



HIGHWAYS ADVISORY COMMITTEE 12 May 2015

Subject Heading:

TPC326 & TPC505 –Avon Road/Front Lane/Moor Lane/Marlborough Gardens/ Moultrie Way Proposed change of Free parking bay to Pay and Display – comments to advertised proposals

CMT Lead:

Andrew Blake Herbert

Report Author and contact details:

Iain Hardy
Schemes@havering.gov.uk

Policy context:

MTFS Strategy

Financial summary:

**Capital allocation £21,000 and
Minor Parking Schemes budget £2,000**

The subject matter of this report deals with the following Council Objectives

Havering will be clean and its environment will be cared for	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[X]

SUMMARY

This report outlines the responses received to the advertised proposals to change the use of the existing Free Parking Bays located in Avon Road/Front Lane/Moor Lane/Marlborough Gardens/ Moultrie Way, to paid for parking facilities.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the **Cabinet Member for the Environment** that:

- a. the proposals to change the use of the existing free parking facility in Avon Road to paid for parking as shown on the drawing in **Appendix C**, be implemented as advertised;
- b. The proposals to change the existing free parking bay facilities in Front Lane to Paid for Parking as shown on the drawing in **Appendix D**, be implemented as advertised.
- c. the proposals to change the use of the existing free parking bay facilities in Moor Lane to Paid for Parking as shown on the drawing in **Appendix E**, be implemented as advertised;
- d. the proposals to change the use of the existing free parking facilities in Moultrie Way to Paid for Parking as shown on the drawing in **Appendix F**, be implemented as advertised;
- e. the proposals to change the use of the existing free parking facilities in Marlborough Gardens to Paid for Parking as shown on the drawing in **Appendix G**, be implemented as advertised;
- f. Members note that the estimated cost of this scheme in the Cranham area, as set out in this report is £21,000 which can be funded from the capital allocation and the remaining £2,000 will be met from the 2015/16 Minor Parking Schemes budget;
- g. The effect of any agreed proposals be monitored;

REPORT DETAIL

1.0 Background

- 1.1 There are currently free parking bays located in Avon Road/Front Lane/Moor Lane/Marlborough Gardens/ Moultrie Way that serve the local shopping areas.
- 1.2 The Free parking bays in Avon Road/Moultrie Way and Marlborough Gardens are currently in operation Monday to Friday 9am-5pm with a maximum stay period of 90 minutes no return in 1 hour.

- 1.3 The Free parking bays/areas located in Front Lane and Moor Lane have no maximum stay period.
- 1.4 Throughout the borough there is a general trend for the Council to receive requests to change the existing free parking bays to Pay and Display parking bays and limited waiting bays, which are now considered to be more convenient and user friendly for visitors and shoppers.
- 1.5 At its meeting on the 14th May 2013, a request was presented to this Committee to limit the Free parking bays in Front Lane and Moor Lane to a maximum stay period of 90 minutes, to prevent long term parking. These proposals were rejected with the motion to introduce Pay and Display Parking.
- 1.6 This request was presented to the Highways Advisory Committee at its meeting in 14th October 2014, when the Committee agreed in principle to design and consult on such proposals for Avon Road/Moultrie Way and Marlborough Gardens.
- 1.7 The proposals were subsequently designed and publicly advertised. Plans showing the proposals are appended to this report as **Appendices C to G**
- 1.8 On 15th February 2015, 227 residents and business holders who were perceived to be affected by the proposals were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.9 During the consultation period there was a change in policy with regards to Pay and Display parking. Vehicles were to be given a free parking period, as well as there being a change to the tariff prices. With all these changes taking place it was felt that the consultation should be launched detailing these changes.
- 1.10 On the 4th March 2015 the consultation was re-launched and all those residential properties that were originally consulted were sent the new consultation documents. Businesses that were perceived to be affected by the proposals were hand delivered letters by Officers.
- 1.11 By the close of the consultation on the 27th March 2015, there were 26 responses received to the proposals, 27 against, 1 for. Further to this there was 2 petitions received, the first was in the form of 165 signed photocopied letters outlining 4 points of objection to the proposals a copy of the standard letter has been appended to this report as **Appendix B**.
- 1.12 The second was in the form of a petition received from a shop keeper of Moor Lane, containing a letter with a separately attached list of 103 names apparently objecting to the proposals. Due to the date of the accompanying letter, it is suggested that the signatories did not see the letter prior to signing the petition. It is noted that the instigator of the petition wrote under

separate cover outlining the same issues. A summary of all responses can be found attached to this report as **Appendix A**.

2.0 Staff Comment

- 2.1 The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term non-residential parking. A number of Pay and Display schemes are operating very successfully in other areas in the borough, serving both businesses and local community. It is suggested that these proposals will be equally as successful in this area.
- 2.2 Officers have noted from various site visits that the free parking bays in the Front Lane are in constant use by employees of Network Rail, who are working/ commuting from the station. Implementing Pay and Display facility will deter these employees from parking in these bays freeing them up for customers and visitors to the area.
- 2.3 The shop keeper in Moor Lane, who instigated the petition, main objection is that they need to have a parking space for their van, as they will not be able to unload stock. The shop keeper would be able to use Pay and Display facilities to load/unload for a period of 20 minutes or longer if necessary as long as loading/unloading can be seen. After this period the vehicle would need to be moved or the Pay and Display facilities used as set out on the tariff board that will be located on the machine. It would appear that there are parking facility located to the rear of the shop, which could also be utilised.
- 2.4 Within the document attached with the signatures, there is nothing to suggest that the signatories viewed the content of the attached letter and therefore, may not have been fully aware of the reasons for signing the petition.
- 2.5 The costs of implementing any agreed proposals will be met from a specific addition to the StreetCare capital budget; this budget is aimed at improving accessibility to retail areas, deterring long term commuter parking.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to Lead Member the implementation of the above scheme.

