

DESIGN & ACCESS STATEMENT

TO SUPPORT THE DEVELOPMENT OF A
GLAMPING SITE AT
HOLLINGWORTH FOLD,
SYKE ROAD,
LITTLEBOROUGH,
OL15 0AJ

Contents

1.0 Executive Summary	3
2.0 Policy	4
3.0 Site and Surrounding Area	10
3.1 Location	10
3.2 Proposed Site Information	11
3.3 Justification for Proposed Use.....	12
4.0 Operating Model	13
5.0 Amount.....	14
6.0 Layout.....	15
7.0 Scale	16
8.0 Public Rights of Way.....	17
9.0 Heritage Impact.....	18
10.0 Crime Impact	18
11.0 Landscaping.....	19
12.0 Design.....	20
12.1 Stage 1 – Access	20
12.2 Stage 2 – Groundwork.....	20
12.3 Stage 3 – Unit Install.....	20
12.4 Stage 4 – Roads, Parking & Clean up	20
13.0 Sustainability	21
14.0 - Flood Risk.....	22
15.0 Summary	23

1.0 Executive Summary

Proposed are a total of 6no. glamping units and 1no bell tents for guest use along with recycling/waste facilities, an extended parking / turning area, a communal BBQ/meeting hut, and secure bike storage. An existing access point will be utilised with an existing hardcore area to be extended to create a larger parking/turning area. One parking bay per unit is proposed, with an extra electric vehicle charging point and also one bay being dedicated as an accessible parking bay. Each pod will have a small area of decking to provide private outdoor space. Also intended are associated footpaths and landscaping of the site.

The plot is situated off Syke Road in the Smithybridge area northeast of Rochdale. The surrounding area is a popular holiday destination and is full of activities and areas ready to be explored. The proposed glamping site will provide subtle and discreet countryside accommodation for tourists visiting this area's attractions on short breaks and weekend stays. One accessible unit will be incorporated into the design, allowing the site to be fully accessible by all.

2.0 Policy

In designing the proposed glamping site, the Rochdale Adopted Core Strategy (2016), the Rochdale Borough Unitary Development Plan (2006) and the NPPF were referenced, and the following policies were considered. It is believed that the proposal is compliant with each of the following policies:

Rochdale Adopted Core Strategy (2016)

- **SO1 – To deliver a more prosperous economy & E2 – Increasing jobs and prosperity**

Just like other accommodation sites of this nature, additional staffing will be required. This will be in the form of multiple roles such as a site manager, cleaner, landscaper, and maintenance. Given the site will have a different number of check-ins and check-outs each day, some roles may be required in shifts providing more than one role.

The accommodation opportunity will support the existing nearby Hollingworth Country Park and help enhance this existing visitor destination. Providing additional support to the rural and visitor economy.

The site is well located to allow vehicle travel and is also accessible by bus and train, with a short walk from both stations.

It is thought the development will help improve the image of the area, providing a well-maintained site sheltered with additional natural planting.

- **SO3 – To improve design, image and quality of place**

As seen on the proposed unit plans, the exterior structures will be well-designed and created from high-quality materials. This is to ensure the units are aesthetically pleasing along with being built to a high standard.

Hollingworth Cottage is recognised as a listed building. As known, listed buildings will require specific materials to provide appropriate upkeep and restoration. These materials and methods are costly and require a great amount of investment to ensure everything is done appropriately. The proposed glamping business will contribute to paying for these materials and upkeep, the additional income will be put back into the site and the cottage to ensure that all heritage aspects are retained and protected.

- **SO5 – To improve accessibility and deliver sustainable transport**

The chosen site is in a safe and well-connected location. With easy access via existing well-maintained road networks, the site can also be reached on foot via public transport. The nearest train station is in the centre of Smithybridge, approximately a 30-minute walk away. The nearest bus stop is located outside The Wine Press restaurant, an 8-minute walk from the site. With additional bus stops provide more bus routes further in town approximately a 20-minute walk away.

Guests can utilise these connections when visiting the site but also when visiting surrounding locations and attractions during their stay to eliminate reliance on their private car.

- **SD1 – Delivering sustainable development**

It is believed, this development would contribute positively to the local economy, provide a new accommodation offering in an area that is seeking additional facilities and will offer employment opportunities to locals.

