
From: Rachael Oldroyd
Sent: 13 May 2021 14:31
To: Mark Hill
Subject: RE: NYM/2021/0220/FL - Boggle Hole Youth Hostel -

Hi Mark,

Comments and amendments in response to your queries are as follows:

1. The attached drawing show the fence to the front elevation amended to match the height of the gates. This level has been taken around to the side elevations as far as the first rise in the blockwork. We cannot remove an additional layer of blockwork all the way around the structure as the height of the retaining wall to the rear would mean that there are issues in relation to the ground level behind.
2. In regard to the proposal for planting to the front of the store there are serious concerns about the viability of any planting in this location. This area is within the highway, as shown on the attached plan that we obtained for the original application, showing that the highway extends up the track ramp. In addition there is the concern that any soil in this location, considering the slope would be prone to being washed out when there is any significant rainfall, making any planting here unviable.

Regards

Rachael Oldroyd



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From: Mark Hill
Sent: 30 April 2021 09:28
To: Rachael Oldroyd
Subject: RE: NYM/2021/0220/FL - Boggle Hole Youth Hostel -

Rachel many thanks for your response.

I have two comments and would be grateful for your comments.

1. The front fence heights you have quoted and the submitted revised drawing show the front fence at the height of the existing front gates (they are quite tall in relation to height of the bins). The current structure has additional height of approx. 30cm (equivalent of one concrete block) oversailing the gates . Can you clarify that the 13 block high concrete walling and oversailing part of the fence will be reduced to 10 blocks high so as to coincide with the height and drawings and to be comparable with the existing gas compound closeby (there is no oversailing fence over the gates on that compound). The drawing shows the two compounds to be of comparable height at the front elevation.
2. Members were adamant that they wanted climbing plants planted in front of the front fence as shown on all the approved drawings. I do not think the proposed idea of training plants from the side will be acceptable to the Authority, please will you reconsider this with a view to creating five breakout areas into the apron and adding soil if necessary to create more effective mitigation for this large structure.

I look forward to hearing from you.

Mark Hill MRTPI

Head of Development Management
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From: Rachael Oldroyd
Sent: 21 April 2021 10:03
To: Mark Hill
Subject: RE: NYM/2021/0220/FL - Boggle Hole Youth Hostel -

Hi Mark,

Responses to queries in red adjacent to the questions.

Please let me know if you need any more detail.

Regards

Rachael Oldroyd



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From: Mark Hill
Sent: 19 April 2021 12:13
To: Rachael Oldroyd
Subject: FW: NYM/2021/0220/FL - Boggle Hole Youth Hostel -

Rachel, good afternoon.

I have received the attached planning consultation response with various queries on the plans, I would be grateful for your clarifications.

Kind regards.

Mark Hill MRTPI

Head of Development Management

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Dear Mr Hill,

Planning reference NYM\2021\0220\FL

Thank you for your time when I spoke to you last week.

As promised, I am asking the following questions to aid clarity and avoid any future misunderstanding with what the youth Hostel is proposing to do with their rubbish store.

To help put this into context, I, amongst others objected to the proposed structure and at the time of the Planning committee was assured the application would be allowed only under certain conditions from Planning.

It was clear from the start of the work these conditions were being ignored, eg the hedge was not retained, the required height of the fencing was not adhered to, the rear retaining wall was over height, the Tarmac apron was not completed, the boarding was vertical, not horizontal, along with no allowance for the climbing plants which were supposed to help hide 'the in your view structure'. **The drawings always showed vertical boarding and the original approved drawing have this detail. It was clarified with the original planner that this was a mistake in the wording on the approval and that the vertical boarding was acceptable.**

Alongside this the passing place/turning area which the Planning committee stated should be retained for its intended use, was roped off and identified as a staff car park and is still being used for that purpose. **I will discuss the removal of this with the YHA.**

It is for the above reasons and my difficulty in interpreting the drawings that I would like clarification of the latest proposed plans.

Can you confirm if my following understanding and interpretation the latest proposed plans are correct?

The A-A cross section shows a maximum height of 1.9m, which I believe, means the back retaining wall will be removed down to a height of 1.85m.

Please can you confirm this is correct? **Yes, the back wall will be lowered to meet the height of the front wall.**

The front elevation shows the fencing as almost parallel in height, showing the South side, right-hand end as 1.90m and the North side on the left-hand end as 1.8m.

Does this mean the existing 2.4m height at the North end is to be reduced down from the top to achieve the proposed height of 1.8m, or am I correct in assuming the existing top height point of the palings will not change, but the ground will be raised towards the North end to reduce the length of the palings? **This is a drafting error that has now been corrected on the west elevation, the ground level was shown correctly but the base of the fence was not amended, the corrected drawing is now attached.**

The Plan view shows the Gates in the existing position with the climbing plants in front of them! yet the front elevation shows the gates in a proposed more central position. Would you explain which drawing is correct please?

The Apron identified as tarmac, is concrete at the moment, even though the original Planning Permission stated the Apron should be Tarmac.

Can you confirm, that this time the Apron will be Tarmacked as the Plan states? **The gate position on the elevation had now been corrected to match the plans. The original plan was to put a new apron in as it was thought that the concrete ramp would have to be broken out, however more of the existing was able to be retained so it was not necessary to replace the existing concrete ramp.**

The screening plants, identified at the Planning committee meeting as climbing plants due the small amount of space to grow anything was to be planted where there is now concrete. Am I correct in thinking the concrete will have holes made in it to enable plants to be planted? **The climbing plants will be planted to the sides of the enclosure and trained to grow around the front, as it is not thought that the ground under the ramp will be good enough to sustain the plants.**

I apologise for needing to ask these questions, but you will see from my comments, past history shows some Planning Applicants ignore the agreed Planning Permission and with such woolly and contradictory information, I have no option but to ask these questions.

Kind regards
Ray Clifford



North York Moors
National Park

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Your ref: Rachel Oldroyd
Our ref: 98249
Contact: CSI Administration 01609 798306
Date: 21 May 2019

Tel: 01609 780780
Email: highways.searches@northyorks.gov.uk
Web: www.northyorks.gov.uk

Dear Sirs

SUBJECT: LAND MILL BANK YHA BOGGLE HOLE FYLINGTHORPE OUR REF: 98249

Thank you for your Request for Service* and payment of our administration fee received 25/4/2019.

As requested, I confirm the following:

1. Mill Bank hatched green/white on Plan 2 attached is highway maintainable at the public expense (HM@PE) within the meaning of the Highways Act 1980.
2. The uncoloured areas abutting the land do not form part of the HM@PE.
3. Where ditches are present (whether plotted on the Ordnance Survey base mapping or not), the normal presumption is that these do not generally form part of the publicly maintainable highway
4. The OS base map is not considered to accurately plot the location.

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I trust this information answers your query, however, should you require any further information or clarification, please do not hesitate to contact me by email only. To avoid unnecessary delays and confusion please always quote Our Reference: 98249 using the e-mail address: highways.searches@northyorks.gov.uk

Instructions or follow-up requests must be submitted in writing and cannot be accepted by telephone.

Yours faithfully
Carole Millward, Supervisor County Searches Information

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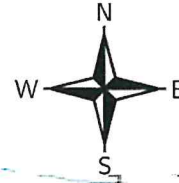
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PLAN 2

21 May 2019

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