

Transport 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 Transport 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 local settlements and links is shown in Figure 1-1.



Figure 1-1 Site Location Plan

This Transport Statement has been prepared in order to assess the potential impact of the proposed development on the local highway network, and assesses the potential for future visitors and staff to undertake travel by sustainable modes.

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 – describes baseline highway conditions and considers the accessibility of the site by non-car modes of transport;
- Section 4 – details the proposed development at the site;
- Section 5 – sets out a multi-modal trip generation assessment, and considers the effect of the proposed development on the local highway and transport networks; and

- Section 6 – provides a summary and conclusions.

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”.

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.

The plan goes on to identify that the main town centres are well placed to benefit from the existing concentration of activity and good accessibility. This should make any development in these locations ideally situated to benefit from these good transport and accessibility links.

Rochdale Core Strategy (October 2016)

The Rochdale Core Strategy provides the basis for assessing new development in the borough. The key transport policy in relation to new development is Policy T2 'Improving Accessibility'. The relevant portion of this policy in relation to the development proposals is shown:

"d. We will require a Transport Statement for smaller developments that exceed the guidance on Transport Assessment thresholds or:

- i. Generate 50 to 99 vehicle movements per day (24 hours);*
- ii. Generate 30 to 59 person trips in any peak hour (between 07-00 & 10-00 and / or 16-00 & 19-00);*
- iii. Generate 20 to 29 vehicle movements in any single hour;*
- iv. Generate up to 20 Heavy Goods Vehicles (over 7.5 tonnes);*
- v. Propose 10 to 49 parking spaces; or*
- vi. Consist of 50 to 79 residential units."*

e. We will ensure that development allocations and submitted proposals are as far as possible accessible for all (including people with impaired mobility), applying the accessibility criteria set out in Appendix 4 or any future thresholds agreed for Greater Manchester. Developers should work in partnership with the Council from initial conception to completion and monitoring. To achieve this,

developers should ensure access between communities and jobs, shops, schools and colleges, leisure and health facilities are convenient;

f. We will require developments to provide parking in compliance with the Council's Car Parking Standards (see Appendix 5)".

The relevant Rochdale parking standards, to the potential land use class of the operators are summarised in the following table for reference.

LAND USE CLASS	ROCHDALE STANDARDS	
	Maximum Car Parking	Cycle Parking
C1 Hotels (as nearest equivalent)	1 space per bedroom (including staff)	1 space per 10 bedrooms (2 spaces minimum).

Table 1-1 Parking Standards

The standards also include a requirement for one Powered Two Wheeler space per 40 bedrooms or two minimum. The C1 standard for hotels is considered to be the nearest equivalent to the site but is somewhat different in characteristics, and as such should be considered as a starting point for agreement rather than a specific standard to assess the glamping proposals against. The relevant standards are dependent upon the land use class of the end user, and parking is considered in detail later within this Statement.

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 Baseline Conditions

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.

