

Proposed Permit Parking Zone Mon-Fri 8am-6pm, Hardy Close, Chelmsford		
A formal consultation was carried out from the 17 th October 2019 to 8 th November 2019, the following objections/comments were received.		
	Comment	Response
SEPP	No comment	
Support but with comments	I fully back your proposed traffic regulation order with the above reference, but would propose increasing the Hardy Close (northern section) 'No Waiting at Any Time' section to start further west at least 10m prior to the junction leading to the row of houses from Stage 2 development.	<p>Thank you for participation in our consultation with regards to this parking scheme, it is appreciated.</p> <p>Due to a number of objections to this scheme (and suggestions in a similar vein to yours) we have now passed this back to our engineer for their further consideration, and your comments have been passed on also to inform their thinking.</p> <p>We hope you can appreciate that this will take some time to deal with and we will not be able to provide you with an update in the immediate term.</p>
Objector	<p>One area of concern with regards to the proposal to provide residents to pay for parking permits is based on the fact that the stretch of road between 4 to 8 Hardy Close is a full stretch of drop driveways. This was implemented by the builders of the estate as every one of these houses on this stretch was built a carport with parking for two cars.</p> <p>Even one person parking on the road causes issues with getting home by car and issues for couriers and supermarket delivery companies. On occasion when a neighbour parked their car on the road opposite my carport I had no way of leaving my carport.</p> <p>Please note the carports from one side of the road to the other are staggered and so even the smallest of smart cars parked on either side of the road does lead to at least two households not being able to use their carport.</p>	<p>Providing residents in Hardy Close with as much flexibility as possible will rely on residents being considerate when parking in the adoptable areas of the development.</p> <p>The scheme was designed as a permit zone which does not specify exact locations of where residents can park but provides an area where they can park in suitable locations. However the Council appreciate that this may lead to inappropriate parking which could obstruct private bays. Subsequently No Waiting at Any Time throughout Hardy Close has been proposed.</p>

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	<p>I do agree with parking restrictions and glad you are taking action. However instead of allowing parking outside our houses which has already caused a lot of issues, making the road for the narrow stretch of terrace houses limited to deliveries and quick temporary drop-offs like taxi's etc.</p>	
Objector	<p>Existing private permit scheme enforced by developer is in place 24/7 and is free. Do not see why should have to pay for new permit scheme and new scheme is only proposed mon-fri 8am-6pm which means there could be issues with parking outside these times.</p> <p>As the proposed scheme is to be operational mon - fri 8-6, this allows for people to abuse the parking outside of this time frame.</p> <p>What are we supposed to do in this scenario if our cars/spaces have been blocked in or parked in?</p> <p>What do we have to do to oppose this proposal and keep the current working scheme in place?</p>	<p>Marden Homes has put in place a privately operated permit scheme on the estate which is enforceable 24/7 and is free for all residents of Hardy Close. Once the final certificate of the S38 Agreement has been signed and completed the developer will no longer have jurisdiction over these areas. The private permit parking scheme will only apply to the marked bays on the areas which will be remaining private. These areas include the layby on the south side of the carriageway of the northern section of Hardy Close, individual carports of the residents and the bays located at the southern area of the southern section of Hardy Close. For the areas which are being adopted by Essex Highways under a S38 agreement, a permit scheme that can be enforced by the South Essex Parking Partnership is key to remove the likelihood of abuse by commuters. The proposed permit parking scheme will mirror the permit parking restrictions on the surrounding roads and will be incorporated in to the same permit parking zone. This will provide more flexibility to the residents of Hardy Close as well as any visitors.</p>
Objector	<p>Marden Homes, at point of purchase 3 years ago. Purchasers were assured that the road would be adopted by the Council and that yellow lines would be put along it to prohibit parking.</p> <p>1. Trespass: a. The slightly raised boundary outside our properties, including a small area for plants, is within the curtilage of our properties and is not a pavement. In allowing cars to park up to the edge of our properties you will be encouraging them to trespass on our properties to get in / out of their vehicles.</p> <p>2. Safety / security/ noise pollution: a. Parking within such a close proximity to our front doors poses access & safety risks for our homes and is extremely concerning. We will not feel safe entering / exiting our own homes if strangers are lurking centimetres from our front doors.</p>	<p>Providing residents in Hardy Close with as much flexibility as possible will rely on residents being considerate when parking in the adoptable areas of the development.</p> <p>The scheme was designed as a permit zone which does not specify exact locations of where residents can park but provides an area where they can park in suitable locations. However the Council appreciate that this may lead to inappropriate parking which could obstruct private bays. Subsequently No Waiting at Any Time throughout Hardy Close has been proposed.</p>