The estimated cost to install the proposed Pay & Display machine as set out in this report is £21,000, which will be financed from a separate capital allocation.

The estimated cost of implementing the proposals, including physical and advertising costs, as described above and shown on the attached plans is £2.000. These costs can be funded from the 2015/16 Minor Parking Schemes budget.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

Total costs will need to be contained within the specified budgets.

Legal implications and risks:

The proposals of Pay & Display bay requires consultation, the advertisement of proposals and consideration of the responses before a decision can be taken on their introduction.

Human Resources implications and risks:

It is anticipated that the enforcement and collection activities required for these proposals can be met from within current staff resources.

Equalities implications and risks:

The proposals are to change the existing free, time limited parking bays in the Avon Road Area to a Pay & Display parking bays and introduce new Pay & Display parking bays in the Front Lane and Moore Lane area. These proposals were put forward to unify the parking facilities in the area, which were creating problems for the local businesses and their customers in the area due to long term commuter parking.

The Council undertook a consultation with residents and businesses in the local area, as well as 18 statutory bodies. Site notices were also placed in the location. The Council received one response to the consultation in favour of the scheme and 27 responses and two petitions against it.

Some of the objections highlighted in the responses are equality related concerns raised by:

- Residents who are severely disabled and are heavily reliant on their relatives' daily support, and

Small businesses who are concerned that the proposals will have a negative financial impact on them. Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council has a legal duty (the Public Sector Equality Duty) to:

- Eliminate unlawful discrimination
- Advance equality of opportunity, and
- Foster good community relations.

When making a decision officers and Committee members must proactively consider the above duties and look at alternative solutions prior to making the final decision. If after considering the potential/likely equality implications they decided to go ahead with the implementation of the proposals, officers must ensure that the effects of the scheme are effectively monitored and any disproportionate impact on protected groups is addressed.

Where infrastructure is provided or substantially upgraded, e.g. where there is some visual impact from required signing and lining works, reasonable adjustments should be made to reduce temporary disruptions and improve long-term accessibility for individuals and groups with protected characteristics (mainly, but not limited to disabled people, children and young people, older people). This will assist the Council in meeting its duty to consider reasonable adjustments under the Equality Act 2010.

There will be some visual impact from the required signing and lining works.

BACKGROUND PAPERS

Appendices A – G

Appendix A-Responses

	Respondent	Road	Summary of Comments	Staff Comments
1	A Business	Moor Lane	<p>The Business owner is objecting to the proposals as they feel that they will not be able to run their business as they will not be able to load and unload.</p> <p>They have also stated with the current economy it has effected customer spending and they will not be able to pay every 2/3 hours</p>	<p>Vehicles are permitted to Load/unload within the Pay and Display bays for a period of 20 minutes and longer if required, as long as loading/unloading is seen to be taking place.</p> <p>Once loading unloading has finished the Pay and Display facilities should be used as detailed on the machines or an alternative location should be found.</p>
2	A resident	Moor Lane	<p>The resident is objecting to the proposals as people will be deterred from shopping in the area. They believe a waiting limit would work better.</p>	<p>The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.</p>
3	A Resident and Business owner.	Front Lane	<p>They are objecting to the proposals as the area is a hazard already and implementing a scheme is simply another source of revenue for the Council. They have requested double yellow lines with facility for trade vehicles.</p>	<p>Vehicles are permitted to Load/unload within the Pay and Display bays for a period of 20 minutes and longer if required, as long as loading/unloading is seen to be taking place.</p>
4	A Business	Avon Road	<p>The business owner is objecting to the proposals on the grounds that they are a small struggling business within the parade. They also state that there is not a commuter parking problem and the main use of these stores is to make a quick stop to purchase small items.</p>	<p>The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.</p> <p>A free parking period is given to motorists who wish to use the facilities; this will allow them to use the local amenities to purchase/collect without paying the tariff prices.</p>
5	A resident	Avon Road	<p>The resident of the area is objecting to the proposals on the grounds that there are a lot of residents who reside in Avon Court with limited parking and garage space and introducing Pay and Display Parking will reduce their parking further.</p>	<p>The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.</p> <p>The restricted period for this scheme is 8.30am-6.30pm Monday-Saturday. This means</p>

