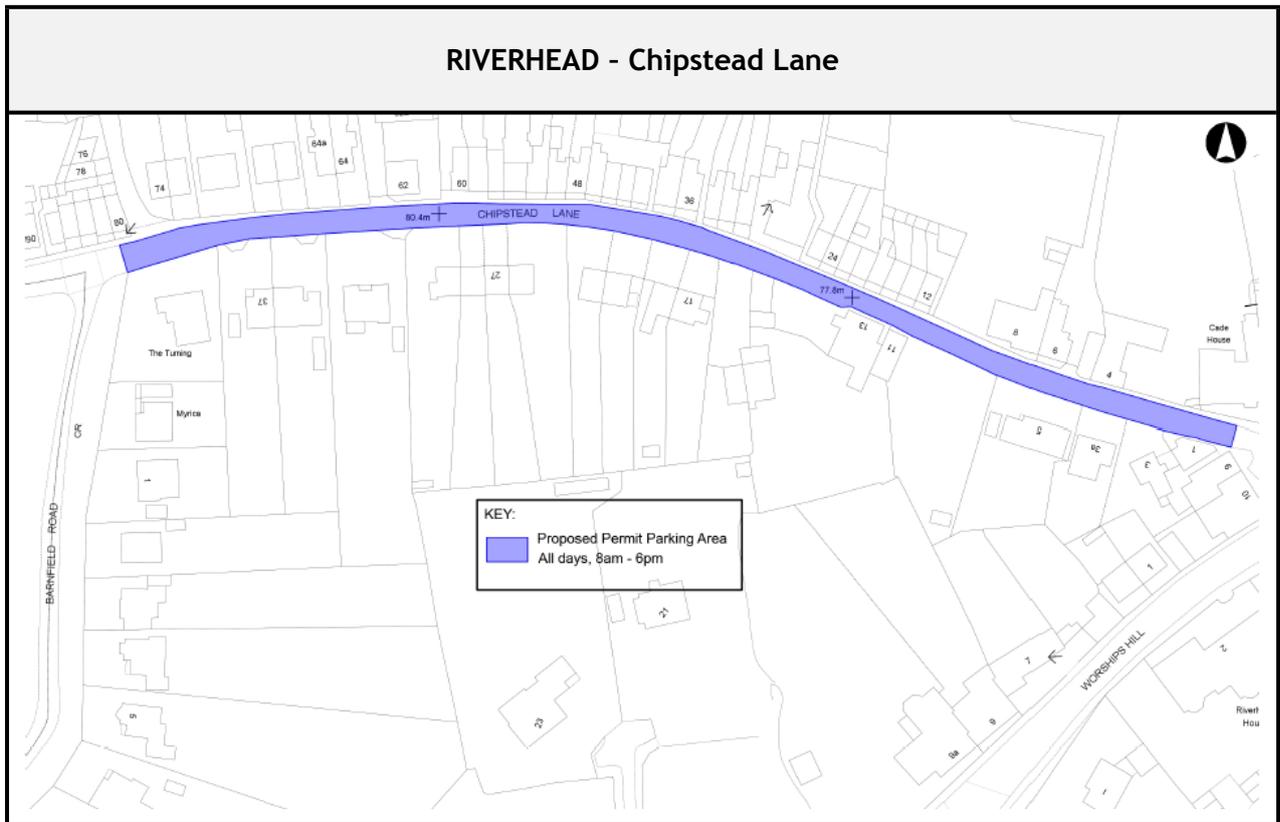


**APPENDIX 3 - FOR DECISION  
RIVERHEAD - CHIPSTEAD LANE - PARKING PROPOSALS**

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation



Description	Proposed Changes
CHIPSTEAD LANE - Both sides, from a point in line with the boundary of 80/82 Chipstead Lane to its junction with The Square	Install Permit Holders Only Parking (Area "R" permit holders only, 8am -6pm)

<b>DETAILS OF OBJECTIONS/COMMENTS RECEIVED</b>	
1	<p>For the following reasons I do not agree to the parking restrictions proposed for Chipstead Lane. From a resident of Barnfield Rd.</p> <p>I am opposed to the introduction of the proposed residents' only parking scheme ('the Scheme') in Chipstead Lane ('the lower Lane') for the following reasons:</p> <ol style="list-style-type: none"> <li>1. I have not seen a clear definition of what problem(s) the Council seeks to address by introducing the Scheme nor how the Scheme will solve the problem(s). There are significant problems of speeding vehicles and property damage in Chipstead Lane, but I fail to see how the Scheme will prevent that. If fewer cars are parked in the lower Lane, conversely drivers of larger vehicles may be tempted to use the lower Lane and/or to travel faster, thereby worsening those problems.</li> <li>2. If the purpose of the Scheme is to allow residents in the lower Lane to park outside or near their homes, then the Scheme does not guarantee that.</li> </ol>

