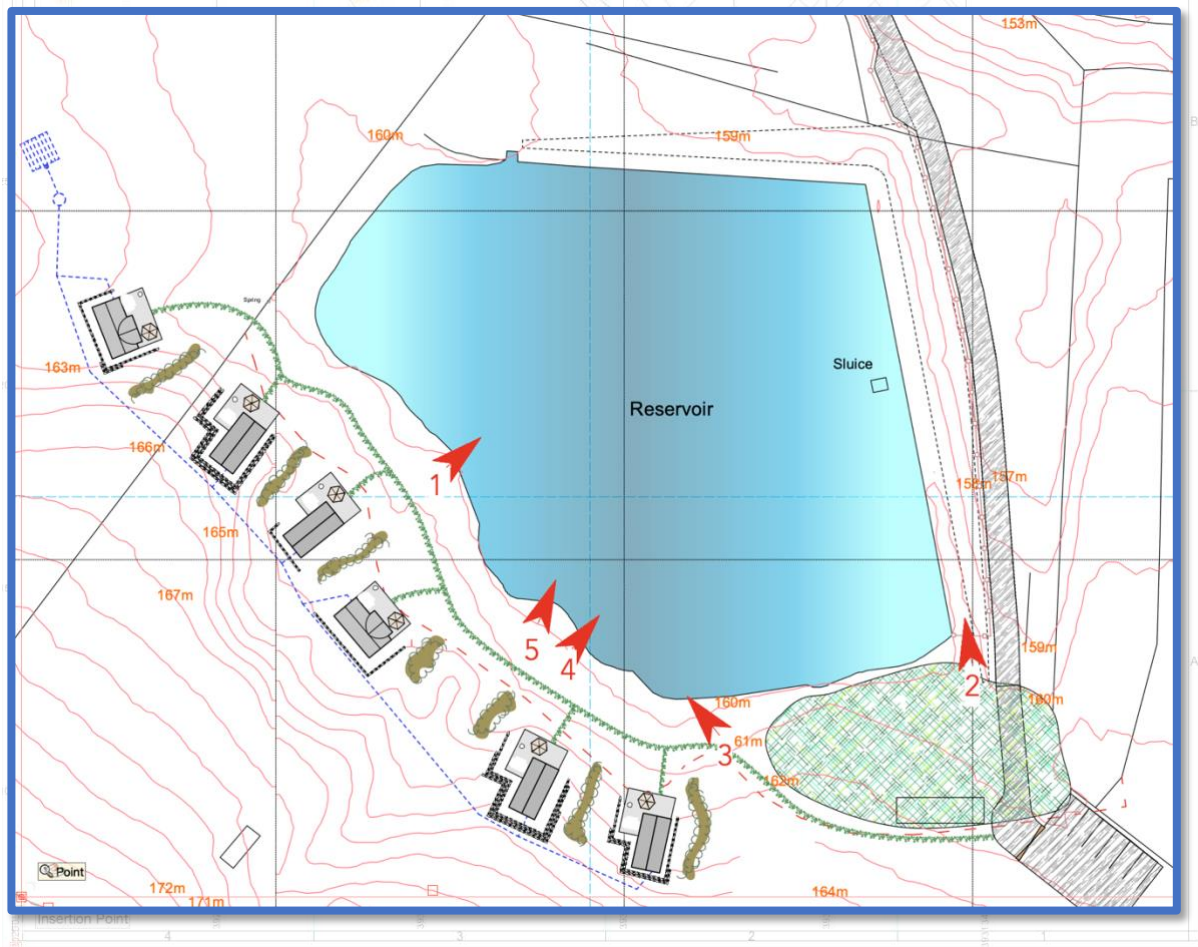
The track to the east will remain open but will have a new fence to the west to prevent any livestock wandering onto the track.

Section 3 - Development

The site rises gently from the west side of the lake and the proposal is to cut in and retain the ground with stone filled gabions. The gabions will over time generate their own flora thus softening the initial harshness. This will create a flat area for the cabins to be sited.