Specific materials and features have been chosen to ensure the development is seen as sustainable development. Construction practices will be limited and existing features are being retained and reused as part of the proposal. The existing transport options in the area ensure the site is within a sustainable location for guests.

The site is well situated to allow guests to utilise existing sustainable transport methods. The site would not need additional links to be created but would make use of the existing well-maintained links available in the area. Footpaths will allow guests to walk from the site into the centre of Smithybridge, the opportunity for cycling is also available.

- **E5 – Encouraging the visitor economy**

It is known there is a lack of overnight accommodation within the surrounding area. The specific area of land is well screened to ensure that no adverse effect will come to the appearance or the character of the countryside area. The units are of a temporary nature and can be removed when necessary to allow the land to revert to its previous/current state.

The area is rich in tourist attractions, mainly outdoor recreational activities, the site aims to support these existing attractions and also contribute to providing new activities for not only guests to enjoy but also for members of the public to enjoy. The Hollingworth Country Park and Hollingworth Lake will benefit the most from this location, being only a short walk away.

It has been noted that the borough attracts mainly daily visitors, with the highest amount recorded around the Hollingworth Lake area. By providing a new form of overnight accommodation, the site will help to retain guests in the area for longer, therefore increasing visitor spend and boosting the local economy.

- **E6 – Supporting and diversifying the rural economy**

Being in this specific location will allow the new glamping site to positively diversify the rural economy. As previously stated the site will help enhance the recreational activities around the Hollingworth Lake area, therefore, improving the tourist value here.

Due to the effective screening on site and the additional screening proposed, the site is not thought to create any negative visual impact and will be respectful or improve the appearance and rural character of the area.

No high-value farmland or farming institutions will be affected by this development. No additional pollution will be created or any negative environmental issues. The site will be designed to the highest quality and will ensure the landscape, biodiversity and image of the surrounding area are well protected.

- **C8 – Improving community, sport, leisure and cultural facilities**

Alongside providing accommodation, the site will offer additional experiences for guests and also for locals, day visitors or guests staying at other accommodations in the area. The site aims to provide recreational activities such as yoga and nature retreats along with guided nature tours to incorporate a unique experience for visitors.

The area is well known as green belt land, where only exceptional circumstances will be accepted for development. The site is located in a countryside setting in a large tourist area, this type of development is key to being located within a countryside setting in order to thrive and provide the necessary experience to guests. The area is full of outdoor activities such as hikes, walks and water activities on Hollingworth Lake. The pods will help to provide additional accommodation to support these existing attractions along with the provision of new experiences linked with the site.

The site will fall outside the centre of any town/village but within a popular tourist destination. With many public transport links connecting the site to surrounding towns and villages.

- **P1 – Improving Image & P3 – Improving design of new development**

The proposed pods have been specifically chosen to ensure they are respectful of the landscape and are of a high-quality finish. The units will be of timber material to help create a natural setting within the site.

Existing trees around the site provide natural screening from the roadside and surrounding properties. It is thought that this inclusive of the additional planting suggested on the plans will provide enough shelter from passing views to ensure no negative visual impact is created.

The site will be well maintained and regularly inspected to ensure everything is well kept and provides aesthetically pleasing features. The existing toilet block on site will be renovated to fit in with the new image of the land.

Throughout the site, it will be easy to move through and get around by pedestrians and cyclists. The communal paths will also be made wheelchair accessible. The parking/turning area has been carefully located to make use of existing hardstanding areas and also to allow the existing screening to the south to provide coverage.

- **P2 – Protecting and enhancing character, landscape and heritage**

The location of the proposed site provides guests with green countryside views. The existing screening to the north, east and west help to conceal the development from exterior views from across the fields and from neighbouring properties.

The surrounding area of Hollingworth Lake and Littleborough is seen to be an outstanding cultural landscape. The development proposed makes use of temporary structures which can be removed without leaving any trace. Due to the gradient and current condition of the land, very little levelling would be required to create space for the pod bases. Ground screws will be used in replacement of concrete and only permeable materials will be used for surfaces.