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	<p>3. I am at home all day and see that there are always parking spaces available in all parts of Chipstead Lane during the day, 7 days a week.</p> <p>4. In the lower Lane there are 42 homes (on both sides of the road) that require on road parking and at most 40 available on road spaces on one side of the road only. Many households have more than one vehicle. Therefore there will always be pressure on the available space to park all residents' cars. The scheme does not resolve that position.</p> <p>5. Of course, lower Lane residents with off road parking also park on the road, thereby reducing the available space even further.</p> <p>6. The Scheme will simply move the non-residential parking in the lower Lane to elsewhere, notably to the upper Lane and Barnfield Road and considerably reduce the available carriageway for such non-residential parking by halving the amount of carriageway available. Of course, non-residents already use the upper Lane for parking and the Scheme would reduce spaces for residential parking there yet further.</p> <p>7. Residents in the lower Lane frequently park both during the day and night in the Upper Lane, often for days at a time. I anticipate that will continue despite lower Lane residents having access to resident's only parking. This would strike me as very unfair on those residents not covered by the Scheme.</p> <p>8. Visitors to homes located in the lower Lane would park in the upper Lane or in Barnfield Road in order to avoid charges/parking tickets. This would be unjust to residents in the upper Lane and Barnfield Road.</p> <p>9. The introduction of the Scheme will adversely affect the local businesses as customers do park in the lower Lane in order to shop/conduct business. The council should be doing everything possible to foster and develop local businesses. The Scheme dilutes that objective.</p> <p>10. The Scheme will impact on the nearby local schools. The already severely limited available parking near these institutions e.g. in Barnfield Road, will be further squeezed, worsening existing problems of parking during school runs.</p> <p>11. The Scheme will involve erecting signage in two conservation areas. The proposal goes against the objectives set out in the District Council's Conservation Area policy, notably, it does not "respect the existing character and preserve or enhance that character." It will also adversely affect those individual properties unfortunate enough to overlook the signage, particularly as the majority of front gardens are only a few feet in length.</p> <p>12. I fear the effect of the Scheme will be to destroy the community feel of Chipstead Lane as one part will be set against the other. This is something that should be avoided at all costs.</p>
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	<p>For these reasons, I oppose the introduction of the Scheme.</p> <p>Glossary of Terms</p> <p>Chipstead Lane - means the full length of Chipstead Lane from The Square, Riverhead to the junction with Witches Lane.</p> <p>Lower Lane - means the length of Chipstead Lane from The Square, Riverhead to the junction with Barnfield Road as defined in the proposed Scheme Upper Lane - means the length of Chipstead Lane from the Barnfield Road junction to the junction with Witches Lane.</p>
2	<p>Note: The terms Lower Lane, Upper Lane and Chipstead Lane are used throughout this document. A full definition of their meaning is shown in the Glossary at the end of this document.</p> <p>I am opposed to the introduction of the proposed residents' only parking scheme ('the Scheme') in Chipstead Lane, Part (hereafter the Lower Lane) for the following reasons:</p> <ol style="list-style-type: none"><li>1. I have not seen a clear definition of what specific problem(s) the Council seeks to address by introducing the Scheme in the Lower Lane nor how the Scheme will solve any local parking problem(s). I am aware of the generic stated reasons the council have placed on their website relating to the consultation, but am unsure which of these relate specifically to the Lower Lane. There are significant problems of speeding vehicles and property damage along the full length of Chipstead Lane, but I fail to see how the introduction of the Scheme will prevent that. If fewer cars are parked in the Lower Lane, conversely more drivers of larger vehicles may be tempted to use the Lower Lane thereby potentially damaging vehicles/property and drivers of all vehicles may be tempted to travel faster, thereby worsening those problems.</li><li>2. If the purpose of the Scheme is to allow residents in the Lower Lane to park outside or near their homes, then the Scheme does not guarantee that.</li><li>3. In the Lower Lane there are approximately 42 homes (on both sides of the road) that require on road parking and at most 40 available on road spaces on one side of the road only. Many households have more than one vehicle. Therefore there will always be pressure on the available space to park all residents' cars. The scheme does not resolve that position.</li><li>4. I am at home all day and see that there are always parking spaces available in all parts of Chipstead Lane during the day, 7 days a week.</li><li>5. The vast majority of Upper Lane homes also only have access to on road parking. Residents' parking spaces in the Upper Lane are already under pressure from non-residents' parking. The Scheme will simply move the non-residents' parking in the Lower Lane to elsewhere, notably to the Upper Lane and Barnfield Road. The scheme will considerably reduce the available carriageway for residents' parking in those</li></ol>

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areas by halving the amount of carriageway available in Chipstead Lane for non-residents' parking.

Thus, the proposed Scheme does not "improve local parking availability" which is a stated reason for the proposal.

6. Residents in the Lower Lane frequently park, both during the day and night, in the Upper Lane, putting further pressure on the already limited space. I anticipate that would continue if the Scheme were introduced despite Lower Lane residents having access to residents' only parking.

Hence, the proposed Scheme does not "improve local parking availability", as detailed in the 'Statement of Reasons'.

7. Under the Scheme, visitors to homes located in the Lower Lane would park in the Upper Lane or in Barnfield Road in order to avoid charges/parking tickets.

Again, the Scheme does not "improve local parking availability" which is one of the stated reasons for the proposal.

8. The introduction of the Scheme will adversely affect the local businesses as customers do park in the Lower Lane in order to shop/conduct business. The council should be doing everything possible to foster and develop local businesses. The Scheme dilutes that objective.

9. The Scheme will impact on the nearby local schools. The severely limited available parking near these institutions e.g. in Barnfield Road, will be further squeezed, worsening existing problems of parking during school runs.

10. The Scheme will involve erecting signage in two conservation areas. The proposal goes against the objectives set out in the District Council's own Conservation Area policy, notably, it does not "respect the existing character and preserve or enhance that character." It will also adversely affect those individual properties unfortunate enough to overlook the signage, particularly as the majority of front gardens in Chipstead Lane are only a few feet in length.

11. I fear the effect of the Scheme will be to destroy the community feel of Chipstead Lane as one part will be set against the other. This is something that should be avoided at all costs.

For these reasons, I oppose the introduction of the Scheme.

Glossary of Terms

Chipstead Lane - means the full length of Chipstead Lane from The Square, Riverhead to the junction with Witches Lane.

