

Report to: Lead Cabinet Member for Communities and Safety

Date of meeting: 31 January 2019

By: Director of Communities, Economy and Transport

Title: Provision of an on-street advisory disabled parking bay in Wolfe Close, Crowborough

Purpose: To consider an objection received to the provision of an on-street advisory disabled parking bay

(1) *RECOMMENDATIONS:* The Lead Member is recommended to approve the provision of an on-street advisory disabled parking bay in Wolfe Close, Crowborough in line with adopted Policy.

1 Background Information

1.1. In areas not covered by formal parking restrictions, disabled bays are provided in line with adopted County Council Policy No. PS 5/11. This policy was approved by the Lead Member for Communities and Safety at his meeting on 16 March 2018 and is attached as Appendix 1.

1.2. An application for an on-street disabled bay was received from a resident of Wolfe Close on 19 January 2018. The application was assessed against the policy criteria, and the application was initially rejected in February 2018 on the grounds that there was sufficient room within the applicant's front garden to install an off-road parking facility.

1.3. The applicant contacted the Traffic & Safety team again in May 2018, having investigated the possibility of installing off-street parking, and advised that the presence of two storm drains within the front garden would prohibit this, as the drains cannot withstand the weight of a vehicle driving over them repeatedly. The applicant requested that their application be reconsidered since the provision of off-street parking would not be a suitable solution for their needs.

1.4. A mobility assessment was therefore requested from the Adult Social Care department in May 2018, in order to confirm that the applicant's needs warranted the provision of a bay. The completed assessment was received in July 2018 recommending the provision of a bay.

1.5. The applicant's property is one of a number of properties set back from the road at the end of the turning head in Wolfe Close. The majority of the properties in Wolfe Close do not have their own private off-street parking facilities, although there is a parking layby within the frontage of no's 3-7 Wolfe Close, and a large off-street parking area at the southern end of the cul-de-sac.

1.6. The closest available parking space to the applicant's property is at the south-eastern end of the on-street parking layby adjacent to the turning head at the end of Wolfe Close, and this location was recommended by the mobility assessment. It was noted from site inspections that there may be potential for access to be obstructed if other vehicles were to park right up to the proposed bay (outside no. 6) and in the turning head to the side of the proposed bay at the same time. It is therefore proposed to proceed with a standard length 6.6 metres bay rather than the shorter and more commonly used 5.5 metre length bay to enable unobstructed use at all times.

1.7. In line with Policy PS 5/11, consultation with the affected residents was carried out. Six responses were received during the consultation period.

1.8. The need for a bay on traffic management grounds was established by the local Traffic and Safety Officer.

1.9. The provisional cost of the advisory disabled bay is approximately £250 and will be met from existing revenue budgets.

2 Supporting Information

2.1. Wolfe Close is a residential cul-de-sac and the majority of properties do not have dedicated off-street parking. A location plan for Wolfe Close is attached as Appendix 2. A photograph showing the parking arrangements in the turning head is included in Appendix 3.

2.2. During the consultation period six responses were received from the owners of the affected properties, which included two expressions of support, two stating no objection to the proposal, one query about the length of the bay, and one objection.

2.3. The query about the length of the bay was addressed in a telephone discussion with the affected residents. A response was sent to the remaining objector to address their queries regarding the location and size of the proposed bay, and inviting them to withdraw their objection. No response was received within the provided timescale. The main grounds for the objection, together with the officer's response, are detailed in Appendix 4. A full copy of the correspondence is available in the Member's Room.

3 Conclusion and Reasons for Recommendations

3.1. The need for the disabled bay was identified by site assessments undertaken by the Traffic and Safety Officer. This was supported by the information given in the initial application.

3.2. The requirements of Policy PS 5/11 have been met in this case. The Lead Member is therefore recommended to approve the provision of an advisory disabled bay in Wolfe Close in line with this policy.

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LOCAL MEMBERS

Councillor Sylvia Tidy

BACKGROUND DOCUMENTS

None