The development is a small-scale site and would be a great benefit to the local area. It is not anticipated that this development would create any negative visual impact due to the existing screening and topography of the land. It is expected to help boost the economic value of the area.

- **G4 – Protecting Green Belt land**

The development has been located on a parcel of land surrounded by existing structures. Therefore ensuring the additional units suggested would not look out of place and would not be encroaching on open areas of land. The existing screening surrounding the site covers all boundaries and protects the site from exterior views.

A small number of pods have been proposed, with a maximum of 6 on the site. As previously mentioned, it is thought this site offers an exceptional circumstance by providing and supporting outdoor recreational facilities which are seen to be very popular in this area.

It is therefore believed the site would not demonstrate inappropriate development and would be incredibly valuable within this location.

- **DM1 – General development requirements**

the proposed development is thought to be of a high-quality design, using appropriate materials and requiring minimal construction practices. The pods are of a temporary nature and would therefore be removed if the land were to change hands, not interfering with any potential future residents/users.

The units have been carefully positioned on site to not create any overlooking, noise impacts or threat to the residential amenity of surrounding properties. A noise management plan has been provided to help set the expectations and rules that will be enforced on guests. Minimal lighting has also been proposed, only enough to create a safe environment for guests. Motion sensors will be used to ensure no light pollution is created and the bollards will only be lit when required.

Parking for the units has been provided as one space per unit with an extra electric vehicle charging point. Please see the supporting parking management plan for further information on overflow parking arrangements.

Rochdale Borough Unitary Development Plan (2006)

- **G/D/2 – Green Belt**

The proposed development should be seen as essential in order to provide additional outdoor recreational facilities to the area. Targeted at guests and tourists but also available for us by the local residents.

As mentioned throughout this document, the site will be marked as an outdoor retreat with various activities on offer. The site will help to support the existing Hollingworth Country Park and Hollingworth Lake, both with a variety of activities and attractions already on offer.

To note again, it has been reported Hollingworth Lake attracts the most day visitors in the area. By expanding to provide more overnight accommodation, this will help to retain visitors for longer periods of time, and in turn, create a greater economic benefit.

- **EM/7 – Development and Flood Risk**

From the Government flood data, it shows the site is not within an area at risk of flooding from rivers and seas. The site may be open to potential surface water flooding although it is hard to identify exactly what areas are affected based on the available mapping system.

The site does not propose any additional flooding risks and aims to include sustainable drainage solutions to cater to this risk.

- **EM/8 – Protection of Surface and Ground Water**

The proposed site will incorporate SuDS into the design to allow for efficient surface water drainage. All paths are to be formed of a permeable material, such as compacted crushed stone chippings, to allow for any potential surface water to drain effectively into the land. Additional pebble borders will be placed around all draining edges of the proposed pods. This is to capture any rainwater runoff from the roofs and provide sufficient drainage to the base of the units. The planting around the pods will also benefit from rainwater runoff and collect what they can to thrive.

National Planning Policy Framework

The NPPF is clear that where local planning policy is silent on a particular issue then policy in the NPPF should be used as material to the determination. There are no local policies concerning tourism development, on this matter the NPPF actively promotes rural tourist accommodation, economic activity, good design and sustainable development that reduces carbon emissions. The submitted application proposes development that accords with these aspects of the NPPF.

The site is within the green belt. Confirmation is given within NPPF that the main purpose of the green belt is the openness: *“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.”* (Paragraph 79, NPPF).

Paragraph 89 includes a list of development that is appropriate in the green belt which includes: *“provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it”*. We suggest the pod are appropriate facilities for outdoor sport and recreation.

Also significant is support for the proposed glamping pods is found within paragraph 81 of the NPPF:

“local planning authorities should plan positively to enhance the beneficial use of the Green Belt such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.”

The proposed tourist development will enable greater access, for more people, for the recreational use of the green belt and adjacent Country Park and bridleways. The glamping pods are intended to blend into the surroundings. The pods can be considered to be essential for outdoor sport and recreation and will allow more people to enjoy the open space and countryside.

The provision of recreation facilities are appropriate development in the Green Belt as noted by paragraph 81. The proposed development would also provide sustainable development, in an accessible location, providing jobs and recreation opportunities.

