

From: [REDACTED]
To: [Parking Office](#)
Subject: Proposed disabled parking in Gladstone road
Date: 01 May 2026 12:09:22

Dear parking officers

Can you confirm how many parking disabled bays there will be ? As not clear ? And can anyone with a blue badge park or has it got to be the people who applied for the disabled parking ?

[REDACTED]
Sent from my iPhone

Matthew Osborne

From: [REDACTED]
Sent: 01 May 2026 12:41
To: Parking Office
Subject: AG11-2 Gladstone Road

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Sir/Madam,

I am writing to formally object to the proposed introduction of new on-street disabled parking bays on Gladstone Road, Tonbridge.

While I fully support the provision of accessible parking for those who genuinely need it, I have concerns about the suitability and potential impact of the proposed locations on this particular road.

Gladstone Road is a narrow residential street, and parking capacity is already under considerable pressure. The introduction of additional designated bays will significantly reduce the availability of general parking for residents and visitors, potentially leading to increased congestion, difficulty in access for emergency or service vehicles, and displacement of parking into surrounding streets.

I am also concerned that the proposal does not appear to take into account the cumulative effect of existing parking restrictions in the area. Further loss of unrestricted spaces could adversely affect residents who rely on on-street parking, particularly those without off-street alternatives.

I would therefore ask that the Council:

- Reassess the necessity and number of proposed bays in this location
- Consider alternative locations that may have less impact on overall parking availability
- Engage further with local residents to better understand the implications of the proposal

I would appreciate confirmation that this objection has been received and will be taken into consideration as part of the consultation process.

Yours faithfully,

[REDACTED]

Matthew Osborne

From: [REDACTED]
Sent: 01 May 2026 12:48
To: Parking Office
Subject: AG11-2

There is already a painted disabled bay outside 28 Gladstone Rd. This is not supported by a badge/sign although still left by all residents as a disabled bay. It doesn't feature on the enclosed plan. Is this still a disabled bay and enforceable? If not can the road markings be removed please if there is to be another bay.

Parking as you may be aware is a hot topic in and around Gladstone Road with most residents rarely able to park in their own street. Without knowing the level of disability it is not possible to give a balanced answer to the proposed bay. Are the applicants needs greater than a parent with young children and they need to get car seats, shopping in and out?

[REDACTED]
Gladstone Road

Sent from [Outlook for Android](#)

Matthew Osborne

From: [REDACTED]
Sent: 01 May 2026 12:52
To: Parking Office
Subject: AG11-2 Gladstone Road

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Sir/Madam,

I am writing in response to the recent proposal to introduce new disabled parking bays on Gladstone Road, Tonbridge.

I would like to raise an objection to the scheme as currently outlined. My concern is not with the principle of providing disabled parking, which is clearly important, but rather with the cumulative impact these changes may have on a road that already has very limited capacity.

From a practical standpoint, Gladstone Road functions under significant parking pressure on a daily basis. Any further designation of specific bays risks reducing flexibility for residents and could make day-to-day parking arrangements considerably more difficult. This may disproportionately affect households without access to off-street parking. To add to that, we have a young family and have recently moved to the area. There are never any free spots after 5pm. Reducing the capacity further would be an added burden with young children.

Additionally, I am concerned that the proposal appears to have been developed without sufficient visibility of how demand has been assessed in this specific location. It would be helpful to understand whether there is clear evidence of unmet need on this road itself, as opposed to a broader area-based assumption.

Before progressing, I would encourage the Council to pause and review whether a more targeted or adaptable approach could be taken, potentially identifying locations where the impact on existing parking arrangements would be less pronounced.

I trust these comments will be taken into account as part of the consultation process, and I would be grateful for confirmation of their receipt.

Yours faithfully,

[REDACTED]

Sent from my iPhone

Matthew Osborne

From: [REDACTED]
Sent: 05 May 2026 12:35
To: Parking Office
Cc: [REDACTED]
Subject: AG11-2 Gladstone Road - consultation response

Hello,

I am writing in relation to the letter received regarding the proposed disabled parking bay associated with No. 18 Gladstone Road, Tonbridge, Judd Ward (**Ref: AG11-2 Gladstone Road**).

I would like to emphasise at the outset that I fully support the provision of parking for residents with disabilities, particularly in respect of our neighbours at [REDACTED]. We have a very good relationship with them and are very keen that any arrangement works well for them. I do, however, have some concerns regarding the specific proposed size and location of the bay.