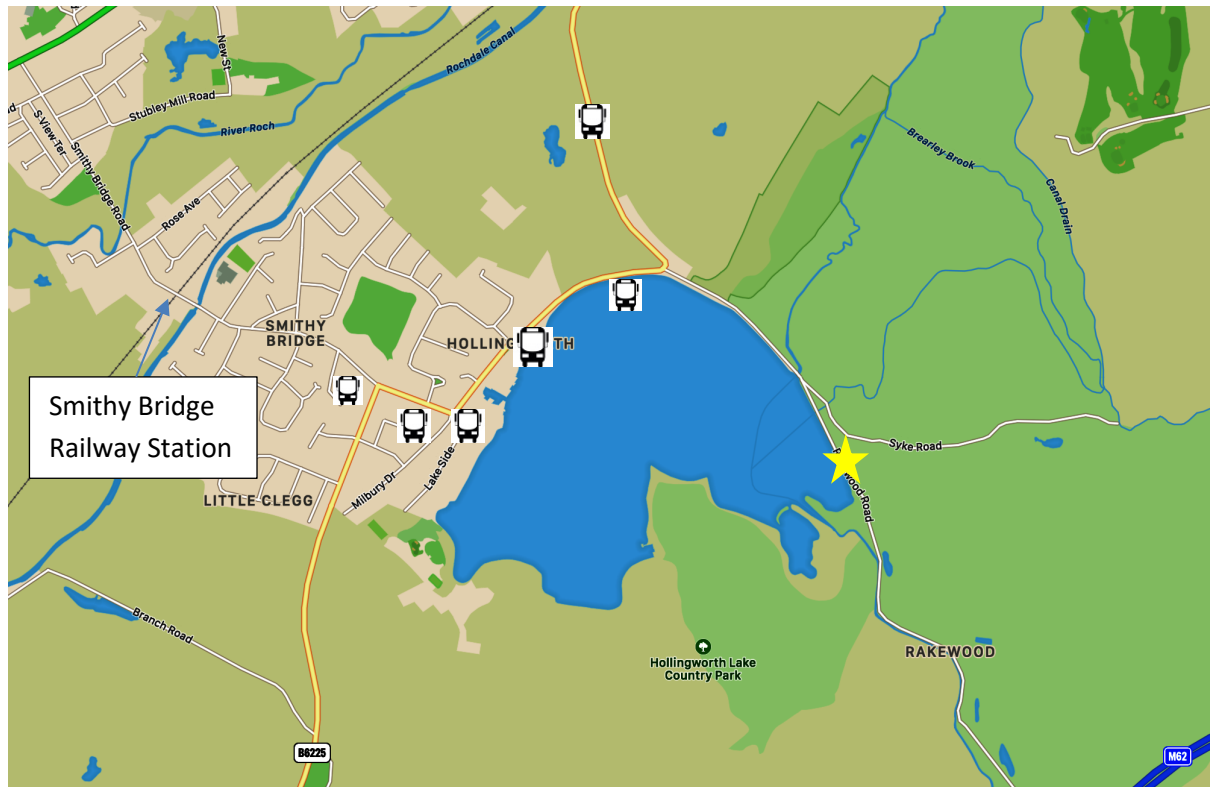


Figure 3-1 Site Location and Local Transport Facilities

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.

Personal Injury Accident Data

Personal Injury Accident Data for a five year period from January 2019 to December 2023 has been reviewed for the local area, including the junction of Rakewood Road with Syke Road. There are no local recorded injury accidents. It is concluded that there are no engineering reasons causing any safety concern on the local highway network.

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.

5 Effect of the Proposals

Introduction

A typical trip generation assessment would include data from the TRICS database, although in this case, there are no site surveys for camping, and as such there is no baseline for assessing the number of trips made in a given time period. This is all the more notable given that there are significant portions of the year where the site is expected to experience very low levels of demand, including closure periods, leading to wide variations between peak and off-peak occupancy.

Effect on the Local Transport Network

From a first principles perspective, the number of parking spaces available on site, and the ample circulation space provided within the site, during a morning period during peak season, approximately 10 movements may occur relating to the turnover of car parking spaces, but not all of these would occur during the same hour, thus meaning that there is no likelihood of queuing.

It is also highlighted that there is previously established camping activity on site. The rationalisation of the site in terms of fixing the number of pitches, and providing an improved access and vehicular circulation space is expected to result in a betterment in transport terms.

6 Conclusion

4D Planning has been commissioned to prepare a Transport Statement in respect of proposals to construct a glamping site on land at Syke Road, to the west of Hollingworth Lake near Rochdale.

The proposals will provide limited car parking, a turning area and bin storage. It is notable that as a previously established camp site, there would be minimal effect in traffic terms.

The proposed development would not have any perceptible impact on the local highway network, and as such there should be no transport grounds to prevent the granting of permission.

Appendix A – Site Layout

KEY TO SYMBOLS

- GLAMPING POD WITH DECK
- COMMUNAL HUT
- BELL TENT WITH DECK
- BIKE REPAIR STAND
- EXISTING TREE COVERAGE
- NEW HEDGEROW
- NEW INDIGENOUS SHRUBBERY
- NEW INDIGENOUS TREES
- NEW PERMEABLE TRACK
- MEADOW GRASS
- NEW FENCE

Date	Description	Rev	By
------	-------------	-----	----

Revision Description

LOCATION PLAN 1:5000



Project:
Proposed Glamping Site - For Mr N Matley
Land Adjacent to 13, Hollingworth Fold, Skye Road,
Littleborough, OL15 0AJ

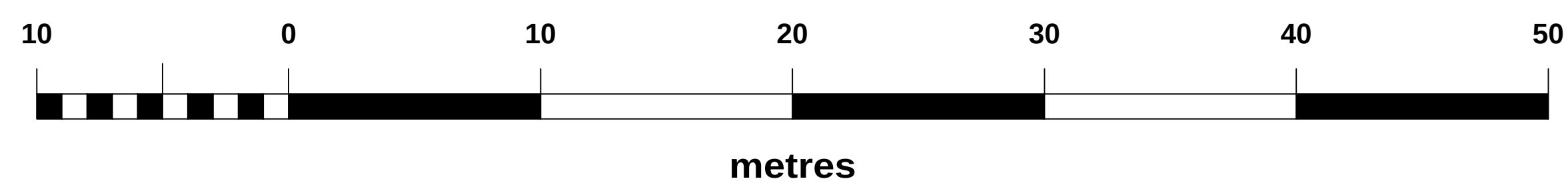
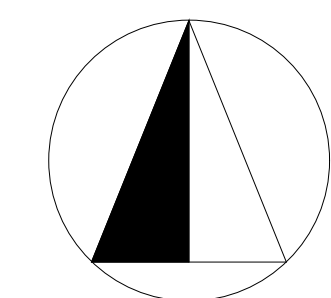
Drawing Title:
PROPOSED DETAILED SITE PLAN

Drawing Number:
211142-01-02

Revision:
Date: 13.02.2023
Scale: 1:200 @ A1
Drawn By: TA
CAD Dwg File:
Checked By: EC

Issue Status:
Full Planning Application

NORTH



OWNERSHIP BOUNDARY
SITE BOUNDARY

