

HANKS RANCH

Design and Access Statement

To support the development of a glamping log cabin site at

Hanks Ranch
Oxborough Road
Stoke Ferry
Norfolk
PE33 9QH

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1 Executive Summary

Proposed are a total of 3 handmade made timber glamping log cabins for guests along with a permeable parking/turning area, a storage/service cabin, recycling /waste. One parking place per cabin is proposed with overflow parking available in existing parking area if required. Each hut will have a covered decked veranda. Also intended are associated footpaths and landscaping.

All cabins will be hand built on site by site operator and local trades.

The plot is situated in the countryside in the West of Norfolk approximately 8 miles from Swafham and Downham Market. Oxborough Road will be the route used to access the site and is an existing public road. The proposed glamping site will provide a small scale unique stays for tourist visiting this area on short breaks and weekend stays.

2 Planning and Policy and Considerations

In designing the proposed glamping site, the Kings Lynn and West Norfolk local Development Framework (2011) was referenced, and the following policies were considered. It is believed that the proposal is compliant with each of the following policies:

- Pre planning application 21/00069/PREAPP
- CS01 – Spatial Strategy
- CS02 - The Settlement Hierarchy
- CS06 - Development in Rural Areas
- CS08 - Sustainable Development
- CS10 – The Economy
- CS11 – Transport
- CS12 - Environmental Assets

The site allocation and development management policies plan (2016) were also considered. The plan was said to be in conjunction with the following:

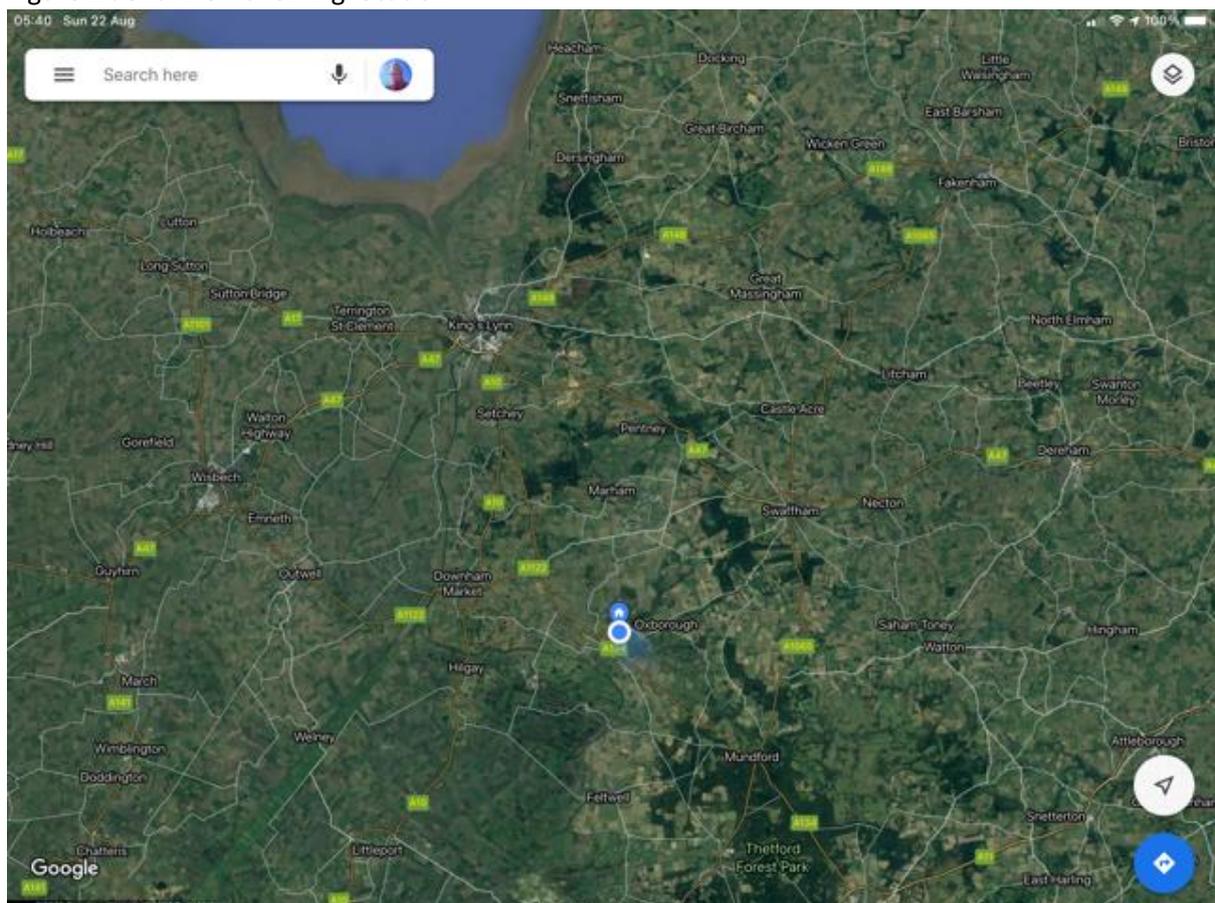
- DM1 – Presumption in Favour of Sustainable Development
- DM2 – Development boundaries
- DM6 – Housing Needs of Rural Workers
- DM11 – Touring and Permanent Holiday Sites
- DM15 - Environment, Design and Amenity
- DM17 Parking Provision in New Developments
- DM19 – Green Infrastructure/Habitats Monitoring and Mitigation