From the enclosed plan, it appears that the bay would be positioned largely outside *both* No. 16 and No. 18, rather than being more closely aligned solely with the frontage of No. 18. I may be misunderstanding the constraints involved, but I would be grateful for some clarification as to how this location and the size of the bay were determined.

While I appreciate that the street operates within a permit parking area, in practice residents tend to rely on being able to park reasonably close to their homes, particularly in a small cul-de-sac such as ours. As we have two young children, the proposed positioning and size of the bay would have a noticeable impact on parking immediately outside our property.

I would therefore be grateful if the council could clarify whether factors such as road layout, spacing requirements, or existing restrictions have influenced the siting and sizing of the bay, and whether alternative positions - particularly those more closely aligned with No. 18 - have been fully considered.

I also note that there is an existing disabled parking bay further along the road (outside No. 26), which appears to serve a single property and sits 'almost solely' within that frontage. I would appreciate confirmation as to whether this bay is still required and in active use. If it is no longer needed, I wonder whether reviewing that provision might allow for a more suitable arrangement here.

I would be grateful if the proposal could be reviewed with a view to ensuring the bay both meets the needs of [REDACTED] and minimises the impact on neighbouring properties. For the avoidance of any doubt, my comments relate only to the proposed design and positioning of the bay, and not to the need for it, which I fully understand and support.

Thank you for your time and consideration.

Kind regards,

[REDACTED]
Tonbridge

From: [REDACTED]
Sent: 08 May 2026 13:04
To: Parking Office
Subject: AG11-2 Gladstone Road

Re: Your reference: On-street 2026 Amend 11-AG11-2
Site Address: [REDACTED]

I wish to object to the above application in respect of the proposed addition of a second enforceable disabled parking bay on this road.

This objection is not made in opposition to the provision of disabled parking in principle. Rather, it relates to the location, necessity, and cumulative impact of an additional enforceable bay within a short, dead-end road where parking is extremely limited and entirely on-street.

1. Existing Parking Stress and Displacement

The road is a confined cul-de-sac with no off-street parking provision. All residents rely on the limited on-street spaces available. The introduction of a controlled disabled bay removes general-use parking permanently from an already oversubscribed street, materially increasing parking stress and displacement onto neighbouring roads.

Parking pressure and loss of existing parking capacity are recognised material planning considerations, particularly where parking supply is finite and no mitigation is proposed.

2. Cumulative Impact of Multiple Controlled Bays

A disabled parking bay is already present on this road. The addition of a second enforceable bay would represent a disproportionate allocation of limited public highway space in a very short dead-end street.

The cumulative effect of multiple controlled bays is significant: it materially reduces manoeuvring space, limits turning capability, and further constrains general parking availability. The application does not appear to include any assessment of cumulative impact.

3. Highway Safety and Manoeuvrability

The road's dead-end nature means vehicles routinely need to turn, reverse, or try to allow passing within very limited space. Reducing available carriageway and parking flexibility risks increasing conflict between vehicles, pedestrians, and service or emergency vehicles.

Highway safety and the practical functioning of the public highway are material considerations in determining planning applications.

4. Lack of Evidence of Site-Specific Need

It is unclear from the application whether a clear, site-specific necessity has been demonstrated for a second enforceable disabled bay at this precise location, as opposed to alternative solutions (such as reviewing eligibility, relocating or re-configuring existing parking, or identifying less constrained nearby streets).

In the absence of supporting evidence that addresses proportionality and alternatives, the proposal places an unreasonable burden on other residents.

5. Policy Balance and Proportionality

While supporting inclusive access, national and local planning policy requires proposals to be proportionate and to balance competing demands on limited space. In this instance, the proposal appears to prioritise one form of provision to the detriment of the wider functioning of the street, without adequate mitigation or justification.

For the reasons set out above—particularly existing parking stress, cumulative impact, and highway safety concerns—I respectfully request that the application be refused or reconsidered, with proper assessment of alternatives that would meet accessibility needs without unduly harming existing residents or the effective use of the public highway.

Yours faithfully,

[Redacted signature]

[Redacted name]

**Formal Consultation
Amended Parking Restrictions
Gladstone Road, Tonbridge**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference AG11-2 Gladstone Road

Want to go digital? You can view the proposals and respond online by visiting www.tmbc.gov.uk/parkingorders

All responses must be received by 25th May 2026.