				that the bays can be used before or after these times with free parking on a Sunday.
6	A visitor	Avon Road	The visitor to the area is objecting to the proposals on the grounds that they visit their parents daily to deliver food as they are both severely disabled and the implementation of a Pay and Display facility would mean that their dinners could get cold.	<p>A free parking period is given to motorists who wish to use the facilities; this will allow the motorist to park to deliver food etc.</p> <p>Careers who hold a valid Careers permit/ Health and Homecare Permit can park within the bays for free whilst visiting a client.</p>
7	A resident	Avon Road	The resident is not in favour of the proposals on the ground that they are cannot walk and her husband is blind and they have their son deliver food on a daily basis. These proposals would result in their dinner getting cold.	<p>A free parking period is given to motorists who wish to use the facilities; this will allow their son to park to deliver food etc.</p> <p>Careers who hold a valid Careers permit/ Health and Homecare Permit can park within the bays for free whilst visiting a client.</p> <p>A free parking period is given to motorists who wish to use the facilities; this will allow their son to park to deliver food etc.</p>
8	A resident	Avon Road	The resident is objecting on the grounds that the shop trade would be decimated and is a money making scheme	A free parking period is given to motorists who wish to use the facilities; and the limited time period will improve the turnover of parked vehicles.
9	A resident	Marlborough Gardens	The proposals will push the commutes further down Marlborough Gardens where parking is already a problem as the access to their garage is regularly blocked. Yellow lines would be better	<p>The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.</p> <p>If the resident is experiencing problems within motorists parking over the dropped kerb then Parking Enforcement can attend and issue a Penalty Charge Notice to those parked in contravention.</p>
10	A resident	Avon Road	The resident is objecting to the proposals on the grounds that parking for residents is already a problem and introducing these proposals would	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in

			make the situation worse. The resident is asking if barriers could be installed across the drives to Avon Court to prevent vehicles parking.	the local area and managing long term parking. If the resident is experiencing problems within motorists parking over the dropped kerb then Parking Enforcement can attend and issue a Penalty Charge Notice to those parked in contravention.
11	A Resident	Avon Road	The resident is objecting to the proposals on the grounds that introducing Pay and Display would drive customers away from using the local shops and a car park is required	A free parking period is given to motorists who wish to use the local amenities.
12	A resident	Avon Road	The resident is objecting to the proposals on the grounds that residents do not have anywhere to park and that implementing these proposals will devalue their properties. They have stated that they would be in favour of the scheme if a residents permit was provided.	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. A free parking period is given to motorists who wish to use the local facilities. The parking tariff for this scheme is 8am-6.30pm Monday-Sat. this means that the bays can be used before or after these times with free parking on a Sunday.
13	A resident	Avon Road	The resident is objecting to the proposals on the grounds that implementing the scheme will displace parking further down the road. The resident currently has problems with vehicles parking across the drive.	If the resident is experiencing problems within motorists parking over the dropped kerb then Parking Enforcement can attend and issue a Penalty Charge Notice to those parked in contravention. With the scheme turning over traffic more quickly, it is expected that the proposals should improve the situation
14	A Business	Avon Road	The business is objecting on the grounds that the bays are frequently used by staff and 3 hours is not always a viable time period.	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.
15	A resident	Avon Road	The resident is stating that there is not a problem with commuter parking and that the local residents, local shops and the health centre use	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in

			these bays appropriately.	the local area and managing long term parking.
16	A resident	Avon Road	The resident is objecting to the proposals on the grounds that there is not a parking problem and that when they purchased the property they assumed that they would be able to park close to their property.	<p>The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.</p> <p>Parking bays on the highway work on a first come, first serve basis. Residents and Businesses should not expect to have parking facilities close to their property.</p>
17	A resident	Avon Road	Not in favour of the proposals	NA
18	A business manager	Avon Road, Marlborough Gardens and Moultrie Way	The business is not in favour of the proposals on the grounds that there is very limited parking for their staff and patients. It will also have an effect on those patients who are collecting prescriptions or letters	<p>The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.</p> <p>A free parking period is given to motorists who wish to use the local facilities.</p>
19	A visitor	Avon Road	They are against the proposals as the scheme will have an impact on those visiting to collect a paper of milk. This will also have an impact on the businesses.	<p>The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.</p> <p>A free parking period is given to motorists who wish to use the local facilities to collect a paper or milk.</p>
20	A resident	Avon Road	They are objecting on the grounds that if the council start to charge for parking it will cause an inconvenience who need to park for only a few minutes.	<p>The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.</p> <p>A free parking period is given to motorists who wish to use the local facilities to collect a paper or milk.</p>

21	A business	Avon Road	They are objecting to the proposals as the trade of the shops will decrease. When customers are collecting food or customers waiting to collect food then no one will be park	A free parking period is given to motorists who wish to use the local facilities to collect a paper or milk.
22	A resident	All Cranham locations	They are obstructing to the proposals on the grounds that it would kill of the local business. The only parking problem is from the station staff that are using the bays and that TFL provide their staff parking.	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. Introducing these parking provisions will prevent long term parking from the station staff.
23	A visitor	All Cranham locations	The visitor strongly disagrees to the proposals as is will reduce trade within the shops. They see this as only a money making scheme. They are also unhappy that the free parking provisions in Moor Lane are being considered for removal. The only problem within the area is the parking of the rail staff and not from commuter	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. Introducing these parking provisions will prevent long term parking from the station staff.
24	A Visitor	Avon Road	The implementation of the scheme will reduce the trade to the shops and increase the parking problems in the area. They are also unhappy that the free parking provisions in Moor Lane are being considered for removal. The only problem within the area is the parking of the rail staff and not from commuter	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. Introducing these parking provisions will prevent long term parking from the station staff.
25	A business	Avon Road	A doctor of the practice is not happy with the proposals as it would greatly inconveniences patients as their car park only has 10-12 bays. It also causes a problem for staff who work 10 hour shifts and it would be unfair if they pay.	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. A free parking period is given to motorists who wish to use the local facilities to collect prescriptions etc.
26	A resident	Moor Lane	The resident is objecting to the proposals on the ground that no provisions have been put in place for the residents at the start of Moor Lane and sees this as a money	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing

			making scheme.	long term parking.
27	A resident	Marlborough Gardens and Avon Road	They are in favour of the proposals however, with the addition of residents permits for the strip of road outside the community centre.	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. There are currently no plans to introduce residents parking within the area.
28	A resident	Moultrie Way/Avon Road and Marlborough Gardens	The resident is in favour of the proposals how they believe that the restrictions times and days are too much and need to be reduced. The restrictions should be Monday-Friday and the times 8.30am-3.30pm	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. If the day and times of the restrictions was to be lesser than what was proposed we would still experience long term parking within the area.

Avon Road Area Review-Staff Comments to signed letter.

- 1) From either a shop keeper or resident within the parade of shops covered by this review, it is beyond my comprehension that in these days of harsh economic times for small shops, who are in constant competition with the large out of town superstores, who are able to offer free parking and that it would even be considered to have these charges.

Staff Comments:

The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term non-residential parking. A number of Pay and Display schemes are operating very successfully in other areas in the borough, serving both businesses and local community. It is suggested that these proposals will be equally as successful in this area, now with the 30 minute free parking period

- 2) This area categorically does not have any parking issue for residents, employees or customers. There is always a rapid turnover of parking spaces and as a retailer this is what attracts customers to the parade, as they are able to park for a few minutes to make an express purchase or for a longer period if they wish.

Staff Comments:

Currently within the review area there is long term parking taking place, either by the business owners or by network rail staff. Introducing Pay and Display parking will serve both the businesses and the community by deterring long term parking and allowing a turnover of customer/visitors to the area.

A free parking period will be given to motorists who wish to use the facilities to make an express to purchase/collect without paying the tariff prices.

- 3) This area does not suffer from those rail commuters that leave their cars here all day for free and walk to the station

Staff Comments:

From site visits, complaints and even from the comments received from the consultation there has been an increase of Network Rail employees using the free parking provisions, whilst they are working. Implementing a scheme such as Pay and Display Parking will eliminate this long term parking problem that are taking place in the area and will provide more available parking space to attract passing trade.

- 4) When the review of parking restrictions were undertaken in early 2011, which saw the introduction of 90 minute maximum parking bays, we were categorically assured by the representatives of the council, that 'pay parking' would never be introduced at the Avon Road shops.

Staff Comments:

Unfortunately, representatives of the council who are not able to make promises such as this as future administrations and circumstances may have an overbearing effect on the situation in the future.

Moor lane- Staff Comments to petition.

The business owner in Moor Lane has submitted a petition on the basis that they need a parking space for their vehicle as they need to have it in close proximity so that they can carry out loading/unloading of stock from the shop.

The shop owner has stated in his letter that their customers are not happy with the proposals as they are local residents using the facilities and charging for parking will mean that the business loses trade.

The shop keeper has stated in the letter they would compromise with the Council if a space was provided for their vehicle.

Staff Comments

The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term non-residential parking. A number of Pay and Display schemes are operating very successfully in other areas in the borough, serving both businesses and local community. It is suggested that these proposals will be equally as successful in this area.

The main objection to the proposals is that the shop keeper needs to have a parking space for their van, as they will not be able to unload stock. The shop keeper would be able to use Pay and Display facilities to load/unload for a period of 20 minutes or longer if necessary as long as loading/unloading can be seen. After this period the vehicle would need to be moved or the Pay and Display facilities used as set out on the tariff board that will be located on the machine. The shop keeper can also load/unload on Single Yellow Lines and Double Yellow Lines.

It is not the responsibility of the Local Authority to provide designated parking bays to local businesses/residents.

With regards to the signed petition that was attached to the letter, there is nothing to suggest that the signatories viewed the content of the attached letter dated after the last signatory was added and therefore, may not have been fully aware of

the reasons for signing the petition.

Appendix B

London Borough of Havering
Traffic & Planning Control
Schemes
Town Hall
Main Road
Romford RM1 3BB.

18th February 2015

Attn : Sarah Rogers (Engineering Technician)

Dear Ms Rogers

Ref : Avon Road Area Review – proposed change of the existing free parking bays to paid for parking

I am writing to you with regard to the above listed planning application and wish to lodge my objection on the following four point's :

