

Travel Plan Statement

Hollingworth Lake Camp Site, Rochdale

Development of six glamping pods and three tent pitches with associated access, parking, bin store and landscaping

August 2025

Prepared by



For: Rochdale Development Agency

1 Introduction

4D Planning has been commissioned to prepare a Travel Plan Statement in respect of proposals to develop a glamping site at a camp site at Hollingworth Lake with glamping pods, access, parking, bin store and landscaping. The site is located along Syke Road, directly to the east of the lake and is within the Borough of Rochdale. The site location in relation to the main settlements is shown in Figure 1-1.



Figure 1-1 Site Location Plan

This Travel Plan Statement has been prepared in order to support a planning application for the development of commercial premises at the site, and sets out measures to promote the increased uptake of sustainable travel and reduce the proportion of trips made by car.

Report Structure

The remainder of this report is structured as follows:

- Section 2 – outlines relevant transport policy at a national, regional and local level;
- Section 3 – sets out the site assessment and considers the accessibility of the site by non-car modes of transport;
- Section 4 – sets out details of the proposed development; and
- Section 5 – sets out the measures to promote sustainable travel.

2 Relevant Policies

National Policy

National Planning Policy Framework

The latest publication of the National Planning Policy Framework (NPPF) was adopted in December 2024, with minor corrections February 2025. The latest NPPF is a minor revision of national planning policy guidance. The NPPF aims to enable local people and Councils to produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

The NPPF sets out a presumption in favour of sustainable development which should be delivered with three main objectives: economic; social and environmental (Paragraph 11).

Paragraph 116 of NPPF sets out that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios.”

Paragraph 117 states that: *“Within this context, applications for development should:*

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 118 states that:

“All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be addressed and monitored

A Transport Statement has been submitted, and this proposal will not generate significant movement, so a Travel Plan Statement, detailing a package of measures, has been prepared.

Local Policy

Greater Manchester Transport Strategy 2040

The Greater Manchester Transport Strategy was developed by Transport for Greater Manchester [TfGM] in partnership with key stakeholders within the Greater Manchester area. The document provides a plan of how local transport develops within the Greater Manchester area over the period to 2040.

Greater Manchester is an important driver of economic development within the region, and therefore an extensive, safe, integrated transport network is therefore essential to support and encourage economic development within the region; the document therefore contains both a long term strategy and short-term implementation plan to ensure this development continues and is undertaken in the most sustainable way.

A key aim for Greater Manchester is to ensure closer integration in both service delivery and In travel choices. In part this is achieved through encouraging travel by more sustainable modes by informing users of the range of options available to access.

Where possible, initiatives will be undertaken to ensure that all new developments make best use of walking, cycling and public transport routes. Cycle and pedestrian infrastructure will be provided at new developments, including leisure facilities, to support this objective. Initiatives to encourage the use of public transport to new developments will also be undertaken.

Rochdale Core Strategy (October 2016)

The Rochdale Core Strategy provides the basis for assessing new development and sustainable travel in the borough. The key transport policy in relation to sustainable travel is Policy T1 'Delivering sustainable transport'. The policy sets out the priorities of the Council in terms of upgrading transport infrastructure in the borough and improving coordination between stakeholders and service operators.

Summary

It is considered that the transport priorities for development are to reduce the dependency on car borne trips, maximise public transport accessibility, encourage walking and cycling, and to ensure the safety of all road users.

3 Site Assessment

Introduction

This section provides a description of the existing highway network surrounding the site, and considers the accessibility of the site by non-car modes of transport, including on foot, bicycle and public transport. The site location and transport facilities are shown in Figure 3-1.

