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**AMISSE DRIVE, AND SURROUNDING ROADS, PROPOSED DOUBLE YELLOW  
LINES, SNODLAND**

To: **Tonbridge and Malling Joint Transportation Board**

By: **Tim Read, Head of Transportation**

Classification: **Unrestricted**

Electoral division: **Malling North**

Ward: **Snodland West and Holborough Lakes**

Date: **7<sup>th</sup> June 2021**

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**Summary:** This report summarises the consultation outcomes of the developers proposed double yellow line (DYL) parking restrictions on the south-eastern phase (described by the developer as phases 8, 9 and 10) of the Holborough Lakes residential development.

**For Decision**

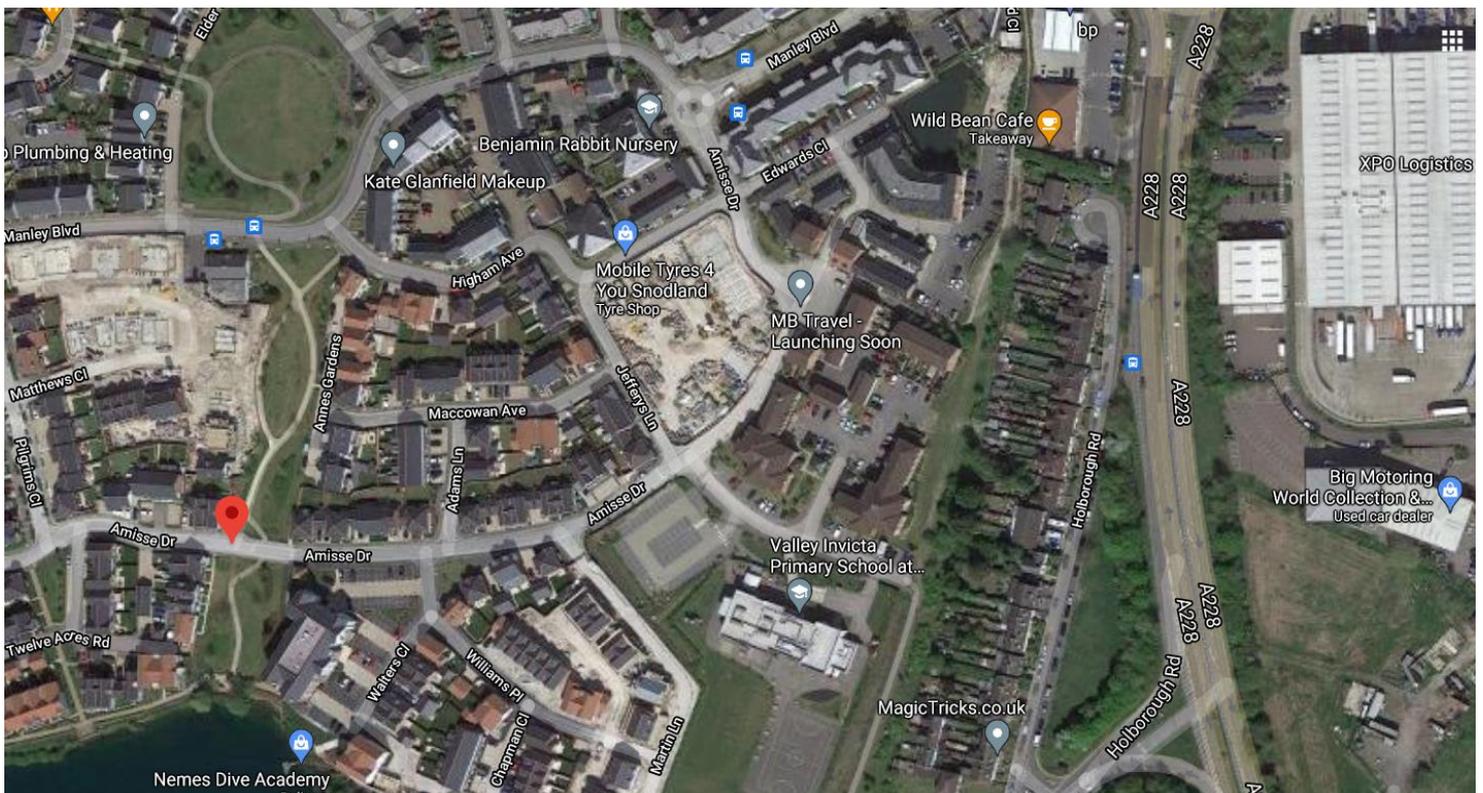
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**1.0 Introduction and background**