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	<p>Lower Lane - means the length of Chipstead Lane from The Square, Riverhead to the junction with Barnfield Road as defined in the proposed Scheme. The lower Lane is also referred to in the Council documentation as Chipstead Lane (Part).</p> <p>Upper Lane - means the length of Chipstead Lane from the Barnfield Road junction to the junction with Witches Lane.</p>
3	<p>I am opposed to the introduction of the proposed residents' only parking scheme ("the Scheme") in the part of</p> <p>Chipstead Lane from Barnfield Road to The Square, Riverhead ("the Lower Lane") for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The Council's letter of 24 January 2018 does not describe what is intended to be achieved in the Lower Lane by the introduction of the Scheme nor describe how the Scheme will address any local parking problems. In fact, as is described below, the Scheme will not improve local parking availability, i.e. in Chipstead Lane, as claimed in the Statement of Reasons.</li> <li>2. If it is proposed that the Scheme will enable residents in the Lower Lane to park outside or near their homes, then of course the Scheme does not guarantee that - it does not allocate parking spaces to houses.</li> <li>3. In the Lower Lane there are properties requiring on road parking on both sides of the highway. However, parking is only possible on one side. Therefore, obviously there is insufficient highway for all residents to park conveniently in relation to their homes - particularly given that many residents have more than one car and also owing to the short frontages of the cottages. The Scheme does not assist with this position.</li> <li>4. From my own experience, and also my understanding from residents who are at home during the working day, it is possible to park somewhere in Chipstead Lane at all times.</li> <li>5. Of course, non-residents' parking occurs along the entire length of Chipstead Lane, including the part of the Lane from Barnfield Road to Witches Lane ("the Upper Lane"). Like the Lower Lane, the majority of the houses in the Upper Lane require on-road parking and such non-residents' parking also puts pressure on parking spaces available to the residents of the Upper Lane.</li> <li>6. The non-residents' parking includes workers in the local businesses, shoppers, those using the Common for activities and by those on the school run and attending school activities. The Scheme will force any non-residents' parking in the Lower Lane to move to the Upper Lane and elsewhere, e.g. Barnfield Road. Further, the Scheme would reduce the amount of highway available for such non-residents' parking (halving it), so putting further pressure on the availability of parking spaces for Upper Lane residents- and they of course will not be able to park in the Lower Lane. So the Scheme will not improve local parking availability</li> </ol>

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7. As some residents of the Lower Lane prefer to park in the wider Upper Lane on a very regular basis, this preference will no doubt continue. If the Scheme is introduced then the Upper Lane residents will not be able to park in the Lower Lane as they sometimes have to.

8. Visitors to homes in the Lower Lane would park in the Upper Lane or in Barnfield Road in order to avoid charges/parking tickets. This would be particularly so at the weekends as the Scheme includes both Saturdays and Sundays. Hence, the Scheme will in fact worsen and not improve local parking availability.

9. The introduction of the Scheme will adversely impact on the local businesses as some customers do park in the Lower Lane. The Council should be supporting local business actively and positively. The Scheme does not assist with this.

10. If non-residents' parking is increased in Barnfield Road and the Upper Lane, this will have an impact on the local schools. Parking in these areas during school runs is already difficult and this problem will be worsened.

11. The Scheme will necessitate the erection of signposts and signage in the two Conservation Areas of Riverhead and Chipstead Common. This goes against the objectives set out in the Council's own Conservation Area policy. Such signposts etc. do not "respect the existing character and preserve or enhance that character". Indeed, the two identical Victorian cottages at nos 80 (at the boundary of the Scheme) and 82 have very attractive frontages with specialised brickwork etc. Any signposts outside them would destroy their appearance/character and not preserve or enhance it. They are also adjacent (at nos. 84 and 86) to two 17th century weather-boarded Grade II Listed cottages and so the character of the row of cottages would be adversely affected, including the semi-rural feel.

12. Further, most cottages in the Lower Lane (including 80 Chipstead Lane on the boundary of the Scheme, have very short front gardens of only a few feet or so. So any signposts erected outside these homes would be clearly visible from front rooms. This is something which I am very concerned about as again the present character of my cottage, both externally and when inside looking out to the Common, would be adversely affected and would not be respected, preserved or enhanced.

13. The proposal to introduce the Scheme for half of Chipstead Lane - which clearly is one whole, with houses requiring on-road parking running continuously along its length and with no clear physical divisions along it - will destroy the community spirit and identity of Chipstead Lane, separating and dividing its residents rather than encouraging a neighbourly community. It will adversely affect the unique character, appearance and semi-rural nature of Chipstead Lane. In writing this, it has necessitated the use of the terms of "Lower Lane" and "Upper Lane" which is not an attractive scenario and one which I cannot support.

For the above reasons, I oppose the introduction of the Scheme.

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4	<p>I would like to comment on the proposed parking controls for the lower half of Chipstead Lane. I feel very strongly about this proposal, as it will affect us a great deal, so I hope you can make an exception and include our thoughts in the consultation.</p> <p>Although my wife and I sympathise with the problems faced by residents at the lower end of Chipstead Lane we 100% object to the proposal; primarily as all it will do is move the problem up to our end of the road which faces parking difficulties as it is. Ourselves and several other young families living alongside us already struggle to park near enough to our houses in order to safely bring our children in and out of the house. This is particularly an issue at school drop off and pick up times. It seems extremely unfair to be addressing the problems of one group of residents by simply shifting the problem onto other residents on another part of the street.</p> <p>In an earlier questionnaire, I raised the issue of the speed and quantity of traffic going down Chipstead Lane especially at rush hour - this in our opinion is the greater problem and this proposal will do nothing to improve the safety of the numerous children that cross the road on a daily basis.</p> <p>I sincerely hope that common sense will prevail and that this proposal will not go ahead.</p>
5	<p>Whilst sympathising with the local residents of Chipstead Lane, we ask Sevenoaks Council to be mindful of local businesses.</p> <p>Since charges have been introduced by Miller &amp; Carter, the employees of many Riverhead businesses rely on the available street parking in order to maintain viable employment within the area.</p> <p>I would like to remind the authority that local commerce is vital to ensure the continued regeneration of the area. As with any business, we rely on our employees and feel that any further restriction on local parking, would limit our ability to recruit and retain good staff and eventually influence our decision to remain in the area.</p> <p>One solution for this would be for the Council to issue parking permits for each of our employees.</p>
6	<p>I am strongly opposed to the proposed introduction to permit parking in Chiptsead Lane.</p> <p>Firstly, it does not solve the issues of speeding in the lane that so many residents think would be a solution. If islands were created, traffic would perversely go faster.</p> <p>There are more cars in the lane than houses so purchasing a permit will not guarantee a space for the residents trying to achieve or gain a space for themselves in the lane.</p> <p>The proposal that half the lane is to be on the permit scheme will not benefit any of the house owners in the upper part of the lane as those who don't want to use the</p>