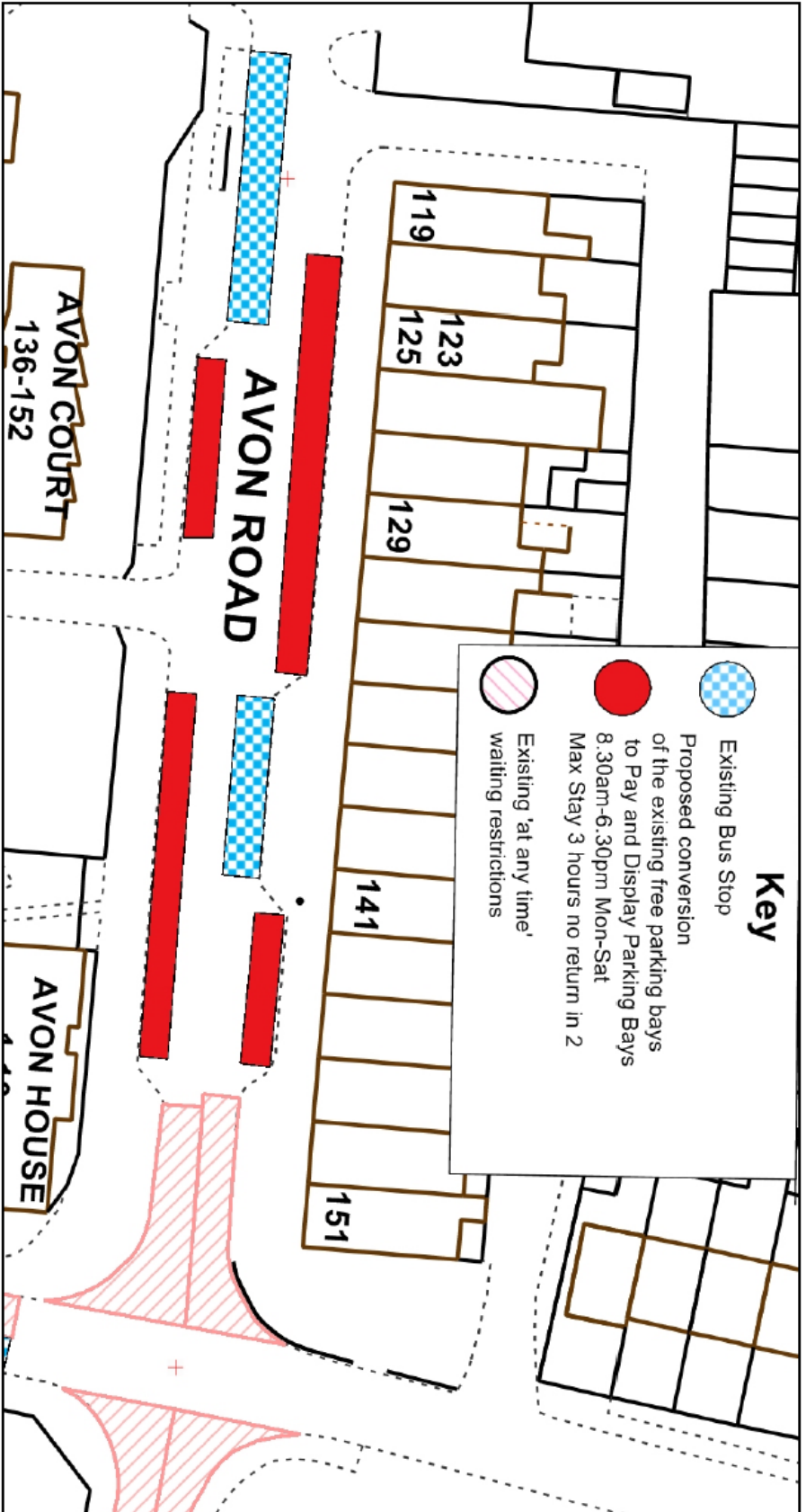
- 1). As either a shopkeeper or resident within the parade of shops covered by this review, it is beyond my comprehension that in these days of harsh economic times for small shops, who are in constant competition with the large out of town superstores, who are able to offer free parking, that it would even be considered to bring in these charges.
- 2). This area categorically does not have a parking issue with or for residents parking or with employee and customer parking. There is always a rapid turnover of parking spaces and as a retailer this is what attracts customers to the parade as they are able to park for either a few minutes to make an express purchase or for a longer period if they wish, for example, to enjoy a lunch or perhaps to attend a hair appointment.
- 3). This area does not suffer from those rail commuters that leave their cars here all day for free and walk to the station – this is evident by the ever changing vehicles seen all day long outside the shops.
- 4). Finally, **and the point that needs to be highlighted above all others**, is that when the review of parking restrictions were undertaken in early 2011, which saw the introduction of 90 minute maximum parking bays, we were categorically assured by the representatives of the council, that 'pay parking' would never be introduced at the Avon Road shops. Why are you considering renegeing on this promise ?

I am aware that recently, neighbouring shopping areas are experiencing temporary parking problems, with the rail works currently being undertaken but this has no impact on the Avon Road parking bays and it seems somewhat ridiculous to include this area whilst trying to solve that problem as, in my opinion, you will only be creating a new problem in this area.




Whilst there is apparently a government push on helping the small shops, the Prime Minister even involving the likes of Mary Portas, it seems utterly preposterous to consider implementing a system that will damage current sales levels and indeed hamper the future potential of all those businesses affected by this unnecessary proposal.



I close in asking that the above objections be given serious consideration when you are next reviewing this application.