1.1 Holborough Lakes is a residential development being delivered by Berkeley Homes, and is located just north of Snodland town centre. The development has been progressed in various phases with each parcel being submitted as a separate reserved matters application to the planning authority, Tonbridge and Malling Borough Council (TMBC), as construction of the site progresses. Through the planning process matters such as on-site parking have been reviewed in detail. The overall outline application for the site was decided by the Secretary of State, who are representatives from central government, and they agreed that a blanket 1.5 parking space per unit/dwelling be applied to the earlier phases of development, this is below the current parking standards and has led to parking issues throughout the Holborough Lakes development. The roads being reviewed in this report (phase 8,9 and 10) do have sufficient parking to meet the current minimum requirements as set out in the Kent Residential Parking Standards IGN3 document, and in fact slightly exceed the minimum required standards. A copy of the IGN3 parking standards can be viewed in Appendix 1, this site was assessed as a suburban edge development requiring the minimum level of parking as outlined in the IGN3 document. Through the highway adoption process the developer has contacted the KCC Highway Agreements Team who are responsible for ensuring that all roads which KCC adopt are built to a suitable and safe standard. Within this process the applicants are required to commission an independent road safety audit (RSA) and action any problems identified

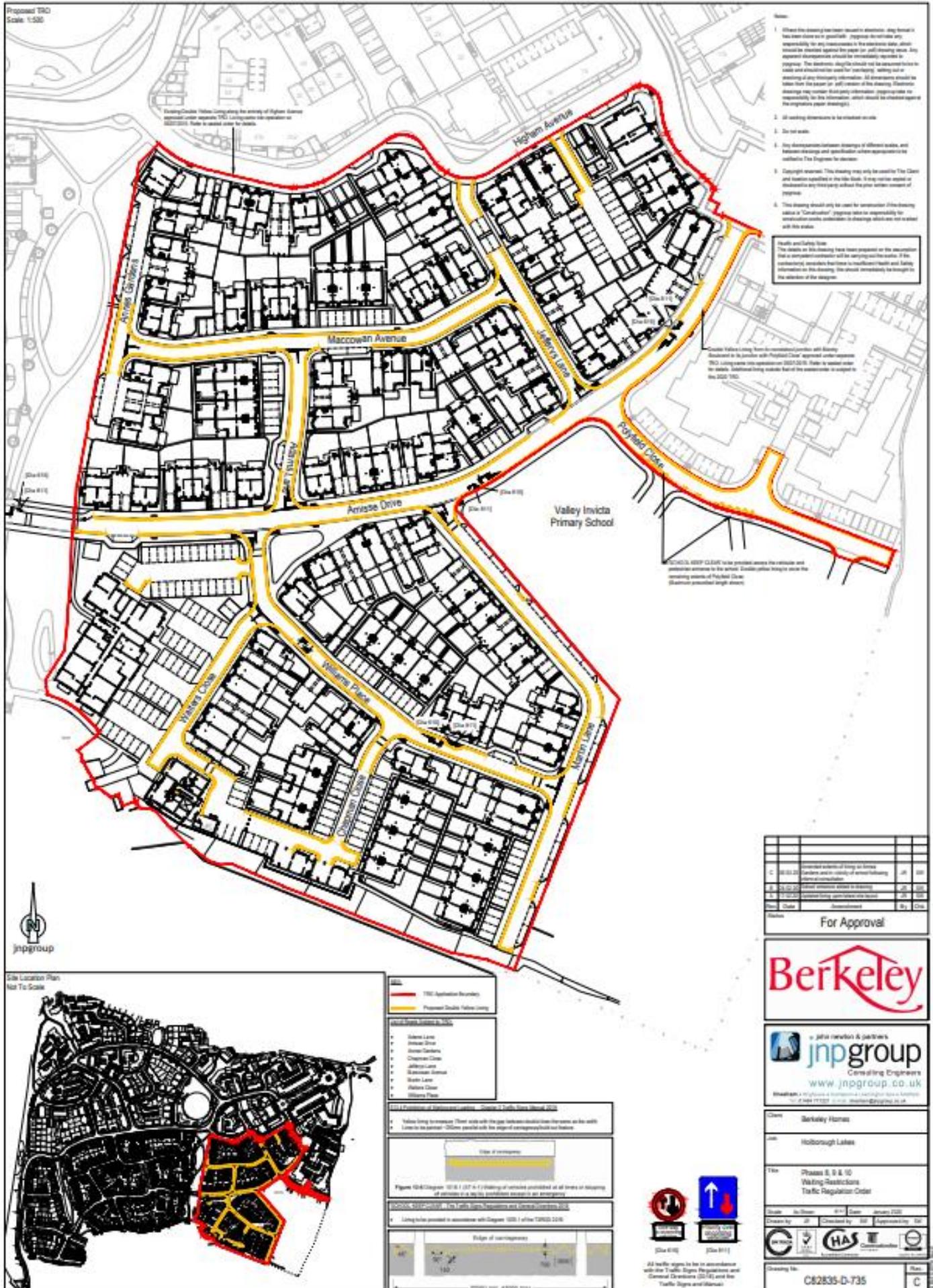
accordingly. The auditor for this site raised concerns about visibility at access, junctions, side roads and informal crossing points located throughout the development and as such proposed DYL parking restrictions be implemented.