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3 Site and Surrounding Area

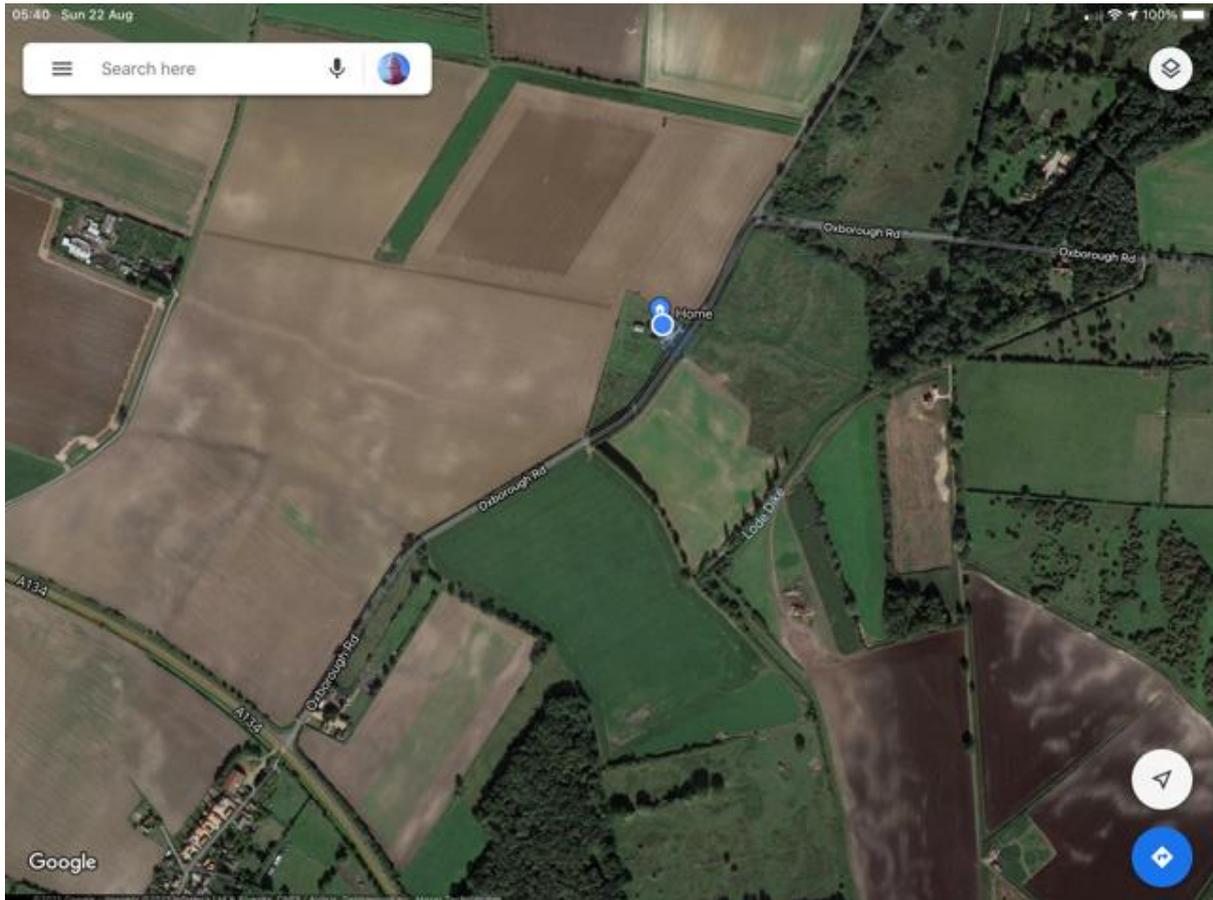
Hanks Ranch is a settlement on the outskirts of the village of Stoke Ferry in the area of West Norfolk, located approximately 32 miles south east of Kings Lynn. The area and surroundings have tourist attractions, with many walking/biking opportunities, village shops, museums, pubs, and other attractions/activities. The proposal will create an economic benefit to the local area and businesses. There is easy road access via Oxborough Road linking to the A134, the site will be accessible from across the country through cars, busses and railway links with the proposers offering a shuttle service to and from local train stations.