Data protection – Please see our FAQ on the reverse of this form

Name (please print)	[REDACTED]
Address (inc postcode)	[REDACTED]

I (**support / ~~object~~**)* the Borough Council's proposals for changes to the on-street parking arrangements for Gladstone Road, shown on plan AG11-2

** delete where not applicable*

Comments	
<p>I SUPPORT this application AS LONG AS THE EXISTING ONE OUTSIDE OF Z6 GLADSTONE REMAINS</p>	
Signed	[REDACTED]
Date	15 / 05 / 2026

Parking Consultations - Frequently Asked Questions

Why isn't this consultation just an online survey?

Whilst new technology has significant benefits, experience has shown that some residents like to make notes on the paper plans, where they can suggest alterations or adjustments and send those back to us – this can assist in understanding their point of view. However, we have an online option available – scan the QR code or visit

www.tmbc.gov.uk/parkingorders

Should I reply by email and letter?

We record all the responses by whichever method, so there is no need to duplicate them, but our online service is easier for us to manage.

I've already responded to the informal consultation – do I need to comment again?

Unfortunately we cannot take forward comments from the informal consultation process. Comments at that stage were valuable to help shape the proposals but cannot be used for the statutory consultation as the proposal itself might have been revised to reflect the previous comments received.

You have my name from the previous consultation – why have you written to “The Householder”?

Some time has passed since the informal consultation was carried out and people may have moved and there may be new residents that are commenting for the first time. Writing to a specific name might mean new occupants would ignore (or forward) a letter to the previous occupant.

Does everyone in a household need to respond?

No – we take responses on a household by household basis.

Can I come to the offices to discuss the changes?

No – the responses need to be in writing, online or email so we can pass them on to the Councillors, and the staff in the Parking team are often out of the office and may not be available. However, please feel free to drop-off your consultation form to the reception desk at the Council Offices in person if you don't want to send it in by post or digitally.

What do we do with your data?

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

If you would like more information about how we use your data, please read our Privacy Statement on our website www.tmbc.gov.uk/parking

Matthew Osborne

From: [REDACTED]
Sent: 14 May 2026 22:05
To: Parking Office
Subject: AG11-2 Gladstone Road

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

Thank you for the opportunity to consult on the the proposal for a new on street disabled parking on Gladstone Road. Of course we would never object to a disabled park for someone who needs it, our only objection is that there is currently a disabled parking on the same side of the road further down from the new one proposed. The current disabled park (outside number 26) is now very rarely used and the house it served is now for sale and we believe this park is no longer required by the occupant.

As parking is already a huge issue on our street and there are not enough parks as it is, to have two disabled parking spaces on the street would further exacerbate the issue of lack of parking particularly when one is not in use.

In order to agree to a new disabled park to serve the resident on Gladstone road we would request that the unused disabled park be reverted to standard residents parking so we are not losing an additional parking space.

With kind regards,

[REDACTED]

Matthew Osborne

From: [REDACTED]
Sent: 07 May 2026 16:31
To: Parking Office
Subject: AG11-3 Judd Road

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I would like to formally object to the proposed disabled parking bay outside number 97 Judd Road.

Parking on this road is already very limited, particularly in the evenings when residents return home from work. The current layout allows vehicles to park efficiently, including outside my property at number [REDACTED], where the existing parking bay ends.

My concern is not only the creation of the disabled bay itself, but also its precise positioning. If the disabled bay outside number 97 is placed in a way that leaves space for one vehicle outside number 95, plus only a half-car length of unusable space between that vehicle and the disabled bay, this would reduce the overall amount of practical parking available on the road. In effect, it could create one full parking space and one unusable partial space, rather than making best use of the available kerb space.

If the disabled bay is approved, I would ask that careful consideration is given to its exact location. The bay should be positioned so that enough space remains for two full cars to park before the disabled bay begins, rather than leaving one full space and one partial, unusable space.

This would help minimise the impact on existing residents while still allowing for the proposed disabled parking provision outside number 97.

Regards

[REDACTED]

**Formal Consultation
Amended Parking Restrictions
Rock Road, Borough Green**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference AG11- 1 Rock Road

Want to go digital? You can view the proposals and respond online by visiting www.tmbc.gov.uk/parkingorders

All responses must be received by 25th May 2026.