- 1.2 The roads associated with this traffic regulation order (TRO) are all south of, but not including Higham Road, and East of the public open space from Anne's Gardens inclusive. The scheme also includes Pollyfield Close which is the access road into Valley Invicta Primary School. The main route through this parcel, Amisse Drive, is traffic calmed with build outs and priority give way signs at various intervals to help manage traffic flows. Please see below an aerial image of the site being discussed in this report.



## 2.0 Consultation

- 2.1 The proposed restrictions shown in the plan below were in response to the concerns raised during the road safety audit, but also to ensure that adequate access and turning space is maintained for refuse collection and emergency services vehicles. An informal consultation letter was issued to residents by Berkeley Homes w/c 3<sup>rd</sup> March 2020 outlining their intention to progress parking restrictions on this site. A formal public consultation based on these proposals was then carried out by KCC, which took place between 10<sup>th</sup> July and 3<sup>rd</sup> August 2020. A copy of the consultation documentation can be viewed in Appendix 2. The consultation was sent to all statutory consultees including emergency service providers, Snodland Town Council and the elected TMBC and KCC councillors for the area. Notices were erected on site and all consultation documents uploaded to the KCC website, at the following link: <https://kccconsultations.inconsult.uk/consult.ti/Adams Lane double yellows/consultationHome>



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Rev	Date	Description	By	Chk
1	01/10/2024	Issue for approval	Jnp	Jnp

**For Approval**



**Jnpgroup**  
Consulting Engineers  
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**Berkeley Homes**  
Hoborough Lakes

**Phases 8, 9 & 10**  
Walking Restrictions  
Traffic Regulation Order

Scale	As Shown	Drawn	Jnp	Checked	Jnp
Drawn by	Jnp	Checked by	Jnp	Drawn by	Jnp

Drawing No: **C82835-D-735**



**Legend**

- TRD Application Boundary
- Proposed Order Footway/Carriageway

**Order Footway/Carriageway**

- Adrian Lane
- Armitage Drive
- Armitage Close
- Armitage Close
- Armitage Lane
- Armitage Close
- Armitage Lane
- Armitage Close
- Armitage Lane

**Order Footway/Carriageway**

- Armitage Lane
- Armitage Close
- Armitage Lane

**Order Footway/Carriageway**

- Armitage Lane
- Armitage Close
- Armitage Lane

**Order Footway/Carriageway**

- Armitage Lane
- Armitage Close
- Armitage Lane



2.2 The consultation received mixed views with objections from various members of the public and Snodland Town Council. A copy of the anonymised consultation responses can be viewed in Appendix 3. The table below highlights the number of responses received overall:

Support	Object
7	9

2.3 The most common reason for objection was that it was felt that there is insufficient parking on the Holborough Lakes site overall, and that these proposed restrictions will exacerbate the problem. Many also felt that the amount of parking restrictions proposed were excessive. Concerns have been raised that the removal of on street parking will lead to an increase in traffic speeds. One of those who objected felt that the plans and information were not clear enough to understand but said that they did not object to parking restrictions in principle.

2.4 Those in support outlined that the restrictions are needed for safety reasons to protect visibility, others mentioned that the restrictions will help improve traffic flow and enhance the aesthetics of the area by reducing the amount of parking within the street scene. Both objectors and supporters raised concerns about enforcement of the new restrictions and questioned how much enforcement would take place. To confirm the introduction of yellow lines would allow both Kent Police and TMBC parking team to enforce parking in this area.

