

APPENDIX 2 – FOR DECISION

Applications for disabled persons' parking bays that met Kent County Council's assessment criteria have been the subject of an informal consultation with neighbours, including a summary of objections received, and Officer comments/recommendations

Location for Proposed Disabled Persons' Parking Bay	No. of Objections Received	Overview of Objectors Comments	Officers' Comments	Officers' Recommendation
Halstead				
Knockholt Road, west side, south of Parkside	3	<p>The proposed parking bay would partly extend across boundary of adjoining property and would prevent neighbour from parking in front of own house. Adjoining property has planning permission for a vehicle crossover. Parking in front of properties is never a problem, as it is rare for other vehicles to stop there, as there. Applicant rarely leaves vehicle outside the house.</p> <p>The space outside the applicant's property is always vacant. Applicant has alternative parking at the back where they rent garages, where it is parked during the day and all night, so the bay is not required for permanent parking and this means it would be empty the majority of the time.</p> <p>Applicant has off-street parking in their back garden where they currently have a motor caravan parked.</p>	<p>The minimum length for a standard disabled persons parking bay (DPPB), set nationally by the Department for Transport, is 6.6m.</p> <p>The informal consultation revealed that approval has been given for the provision of a vehicle crossover at one of the applicant's adjoining neighbour's property. The other adjoining neighbour's property already has a vehicle crossover.</p> <p>This will mean that the remaining gap between the two vehicle crossovers will be less than 5m, which is too small for a minimum length DPPB to be provided outside the applicant's home without it extending across the dropped kerb.</p>	<p>Refuse application on grounds that there is insufficient space to install a minimum standard length disabled persons parking bay outside the applicant's home. Advise the objectors of Board's decision. Officers have informed the applicant that the location falls short of the minimum standard length required by the DfT, and have offered to explore any alternative locations for a DPPB put forward by the applicant.</p>

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Horton Kirby				
Forge Lane, east side, north of Glebe Place	5	<p>The proposed location will block emergency access to stairs giving access to the two properties outside of which the parking bay is proposed, both of which have disabled occupiers. The applicant should have parking provided below in Glebe Place</p> <p>The applicant walks easily with a cane and is capable of carrying shopping without difficulty up and down stairs</p> <p>The applicant only uses the vehicle once or twice a week, and would therefore be blocking emergency access and access for two other people with greater disabilities, and would prevent loading/unloading of heavy items to the two properties.</p> <p>The proposed bay would block pedestrians that use the location as a crossing point from the stairs opposite, and could increase risk to their safety. Another parking bay would cause more traffic chaos for buses and other large vehicles that are unable to reverse.</p> <p>The applicant was a former council employee</p> <p>The applicant currently parks 3 spaces up from the proposed location</p> <p>The proposed parking bay is next door to my property and would result in my</p>	<p>A number of comments were received about the proposal to locate the disabled persons parking bay (DPPB) next to an existing one (detailed in the previous column).</p> <p>In the light of these comments, Officers explored the possibility of an alternative location for the DPPB, but the applicant indicated that, due to their mobility difficulties, an alternative position would not be suitable.</p> <p>Due to its narrow width, Glebe Place (suggested by an objector as a possible alternative location for the DPPB) would not meet KCC's locational assessment criteria.</p> <p>A site inspection revealed that the existing DPPB marking does not meet current standards, and would therefore have to be enlarged to the minimum standard length of 6.6m, if a new parking bay was installed adjacent to it. This was unknown at the time of the informal consultation, and is also unlikely to be endorsed to by the objectors.</p> <p>However, although there is a minimum standard length for a single DPPB, longer bays can be provided for use by multiple vehicles. In view of this, and</p>	<p>Approve application and enlarge the existing disabled persons' parking bay by around 5m.</p> <p>Advise the existing DPPB user, the applicant and the objectors of Board's decision.</p>

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		<p>neighbour who currently parks in this spot possibly parking outside my property and causing me problems with parking.</p>	<p>since the existing bay will need to be remarked, Officers recommend that rather than installing two, adjoining single DPPBs, as originally proposed, the existing DPPB be enlarged by around 5m, so it is available (subject to demand) for both the existing user's and the applicant's vehicles.</p> <p>The enlarged bay could be carefully positioned to address some of the issues raised by objectors.</p> <p>There are currently no parking restrictions in this location, and hence vehicles already park there. Consequently, the provision of the enlarged parking bay is unlikely to have any significant impact on the safety and efficient movement of traffic.</p> <p>Applications for DPPBs are assessed fairly and consistently, in accordance with the locational and personal assessment criteria set by KCC as highway authority.</p> <p>KCC's locational assessment criteria allow for an additional parking bay to be provided in this road. The proposed location for the enlarged DPPB is in the nearest available parking space to the applicant's home, and is the most suitable location for their access requirements.</p> <p>The applicant meets KCC's personal assessment criteria for a DPPB.</p>	
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