Data protection – Please see our FAQ on the reverse of this form

Name (please print)	[REDACTED]
Address (inc postcode)	[REDACTED]

I (**support / ~~object to~~**)* the Borough Council’s proposals for changes to the on-street parking arrangements for Rock Road, BOROUGH GREEN shown on plan AG11- 1

* *delete where not applicable*

Comments	
<p><i>I agree what is shown on the layout but think it would be good to extend the parking area in Quarry Hill Road as shown in red on the attached layout.</i></p>	
Signed [REDACTED]	Date 6/5/26

Parking Consultations - Frequently Asked Questions

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You have my name from the previous consultation – why have you written to “The Householder”?

Some time has passed since the informal consultation was carried out and people may have moved and there may be new residents that are commenting for the first time. Writing to a specific name might mean new occupants would ignore (or forward) a letter to the previous occupant.

Does everyone in a household need to respond?

No – we take responses on a household by household basis.

Can I come to the offices to discuss the changes?

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If you would like more information about how we use your data, please read our Privacy Statement on our website www.tmbc.gov.uk/parking

Matthew Osborne

From: [REDACTED]
Sent: 17 May 2026 16:10
To: Parking Office
Subject: AG11-1 Rock Road

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Sir/Madam,

I am writing to formally object to the proposed amendment to the parking arrangements on our street.

The two parking spaces proposed for removal have existed for many years, and the access situation for the resident concerned is therefore not a new issue. Furthermore, the resident already benefits from their own off-street parking and currently has clear access to it.

Removing these spaces would have a significant negative impact on the wider community. Our street already suffers from extremely limited parking availability, with only a small number of spaces serving approximately 20 households. If these changes proceed, only five on-street spaces would remain for all residents and visitors. Many families are already forced to park two or three roads away from their homes, and removing additional spaces will only worsen this situation.

The proposal also appears entirely disproportionate. Removing 40% of the already limited available on-street parking to address the concerns of a single household places the needs of one resident above the practical needs of an entire street of families and residents. This is not a balanced or reasonable outcome.

I am also concerned about the wider impact on safety and congestion. With fewer available spaces, residents will inevitably be forced to park further away in neighbouring roads, increasing congestion in surrounding streets and potentially leading to unsafe parking near junctions or access points simply because there are no reasonable alternatives available. Residents should not be placed in a position where they are left driving around searching for parking late at night or parking considerable distances from their homes.

This proposal will particularly affect vulnerable residents, including families with young children, elderly residents, disabled individuals, and those returning home late in the evening. Carrying shopping, pushchairs, or personal belongings from streets several roads away is neither practical nor safe. I would ask the Council what realistic alternative parking arrangements are being proposed for these residents if these spaces are removed, as no viable alternatives appear to have been identified.

I would also question whether the Council has undertaken any formal parking impact assessment or reviewed evidence of regular obstruction incidents before proposing this change. Given that the current arrangement has existed for many years, it is difficult to understand why such a significant reduction in parking provision is now considered necessary without broader consultation and supporting evidence.

There is also concern regarding the precedent this could set. Approving changes that significantly disadvantage a large number of residents in order to benefit a single property could encourage similar future requests elsewhere, further reducing already limited parking availability across residential streets.

Overall, this proposal appears to offer a substantial benefit to one household while creating ongoing difficulties for many others, without providing any realistic alternative solution for affected residents.

I respectfully ask the Council to reconsider this proposal and fully consider the wider impact it will have on the local community before proceeding.

Many Thanks

[Redacted Signature]

Matthew Osborne

From: [REDACTED]
Sent: 05 May 2026 09:39
To: Parking Office
Subject: AG11-6 Springett Close

[REDACTED]

Dear sir/madam

I support the proposed measures to protect residents private parking areas in Springett Close.

Regards

[REDACTED]

Sent from my iPhone

**Formal Consultation
Amended Parking Restrictions
Springett Close, Borough Green**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference AG11-6 Springett Close

Want to go digital? You can view the proposals and respond online by visiting www.tmbc.gov.uk/parkingorders

All responses must be received by 25th May 2026.

Data protection – Please see our FAQ on the reverse of this form

Name (please print)	
Address (inc postcode)	

I (~~support / object to~~)* the Borough Council's proposals for changes to the on-street parking arrangements for Springett Close, AYLESFORD shown on plan AG11-6

* delete where not applicable

Comments	
<p align="center">PLEASE SEE ATTACHED</p>	
Signed	Date
	21/05/26

Parking Consultations - Frequently Asked Questions

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I am responding IN SUPPORT of your Formal Consultation reference “On-Street 2026 Amend 11-AG11-6”.