Appendix C



Key

-  Existing Bus Stop
-  Proposed conversion of the existing free parking bays to Pay and Display Parking Bays
8.30am-6.30pm Mon-Sat
Max Stay 3 hours no return in 2
-  Existing 'at any time' waiting restrictions

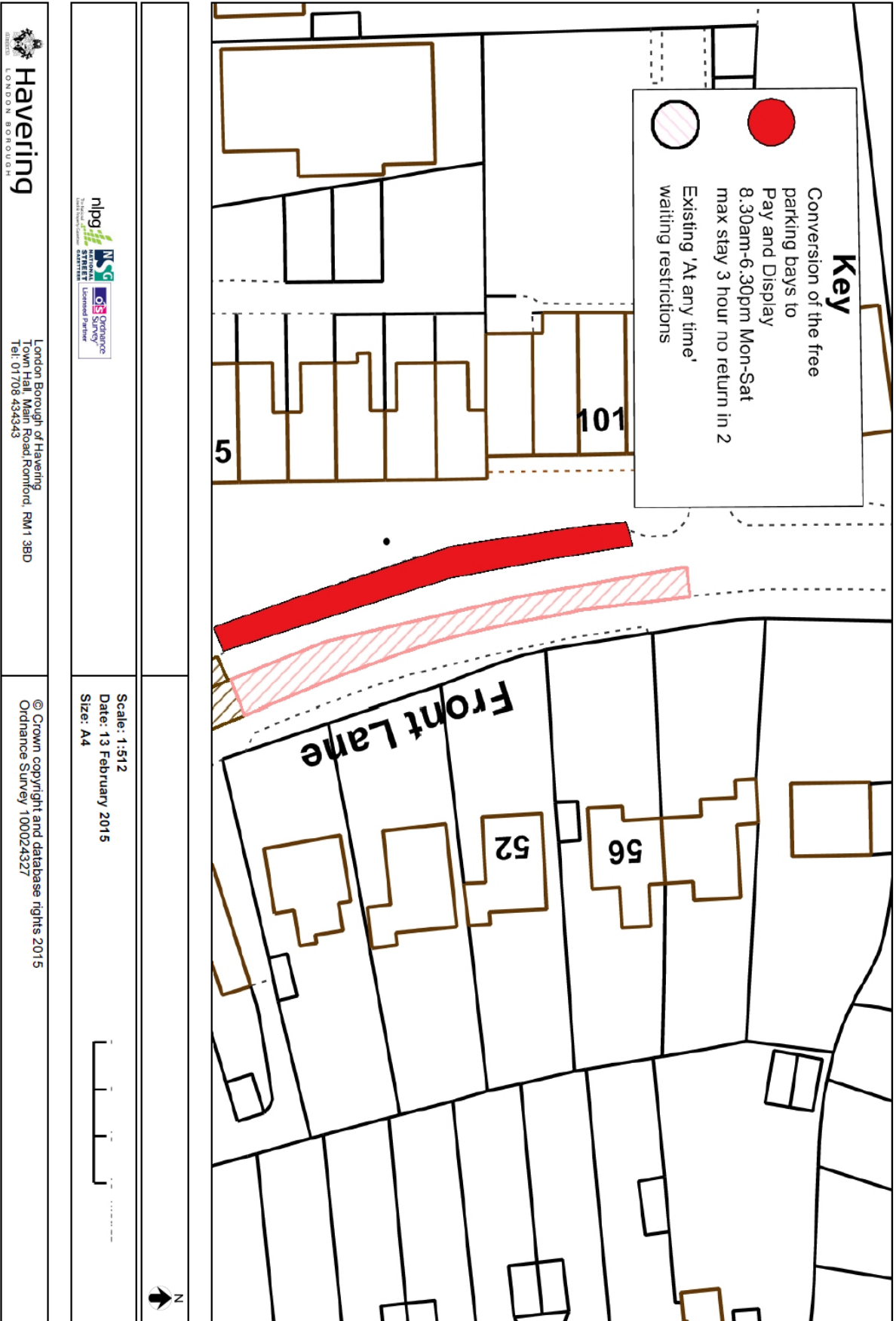



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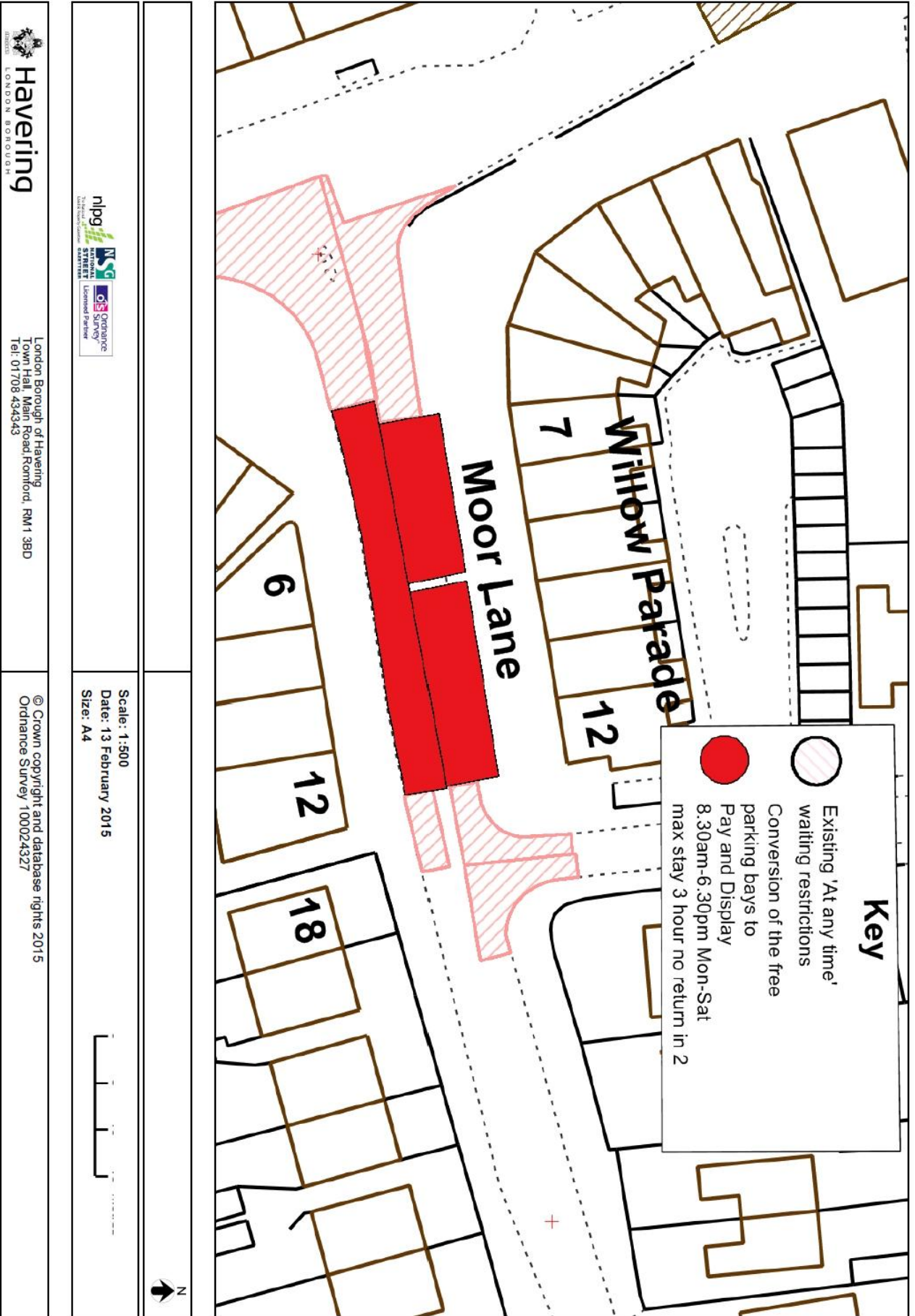