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	<p>scheme or who's guests visit, will simply park where we live (upper section). The scheme will create nothing but traffic displacement, pushing the issues further up the lane and onto the surrounding lanes (Barnfield Road/Witches Lane/Bullfinch lane). The surrounding roads are already highly congested. Any more congestion would be a potential danger to the children who use the footpaths that lead them to school. Visibility would be restricted due to parked cars.</p> <p>Through observation and having lived in the lane for 20 years, parking is not much of an issue in the lane. The current suggested permit scheme would exacerbate the situation by creating a split in the lane &amp; traffic displacement.</p> <p>The lane is used by those who work in Riverhead. Their parking needs would not be met by a permit scheme. These users would be forced to use areas further up the lane and surrounding roads. Already congested. It is important that the lane is kept free for these users and casual shoppers that use Riverhead. Riverhead benefits from these users. It would be detrimental to Riverhead if shoppers were deterred, Riverhead would suffer.</p> <p>I am opposed to the permit parking scheme entirely, in all parts of our lane. The idea should be killed off.</p>
7	<p>I object to the proposal to introduce residents parking only to the lower half of Chipstead Lane on the grounds that it will not solve the parking issue of non-resident all day parking. The proposal will simply move the non-resident all day parking to the upper end of the lane and Barnfield Road.</p> <p>As far as I have observed there are usually parking spaces available in the lower end of the lane during the day.</p>
8	<p>I object to the proposal to introduce Residents Permit parking in Chipstead Lane.</p> <p>There are many overwhelming reasons not to proceed;</p> <p>There is no problem with parking not being available in the lower part of Chipstead Lane. A meeting was held on 19th October 2017 to discuss the traffic problem in Chipstead Lane and it was the consensus at the meeting that fast and dangerous driving was the problem and that it was rare for residents to be unable to find a parking space. I regularly walk Chipstead Lane and in my experience spaces are always available. I therefore carried out a survey which substantiates this.</p> <p>It will be bad for the village as a whole, businesses will suffer from further restrictions to available parking. While permit parking will do nothing to address the problems in Chipstead Lane it will cause problems for other areas already overloaded with school parking etc. The proposal is highly divisive and is already causing ill feeling between the residents of Chipstead Lane and if parking problems elsewhere are aggravated, this ill feeling will spread.</p>

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The present situation works well in that those residents in Chipstead Lane commuting by car leave spaces for those working in Riverhead and those wishing to nip into the local shops. These shops will suffer for many won't want the agro of alternative parking options and will opt for Tesco where free parking is readily available.

Resident's guests, visitors and contractors to the lower part of Chipstead Lane will park in the upper part of Chipstead Lane or Barnfield Road rather than use a £1.20 parking voucher.

The process so far has been very unsatisfactory and a number of questions need to be addressed;

1. Why does the letter of 24th January 2018 from Sevenoaks District Council state that they recently asked residents if they supported measures to help protect residents parking in the area when no such request was made.

2. The only unofficial survey was carried out by a resident of the road who I believe was strongly in favour of permit parking and why were the results not made available for three months.

3. Why was this done for the upper and lower part of the lane and only the lower part now being considered. Presumably it was rejected overall.

4. Why when visiting [www.sevenoaks.gov.uk/parkingconsultations](http://www.sevenoaks.gov.uk/parkingconsultations) are we advised the page doesn't exist.

5. Why were surrounding roads that would be adversely affected not consulted.

6. Why do only those objecting need to explain their grounds whilst those supporting have to give no reason.

7. Having taken so long to get to this stage why is so little time available for consultation. This gives a relevant residents association insufficient time to consider at its next meeting.

8. Why have residents not been given details of how permits will be allocated. Will they be restricted to the number of available parking places. Approximately 40, or will every resident that wants one or more get all they would like.

A number of residents in lower Chipstead Lane park in the upper part and sometimes in Barnfield Road and walk to their property, this even when space is available in the lower part. I believe this is partly due to the upper part of Chipstead Lane being wider resulting in less susceptibility to damage. Similarly although Barnfield Road is no wider than the lower part of Chipstead Lane it doesn't have the same level of through traffic. Some may consider this a better option than paying for a permit. Some years ago Barnfield Road was in effect widened with the plastic grid to the edge of the common to facilitate some of the essential parking for the two Riverhead Schools, it accepted then it was desirable to help but this should not now be filled with cars that could be