I SUPPORT immediate measures for a permanent and enforceable parking prohibition to discourage inconsiderate parking in Springett Close adjacent to the four, two-car (nose to tail), parking bays owned by, and serving, my property [REDACTED] along with my three neighbours at numbers [REDACTED]

Despite the area being quite obviously for parking, with a ramp (drop-kerb) fronting the majority, people continue to park adjacent to the approach kerb giving no thought or consideration to how the occupants of [REDACTED] is supposed to enter or access their bay!

That means that any friends and family are unable to park behind if Number [REDACTED] car is on their bay else they will be effectively blocking that car in. The problem is worse if my girlfriend is staying overnight as we do not want to be awoken in the early hours having to move cars!

The Police are not interested in the obstruction, and TMBC refer such matters to the Police!! The obstruction only becomes enforceable if there is parking prohibition and that requires these Yellow Lines.

At times there are cars parked on both sides of the road making access to the bays even more difficult. To assist, I have attached a plan illustration indicating positions “A” and “B”, along with several recent photos showing examples of typical inconsiderate parking.

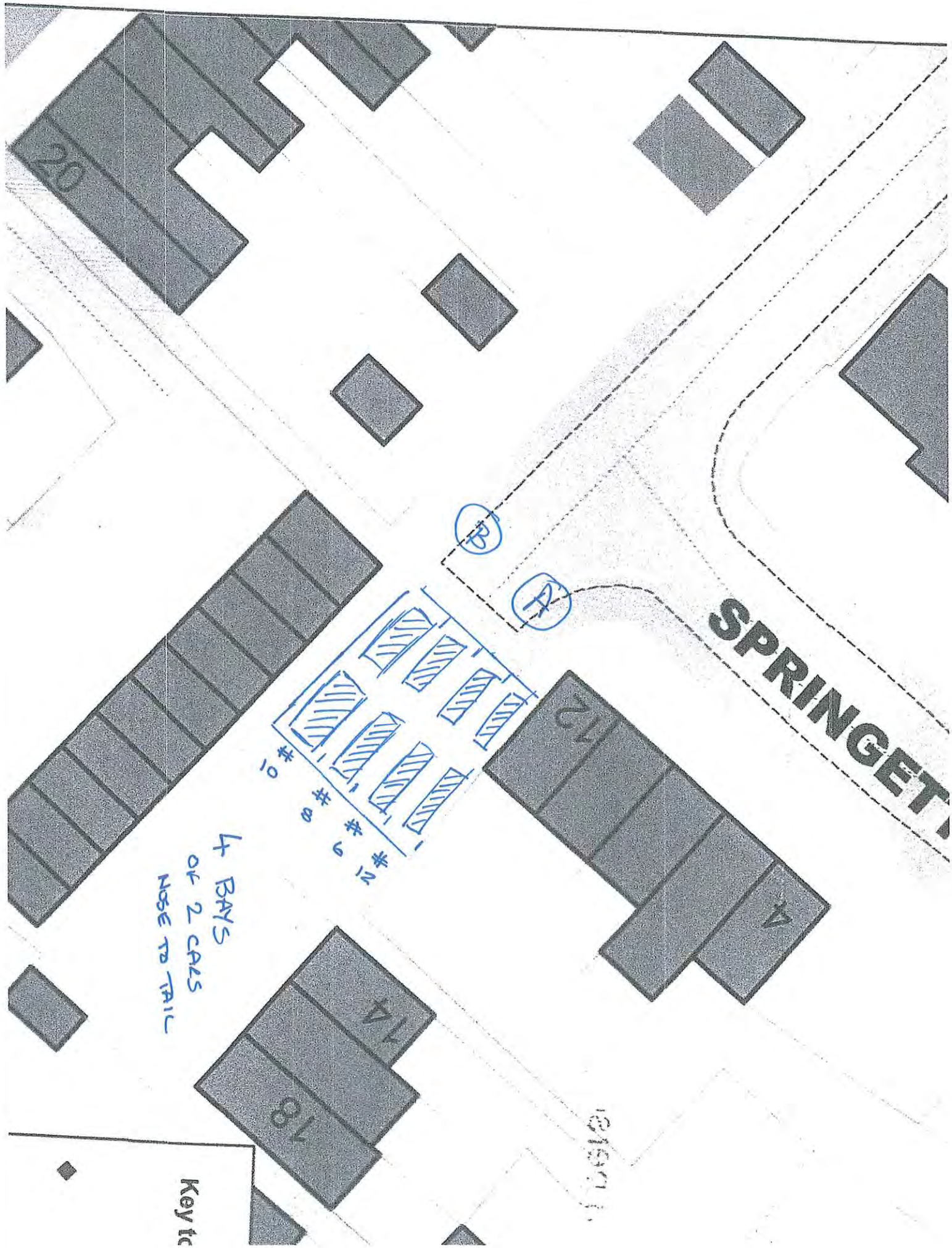
I do also think that the kerb serving 12 Springett’s access should also be reprofiled as I can’t imagine the damage being done to their vehicles in having to ‘jump’ this every day.