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	<p>3. Due to the many Festivals and Events taking place in Central Park, which the Close backs onto; parking bays will also encourage numerous event goers to use our Close for parking out of hours and as a cut through to Central Park. There will be increased noise from car engines/ door slamming and potential public nuisance from inebriated festival goers. This will be an issue especially to young families and their children and there is already an issue with crime in nearby Central park which seems to have the police helicopters out on a regular occasion.</p> <p>4 The parking will also block view to our front doors rendering installed security systems unusable (police have already asked our neighbours for CCTV footage due to crime in the area). This footage, if blocked by a car will of course be rendered useless in future incidents</p> <p>5. Access / Emergency Access: a. If access out of our front doors is blocked by a vehicle, as would be the case with the proposed parking permissions, we would be unable to get prams, wheelchairs (particularly pertinent as the houses were designed with disabled access in mind) and stretchers (carrying injured resident's) out of our homes in the event of emergency.</p> <p>6. Obstruction to dropped kerbs and driveways, obstruction to carports, obstruction for couriers/deliveries/emergency services</p>	
	<p>I own one of the flats at the very southern end of Hardy Close. I have an underground parking space which I use to tandem park two cars though one does jut out onto an area shaded green on the plan. For this I have to pay for 2 parking permits to the landlord.</p> <p>Is this still the case going forward?</p> <p>Also visitors to the flats park on the green shaded areas. Is this under your jurisdiction or only the blue hatched sections of the road?</p>	<p>Thank you for participating in our consultation with regards to this parking scheme, it is appreciated.</p> <p>We have received other objections to the Traffic Regulation Order that we have been asked to implement. We have now passed this matter back to our engineer for their further consideration and liaison with Marden Homes.</p> <p>We hope you can appreciate that this will take some time to deal with and we will not be able to provide you with an update in the immediate term.</p>

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Objector	<p>I would like query a number of aspects detailed in your recently circulated proposed traffic regulation order as noted below</p> <p>1, I'm a resident at number 21 Hardy Close and we currently utilise a private parking enforcement company via our management company to provide parking regulation in our area of the estate. To note this area only covers the end of Hardy Close where the flats are located overlooking the parks. As such I would welcome your comments on the authority to which Essex Highways has jurisdiction over this area if some roads are privately managed. What's more how would these plans interact with the already established parking enforcement we have in place</p> <p>2, You have indicated permit parking zones along the southern section all the way towards the flats and including turning heads. How would this be possible as all the houses along this road require access to both their front door and parking bays? What's more there are a number of parking bays for residents of the flats at the end of road that would need access whilst parking in a turning head should also be prevented. Will you be marking up bays for residents? Where would this be? Etc</p>	<p>Providing residents in Hardy Close with as much flexibility as possible will rely on residents being considerate when parking in the adoptable areas of the development.</p> <p>The scheme was designed as a permit zone which does not specify exact locations of where residents can park but provides an area where they can park in suitable locations. However the Council appreciate that this may lead to inappropriate parking which could obstruct private bays. Subsequently No Waiting at Any Time throughout Hardy Close has been proposed.</p>
Objector	<p>a) roads are not wide enough to allow for cars to park on both sides of these sections of Hardy Close without making it impossible for traffic to pass between them.</p> <p>b) Obstruction to dropped kerbs and driveways, obstruction to carports, obstruction for couriers/deliveries/emergency services. As an alternative it is proposed that 'No Parking at Any Time'/Double Yellow Lines, would be the correct restriction for at least the full length of the southern side of the road where these resident spaces are located.</p>	<p>Providing residents in Hardy Close with as much flexibility as possible will rely on residents being considerate when parking in the adoptable areas of the development.</p> <p>The scheme was designed as a permit zone which does not specify exact locations of where residents can park but provides an area where they can park in suitable locations. However the Council appreciate that this may lead to inappropriate parking which could obstruct private bays. Subsequently No Waiting at Any Time throughout Hardy Close has been proposed.</p>

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	c) The proposals made do not show any plans for parking in the most recently completed second phase of Hardy Close to the north of the northern section of Hardy Close.	
Support	<p>There is a proposal to make my estate (Hardy Close, Chelmsford) residential permit parking only which I welcome.</p> <p>In your letter you say you are accepting comments to 8 November. I just want to know at which point a decision will be made and when we will actually need to purchase a permit?</p>	<p>We have received a number of objections to the Traffic Regulation Order that that we have been asked to implement. As a result we have now passed this matter back to our engineer for their further consideration and liaison with Marden Homes.</p> <p>This will take some time and we are likely to be going to advert with a different proposal to accommodate the issues raised by other residents in Hardy Close. It will be awhile before you are required to obtain a parking permit.</p> <p>We trust this answers your query.</p>
Objector	I own Flat 42 Hardy Close. I realise I may be rather late in making representations, but I would prefer to see no parking or waiting at any time throughout the Estate. I believe parking should be restricted to allocated spaces as per our leases. Too many cars can make manoeuvring down roads which are already narrow quite difficult.	<p>Providing residents in Hardy Close with as much flexibility as possible will rely on residents being considerate when parking in the adoptable areas of the development.</p> <p>The scheme was designed as a permit zone which does not specify exact locations of where residents can park but provides an area where they can park in suitable locations. However the Council appreciate that this may lead to inappropriate parking which could obstruct private bays. Subsequently No Waiting at Any Time throughout Hardy Close has been proposed.</p>