

Interim Residential Parking Guidance

The main purpose of this guidance is to clarify our current residential parking standards and to inform our decision making on development proposals. The guidance includes changes in space standards to align with Essex County Council standards and in the provision of spaces which affect particularly two bedroom properties in rural and suburban locations. Whilst standards in this guidance set out a preferred approach, they do not supersede the Vehicle Parking Standard set out in Appendix C of the Adopted Core Strategy Focused Review. Appendix C will remain extant policy until replaced by new standards in the emerging Local Plan.

Local Development Framework 2001 - 2021



Status

This document was approved by Chelmsford City Council's Development Policy Committee on 5 March 2015. It is a practical guide to give developers clarity and confidence and will be used when determining planning applications.

This guidance updates and clarifies the Council's car parking standards for residential development contained within Appendix C of the Core Strategy Focused Review. The guidance will be used until new vehicle parking standards are in place following the review of the Local Plan. This guidance will inform the new standards.

A comprehensive review of Chelmsford City Council's parking standards will take place as part of the next review of the Local Plan, due to start in autumn 2015.

There are differences between the City Council's vehicle parking standards (as local planning authority) and Essex County Council's parking standards (as local highway authority). This document seeks to align the standards.

1 Introduction

1.1 This guide sets out Chelmsford City Council's vehicle parking standards for all residential developments in both the city centre and suburban/rural parts of the city. The guidance has the following purposes:

- Clarify the minimum parking provision required by size of dwelling (as set out in Policy DC7 and Appendix C of the Core Strategy Focused Review).
- Set out criteria for when a lower parking provision would be acceptable subject to case by case consideration.
- Clarify/review size standards for parking spaces and garages to make them more consistent with ECC's standard and fit for purpose.
- Feed into the Review of the Local Plan.

2 Level of provision

2.1 Table 1 sets out the standard level of car parking provision required in Chelmsford based on the size of the dwellings. This provision applies to all sites unless they meet the criteria in section 4.

Table 1. Car parking standards	
Size of dwelling (flat, apartment or house)	Parking provision required
1 bedroom	1 car parking space
2 bedrooms	2 car parking spaces
3 bedrooms	2 car parking spaces
4 bedrooms or more	3 car parking spaces

2.2 A mixture of parking solutions is encouraged. This can include:

- on-plot to the front, to the side/rear and in car ports and undercrofts
- on-street in parking squares
- off-street parking courts

2.3 Table 2 sets out the Council's level of provision required for sheltered housing.

Table 2. Sheltered housing (warden assisted independent living accommodation)
<p>1 car parking space per every 3 or 4 units.</p> <p>Space designed-in for mobility scooters and two wheelers for residents.</p> <p>Parking for visitors and staff will be judged on a case by case basis dependent on the site, its location, the type of use and adaptability for future needs.</p>

3 Visitor parking and disabled parking

3.1 Visitor parking in communal parking areas: Provision may be required for visitor parking and/or disabled parking in areas of communal parking such as a parking court serving a specific group of homes.

3.2 Visitor parking for individual houses: Visitor parking is generally not expected for individual houses. Rather, the layout should be designed to allow occasional parking within plots, on the street or on shared surfaces and managed informally by the siting of trees, street furniture etc.

3.3 Parking for disabled people: Disabled parking bays are generally not required for individual houses if parking is provided within the curtilage of the dwelling. Exceptions apply for wheelchair housing where one allocated disabled parking bay is required. Disabled parking bays should be provided in communal parking areas. Disabled parking bays should be located near entrances.

4 Reduced parking provision in the city centre

4.1 On some city centre sites with excellent accessibility, the Council would consider accepting a reduced car parking provision or a car free development. Figure 1 shows an indicative area within 800m of the train station where this may apply. 800m is an approximate 10 minute walk.