 London Borough of Haverling
 Town Hall, Main Road, Romford, RM1 3BD
 Tel: 01708 434343



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Appendix D



Appendix E



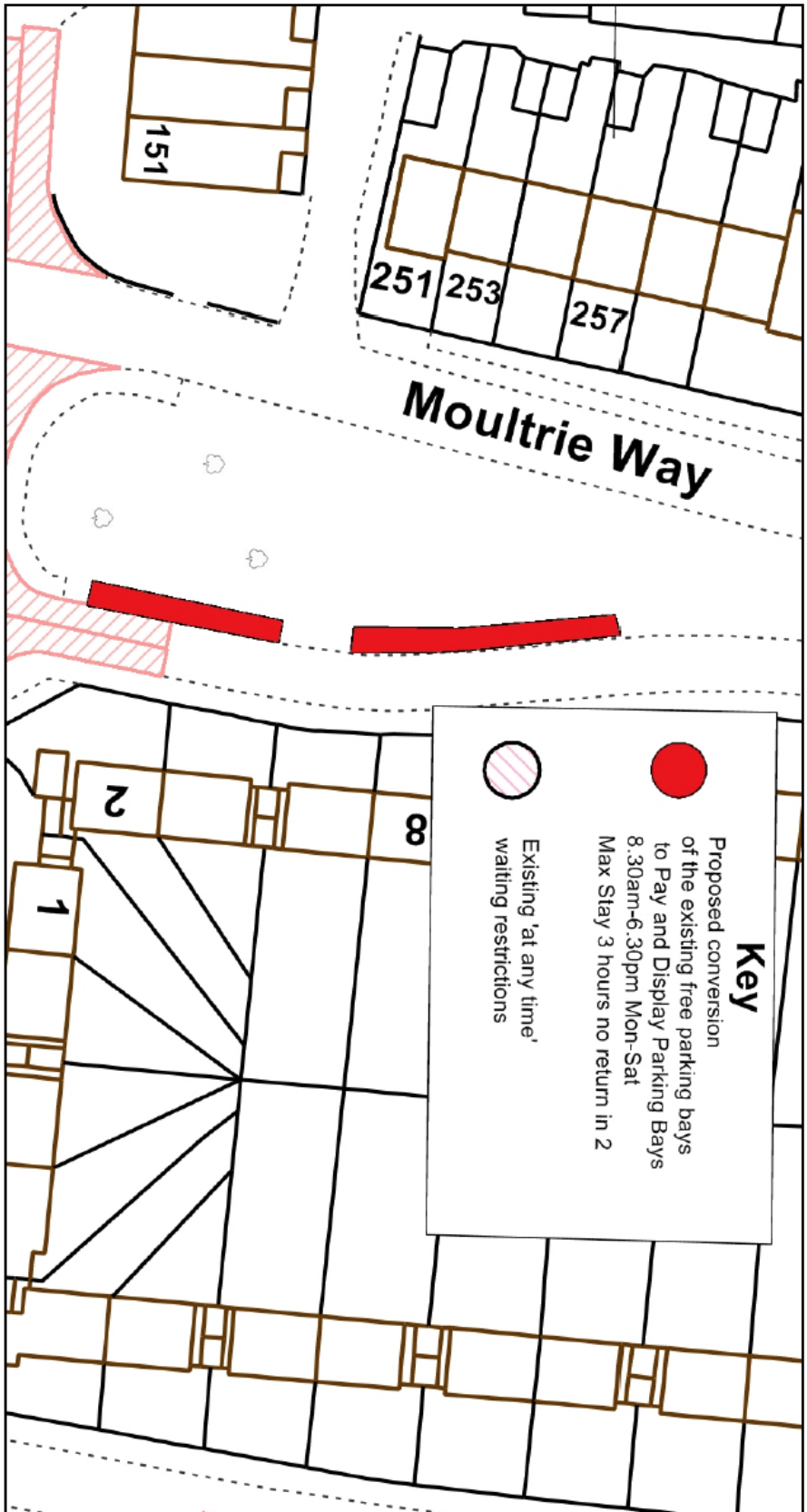
 nlpj National Parkways
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Havering
 LONDON BOROUGH