The current Rochdale local plan does not have a specific planning policy relating to tourist accommodation. NPPF advises at paragraph 20 that economic growth should be supported: *“To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.”*

Paragraph 28 of the NPPF relates specifically to a requirement for LPAs to plan positively for tourism: *“To promote a strong rural economy, local and neighbourhood plans LPAs should “support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.”* (Paragraph 28, NPPF)

Tourist accommodation in this area would without doubt support the local economy. The Good Practice Guide – Planning for Tourism (2006) acknowledges the importance of tourism to the local economy and sets out a range of guidelines to support the new development of tourist facilities and accommodation. The guide requires that tourism-related policies are included in the development strategies at a regional and local level.

3.0 Site and Surrounding Area

3.1 Location

The site is located in the Hollingworth area on the outskirts of Rochdale town. The area and surroundings are rich in tourist attractions, with many walking/biking opportunities, village shops, pubs and other attractions/activities. The proposal will create an economic benefit to the surrounding area and local independent businesses. With easy road access via the M62, the site will be accessible from across the country.

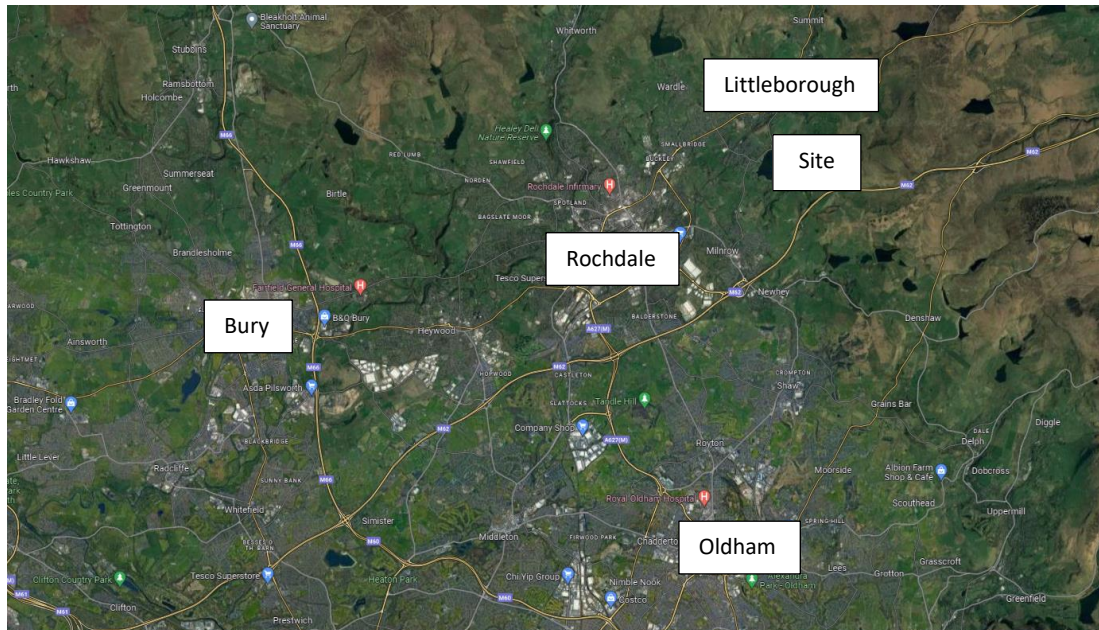


Figure 1 – Aerial View showing Location.



Figure 2 – Aerial View of site.

3.2 Proposed Site Information

The plot for the proposed glamping site will occupy approx. 3,563 m² of the applicant's land. The vast majority of the site will be left as open green space with areas for guests to relax. The 7 no. guest units are to be well spaced at a minimum of 5m apart in distance to give each visitor a good amount of privacy, for social distancing and to control the carry of sound.

Syke Road will be the access route to reach the glamping site area, guests will then use an existing access into the proposed parking and turning area. There are ample passing places along Syke Road and visibility is good in both directions on the public road to the site, where the entrance will lie perpendicular to. This can be seen in Figure 3 below. Please refer to the Site Access drawing issued with the planning submission for more information.



Figure 3 – View down Syke Road facing west, existing access on left.