Figure 1 aerial view showing location



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Figure 2 – aerial view to site



4 Location

The plot is situated in the countryside in the West of Norfolk approximately 8 miles from Swafham to the east and 8 miles from Downham Market to the west. Kings Lynn is 32 miles to the north and Thetford Forest is 24 miles to the south. There is easy links to the site via the A10 or A14.

5 Proposed Site Information

The plot for the proposed glamping site will occupy approximately 100 m² of the applicants land. The vast majority of the site will be left as open green spaces with wild flower meadow and woodland walk for guests to enjoy. The three guest cabins will be well spaced with 4 metres between them to give each visitor a good amount of privacy, for social distancing and to control the carry of sound. Cabins will be accessible for anyone with mobility issues by use of the ramped access and wide doors to entrance and bathroom facilities, all pathways will be level and flat allowing safe entry to the cabins.

A new entrance is proposed to access the site with a parking and turning area built of permeable material for guest use. Visibility and access are good in both directions on Oxborough Road. This can be seen in below photos.

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Figure 3 road to left of entrance when exiting towards Oxborough red marks existing entrance



Figure 4 red marks proposed entrance to right of existing entrance when exiting

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Figure 5 existing entrance



Figure 6 View of proposed parking and turning area

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Once guests arrive on site they will park their car in the parking and turning area which will have four car parking spaces. Overflow parking will be available in existing parking area near the house if required. Guests will reach their accommodation on foot with a short walk using the footpaths to their accommodation. All tracks will be flat and level made from permeable paving drive way grids made from recycled plastic. The guests will be greeted on arrival and helped with their luggage to the accommodation. Low wattage festoon lighting will hang in the trees to light the way to the accommodation at night. Low level bollard lighting on the same system will light the car parking area. All lighting will be on a PIR which will come when movement is detected to minimise disturbance to wildlife.

Site boundaries will remain unchanged as per layout plan. The perimeter of the site is currently rail and post with natural hedging.

The nearest neighbour is over half a mile away and the site is shielded from view by the native hedging therefor there will be no disturbance either during construction or when site is up and running to any neighbours. The site is secluded surrounded by farmland and is enclosed with natural hedging.

6 Justification for the Proposed Use

The proposed site is in West Norfolk on the northern outskirts of Stoke Ferry. The cabins will offer contemporary accommodation to visitors and is within a suitable distance from major local cities such as Norwich, Kings Lynn, Peterborough and Cambridge and nationwide. It is therefore suitable for weekend trips and short breaks. The application site is well located to allow occupiers to enjoy the surrounding tourism assets that include local walking and cycling routes and local businesses in the district. It is placed just south of Boughton Fen nature reserve, on National Cycle Route 13 with

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footpaths that can be accessed from the southern perimeter of the site to either Stoke Ferry or a beautiful walk along the river Wissey.

The proposed site will be on a tranquil green area including some newly planted native trees, a woodland walk and wildflower meadow all of which attract a wide variety of bird life and small mammals.

The concept of luxury glamping is now gaining popularity throughout the UK, with standards and guests' expectations on the rise. It is intended by the site operator that this site will be among the best available in the area. At the moment there is little in the area offering this kind of luxury glamping cabin accommodation giving guests exclusive facilities, access to nature and relaxing luxury break. Therefore we feel the site would be providing a positive alternative for visitors to the area.

7 Use

The cabins would be rented out on a per-nightly basis. Patrons would likely be couples or groups of up to 6 people renting the whole site.

The site would be operated as a typical year round holiday let, much like a caravan site, but with much fewer guests, meaning less noise and disruption to neighbouring properties and road users etc. The site will also be marketed as a peaceful and relaxing retreat, which should mean noise from guests is not a consideration.

There is no intention to use the cabins for long term lease/ permanent residences. Such as a small scale development and the compact footprint of the huts would not be suited to this.

8 Layout

From the existing access road the glamping site vehicles will enter via the proposed entrance to the parking and turning area. The parking area will accommodate for one parking spaces per cabin plus one extra with overflow parking available in existing parking area if required.