2.5 Kent Police confirmed that they support the proposals and that they would require TMBC to assist with enforcement of any double yellow lines in this area.

**3.0 Discussion and member comments**

3.1 The elected officials for the area responded to the consultation with concerns about the amount of double yellow lining being proposed, and Snodland Town Council formally objected to the proposals as they too had strong reservations in this regard. In response to this KCC officers met with the elected representatives in February 2021 to discuss the proposals in more detail and identify if there was a suitable compromise to be made. KCC member Sarah Hohler, and a representative from Snodland Town Council met with KCC officers and the cabinet member for Highways and Transportation, Michael Payne, and it was agreed that a revised scheme should be considered. TMBC Cllr David Lettington was unable to attend the meeting but has also been involved in the ongoing discussions in relation to this scheme. Based on these productive discussions an amended plan was produced by the developer which ensured that on street parking be maintained in as many locations as possible. Please see below a plan of the revised scheme which has subsequently been agreed in principle by elected representatives for the area.



- 3.2 The updated scheme maintains 6 on street parking spaces on Amisse Drive above what was proposed in the original consultation, in addition to the 4 visitor parking spaces already provided out of the main running lanes. The revised plan also proposes far less restrictions on the various side roads including those on Maccowan Avenue, Williams Place, Martin Lane, Adams Lane, Jeffery's Lane and their connecting cul-de-sacs. Overall this equates to over 20 on street parking spaces being maintained above what was proposed in the original consultation for this parcel of the Holborough Lakes site.
- 3.3 KCC officers from the Schemes, Planning and Delivery (SPD) Team reviewed the proposals in detail and agree that the restrictions proposed in the updated plan are the minimum recommended for highway safety and to address the concerns raised during the road safety audit. The developers have worked proactively with KCC officers to address the changes recommended on this phase of the development.
- 3.4 It is worth noting that the parking courts and some of the smaller cul-de-sacs will not be adopted by KCC, and on these roads it will be the responsibility of the police and appointed management company to enforce and monitor parking. KCC only adopts main through routes on new developments and roads which are required for refuse vehicle access and turning. This means that sections of Annes Gardens, Walters Close, Chapman Close and Martin Lane will remain private.
- 3.5 During discussions with Snodland Town Council parking on the overall Holborough Lakes site was raised. Many of the roads are still unadopted on the site, but officers from the SPD team have committed to meeting with representatives from the town council later this year to review the wider parking concerns on the Holborough Lakes development.

#### **4.0 Conclusion**

- 4.1 As outlined above these proposals are being promoted by the developer in response to highway safety concerns which have been raised in the road safety audit and during KCC inspections for this site. KCC have conducted the formal consultation process and gathered the details for this report in accordance with the KCC TRO process. Berkeley Homes have funded all costs associated with this scheme, including the design and officer time for KCC to carry out the consultation and produce this report. Parking restrictions are needed for the purpose of maintaining highway safety and access on Amisse Drive and surrounding roads, and the applicants have revised their proposals following feedback from the consultation and elected officials. With the support for the amended plan from Snodland Town Council and the KCC Member Sarah Hohler the number of objections to this scheme has now reduced from 9 to 7.

#### **5.0 Recommendation**

- 5.1 That the proposed double yellow line parking restrictions, as shown in the revised plan on page 5 of this report, be accepted and the TRO be made. All

costs associated with the placement of the lining are to be borne by the developer.

Contact Officer:	Ryan Shiel – Mid Kent Programme Manager
Reporting to:	Tim Read – Head of Transportation

***Appendices***

Appendix 1 – Kent Residential Parking Standards IGN3

Appendix 2 – Consultation documents

Appendix 3 – Anonymised consultation responses

GUIDANCE TABLE FOR RESIDENTIAL PARKING

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit	2 Independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ BED HOUSES	1 space per unit	1.5 spaces per unit	2 Independently accessible spaces per unit	2 Independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 7)	Allocation of both spaces possible (Note 7)
ALIVE GARAGES ACCEPTABLE? (Note 4)	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
ADDITIONAL VISITOR PARKING (Note 5)	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

NOTES

1. Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts, probably with controlled entry.
3. Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
4. Open car ports or car barns acceptable at all locations, subject to good design.
5. May be reduced where main provision is not allocated. Not always needed for flats.
6. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable travel plan.
7. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.

