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Mrs Jill Bastow
Senior Planning Officer
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The Old Vicarage
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Your Ref: NYM/2024/0216
My Ref: 23/PP/Marshall
10th May 2024

Dear Mrs Bastow,

RE: Prospect House Farm, Suffield Hill, Suffield, Scarborough, North Yorkshire YO13 0BH - Applicants: Kim & Joe Marshall

Thank you for your letter dated 24th April regarding the above the contents of which the Applicants and I have noted, and in response to which I would comment as follows.

Beneath the whole of the sharp curve of the NW portion of your suggested alternative access route - as is also the case continuing onto and down past the farmhouse itself and, for that matter, to the SW of the group of farm outbuildings - lies a network of land drains collecting and draining a substantial amount of water from both a spring (that strongly runs the whole year round) that breaks surface right between the 2 glamping pods as well as a lot of surface water run-off from the elevated steeply sloping woodland behind/to the NW of the farm. The Applicants are constantly having to repair and/or replace sections of these land drains that are routinely crushed/badly damaged by the passage of increasingly heavy modern agricultural machinery. The ground in this area is constantly sodden and whilst it can just about cope with light residential vehicular traffic, it simply cannot cope with heavy modern agricultural machinery.

The Applicants are going to have to spend a substantial amount of money to renovate/conservate and convert the immediately adjacent Grade II listed farm buildings. As such, they are not unreasonably very concerned that the passage of heavy agricultural machinery so close to the units would greatly detract from the appeal of the letting units - particularly the amenity space to the south of them.

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You will recall that one of the main aims of the proposed new agricultural trackway is to take heavy farm traffic away from the whole group of listed buildings - including the farmhouse itself - not least to bring and an end to the ongoing structural damage to the shallow 'spreader stone' footings thereof - this being exacerbated by how sodden this ground is as already discussed above.

Whilst the Applicants acknowledge that significant cut and fill would be required where the proposed track adjoins the existing driveway, they consider that this would be greatly mitigated by turning the new track very gently along a large radius into the field as proposed. (The Applicants are happy to obtain a topographical survey if you consider that this would aid you in hopefully viewing the proposal to hand in more positive and supportive terms.) The Applicants strongly feel that the works required are a relatively small price to pay in return for removing all modern heavy agricultural traffic from passing both right over the extensive land drainage network and so close to the group of Grade II listed buildings as is the case presently and as would continue to be the case using the alternative route you are now proposing.

Highways have already recommended the creation of passing places along the existing driveway. The Applicants comment that the first part of the proposed track could 'double up' as a passing place along this part of the driveway. In any event, the only feasible way to create the required passing place at this location - which allows visibility in both directions - would be to backfill the low side of the driveway rather than excavate the high side.

The Applicants also not unreasonably consider that diverting heavy modern agricultural machinery well away from both the existing glamping pods and the consented holiday letting units would undoubtedly furthermore comprise a huge improvement from a visitor safety viewpoint.

I look forward to receiving your further comments in due course.

Kind regards,

Mike