Once guests enter the site, an existing gate will lead guests to the proposed parking/turning area which will accommodate 9 parking bays, 1 of which will be an accessible space and another with an electric vehicle charging point.

Guests will reach the units by foot from the parking areas via permeable pathways. Low-level LED lighting bollards will be provided to the tracks for safety when walking at night. Low-level is proposed to minimise effects on local wildlife and the surrounding area. These will be downward facing and motion sensed, therefore only lit when required.

The nearest neighbouring residence is approximately 30m from the nearest unit, located west of the site. This residence will be shielded from view by the existing trees and bushes already in place. It is therefore not expected that noise from the units will impact any neighbours, in our experience, glamping guests tend to be respectful to others and do not create noise in any case.

3.3 Justification for Proposed Use

The proposed site is on the outskirts of Hollingworth Lake, adjacent to Hollingworth Country Park. The area is easily accessible with links to the M62 connecting the site to larger cities such as Leeds and Manchester. The application site is well located to allow occupiers to enjoy the surrounding tourism assets on offer, the site can also be easily accessed via public transport. The proposed units will offer contemporary accommodation to visitors which is within a suitable travel distance from surrounding towns and villages and further afield across the country, thus being suitable for weekend trips and short breaks.

Glamping installations require minimal groundwork and less intrusive construction practices. Through the use of ground screws, concrete may not be required at all. The pod footings will create minimal disruption and will allow the site to revert to its previous use at the end of the site's lifetime.

The proposal aims to provide affordable, educational and unique tourist accommodation to the well-visited area. There is a lack of offerings for guests and therefore it is believed this site would be well received by tourists. Previously the land has been used as a campsite, operating within the 28-day rule (turned 52 days during the pandemic), it was seen to be very popular and would expect to continue with any new venture.

In this location as well as contributing positively to the local economy, the site will thrive to encourage outdoor recreation in many forms. The cottage on site, previously used as the park ranger's base, will transform into a reception/meeting point for guests. The site will be capable of hosting health and well-being stays such as yoga camps and de-stress weekends. Along with offering weekend courses in conservation skills. Guided walks and tours will be offered around the Country Park to reconnect guests with nature and provide them with local knowledge.

The concept of luxury glamping is now gaining popularity throughout the UK, with standards and guests' expectations on the rise. At the moment, there is a presence in the area offering holiday accommodation, however many of these options are hotels, B&B or caravan parks. Therefore, we feel the site would be providing a positive alternative for visitors to the area. The existing accommodation in the area shows the increasing demand for tourist accommodation in this area, especially during the summer months.

4.0 Operating Model

The site has previously been used for youths on Duke of Edinburgh courses, the site will continue to support this provision of accommodation for this excellent programme.

It is important to note that the intended operating model for this development is different from a standard glamping site. The operation of the site and the promotion of events will also focus on outdoor recreation opportunities and there is a desire to have a number of themed weekends and events at the site which will include the glamping pods as the overnight accommodation. Such as Health and Wellness weekends (including outdoor yoga and pilates), Conservation work weekends, Bird watching seasonal offers, Dry stone walling courses, Forest skills training, Nordic walking weekends, activity instructor courses (delivered by the activity centre).

There are numerous examples across the company of other glamping sites being granted planning permission within green belt sites. The common defector in these successful applications is that they have very strong links to the support visitors participating in various forms of outdoor recreation by the very location of the units close to outdoor recreation opportunities including the close proximity to public rights of way, bridleways and national routes.

The proposed site is unique in this aspect in that they are an abundance of activities either located directly in the vicinity or very close by. The presence of the proposed site directly on the Pennine Bridleway and the strong desire of the site to attract walkers and cyclists completing the trail or part of it is a very strong indicator that the site will fully provide the provision and an increase in the number of people participating in outdoor activities. We believe the opportunities in the area will be a significant factor in why visitors would choose to stay at the proposed site. Activities available within the country park include:

- Miles of designated footpaths and bridleways locally to the site (the site will include cycling provision and facilities)
- Fishing opportunities at Hollingworth Lake
- A rowing and sailing Club situated in the country park
- Access to a Water Activity and Adventure centre whose activities included climbing, mountain biking, sailing, kayaking, stand up paddle boarding, rowing, pedalos, powerboating and windsurfing.
- The area is very popular stop off spot for road cyclists with excellent cafes nearby influencing this.
- Birdwatching at the nearby nature reserve and bird hide
- 2 adventure playgrounds for young children
- Rugby club located close by.
- Nature trails close by supported by two dedicated walking apps (one of which is an interactive app targeted a young children.)