I have been made late for work on two occasions through being unable to get my car off my bay due to a large waste vehicle parking fully across my egress; that means me being more inclined to park on the road for safety, and if my neighbours do the same then it is potentially eight more vehicles unnecessarily parking on the street as they can’t trust access to their own property’s parking. Far from exacerbating on-street parking, yellow-line marking will provide the protection necessary to re-facilitate the eight off-street spaces.

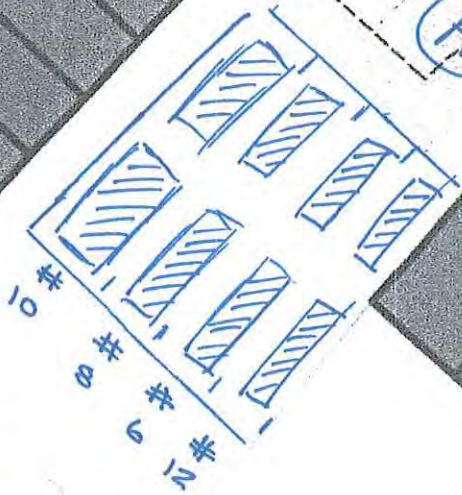
My Dad had tried to resolve this when he and Mum still owned the property, and I understand that at a site-meeting with TMBC in 2022 there was acceptance by the council that this work was necessary.

Please resolve this issue for me without further delay. Thank you.