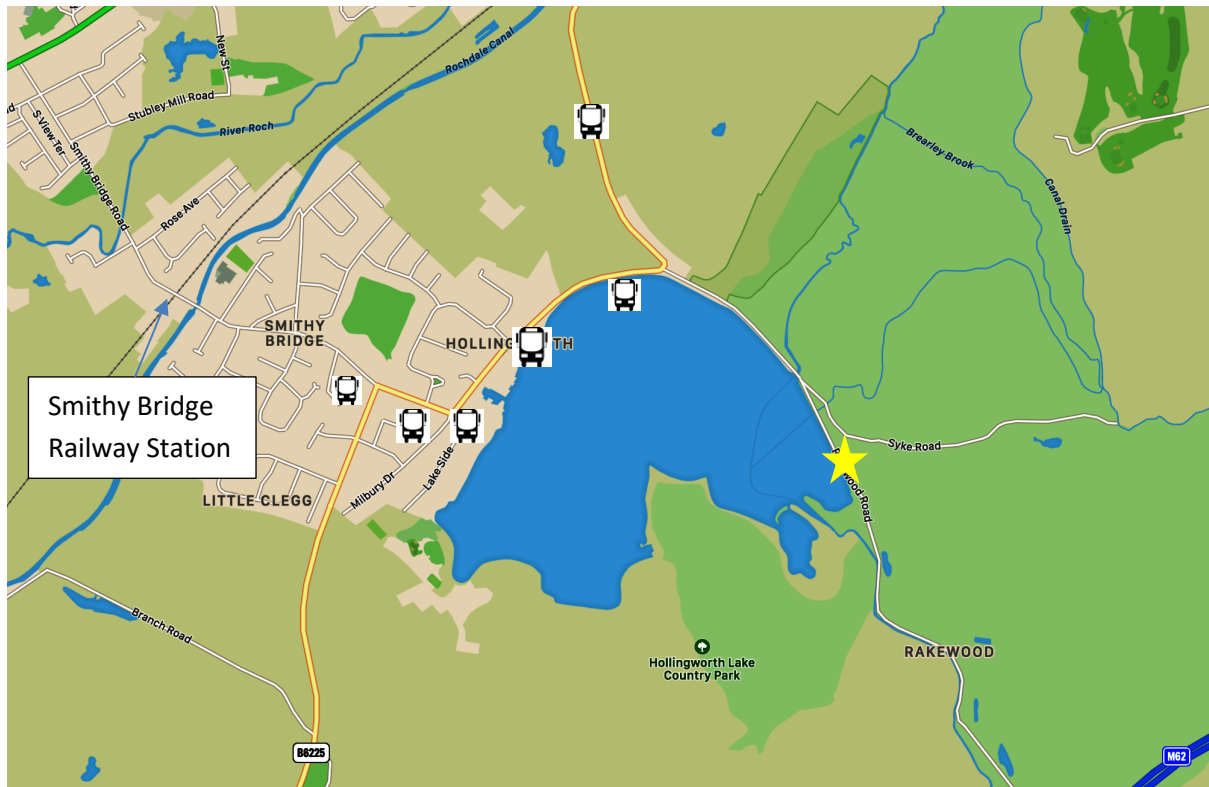


Figure 3-1 Site Location and Local Transport Facilities

Existing Use

The site is an existing camp site known as ‘Hollingworth Lake Backpackers Camp Site’. Access is taken from a priority junction to Syke Road, with roads being very rural in characteristics. The property is bounded by farmland to the north, east and west, with a small collection of dwellings to the south, surrounding this portion of Syke Road.

Local Road Network

The road network is rural in characteristics, with no pavements provided. However Syke Road is a route leading beyond the site towards the edge of the Pennines and is in effect both a walking / cycle route with the potential to accommodate vehicles. The two roads adjacent to the site meet at a crossroad junction adjacent to the north east of the site. Syke Road is linked to the settlements of Smithy Bridge and Hollingworth by Rakewood Road, Lake Bank and the B6225 Hollingworth Road. These roads include footways, double yellow lines and traffic calming.

Pedestrian Network

The footways nearest to the site are some 1.5-1.8m wide, are surfaced with black top, and provide good links to the nearest villages. While there are no crossings, the footway network is broadly consistent for a rural area and provides a good level of connectivity.

An image taken towards the west, showing the adjacent highway network, is shown in Figure 3-2.