The Country Park is a mecca for outdoor sports and physical activity opportunities. It is without a doubt that visitors to the glamping site will undoubtedly be involved in some form of outdoor recreation due to the location and proximity to so many opportunities, many with low or no cost.

The above makes the site unique in its desire to match accommodation requirements with a direct outdoor recreation offer. The site will also provide accommodation, which will support local festivals and events including arts festivals and cultural events. There is no intention to use the units for long-term lease / permanent residences.

5.0 Amount

The table below shows the breakdown of the used area and remaining green space after development.

Land Usage Item	Area Used	% of Overall Site
Greater Ownership Boundary.	3,072 m ²	100% (of blue line)
Site boundary.	2,600 m ²	84 % (of ownership area)
Green Space – After Site Build.	2,047 m ²	78.8 % (of development area)
Glamping units (7 units).	137 m ²	5.3 %
Existing parking and toilet block.	151 m ²	5.8 %
Bike store & BBQ hut.	15 m ²	0.5 %
Proposed Extension to parking area.	133 m ²	5.1 %
Footpaths.	117 m ²	4.5 %

6.0 Layout

The site will be accessed via Syke Road, connecting to Rakewood Road. The access road is well-maintained and provides an appropriate amount of passing places. From here, an existing access will lead guests into an improved parking/turning area.

An existing built-up area is to be utilised and extended to provide 9no parking bays for guest use. One bay has been designed to be wheelchair accessible with another having an electric vehicle charging point. Sufficient space has been provided to allow guests to enter and exit in a forward gear.

Adjacent to the parking bays will be a secure bike storage shelter. This will provide a safe area where guests can secure their own bikes. A bike repair stand will also be provided next to the shelter.

Existing shower and toilet facilities are already on site and will continue to be utilised for the site. These are located opposite the proposed parking bays. Communal refuse and recycling bins will be provided next to this structure for easy access by staff and guests.

A total of 6 no glamping pods have been proposed on the site and 1no bell tent. The pods have been located along the northern boundary of the site to utilise the existing natural screening already in place. The units will be located behind the existing toilet block and existing cottage to help conceal them from public view from Syke Road. The bell tent will be positioned in an open grass area behind the proposed parking area, this will also accommodate another two electric pitches for touring tents. The bell tent will be seasonal only, being removed and stored away in the winter months. The pods will be still operational during these off-seasons.

A new outdoor washing area has been proposed as a small extension to the existing toilet block. This will provide a communal washing-up area for the proposed tent.

Due to the careful positioning of each unit, not two should overlook one another. All units are to have a small area of decking to the front, native shrubs and plants will be scattered around each pod to help integrate them into the landscape efficiently.

All paths proposed are to be formed of a permeable material, such as crushed stone chippings, this will ensure any surface water is drained efficiently. The communal paths and the private path to pod 1, will all be made wheelchair friendly.

The design implemented for the site has purposely underdeveloped the site, utilising less than 10% of the area of the site for the units and other amenities to provide both privacy for guests and to minimise the impact on neighbouring sites and properties.

7.0 Scale

6no timber glamping pods are to be included within the site. All units are to be manufactured off-site and delivered prefabricated ready to be carefully placed into position. The pods will be no more than 3.1m in height, therefore not creating any negative visual impact.



Figure 4 – Example of proposed glamping pod.

An additional bell tent will also be provided for guest use. Please see below an example of the proposed tent model.



Figure 5 – Example of the proposed bell tent.

Within the site, a BBQ hut will also be installed. These structures will be created from timber also to fit in with the units. As the adjacent cottage is to be restored, the hut can also be used as a meeting point for activities/tours that may be on offer.

8.0 Public Rights of Way

There are multiple public rights of way in close proximity to the site. A public footpath runs along the western boundary of the site, it is anticipated that the proposed pods will not be visible from this path due to the existing mature trees in this area. A new hedgerow has been proposed along this boundary to provide appropriate screening from the path.