London Borough of Havering
 Town Hall, Main Road, Romford, RM1 3BD
 Tel: 01708 434343

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Appendix F

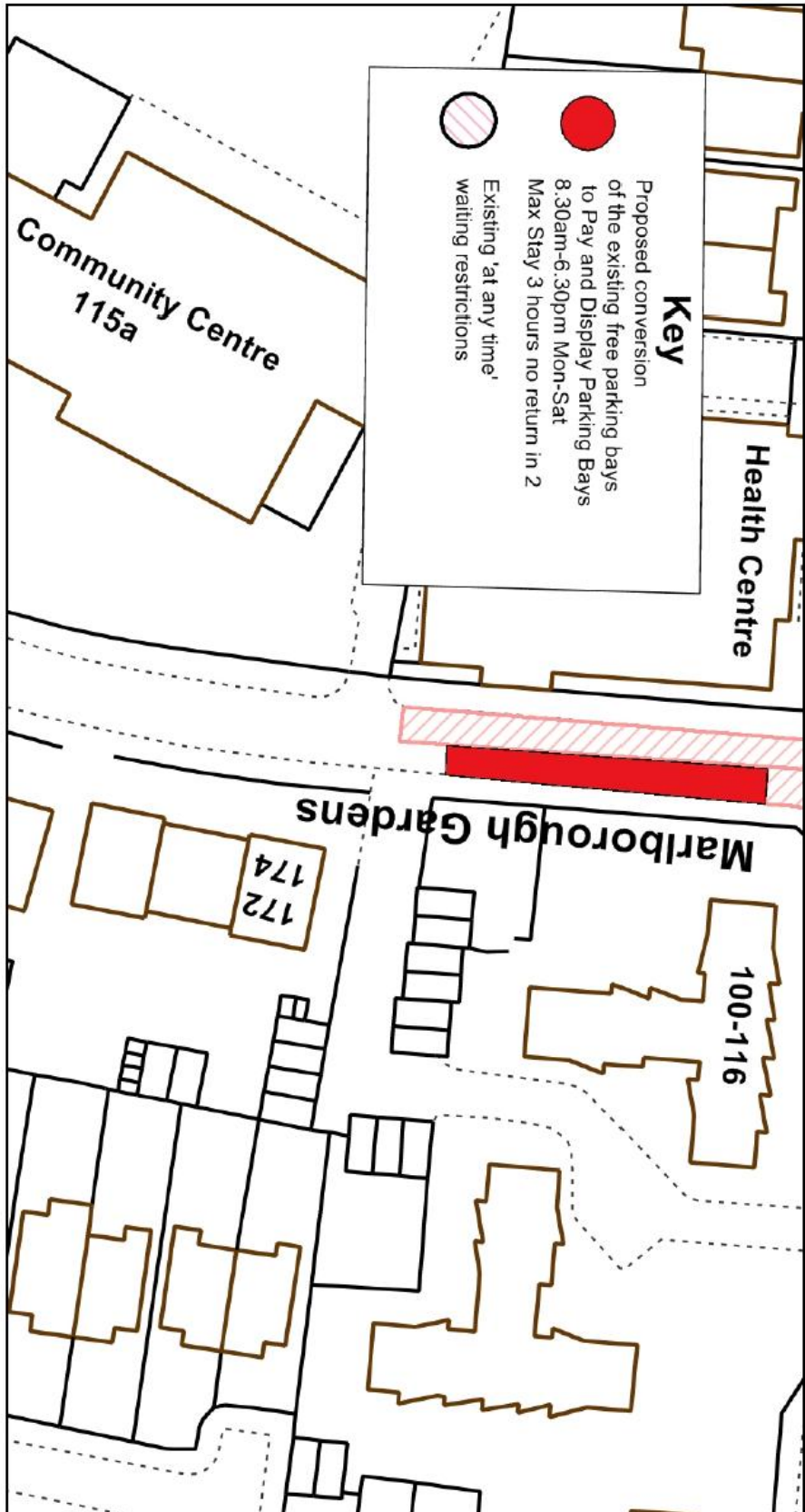


Scale: 1:500
 Date: 13 February 2015
 Size: A4

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Appendix G



Scale: 1:512
 Date: 13 February 2015
 Size: A4

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