The number of cabins has been kept relatively low to reduce the impact on the openness of the green-belt, and by cutting them in to the topography this will further help achieve this objective.

The cabins are single bedroom with ensuite toilet/shower facilities, sitting/dining area and kitchenette, externally the cabins covered in a dark grey tile with a timber deck containing hot tub and sitting area.

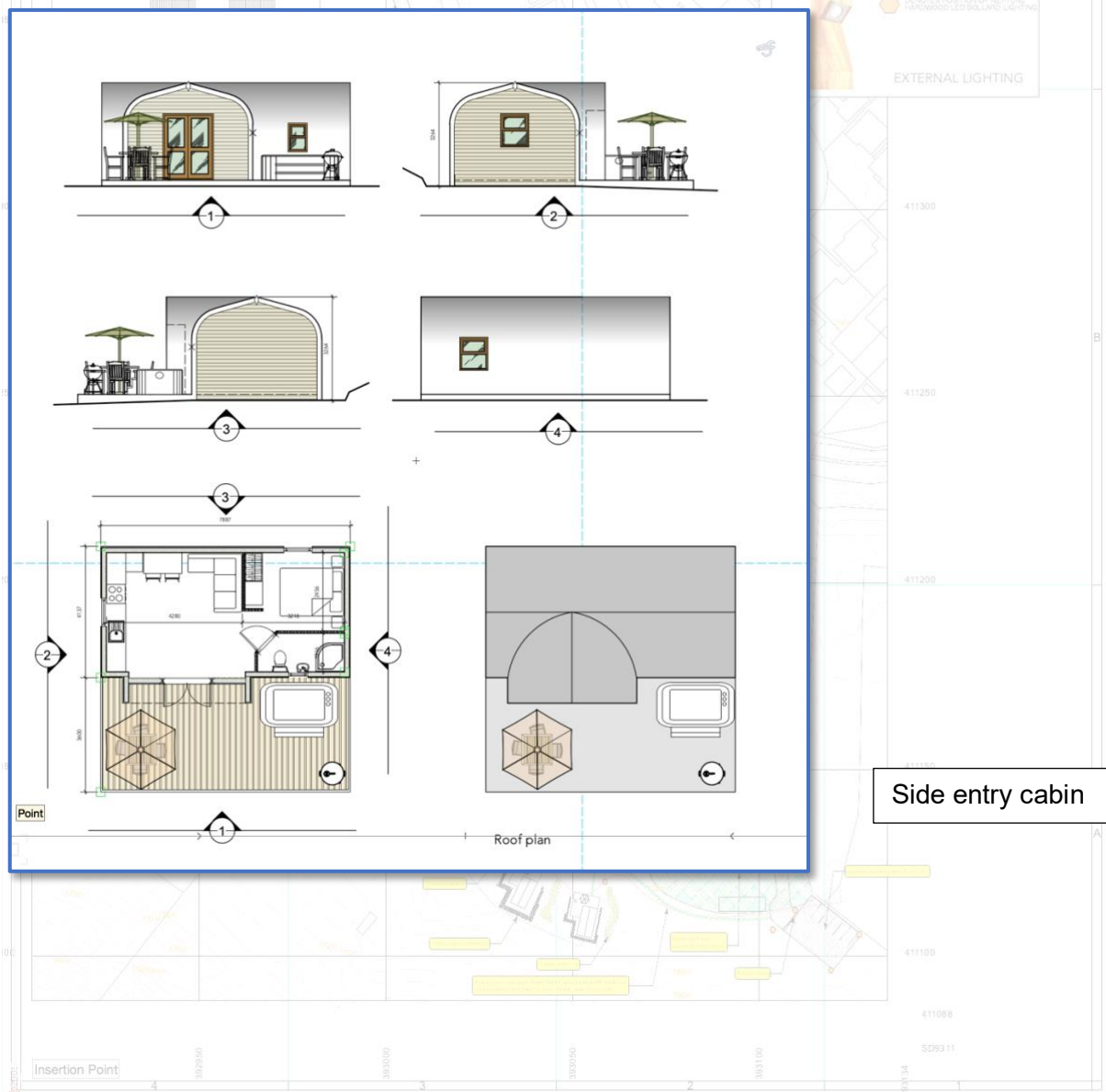


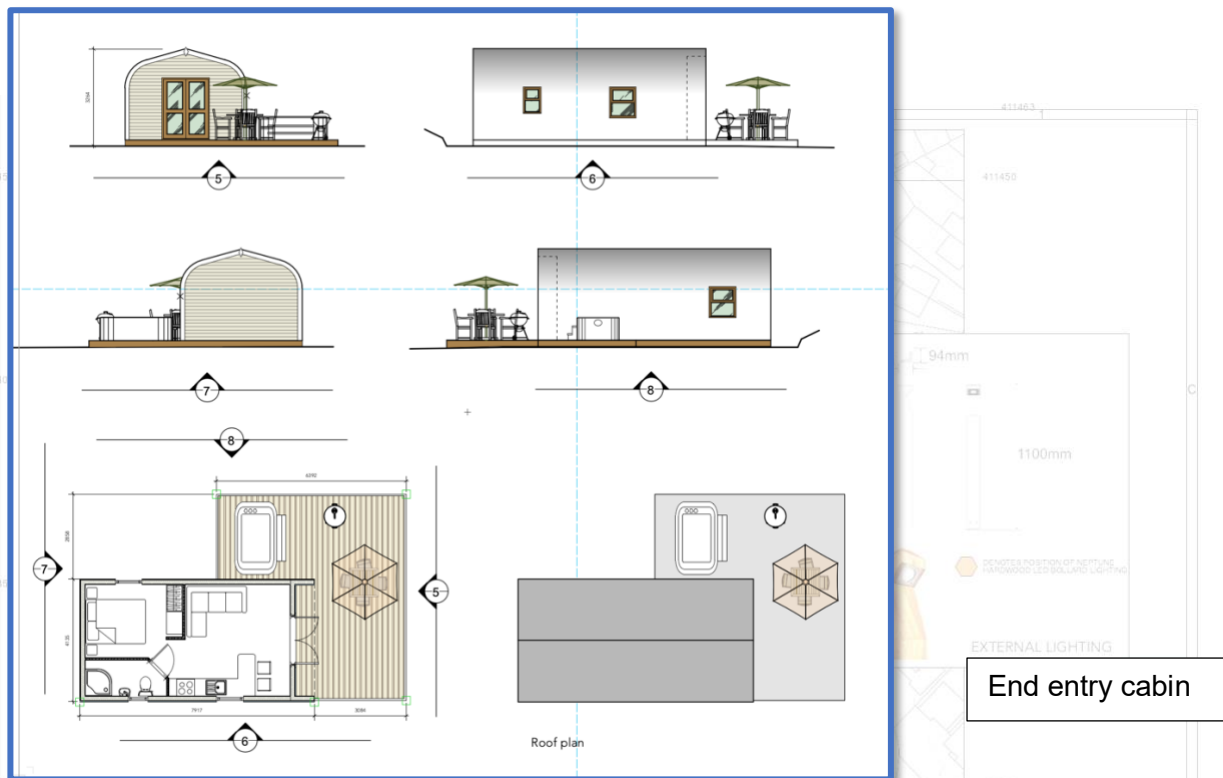
There are two types of cabins both have similar internal layouts with the same facilities. One is a side entry unit and the other has the entrance is on the end. They have been oriented so that they exploit the track of the sun from east to west.

A dedicated footpath will lead from the cabin parking area round the rear of the fishing lake parking/turning area and terminate at each cabin. The footpath will be in a porous material.

A EN-12566 Certified "Clearwater" Bio-disc treatment plant will be installed to take the effluent produced this will have a soak-a way area in line with Environment Agency Pollution Prevention Guide PPG4

A separate electric supply will serve the cabins and site lighting with the meter/consumer unit in a secure box at the site entrance. This will be augmented by solar power.