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	<p>accommodated in the lower part of Chipstead Lane. With the proposal to prevent any off road parking during the day in Cranmer Road (which I believe is only used by parents for short stays at school delivery and collection times) the pressure for school parking will only go from very bad to dangerous. Parents will resort as some already do to stopping in the middle of the road while their children get out. Highly dangerous and proposals to make this more likely should not go ahead.</p> <p>Ironically if there are more clear spaces in the lower part of Chipstead Lane traffic will go faster and larger vehicles will be given the impression that they could get through so rather than help, the introduction of permit parking will make the real problem worse.</p>
9	<p>With regard to your proposal to implement permit holder only parking on Chipstead Lane between Barnfield Road and The Square, I wish to draw your attention to illegally parking with wheels on the pavement, not leaving enough room to get a pushchair containing a baby or toddler past the car. This often results in the parent or guardian having to drag the pushchair backwards for many car lengths until a gap can be found between the front and back of two parked cars that enables the pushchair to be wheeled out onto the road. Once this has been achieved, said parent or guardian is then faced with the traumatic experience of wheeling their child along the very narrow road against the traffic until another sufficiently wide gap can be found to enable them to rejoin the pavement. This illegal and irresponsible behaviour has to be urgently addressed and your current proposals once amended afford the perfect opportunity to do so. So, I respectfully suggest that before you implement the resident only parking restrictions, a survey of the width of Chipstead Lane is urgently undertaken to determine at which points double yellow lines should be installed to prohibit parking on either side of the road in order to protect the safety and well being of our youngsters. Warning notices should also be erected advising motorists that it is illegal to park with vehicle wheels on the pavement when it causes an obstruction. You might also wish to consider how a Fire Engine might be able to attend an emergency along this stretch of road.</p>
10	<p>With reference to the above parking scheme, as a resident of Barnfield Road we have our own problems with inconsiderate parking, which can often lead to being unable to get in and out of one's property. I assure you it can be a nightmare. By having Permit Parking this will mean that non-residents will instantly park in Barnfield Road thus making an already difficult situation even worse. I beg of you to re-consider the idea of having Permit Parking in Chipstead Lane.</p>
11	<p>I would like you please to accept this email as an objection to the proposal to introduce controlled parking along Chipstead Lane.</p> <p>I live in Barnfield Road, and if this proposal went ahead it would create additional parking along Barnfield Road. The road already becomes congested at school 'run' times, which we don't have any objections to, as that is what we knew would be the</p>

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case when we bought. However, to increase the parking issues would create congestion and risk issues.

I would also reiterate the comments made by another resident, that I completely agree with, and those are:

1. I have not seen a clear definition of what problem(s) the Council seeks to address by introducing the Scheme nor how the Scheme will solve the problem(s). There are significant problems of speeding vehicles and property damage in Chipstead Lane, but I fail to see how the Scheme will prevent that. If fewer cars are parked in the lower Lane, conversely drivers of larger vehicles may be tempted to use the lower Lane and/or to travel faster, thereby worsening those problems.

2. If the purpose of the Scheme is to allow residents in the lower Lane to park outside or near their homes, then the Scheme does not guarantee that.

3. I am at home all day and see that there are always parking spaces available in all parts of Chipstead Lane during the day, 7 days a week.

4. In the lower Lane there are 42 homes (on both sides of the road) that require on road parking and at most 40 available on road spaces on one side of the road only. Many households have more than one vehicle. Therefore there will always be pressure on the available space to park all residents' cars. The scheme does not resolve that position.

5. Of course, lower Lane residents with off road parking also park on the road, thereby reducing the available space even further.

6. The Scheme will simply move the non-residential parking in the lower Lane to elsewhere, notably to the upper Lane and Barnfield Road and considerably reduce the available carriageway for such non-residential parking by halving the amount of carriageway available. Of course, non-residents already use the upper Lane for parking and the Scheme would reduce spaces for residential parking there yet further.

7. Residents in the lower Lane frequently park both during the day and night in the Upper Lane, often for days at a time. I anticipate that will continue despite lower Lane residents having access to resident's only parking. This would strike me as very unfair on those residents not covered by the Scheme.

8. Visitors to homes located in the lower Lane would park in the upper Lane or in Barnfield Road in order to avoid charges/parking tickets. This would be unjust to residents in the upper Lane and Barnfield Road.

9. The introduction of the Scheme will adversely affect the local businesses as customers do park in the lower Lane in order to shop/conduct business. The council should be doing everything possible to foster and develop local businesses. The Scheme dilutes that objective.

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	<p>10. The Scheme will impact on the nearby local schools. The already severely limited available parking near these institutions e.g. in Barnfield Road, will be further squeezed, worsening existing problems of parking during school runs.</p> <p>11. The Scheme will involve erecting signage in two conservation areas. The proposal goes against the objectives set out in the District Council's Conservation Area policy, notably, it does not "respect the existing character and preserve or enhance that character." It will also adversely affect those individual properties unfortunate enough to overlook the signage, particularly as the majority of front gardens are only a few feet in length.</p> <p>12. I fear the effect of the Scheme will be to destroy the community feel of Chipstead Lane as one part will be set against the other. This is something that should be avoided at all costs.</p> <p>I hope that these comments, that I make on behalf of 5 adults living in my property i.e. my husband and I and our three adult children, are noted and considered.</p>
12	<p>I am sending this email in order to register my opposition to the above proposed parking scheme accompanied by the following comments:-</p> <p>I am a homeowner and resident at the upper end of Chipstead Lane (Witches Lane to Barnfield Road) and beside the common. Should the parking control proposal be accepted then I think that it will further complicate and worsen the current situation for the whole Lane. It will also further deter us (the upper end) from parking anywhere near to our homes and therefore will add to what will become more increased parking in surrounding roads.</p> <p>There will be no guarantee that residential parking in the lower lane between Barnfield Road and Riverhead will be any easier as there are more homes than parking spaces. Those people already use spaces at the upper end sometimes for days at a time and for parking whilst away on holiday. In addition non residential parking at the upper end of the Lane will increase both here, and again in the surrounding roads.</p> <p>Currently the system for school parking, although very busy, seems to work without increased lack of space due to the proposed parking scheme.</p> <p>Perhaps the 'The Harvester' management team could be approached to try and persuade them, in true community spirit, to offer spaces to local businesses. These businesses should continue to be used and supported by local people in order to thrive - they are a necessary facility.</p> <p>There is no point in applying for the restriction in just one part of the lane and this has seemingly not been thought through. We too in the upper end of the lane experience the same parking challenges as do those residents in Barnfield Road, Witches Lane and Bullfinch Lane.</p>