Cabins will be situated together to create the feel of a western town and will be south facing to make the most of sun and the view towards the woodland walk and wildflower meadow. Each cabin will have a private decking area leading to /from the entrance. Cabins will be connected to the existing septic tank (survey completed stating this is suitable- see email) and soakaways will be installed for rain water.

The design implemented for the site has purposely underdeveloped the site, utilising less than 5% of the area for the cabins in order to provide guest with a feel of a secluded stay with use of the surrounding area to enjoy.

9 Scale

All cabins will be manufactured on site using local sustainable materials where possible. The proposed cabins provide single storey accommodation and each with a unique design to reflect a Wild West town. The site is not overlooked and is surrounded by farmland and boundaries are fenced with native hedging therefore the impact is very low to any neighbouring views.

10 Public Rights of Way

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To the southern boundary of this site is a public footpath, the development is towards the northern boundary and will therefore not interfere in any way with this footpath.

11 Landscaping

Some minor levelling will be required to create suitable footings for the cabins and other structures. The intention is to maintain the low gradient of the site thus preventing the need for any retaining structures. The cabins on the finished site will be installed adjacent to ground level therefore will be at varying levels to each other. All cabins however will have a minimum of 0.3m ground clearance.

Any broken ground will be re-instated and turfed where required.

Some additional native hedging will be planted in existing gaps on boundaries to maintain the screening of the site. Planting between each cabin will give privacy to guests.

12 Design

- Stage 1 – Access

Oxborough Road is a public road. The minimal increase in traffic associated with the cabin site will be of negligible impact on the surrounding area with a maximum of 6 vehicles at any one time, but most likely 3 vehicles at any time would be expected as the majority of couples would come in one car. The existing road provides open vehicle access. The new entrance will be far enough away from the bend not to cause an issue when entering or exiting the site.

The parking and turning area will be laid using permeable build material. The site entrance will also provide initial access for installation for plant equipment during the build and for maintenance vehicles that may be required for the site.

Pedestrians will access the cabins from the parking area along well-lit pathways.

- Stage2 Ground work

Due to the natural undulations on the site, minor levelling will be required to prepare the cabin footings. No retaining walls or structures will be required.

A survey has been completed on existing septic tank which states this is suitable to use for the proposed cabins. Pipes will be laid to connect the cabin waste to this.

Ducting for services will be laid for power, water and telecoms as required. Pipework will be run for water and cables for electricity and telecoms will be pulled.

- Stage 3 Cabin build

The cabins will be built on site by Mr Pender and trades as required using local sustainable materials wherever possible.

- Stage 4 Roads parking and clean up

A new entry point will access the site to the parking and turning area, this can be seen in the road and access plan drawing.

The parking and turning area will be of permeable material and visually will be unobtrusive so as not to take away from the beauty of the site and to allow any surface water to freely drain.

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

10 Sustainability

The proposal will offer economic stimulus in the area on the currently unused site.

The cabins themselves will be manufactured and designed to be energy efficient with well insulated floors walls and roofs with the use of materials with a low life cycle environmental impact. All glazing will be double glazed units. LED light will be installed throughout the cabins. Water heating is instantaneous with no stored hot water. A radiator will be used to heat the cabins. Water saving sanitary fittings and appliances within the cabins deliver water efficiency to the site. The surface water run-off from the cabins will discharge to the soak away in the field.

Appropriate implementation of measures to minimise environmental impacts arising from any site works; the site will be constructed with efficient construction methods stated in stage 3 above thus reducing any waste materials needed to be removed from the site.

An efficient operational waste management and recycling strategy will be carried out by the operator as required by the Norfolk County Council. The waste and recycling station bins are located next to the car parking area.

Flood Risk

It has been identified from the EPA flood maps that the proposed cabins lay outside of the flood risk zone. See attached flood risk map

12 Summary

The proposed glamping site will provide a new and exciting accommodation option to the West Norfolk area. Demand for this type of accommodation is high throughout the county, 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 length of time tourist remain in the area. This will be beneficial for local tourist attractions restaurants and businesses etc.

The construction of a glamping site in this location can be achieved with less intrusive construction methods and less environmental impact than traditional luxury accommodation builds, this is clearly 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 areas beauty or ecology

To conclude we anticipate the business will create one fulltime job and one part time role 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 and pubs and restaurants to name but a few the operator will be promoting these services within the glamping site along with providing the guests with local knowledge of the many beauty spots to visit.

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The operator also intends to use local businesses to carry out the building and ground works utilising local suppliers and local labour along with local nurseries to supply the native hedging and landscaping where required.