Figure 3-2 View of Rakewood Road

Public Transport

Bus

The nearest bus stops are on Lake Bank, at 10 minutes walk to the west of the site. The two local stops are marked out by flag posts. The bus services, 456 and 458 Lakeline, operate in two directions, between Rochdale and Hollingworth, and Littleborough, on an hourly basis in each direction.

National Rail

The nearest railway station is Smithy Bridge, which is located on a branch between Chester, Wigan and the principal routes to destinations in Yorkshire. The station operates Northern Rail services at approximately one service per hour in each direction.

4 Proposed Scheme

Scheme Outline

The proposed development comprises the construction of a group of six glamping pods, a dedicated tent area providing capacity for up to three tents. The existing building on site will be converted to a reception and management space for the proposed use. The site will include access, parking, landscaping, toilets, washing area and refuse store.

Access and Parking

The site will re-use an existing access via an informal priority junction on Syke Road, which will be resurfaced and maintained. As such there is no material change in highways terms. The layout will however provide improved provision of turning areas.

The layout includes nine car parking spaces, one of which is for EV charging vehicles only and one for blue badge holders. A dedicated cycle store will also be provided. The spaces will be provided in parking courts adjacent to the vehicle turning area. Holidaymakers travelling by car will need to walk to their pods.

The site includes a refuse and recycle store, adjacent to the toilet block and washing area, all adjacent to the vehicular site access.

An extract of the scheme is shown in Figure 4-1 and Appendix A.



Figure 4-1 Scheme Layout

Deliveries and Servicing

The nature of the site is such that delivery and servicing activities will be very limited, and would mostly comprise refuse collection and grounds maintenance activities. These would be intermittent and dependent upon the seasons in relation the level of occupancy of the site.

Refuse vehicles will make collections from within the site layout and will be subject to a private contractor agreement with the local authority provider or other commercial operators.

4 Sustainable Travel Measures

This Travel Plan Statement is intended to promote mode share change towards sustainable travel and promote active and healthy lifestyles.

The strategy for this Travel Plan Statement therefore has the following general objectives:

- To establish sustainable travel principles for the development as a whole;
- To minimise single occupancy vehicle trips;
- To increase the attractiveness and use of cycling for journeys to the site;
- To encourage healthy and active travel; and
- To raise awareness of sustainable modes of transport available for visitors to and from the site.

It should be recognised that many physical aspects of the design of the site will influence travel patterns, and will have a significant impact upon reducing dependence upon the car. The hard measures that will be incorporated into the design of the development are set out below. It should be noted that appropriate hard measures will be provided during the refurbishment of the building prior to occupation and will be funded by the occupant.

Accessibility

The site is located on a quiet lane and in proximity to a footway connecting towards public transport service access points within the immediate surrounding area, as outlined within Section 3 of this Travel Plan Statement.

Cycle Parking Provision

As an outdoor leisure site, cycle parking would be encouraged within the site and is the best way to experience the area around Hollingworth Lake.

The location of the site, its design and proximity to bus and rail services should the conditions to make sustainable travel choices an attractive option. However, it is also recognised that a communication strategy is key to the success of promoting sustainable travel. Details of the communication strategy for the Hollingworth Lake glamping site are set out below.

Operator Website

Links to relevant public transport travel information will be provided on the operator website including cycle parking information.

The website will also include the following:

- **Promotion of key services and facilities:** Full details of the key services and facilities will be included on the website;
- **Promotion of health benefits associated with alternative modes of transport:** The website will provide details of the health benefits associated with walking and cycling regularly;

- **Details of carbon foot-printing:** provision of details of an establish carbon calculator and information to raise awareness of the environmental and cost saving benefits associated with sustainable travel and reducing car usage.

Notice Boards

Notice boards providing travel and local information to staff and visitors will be used.

A map of the immediate local area will be displayed on the site, identifying locations of any local cycle routes and parking and public transport service access points.

Feedback and Personalised Travel Planning

Persons wishing to raise specific transport-related matters will be encouraged to discuss them with the site operator for consideration. The operator will also be able to provide personalised travel planning advice to staff and visitors if required.