Section 4 - Location

The proposal will provide access to the local area and a destination for walkers and visitors wishing to explore the Newhey area.

Early History: Newhey's history can be traced back to medieval times, and it was originally a small agricultural settlement. In the Domesday Book of 1086, it is recorded as "Niwai," indicating its early existence.

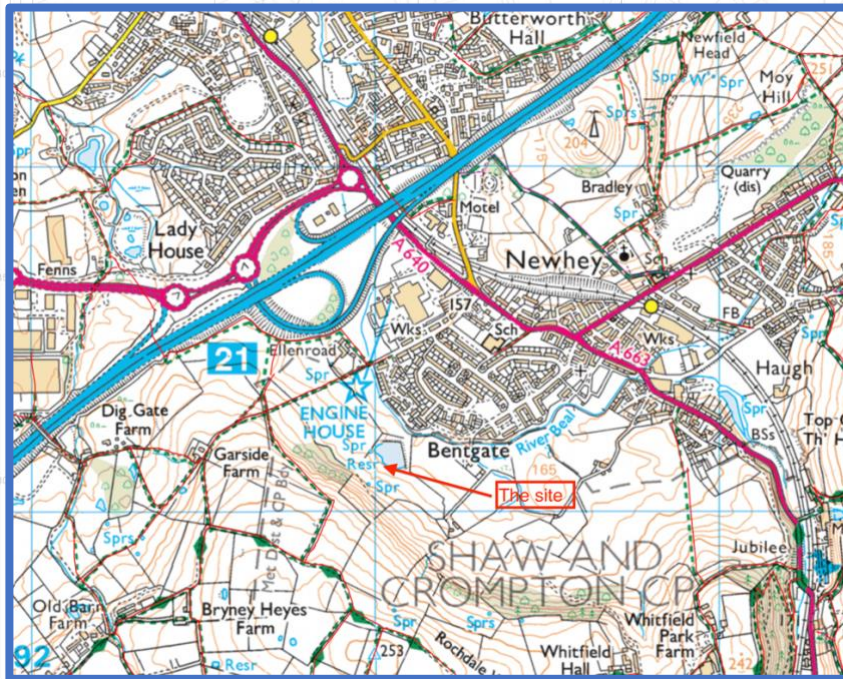
Industrial Revolution: Like many other towns and villages in the region, Newhey experienced rapid growth during the Industrial Revolution. The introduction of textile mills and the construction of the Rochdale Canal in the late 18th and early 19th centuries played a crucial role in shaping the village's development.

Textile Industry: The textile industry, particularly cotton spinning and weaving, became a dominant economic activity in Newhey during the 19th and early 20th centuries. Several mills were established along the Rochdale Canal, which passes through Newhey, played a vital role in transporting raw materials and finished goods during the Industrial Revolution. It provided an essential link between Rochdale and Manchester, facilitating trade and commerce in the region.

Decline of Textile Industry: Like many other industrial towns, Newhey's textile industry began to decline in the mid-20th century due to various factors, including global competition, changes in technology, and economic shifts. Many of the mills were eventually closed or repurposed for other uses.

Modern Times: In more recent times, Newhey has transformed into a residential area, with many former industrial buildings being converted into residential properties. It remains a commuter village with easy access to larger towns like Rochdale and Manchester.

In the immediate area there are several leisure opportunities with easy access to the footpath network of the west Pennines.



O.S extract footpaths



Aerial showing footpaths

One of the major attractions to the area is the Ellenroad Steam Museum which raises steam on the first Sunday of every month.

<https://www.ellenroad.org.uk/engines.htm>

Vehicle access to the site is extremely easy from the motorway network with junction 21 of the M62 1 Km to the north, this motorway links Leeds and Manchester and is will consequently attract people from these major conurbations to explore the area.

Section 5 – Policy

Oldham local Development Framework:

Policy 6 - Green infrastructure.