Syke Road is also an established bridleway. No work is proposed to this road as part of the proposal and therefore no disturbance will be created. No routes in the area will be affected both during and after the construction of the site.



Figure 6 – Footpath maps detailing site with a green star.

The surrounding area has much more footpaths available for use by any potential guests of the site. The connections allow guests to visit the attractions and facilities of Hollingworth Lake on foot, along with the opportunity to walk straight into the village of Smithybridge and the town of Littleborough.

9.0 Heritage Impact

The proposed site has an existing Grade II listed building adjacent, known as Hollingworth Fold Cottage. This cottage is to be refurbished separately from this application but will help contribute to the site's success and offerings. The cottage itself is required to be used in connection with recreational purposes, allowing this site to provide a base where the cottage will be utilised for additional activities previously mentioned throughout this report.

Separate discussions have taken place with the council's conservation officer to ensure the cottage will be fulfilling its designated purpose and to ensure no harm is created to the conservation area.

As the cottage will be assisting the proposed glamping site, the additional income from the site will go towards upkeeping the cottage and providing the specific materials required to ensure any alterations are within the listed building regulations.

The site will benefit from existing screening around the cottage and additional hedgerows and plants around the boundaries to help create a natural barrier between the cottage and the pods. As the cottage was originally dedicated to park rangers, it feels fitting to allow the cottage to return to this state by supporting the glamping site and associated outdoor activities on offer.

The units are designed to be small-scale and temporary in nature. Allowing them to be moved on and off the site in the future without leaving a large trace of development. To prevent any negative effect of the setting of the cottage and the countryside setting of the area, the units have been positioned out of sight from the main road and will only be in view once within the site and from partial areas of the cottage. It is believed the units will contribute positively to the area by providing a new, exciting accommodation offering for guests and helping to retain tourists to the area for a longer period of time.

10.0 Crime Impact

It is not expected for the site to bring any potential crime to the area. All guests will be given strict site rules upon arrival and any guests seen breaking these rules will be asked to leave. The security of guests and residents to the area is a high priority for the site operators.

The surrounding area of Hollingworth Lake is thought to have a great reputation, the new site does not want to detract from this and will provide the required safety measures to ensure this remains true.

Through careful design choices, it is thought the proposed site will be safe for all users and residents of the area. All units have been positioned no less than 5m apart as a safety measure as well as to provide adequate distancing for all guests.

Residents of the area will be given a direct number for the site operator and will be encouraged to use this if any disturbance is created.

11.0 Landscaping

The chosen area of land has a relatively flat landscape. Some minor levelling will be required to create suitable footings for the units. The intention is to maintain a low gradient for the site, thus preventing the need for any retaining structures.

The units have been positioned amongst mature trees that will help provide natural screening to each unit, the pods have been positioned to be respectful of any potential root protection areas of these trees. Appropriate protection measures will be put in place during the construction of the site, such as fencing around the existing trees to ensure no accidental damage is created.

Any broken ground will be re-instated (turfed where required). Additional planting has been proposed around the entire site. Additional tree planting has been proposed to the north of the pods to help conceal the development further and ensure the pods are not seen from the roadside, existing trees along the roadside assist in this already.

New hedgerow has been proposed around the existing cottage to again help provide a natural barrier. Additional plants and shrubs have been proposed around each unit to provide privacy and help to integrate them further into the trees. All new planting will be a mix of native species already found in the area.

All trees are to be retained as part of this proposal.



Figure 7 – Artist impression of proposed layout and additional planting.

12.0 Design

12.1 Stage 1 – Access

Syke Road will be the main access road to the site. This connects to Rakewood Road, a well-maintained 20mph public road. The minimal increase in traffic associated with the site will be of a negligible impact on the surrounding area with a maximum of 9 vehicles at any one time at the site. The existing main road provides open vehicle access. The existing access and new parking/turning area will be used which will provide initial access for the installation of plant and equipment, it will also provide access for any maintenance vehicles.

12.2 Stage 2 – Groundwork

Due to the natural gradient running across the site, minor levelling will be required to prepare the pod footings (pads or ground screws). The land is relatively flat and therefore there will be very little work required here.