4.2 The reduction will only apply to one and two bedroom properties. Parking provision required for some or all of the two bedroom properties may be reduced from 2 spaces to 1 and for some or all of the one bedroom properties from 1 space to no spaces. To be considered for this reduction, the following criteria have to be met:

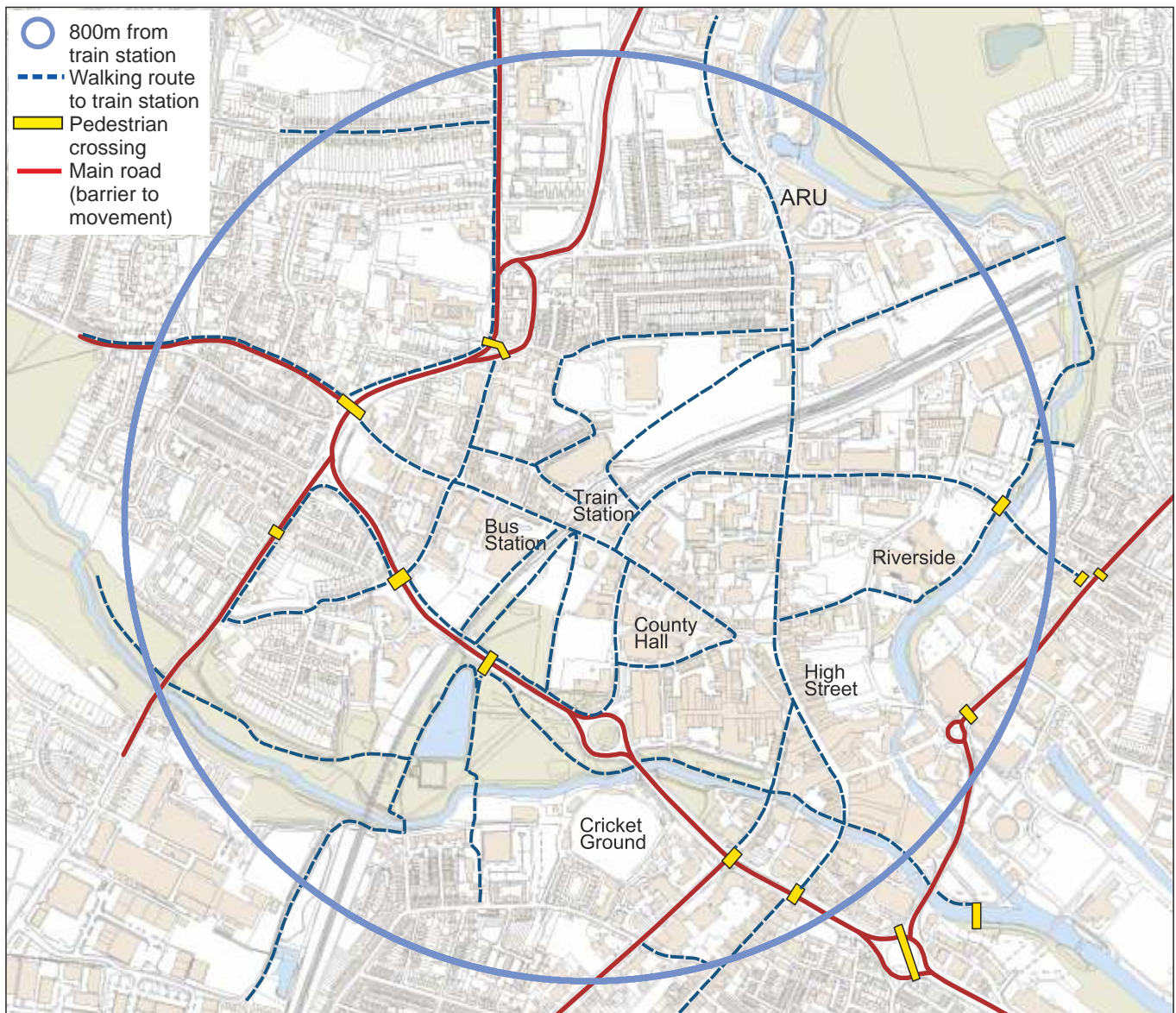
- a) A short (5-10 minute) walking route to bus/train station that is convenient and safe
- b) Safe, secure and convenient cycle parking facilities within the site
- c) A car club or car sharing scheme available to residents if appropriate

4.3 Car clubs are now part of Section 106 agreements for many large sites in Chelmsford such as the Marconi site, the ARU Central Campus site and Essex County Cricket Club.