Refer to Ecology Report and Bio-diversity metric calculation.

Policy 14 – Supporting Oldham’s Economy.

Introduction of recreational leisure facility will result in 2 additional new jobs and visitors to the area who will spend in the local economy through pubs, restaurants shops etc.

Policy 20 – Design.

The cabins are simple in design and use sustainable materials.

Policy 21 – Protecting Natural Environmental Assets.

Haslam Ecology were commissioned to prepare a preliminary Ecological Assessment of the site and a Bio-diversity Metric 4.0 Calculation which forms part of the application documents.

The recommendations in section 5 of their report will be actioned, particularly the enhancement Bio-diversity net gain recommendations.

Policy 22 - Protecting Open Land.

The proposal is in line with accepted development within the green-belt, NPPF 149 b)

“the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it”

The cabins are not permanent structures and are for recreational use, well spaces and low level (just over 3.2m high) cut into the surrounding land with the raised topography as a back drop.

Policy 23 – Open Spaces and Sports.

Open space can contribute to people's quality of life. It has a key role to play in the protection of the environment, enhancing the biodiversity of the borough and creating habitats for flora and fauna. Access to quality open space is essential to health and well-being, encouraging increased physical activity and exercise and contributing to improved mental health. Quality open space provision can contribute to social inclusion and community cohesion in Oldham and can support and enhance the image and appeal of the borough for residents and visitors

This proposal complies with the spirit of this policy providing bio-diversity and new recreational destination to encourage increased physical activity.

Section 6 – Access

Road access will be from the A640 via Bentgate Street onto the new improved access track.

As previously mentioned the site is within 1Km of the main motorway network at junction 21 of the M62 motorway.

The National footpath network runs from Bentgate Street past the site entrance for walking/cycling access. The footpath network also feeds onto the site from the west and south.

Newhey is well served by the local public transport network.

Stops in Newhey

Whitefield Crescent (opp) ↘
805 891 R9

Whitefield Crescent (nr) ↖
805 891 R10

Rivermead (opp) ↘
805 891 R9

Rivermead (nr) ↖
805 891 R10

Newhey Metrolink Stop (Stop B) ↙
R4 R6

Newhey Terminus (Stop E) ↘
805 891 R4 R6 R9

Newhey Terminus (Stop F) ↖
805 891 R10

Bird in the Hand (opp) ←
R4 R6

Bird in the Hand (o/s) →
R4 R6

Newhey Post Office (Stop D) ↙
R4 R6

Bentfield Crescent (nr) →
805 891 R6 R9

Bentfield Crescent (opp) ←
805 R4 R10

Milnrow Memorial Park (nr) ↓
805 891 R4 R9

Milnrow Memorial Park (opp) ↑
805 891 R6 R10

Bentgate Street (SW-bound)
R4

Sycamore Avenue (SE-bound)
R4

Cedar Lane (SW-bound)
R6

Sycamore Avenue (NW-bound)
R6

Two Bridges Road (NE-bound)
R4 R6

Haugh Lane (NW-bound)
R4 R6

Cedar Lane (NE-bound)
R4

Bentgate Street (NE-bound)
R6

Newhey (Manchester Metrolink) (To Roc...
Pink Line

Newhey (Manchester Metrolink) (To Man...
Pink Line

The Newhey Metro Link stop is approximately 1.2km from the site and there is a regular bus service to the local area.

Section 7 – Site management and Construction.

The applicants live at Ellenroad Farm (on site) and will operate the cabins from there, this will promote active management to deal with any issues that may arise. The site will have a controlled access with secure electric gates to both the entrance and car park.

Whilst there will be some disruption due to construction work to create the site this should be minimal as the works are of low intensity and not extensive.

Section 8 – Conclusion.

The development is low in numbers but will provide a destination and facility in the area that is missing, it has the potential to benefit the local economy, create new employment, and enhance the site by creating a new farm track and fencing.

The development will have little impact on the openness of the green-belt and is in line with the guidance of the National Planning Policy Framework.