Following this, services ducting will be laid for power and water as required. Pipework will be run for water and cables for electricity. No retaining walls or structure will be required.

12.3 Stage 3 – Unit Install

The units will be delivered to the site prefabricated and installed accordingly. It has been proven and tested that the required sized vehicle is more than capable of manoeuvring through Syke Road to drop off all pods. The design plans to remove a minimal amount of soil from the deck bases. Any new shrubbery planted will match that of the local area as closely as possible and is shown on the Layout Plan. The design aims to create as little disruption to the site as possible.

12.4 Stage 4 – Roads, Parking & Clean up

No more plant/transport access is required other than to build the footpaths and upgrade the parking/turning area. These will be constructed with a permeable material, typically type 1 to prevent the use of concrete/tarmac and the need for a dedicated run-off water management system.

Finally, a total clear-out of the site will be done to ensure no leftover waste from the build stage is left. All cleaning waste will be recycled where possible and safely disposed of otherwise.

13.0 Sustainability

This proposal will offer an economic stimulus in the area. The site is well located to allow guests to walk or cycle to the surrounding villages and towns to access amenities, therefore helping guests rely less on the use of a private car during their stay.

The units themselves are manufactured and designed to be energy efficient with well-insulated floors and walls/roofs with the use of materials with a low life cycle environmental impact. LED light fittings are installed as standard throughout the units. The minimal surface water run-off from the units will discharge into pebble borders and all paths and parking areas will be permeable.

The waste and recycling bins are located next to the proposed parking area for easy access by guests and for collection.

Secure bike storage will be provided on-site adjacent to the parking area. This will be a green-roofed cycle shelter. Integrated wildlife habitat panels on the outside will assist in increasing the wildlife and biodiversity on the site. It will also help spread awareness to guests. This structure will be delivered ready to be placed into position, minimising any work required to be carried out on site. adjacent to the shelter will be a bike repair stand which guests will be encouraged to use when necessary.

The nearest train station is approximately a 25-minute walk from the site, alternatively, it is a 6-minute cycle or 5-minute drive.

The site will offer a special discounted rate for bookings who do not travel by private car. As there are many public transport opportunities nearby and existing footpaths all around, the site operators wish to encourage guests to utilise these by rewarding guests who do. This is in the hope to help reduce additional emissions associated with the guests of the site.

Appropriate implementation of measures to minimise environmental impacts arising from any site works; the site will be constructed with efficient construction methods as stated in Stage 3 above thus reducing any waste and earthworks will result in no removals from the site required.

14.0 - Flood Risk

It has been identified from the Government Flood Maps that the proposed site is not at risk of flooding.

A small section of the site may be within a potential surface water risk area, as seen below on the flood maps.



Figure 8 - SEPA flood maps of the proposed site area.

We believe the units have been positioned out of any potential surface area risk zones. All surfaces proposed on site will be formed of permeable material, such as crushed stone chippings, to allow for a greater surface water drainage system. All units will have a permeable border at each draining side to collect rainwater runoff from the roofs. The additional planting around each unit will also help in capturing this run-off water which will benefit them.

15.0 Summary

The proposed glamping site will provide a new and exciting accommodation option for the Rochdale area. Demand for this type of accommodation is high throughout the country, which has also been shown to be true of other glamping sites within the UK.

This development will increase footfall for local businesses and through correct marketing, should increase the length of time tourists remain in the area. This will be beneficial for local tourist attractions, restaurants, and businesses etc.

The site is well located to provide sustainable travel options for guests visiting the site. The construction of a glamping site in this location can be achieved in less time, with less intrusive construction methods and less environmental impact, than traditional luxury accommodation builds require. This is favourable in an area of countryside rich in natural beauty.

Based on the points discussed above, it is reasonable to suggest that glamping accommodation is warranted in this location, to cater for increasing visitor demand, without sacrificing the area's beauty or ecology.

To conclude, we anticipate the business will create multiple employment opportunities that will be advertised to locals. The operator also intends to build on existing relationships they have with other local businesses in the area to offer their goods and services to the guests, including taxi services, shops, pubs and restaurants to name but a few. The operator will be promoting these services within the units along with providing the guests with local knowledge of the many beauty spots to visit.