Appendix 2 – Consultation documents

### Appendix 3 – Anonymised consultation responses

<b>Question: Q1. Please tell us if you wish to support or object to this Traffic Regulation to introduce or...</b>	<b>Question: Q2. Please tell us, in the box below, the reason for your support or objection.</b>
Object	<p>Snodland Town Council have strong reservations regarding the excessive use of double yellow lines on this development. There is insufficient parking per household and very little parking for visitors. The lack of parking on the development is already causing significant knock-on effects to the areas surrounding the development, including Cemetery Road, Constitution Hill, St Benedicts Road and Holborough Road. The Council cannot see why this estate should be treated any differently from other roads in Snodland (if every estate in Snodland had double yellow lines along the entire length of the roads, there would be nowhere for anyone to park). The statement of reasons states “that it is to avoid the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.” We have received a number of complaints regarding the use of excessive speed on the development which by leaving all the roads clear of cars will only exasperate the problem.</p>
Object	<p>Holborough Lakes is a residential development. Having lived here for many years the development has experienced so many issues with parking, and unfortunately the developer does little to help the situation.</p> <p>There is absolutely no need for yellow lines in every single stretch of road which is what Berkeleys wish for - essential lines yes but not everywhere. We have many two bed properties that have only one parking space and they make no exception to allow commercial vehicles to park on the estate.</p> <p>People need their vehicles to get by and to work and they should not be ticketed for parking on their own residential road. If this was a busy high street I would accept it is necessary but it isn't. You don't have yellow lines on all the residential only roads in the rest of the borough so why do Berkeleys feel it is necessary here. They employ UKPC to ticket cars which is also unfair considering most are parked safely.</p> <p>Please review this and inform Berkeleys that they need to review this so as to only have essential lines like on tight bends or corners of roads. Along most stretches of roads they do not need yellow lines. It's an extremely unfair situation to live on and makes selling our properties even harder.</p> <p>Given the current circumstances we also need to bear in mind people have lost their regular jobs and having to take on jobs they'd never do before like delivery drivers which means they might need vans to be able to pay their bills etc.</p> <p>I trust KCC will do the right thing.</p>
Object	<p>Parking has been so restricted before adoption that the 1.2 spaces allocated has not been adhered too. By enforcing the proposed TRO would cause a severe lack of necessary parking for residents. The whole development has banned commercial vehicles which is absolute nonsense and enforcing these TRO's will make visiting and general day to day parking a nightmare. I believe only corners of road entrances and exits should have monitored enforcment for safety reasons.</p>
Object	<p>Holborough lakes and the surrounding area and roads already have unreasonable issues with parking. There are not and never have been enough visitor parking bays or on road parking for vehicles. There is no parking for vans and the putting down and keeping of yellow lines will just add to the aggravation that is rife on this estate. This is a place where houses have families and as families increase and children have cars the need for space for parking will increase. It is a private residential estate with a 20 mile speed limit. Parking on the road in mAny ways slows traffic and there is nowhere else to park in the vicinity. If more yellow lines are enforced it will drive residents to start parking in Snodland which will bring a whole new set of problems. People need to be guided to</p>