[REDACTED] 21/5/26



SPRINGET



4 BAYS
OR 2 CARS
NOSE TO TAIL

Key to

20

12

4

14

18

1216911

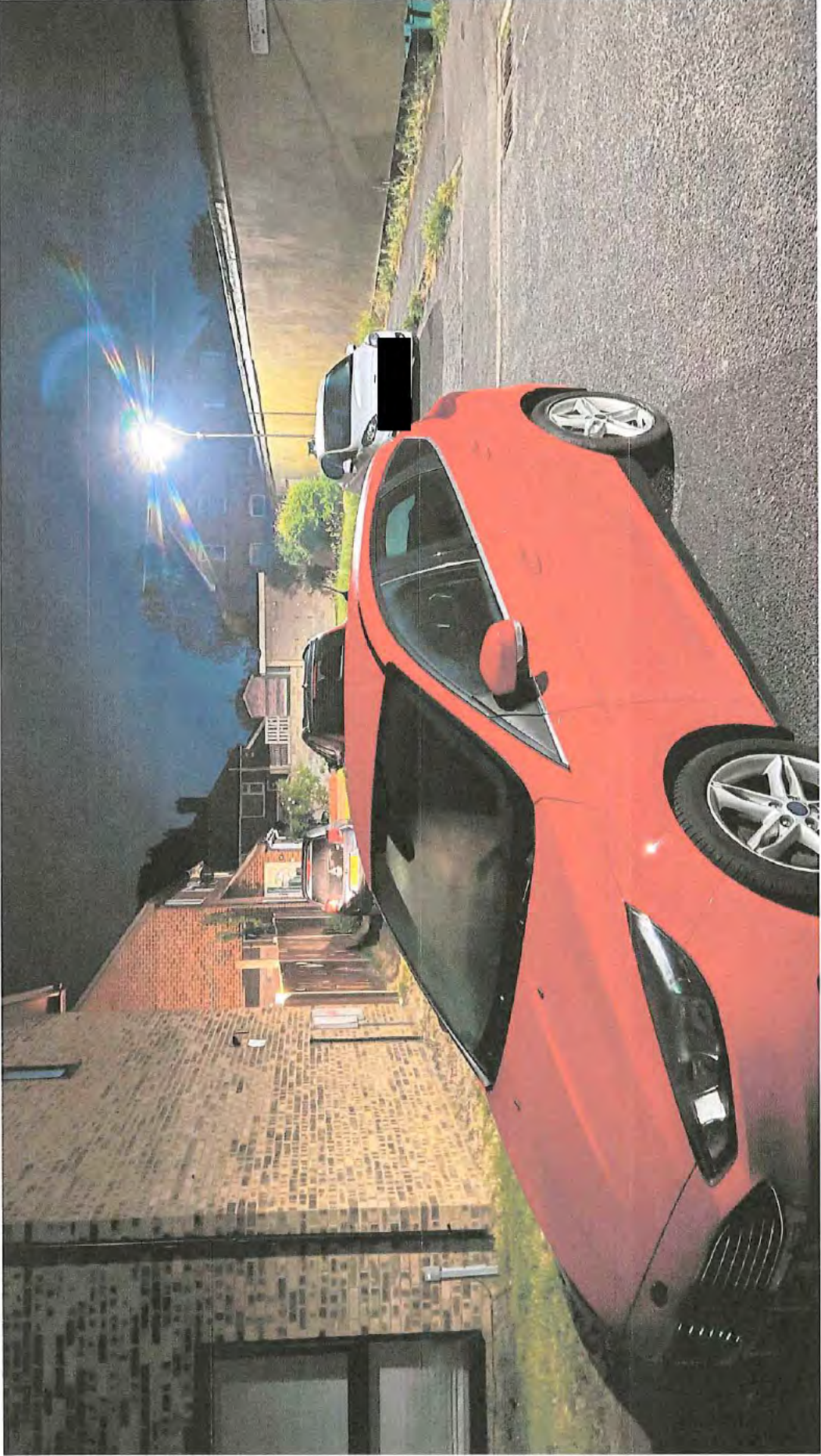
12

14









From: [REDACTED]
To: [Parking Office](#)
Subject: AG11-6 Springett Close Consultation Response IN SUPPORT by previous owners
Date: 22 May 2026 17:11:37

[REDACTED] [Learn why this is important](#)

RESEND to correct email

[REDACTED]
Sent: 22 May 2026 17:07

To: 'parking.office@tmbc.gov'

[REDACTED]
Subject: AG11-6 Springett Close Consultation Response IN SUPPORT by previous owners
** This is in addition to the response provided by [REDACTED], current owner/occupier of [REDACTED] Springett Close **

Regarding the consultation for the implementation of yellow lines to prohibit parking at the end of Springett Close, we both fully SUPPORT this initiative.

We owned the two properties known as [REDACTED] Springett Close, and [REDACTED] Springett Close, between [REDACTED], when we ceased letting them and sold one property each to our two sons.

Throughout this period of our ownership, we were responsible landlords to multiple 'assured shorthold' tenants and were continuously approached about obstruction of the parking pad, mainly by whoever was the current occupant at number [REDACTED]. Despite advice we had been given to contact the council, or to involve the Police, that we always passed on to our tenants, we know that repeatedly, neither authority was willing to engage with the problem!

As landlords we once had to replace a front window at number [REDACTED] smashed by having a brick thrown through it, and we later discovered that it was the result of an altercation between our tenant and an inconsiderate driver who blocked their access!!

Tenants at number [REDACTED] also reasonably complained that number [REDACTED] were using on-street parking instead of their allocated bays; a reasonable response, we felt, to avoiding them being blocked in on their designated parking. What an avoidable mess!!

Following an escalation of this matter with TMBC, we did achieve a site-visit in 2022 where it was suggested to us that the only reasonable (and legal) solution would be the implementation of yellow lines that would at least enable TMBC or the Police to engage with, and act upon, a 'breach' should drivers continued to obstruct.

We trust that these yellow lines will be implemented soon, as this has been an ongoing issue for far too long.

Kind regards,

[REDACTED]
[REDACTED]

Matthew Osborne

From: [REDACTED]
Sent: 06 May 2026 15:32
To: Parking Office
Subject: Tudeley Lane

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

To whom it may concern,

With reference to a correspondence received by [REDACTED] .

My name is [REDACTED] and I am a support worker for the [REDACTED]

Whilst we wholeheartedly agree with the parking bays outside of these properties to be enforceable, we would like to highlight the issues with trying to park outside the homes for the residence, due to students from the school using the road.

