

Lucy Buckley

From: Anastasiya Seddon
Sent: 15 March 2024 18:34
To: Calum Rowley
Cc: Planning
Subject: Fw: Planning Consultation for 23/03925/REG3 Goole Market Hall Estcourt Terrace
Goole East Riding Of Yorkshire DN14 5AB

Hello Calum,

To follow on our discussion in regards to the above application and the meeting discussion I had with the agent.

The current proposal/submitted plans do not show the extent of the red outline joining the nearest highway adopted land. Therefore, if vehicular access is required it needs to be shown.

The service area is not shown within the red outline. I would consider the hatched area outside the gates at the eastern side of the site to be used for servicing, as was suggested by the agent, if it is controlled to prevent parking and no clash of use with pedestrians. However, as I understand it cannot be formally considered if not included within the red outline.

The agent mentioned the internal garden area would be accessed by vehicles to offload deliveries early AM before formal opening, ice-cream or fast food/festival vans to serve customers and potentially delivering live band equipment etc. I am not in favour of this arrangement as there could be clash of use, pedestrian and vehicular conflict. The agent, however, insisted it is an important element of the proposal. Formally, the submission, including plans, do not make any representation of this arrangement in order to assess it thoroughly. Can you please get clarification on this as I am not sure what exactly is proposed.

I raised my concern in regards to the area outside the gate at the eastern side of the site being currently used by pedestrians, cyclists and vehicles parking. The low kerbing between the footpath/cyclepath and the carriageway means vehicles have unrestricted access and drive/park within areas meant for pedestrians. The mitigating measures to prevent this from happening should be provided by the applicant. As they propose new pedestrian access (alongside vehicular) and change use of the hardstanding yard/service area to public recreational garden area the priority shifts to pedestrians. Therefore, mitigating measures should make provisions to maintain safe pedestrian access at all times. As proposed, all I can see is conflict of use between vehicles and pedestrians.

Hope you can get clarification to these points.

Regards,
Anastasiya

Anastasiya Seddon

Highway Development Management Officer

Working pattern - term time only
Mon, Tue, Fri - Highway Development Management (Planning)
Wed, Thur - Civil Engineering Services