	<p>park considerately but it does not have a need for more yellow lines which look unsightly and put off prospective property owners</p>
Object	<p>There is literally nowhere for a visitor to park when they come to see me. There are now yellow lines everywhere. It's utterly ridiculous.</p>
Object	<p>I live on Amisse Drive and there is already limited visitor parking. We have 2 spaces for personal use but then if you have family and friends, delivery drivers or repair men over they may need to park outside these spaces.</p> <p>If you restrict the roads with double yellow that will impact the wellbeing of many of the residents, who will not have an option to park off-road. It will make living in the area very restrictive.</p> <p>In relation to the open access, having cars and speed restrictions forces people to be more careful. If the roads are totally open, then people tend to zoom down the roads as they're unrestricted. There's already issues with people racing down the roads late at night and this open access will increase that.</p> <p>Forcing people to slow down and not rev their engines will reduce the pollution and toxicity in the air, which the council should be mindful of in a residential area that includes local schools and nurseries.</p> <p>On a related note and the following is not the reason for my objection, in case you try to throw the above out because of it. I'm not particularly happy that there will be increased traffic on the roads but it will feel as though the roads are an additional extension to the highway, which all of the residents didn't move here to live by. There is also a local nursery and a school nearby, so increasing the traffic in this way will possibly increase the likelihood of hazards in the community.</p>
Object	<p>We live at Holborough lakes, where parking is already insufficient for the needs of the community. This will create huge problems, with people being forced to park cars dangerously in any free space they can find.</p>
Object	<p>I write to support the strongly held objection of Snodland Town Council to the introduction of double yellow lines and parking restrictions at Holborough Lakes. Residents have been very concerned at the lack of parking for residents and their visitors at this development. These TRO's will mean that most of the roads in the development will be restricted which will cause residents to park elsewhere in Snodland. This has already caused a problem in Holborough Road and its side roads.</p> <p>In addition residents are very worried about speeding vehicles in Holborough Lakes - with continuous no parking as opposed to parking limited to specific lengths of a road causing a traffic calming effect, vehicles will have a clean run between continuous double yellow lines. The roads in the development will have no parking so no deterrent at all to vehicles in a hurry. Some roads will have parking restrictions all day.</p> <p>I wish to lend my full support to Snodland Town Council's objection to these TRO's and brought to the attention of Michael Payne KCC Cabinet Member.</p>
Object	<p>I would like to strongly object to the TRO placed by Berkeley homes. Berkeley's have made a big mistake at Holborough lakes with not providing enough parking for residents. Another issue is not allowing individuals working as tradesmen to park in their own designated spaces or driveways, what should they do? They need a van to earn a living, and we all need a plumber/ electrician to visit us from time to time, if they are unable to park they will be forced to either the either area of Holborough lakes or Snodland town where parking is already a premium.</p> <p>Double yellow lines were not welcome on other areas of the estate therefore i would suggest to keep it streamline and make it possible for people to live their lives with a bit more ease. I would suggest yellow lines on corners and dangerous places but to blanket</p>

	<p>yellow line an estate is ludicrous when there are no shops or amenities here, therefore Only really residents parking here. And midwives, tradesmen and visitors for example.</p>
Support	<p>In principle I support keep roadways clear. But its disappointing the documentation provided doesn't provide anything more</p>
Support	<p>I support this for the reasons of safety but the major question here is: Has adequate parking been provided for *all* residents of this area?</p>
Support	<p>Kent Police have no specific observations to make regarding the waiting restriction proposals, however in general terms we would expect the following:</p> <ul style="list-style-type: none"> <li>• The application meets the necessary criteria</li> <li>• The introduction or removal of Parking restrictions complies in all respect with the Traffic Signs Regulations and General Directions 2016</li> <li>• The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues</li> <li>• The safety of other road users is not compromised by the introduction of these measures</li> </ul> <p>Civil Parking Enforcement will require Local Authority to ensure resources are available to enforce these proposals.</p> <p>Our reference for your proposals is 189/20</p>
Support	<p>I think it is a safer option, especially as I am Jefferys Lane and the foot fall is high. Parked cars make it morning dangerous, especially as I'm near to the school. I also believe it makes the estate more aesthetically pleasing to the eye.</p> <p>I just wished that they were actually adhered to. There are DYL through the rest of the established estate and no one adheres to the DYL and it is common knowledge that people refuse to pay/ignore the tickets given.</p> <p>I just wished that if they parked on DYL the tickets given were on a regular basis and actually had to pay the fine, and if they failed the legal action taken.</p>
Support	<p>I totally support the introduction of the proposed DYL, as they will provide safety to residents living in Holborough Lakes, and it will assist with the traffic flow.</p>
Support	<p>We have had incidents where cars have parked for extended periods in front of houses, sometimes even blocking access to their garages.</p> <p>We would like to ensure that the roads allow for free flowing traffic. With the school close by, allowing parking on these roads can block free flowing traffic during school pick up and drop off times.</p> <p>Finally and not the least, allowing parking may allow random strangers to park in front of houses, and potentially be a safety and security issue.</p>
Support	<p>I believe that yellow lines in all areas of Holborough Lakes would be worthwhile IF they were enforced.</p> <p>Unfortunately, on walking in the area in any given day, I regularly see up to 50 vehicles parked on the existing double yellow lines, also some with two wheels on the pavement making it impassable.</p> <p>I have spoken to the management company RGM on several occasions about this but nothing is ever done.</p> <p>So to summarise, if the the double yellow lines will be enforced with parking penalties ( of which there would be many ) then great. If not why waste the time and money.</p> <p>Thanks for reading, a reply would be much appreciated.</p>