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	<p>The proposed restriction timings should probably be discussed further. Also how tickets could be issued. It might be useful and more appropriate to give the choice, in addition to day tickets, to books of two hourly tickets as well.</p> <p>In the light of the above comments, and as a resident in the upper part of Chipstead Lane, I am again registering my opposition to the proposed resident parking in the lower part of Chipstead Lane between Barnfield Road and the Riverhead roundabout.</p>
13	<p>As residents of Barnfield Road, overlooking Chipstead Common in Riverhead we strongly object to the proposed introduction of permit parking in part of Chipstead Lane.</p> <p>We currently suffer terrible parking issues and frequent difficulties getting in and out of our own driveways Mon-Fri due to the volume of cars dropping off &amp; collecting children from Riverhead Infants and Amherst Primary Schools, we also have floodlit goalkeeper training on the Common on Tuesday evenings, as well as football on the Common on Saturday and Sunday mornings. Inconsiderate parking currently causes major problems at peak times and weekends plus we have the added annoyance of drivers using our private driveways to turn around causing damage to our drives and surrounding grass verges, every day of the week.</p> <p>This will only be exacerbated by the introduction of permit parking in one small part of the area. You either introduce permit parking for the whole of Chipstead Lane AND Barnfield Road, or don't introduce it at all !</p> <p>Permit parking in part of Chipstead Lane will result more cars parked around Chipstead Common permanently, therefore increasing the current parking issues.</p> <p>Can we suggest that before this proposal proceeds any further, the committee responsible for making the decision come &amp; witness the traffic chaos for themselves from 08.15-09.00 and 14.30-16.00 Mon-Fri as well as Saturday and Sunday mornings.</p> <p>For the avoidance of any doubt, we strongly object to limited permit parking in Chipstead Lane as it will only push parking problems to the rest of Chipstead Lane, Witches Lane, Barnfield Road and surrounding areas.</p>
14	<p>I object to the parking controls proposed for lower Chipstead Lane. The current system works well and allows residents, visitors and shoppers to park easily without restrictions. The implementation of restrictions will cause a reduction in shoppers using Riverhead Parade shops and as a result the possible closure of some these.</p> <p>The proposed restrictions will also lead to parking problems will move up to Barnfield Road, Witches Lane and upper Chipstead Lane which are already dealing with congestion due to school dropping off and picking up and other school activities during day time and outside of school times.</p>
15	<p>I am writing to object against the proposed resident only parking in Chipstead Lane.</p>

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	<p>Any parking restrictions imposed from the Barnfield Road corner of Chipstead Lane down to the main road will simply push the parking issue into adjoining roads, including Barnfield Road.</p> <p>Barnfield Road is wholly unsuited to parking as the road is narrow and there is no pavement. Inconsiderate parking at the corner of Chipstead Lane and Barnfield Road has already led to the erosion of the grass verge by at least a metre as vehicles turning into or out of Barnfield Road have to swing wide to avoid parked cars. Chipstead Common itself is also suffering from erosion at the edges where people park.</p> <p>When cars are parked at this point of Barnfield Road/Chipstead Lane it is also impossible for fire engines or ambulances to get around them.</p>
16	<p>Push problems further up the road. Permits will not stop speeding it will be fewer parked cars and cars will drive fast. Bad for the local shops. Car park should be free.</p> <p>I would also like to add another comment that this will be bad for the local shops in Riverhead. The public carpark in Riverhead should be free parking for people to pop to the shops. When the car park started charging last year it only pushed the parking to our road. If we make Chipstead Lane permit parking only then the shops will suffer. The parking 'issue' will only be pushed elsewhere. It would be terrible for the community if the butchers, hair dressers, library etc suffered because of permit holders only parking!! This all came about because one resident complained about the speed of drivers down Chipstead Lane. I really cannot see how permit holders parking will change the speed of drivers cutting through our lane. I feel strongly that this will make the situation outside my house a lot worse when it is absolutely fine at the moment.</p>
17	<p>I am writing to lodge my objection to the proposed residents parking restrictions in Chipstead Lane. At present the lack of parking appears to be due to the number of cars the residents own, this is most evident on Sunday evenings when parking is often overcrowded, at this time most residents are home and we can be fairly sure no visitors are parking to use the shops or other services. I would also be concerned about yet more traffic signage being placed in a conservation area.</p>
18	<p>While in principle we support the idea of the parking permit scheme, have a very narrow, but fairly long driveway. We can therefore accommodate 3 cars, but only if they are parked in a line, one behind the other. This makes manoeuvring cars very difficult - reversing a car off the driveway to allow another car off the driveway often entails driving all the way down workshops hill and back down witches lane (oncoming traffic makes reversing up the road far enough to allow another car out an impossibility most of the time). This is also impractical / impossible unless all owners of all cars are home and ready to move cars around at any one time. For this reason it will be impractical to have our children park on the driveway once they are old enough to drive. A cost of £250 per parking permit seems extreme - do we count as a '3 off street parking spaces' house or will this have been taken into account?</p>

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19	Restrictions need to be for the entire length of Chipstead Lane or not at all.
20	Move the problem to the top of Chipstead Lane. Whole road included or nothing at all.
21	It should not be everyday from 8am-6pm. you should be able to park for a max 2 hours Mon-Fri or with a permit
22	<p>1. Vehicle displacement. A lot of people that live in the lane would object to buying a so called parking permit, because it still does not guarantee that they would be able to park outside their house. So all they will do is park further up Chipstead Lane or around Barnfield Road. so all that does is create another problem elsewhere.</p> <p>2. HGV Lorries. With residents deciding not to buy a permit there will be supposedly less cars parked in the lane, which will mean that even more HGV Lorries will flout the law and ignore the road signs, resulting in them trying to drive down the lane, getting stuck further down the lane and do even more damage to the protected stone wall and damage even more cars that are parked there.</p> <p>3. Speeding Vehicles. Again with less cars parked in the lane, there will be even more people speeding vehicles ignoring the road signs using Chipstead Lane like a rat run. Putting even more residents and school children at risk for using the lane to go to school.</p> <p>4. Tranquillity. Chipstead Lane is such a lovely Lane and it is in two conservation areas. So such a scheme would mean putting up signposts on the very narrow pavements. Not only that it would go against the District Councils Conversation Area Policy. I think with such unwanted signage this would make Chipstead Lane look like somewhere in Croydon.</p>
23	Why should we have to pay to park. No spaces to support local shops. Proposal doesn't cover the whole of Chipstead Lane
24	It's hard enough to park anyway without the introduction of permits that will push the parking further up the road outside my house
25	There are spaces available. Its will affect the whole village and is causing ill feeling. Local business will suffer
26	Resident parking in lower will only move the problem to the upper
27	Only doing half this road will then cause everyone to park at the top of the road directly outside our address. Parking is already bad enough without encouraging more people to park at this end. There is also a beautiful green opposite our house, with these restrictions this will encourage more people to park around the green.
28	I live in Chipstead Lane and I am concerned as we would not be included that our parking section will be constantly full of people who either don't want to pay for a permit or visitors to the rest of the road. I feel that either the whole road should be