In my role as a support worker worker supporting a vulnerable family with a disabled child within the building, it has become necessary to use the parking bay but while the family do not have a blue badge, it has been incredibly difficult to get to my visits on time and help them.

They do not have a blue badge as they do not have a car and a recent application to receive a blue badge became very overwhelming for the family in its process.

I will endeavour to try and park to get to my clients as well as I can in the future, but this is not a sustainable situation.

[REDACTED]
Sent from my iPhone

From: [REDACTED]
To: [Parking Office](#)
Subject: AG11-4 Tudeley Lane
Date: 25 May 2026 23:25:21

You don't often get email from [REDACTED]. [Learn why this is important](#)

To: The Parking Team, Tonbridge and Malling Borough Council

Name: [REDACTED]

Address: [REDACTED]

I object to the Borough Council's proposals for changes to the on-street parking arrangements for Tudeley Lane, shown on plan AG11-4.

Comments

I strongly believe that the Advisory Disabled Bay (ADB) on Tudeley Lane should be removed entirely, and please take into account my comments as follows.

The ADB is directly in front of a block of 8 flats numbered 27 to 41 Tudeley Lane Tonbridge [REDACTED], and I live at number [REDACTED]

The ADB is rarely used because most drivers are not aware it is a ADB and therefore they do not park in it, because they believe they could be issued with a Penalty Charge Notice (PCN) if they park in it.

The Enforceable Disabled Bay (EDB) which is located just outside my flat, is very rarely used by a person displaying a valid Disabled Parking Blue Badge (DPBB).

One of my neighbours who lives in my block has a valid DPBB, but he always parks his car just behind the ADB which effectively means that there is one less parking space as he could park in the ADB instead. Also, this person is usually the only person who parks in the EDB which is just 5 parking spaces behind the ADB, and does so rarely as he often parks in the ADB because drivers do not park in it.

Tudeley Lane is opposite the Weald of Kent Grammar School (WKGS) and on a school day, WKGS sixth formers who drive to school start arriving around 7.30AM, and by 8.30AM all parking spaces are taken including in the lay-by on Tudeley Lane.

There are no patrols on Tudeley Lane by Tonbridge and Malling Borough Council (TMBC) Civil Enforcement Officers (CEO) between 7.30AM and 9.30AM, and therefore some parents of children who attend WKGS park their cars on double yellow lines and walk their children to school even though it is just across the road, because they know they will not be issued with a PCN.

There are also no patrols on Tudeley Lane by CEO's between 2.30PM and 4.00PM, and some parents of children attending WKGS start arriving around 2.30PM and park on double yellow lines until their child arrives after finishing school at 3.30PM.

Parking on Tudeley Lane is a major issue because of the high number of non-residents who wish to park their cars or vans on it, in particular WKGS sixth formers, Clarion Housing vans and delivery drivers.

Some drivers park their cars or vans on the grass, and around 11.30AM on Thursday 21 May 2026 I saw a car parked on a busy footpath off Tudeley Lane, and it was still in the same place on the footpath at 9.30AM the next day on Friday 22 May 2026, and thereby blocking a footpath used by parents and children on their way to and from the local Primary and Secondary schools.

As there is already an EDB on Tudeley Lane which is very rarely used and is very close to the ADB, there is no justification to change the ADB to a EDB, and to do so will make the major parking issue even worse than it is now.

I am a driver but I currently do not have a car because if I left home at 8.00AM and returned at 9.00AM, there would be no available parking space near my home until late afternoon, so please do not make the existing Advisory Disabled Persons Parking Bay into a Enforceable Disabled Persons Parking Bay.

It would also be most helpful if CEO's patrolled Tudeley Lane more often, especially at the start and end of the school day, to prevent parents of school children parking their cars on double yellow lines for long periods of time, because they do not see a TMBC CEO and/or are not issued with a PCN.

I would be most grateful if a member of The Parking Team telephoned me, so that I can speak about my concerns about the major parking issues on Tudeley Lane - my mobile number is: [REDACTED]

Regards.

[REDACTED]

Matthew Osborne

From: [REDACTED]
Sent: 06 May 2026 14:26
To: Parking Office
Subject: AG11-5 Wilson road

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I object to the borough council's proposal for changes to the on street parking arrangements for Wilson Road AG11-5
Comments The resident currently uses the bay for himself and his wife's car. 2 cars in 1 bay. His car doesn't move as he goes out on a motorbike.

He also partially blocks a driveway as it overhangs out of the bay.