- Car clubs should be designed in at an early stage of the site planning process.
- Car clubs should be set up by the developer in partnership with a car club operator.
- The car club will be secured by a Section 106 agreement covering the operation, eligibility and longevity of the facility. The car club spaces should be retained in perpetuity.
- The car club should be operational when development is first occupied and residents should all automatically become members of the car club on occupation.
- Use of the car club should be regularly monitored and the car club should be actively promoted to residents by a person or body nominated by the developer.
- Car clubs need a high density of residents although there is no minimum threshold for a car club to work especially if it is part of a wider network. For smaller sites, a car club might work if it is also promoted to other nearby sites.

- The optimum parking ratio for a development supporting a car club is 0.8 space per unit or less.
- To increase the viability of a car club, it is preferable if businesses in the area can use the cars too. Their use is normally during daytime on weekdays, which normally does not conflict with private use which is mainly at weekends and in the evenings.

Figure 1 Part of the city centre within 800m radius of the train station. Lower parking provision may be considered here for schemes that are otherwise acceptable.



5 Parking bay sizes and garages

5.1 Table 3 sets out minimum car parking bay/plot sizes and garage sizes.

Table 3 Minimum sizes for car parking bays/spaces/garages	
On plot	
Parking bay	5.0m x 2.5m
Car port/cart lodge (with open sides)	5.5m x 3.0m
Single garage (internal dimension)	7.0m x 3.0m
Double garage (internal dimension)	7.0m x 6.0m
Tandem garage (internal dimension)	14.0m x 3.0m
Off plot	
Space in parking court	5.0m x 2.5m
Parallel or 'end to end' bays	6.0m x 2.5m
Disabled parking bay	6.5m x 3.9m

5.2 Garages need to be set back from the property boundary by at least 6m to accommodate a car or by no more than 0.5m - to prevent cars being parked there but allow opening of the garage door.

5.3 Bay sizes have increased to accommodate larger family cars and also to ensure consistency with ECC's emerging Vehicle Parking Standards.

5.4 If a developer proposes garages, they should have a minimum internal dimension of 3.0m by 7.0m. This will ensure there will be space for opening doors and for storing bikes and other equipment as well as cars. New garages smaller than 3.0m by 7.0m will not count as a car parking space.

6 Cycle parking

6.1 The standards set out in Table 4 below are minimum standards to reflect the sustainable nature of this form of travel.

Table 4. Cycle parking standards	
Size of dwelling (flat, apartment or house)	Standard
1 bedroom	1 space
2 bedrooms or more	2 spaces
Sheltered Housing	1 space/4 staff and 1 space/20 beds

6.2 Visitor cycle parking is generally required at a ratio of 1 space per every 8 dwellings. For a development of houses, these could be scattered around the development e.g. by local centres, schools and bus stops.

- No specific cycle parking facility is expected for houses if garages or other suitable enclosures are provided within the curtilage, but it should be considered as part of the overall design of the scheme and use of the houses.
- If space is provided within the rear garden of a mid-terraced house, rear access to the property is essential.
- All cycle parking should be secure, convenient and designed into the scheme from the outset.
- For communal cycle storage, it is essential that spaces are provided in well lit, conveniently located communal bike stores i.e. as close as possible to the entrance doors and easy to access.
- Shared communal bin and bike stores should be avoided.

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Document published by Planning Policy
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