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	<p>made to have permits or none of it. I strongly object to this and would be very disappointed if the council agreed for this to go ahead.</p>
<p>29</p>	<p>I can see no advantage to this proposal. During the day there always seem to be parking spaces on this lane. Parking is already limited in the village and the majority of residents would like to see the local businesses able to continue trading here. I would imagine that a few of the spaces used during daytime hours are helping these businesses. I assume that if this went ahead the council would have to put parking signs up which would encroach on the space. This lane is narrow and walking with a pushchair or similar is already an obstacle course. I have known this lane for about 60 years and find it very hard to believe that most people currently living there have seen changes since moving in. The majority of people would have taken parking in to account when purchasing or renting. I think it is more important to try and keep as much of the feeling that Riverhead has got a centre to it rather than homes convenient for the station.</p>
<p>30</p>	<p>1 During the daytime there are usually spare parking spaces.</p> <p>2 Commuters do not park here - residents are still parked later than commuting time</p> <p>3 A restriction just moves available parking further from the commercial centre of Riverhead, not helping local business and customers</p> <p>4 Available parking in the centre of Riverhead is already an issue - SDC should be working to improve and support the local centre</p> <p>5 The proposal will create friction between residents in Chipstead Lane - some from lower Chipstead Lane already park at night in upper Chipstead Lane.</p> <p>6 The restriction should be amended to cover only public carriageway corners - the corner of Barnfield Road and Chipstead Lane is highly dangerous and has resulted in accidents.</p> <p>7 Additional signage in a narrow road will impact on residents and pedestrians, the latter already find it difficult to walk with pushchairs etc</p> <p>8 The proposal does not meet any of the four statutory reasons - does not actually reduce the area for parking, just who can park there, and does not assist local parking availability.</p>
<p>31</p>	<p>I believe that the current proposal is unfair and discriminates against households that do not have a vehicle who will be expected to purchase temporary permits for guests. I believe that a fair solution to all would be to have a permit system that provides a permit 'per household' rather than the current proposal which provides a permit 'per vehicle'. This way, each household would be entitled to a permit which could be used by guests if required. Any additional permits would therefore be temporary. I would fully support the proposal if amended as outlined above.</p>

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32	I believe the scheme proposed will simply move the problems the lower end of Chipstead Lane are having with parking and damaged cars to the upper end of Chipstead Lane making the problem even worse and very unfair for those living at the upper end. The proposed new signage will be just outside my house, it is a conservation area and the signage we already have is enough. More will damage the character look of the road.
33	Parked cars obstructing highway. Cost resident and inconvenience. Obstruction of the passage of pedestrians along the pavement. Obstruction of the passage of middle sized vehicles along the road. Obstruction of the passage of large vehicles along the road
34	The proposed Scheme from the junction of Barnfield Road to the bottom of the Lane is merely a parking displacement scheme. Those who do not wish to purchase a permit (or a second one) will look for spaces in the upper section of the Lane not covered by the Scheme as will local shoppers, visitors, workmen and others who use the Lane to park leaving these residents no parking. This will then impact the parking around Barnfield Road and Witches Lane as residents hunt for parking affecting more of the community and local school traffic. A residents parking Scheme does not address the speed and size of the vehicles using Chipstead Lane and my concern would be that if the Lane is clearer of vehicles - as was the case recently when some road repairs were undertaken - the speed of the vehicles is much faster. Splitting the Lane at the junction of Barnfield Road, when the whole Lane from the crossroads to the bottom suffers from the same parking issue is unfair and unreasonable. The restrictions should apply to the length of the Lane - or not at all. Chipstead Lane has a community feel to the Lane and is a wonderful place to live. This Scheme is divisive to the residents of the Lane - benefitting some and causing misery for others. We are one community and should be treated fairly and equally as such. Parking on the right hand side of the road around the junction of Barnfield Road has been an issue for some considerable time. This severely restricts visibility of traffic when turning out of Barnfield Road and narrows the road considerably. Not only will this likely increase in the hunt for free parking if the Scheme in the lower Lane is introduced it could potentially restrict the access for emergency vehicles. A residents parking Scheme does not solve the issue that there are more cars than parking spaces, particularly as many residents own more than one vehicle. A permit will not guarantee a space. For all of the above reasons I object to the introduction of the Scheme.
35	Any permitted parking that is put in force should be from Witches Lane to The Square. Should this plan be put in place the parking will move to between Witches Lane & Barnfield Road. Therefore there will be no parking for these residents who live in that section of Chipstead Lane.
36	We do not believe this scheme will improve the availability of parking for residents. The pressure from parking is from the residents' cars themselves not visitors. We are also concerned about the effect on local businesses.

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37	This is the main area for school drop off. Taking this option away will inconvenience hundreds of mums using this space twice each school day. I definitely OBJECT!!
38	I think there should be no parking restrictions. I strongly OBJECT to the proposal because I believe it would merely move 'All Day' parkers from the bottom half of Chipstead lane (Barnfield Rd down to Riverhead square) to the upper half-where there'd be no parking restrictions. The proposal has to be the whole lane or none and is not necessary anyway at the weekend.
39	In ten years we have never had a problem parking in the road. Speed is a massive issue, as are lorries, but parking isn't. Implementing this will just push those who do park up the road further and make it harder for those wishing to visit us. It's a definite no from us.
40	The proposal will force more people to park in my end of the road. It is also expensive! One car should be free, two cars should be heavily charged! Visitor parking permits should be free! I don't have a problem with parking most of the time outside my house. Tax people with more than one car, not others!
41	We'd like to deter long-term parking but still allow our visitors to come. A 2 hour limit within parking controlled hours (8:30 - 6?) would be preferable
42	This is likely to make the situation much worse for residents of Chipstead Lane living between Barnfield Road and the junction with Bullfinch Lane. We have a young baby and already face difficulties parking near our home. It's unfair to simply move the cars to our part of the lane, where parking spaces are already inadequate.
43	Without parking provisions being made for the employees and users of local business - such as Oakwood Beauty and The Square hair salon - the issue of parking will be pushed further up Chipstead Lane. Chipstead Lane between the junction with Witches Lane and Barnfield Road already comes under pressure from parents parking at school drop off and pick up time for Riverhead Infants and Amherst School as well as people who apparently leave their cars during the working day. The proposed scheme does not solve the issue. It merely pushes it to another area which doesn't have spare parking capacity. As a person who suffers from a chronic condition and has a toddler, not being able to park close to my property is challenging both physically and from a safety perspective.
44	I have a number of medical conditions which involve regular visits by medical staff and carers. The proposed system would incur considerable expenditure buying permits and involve much toing and froing by individuals to display permits. A much better system would be to introduce a 2 hour parking period with no return within 1 hour.
45	Support - The situation is intolerable and this will definitely help

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46	Support - Resident that struggles to park in the street I live in. Have young children. Also speed of traffic using Chipstead Lane as a rat run.
47	Support - There are no spaces for residents as they are all taken up by non-residents
48	Support - There are not enough spaces for the residents as they are all taken up by non-residents
49	Support, but providing these points are considered!! Daily carers visiting. Totally immobile. Could not afford to purchase permits for daily carers but would purchase permits for family, friends and visitors who visit regularly. Would use drive but is often blocked
50	Support - Permits for residents to park outside their houses. carrying young child in 1 arm and shopping in the other are is a nightmare.
51	Support - Permits not needed for weekends. May limited waiting for 1-2- hours
52	Support - I believe the traffic should be reversed it's the speed that is more of an issue.
53	Support the proposal but I think the speed of cars and large vehicles is also an issue. I would suggest that reversing the flow of the traffic would slow down and reduce the volume of traffic as only residents could use it. At present it serves as a shortcut to non-residents.
54	Support - £35 - worth a try. Improved parking would be beneficial. However, width restriction remains the most important issue to be resolved. The new signs are not sufficient.
55	Support - Because it is very much needed. But it would be even better if the evening time was extended beyond 6:30 by an hour or two (as happens elsewhere in Sevenoaks) and parking during the day was allowed for two hours with no return within one hour (This would not involve any additional road markings) and only requires 8 more words on the signs.
56	Support - Parking is a senior issue in Chipstead Lane. Many residents are forced to park elsewhere as spaces taken up by commuters and employees locally. Due to the volume of vehicles using the road, many accidents occur/ some by vehicles attempting to park hurriedly & in small spaces. HGV vehicles use the lane (always prohibited) and daily get stuck between No13 and parked vehicles- I spend a good deal of time trying to trace owners so that these vehicles can be moved otherwise the police have to be called - the road cleared by following vehicles reversing, before the HGV itself is guided all the way back along Chipstead lane.
57	Support - The road does not have enough spaces, however not restricting the whole of Chipstead Lane will just cause further issues further past the restriction. There larger issues at hand on Chipstead Lane, like the large vehicles and speed of vehicles

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	passing down the lane. I feel these issues are more important than number of parking spaces.
58	Support - It would allow only residents to park and reduce congestion
59	Support - Residents of Chipstead Lane are hard pressed to park on the road where they live. This is due primarily to local employees using the road as it is charge free during the day. The main car park is opposite Chistead Lane.
60	Support - I am a Chipstead Lane resident and I find parking near my house impossible.
61	Support - Reduce the volume of traffic
62	Support - I regularly have to drive repeatedly around the block and down Chipstead Lane in order to simply find a parking space on the lane - let alone near my house. Having discussed the situation with residents, I am optimistic that a Residents Parking scheme will ease the frustration that I experience daily.

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**OFFICERS' COMMENTS/RECOMMENDATION**

**COMMENTS:**

Most properties in this section of Chipstead Lane have no access to off street parking and the close proximity to the Riverhead shops and businesses increases pressure on parking here. This proposal is intended to help protect resident parking.

The majority of the 45 objections received to this parking proposal during the statutory consultation were from residents of Barnfield Road and the section of Chipstead Lane not included in the permit parking proposal. 30 responses were received from residents living in the section subject to the proposal, and 11 of these were objections.

A number of the objectors were concerned about the possible displacement. However, there is a large underused private car park in the centre of Riverhead providing cheap and convenient parking for any displaced shoppers and other visitors.

Some of the objectors were also concerned about the visual and physical impact the additional signing would have on this conservation area. However, the signing arrangement proposed is designed to avoid the need for additional signs and road markings, requiring signs only at entry and exit points.

Some of the responses suggested 2 hour free parking for non-residents. This narrow section of one-way road is not ideally suited for "short stay" parking, and the associated additional traffic volumes this would generate. There is adequate short stay parking in the private car park already mentioned. Visitors to residents would be provided for through the visitor voucher scheme where a daily parking voucher would cost £1.20.

**RECOMMENDATION:**

Officers consider that the benefit of this parking proposal to residents living in this section of Chipstead Lane outweighs the potential disbenefits to the wider public. However, in the absence of a compelling measure of support amongst the residents the proposal is intended to benefit, it is recommended that the objections be upheld, and the proposal be abandoned.