



## HIGHWAYS ADVISORY COMMITTEE

<b>Subject Heading:</b>	<b>Brooklands Controlled Parking Extension - comments to advertised proposals</b>
<b>CMT Lead:</b>	<b>Andrew Blake-Herbert</b>
<b>Report Author and contact details:</b>	<b>Ben Jackson Business Unit Engineer Ben.Jackson@havering.gov.uk schemes@havering.gov.uk</b>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of £6000 for implementation will be met by 2015/16 revenue budget for Minor Traffic and Parking.</b>

### 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 informal consultation and the subsequent advertised proposals to extend parking controls into currently unrestricted areas of the Brooklands Ward, which were agreed in principle by this Committee, and recommends a further course of action.

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the proposals as shown on drawings appended to this report be as follows:
  - (a) that the proposals in Lonsdale Avenue, shown on the drawing in **Appendix 3**, are implemented as advertised and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations;
  - (b) that the proposals shown on the drawing in **Appendix 4** that the zone should be extended along Lessington Avenue to the end of the existing restrictions at its junction with Derby Avenue are implemented;
  - (c) that the proposals in Jubilee Avenue shown on the drawing in **Appendix 5** are implemented as advertised and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations
  - (d) that the proposals in Derby Avenue shown on the drawing in **Appendix 6** are implemented as advertised and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations.
  - (e) that the proposals in Burlington Avenue shown on the drawing in **Appendix 7** are implemented as advertised and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations.
  - (f) That the proposals in Astor Avenue shown on the drawing in **Appendix 8** are implemented as advertised and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations.
2. That the effects of any implemented be monitored
3. That it be noted that the estimate cost of £6,000 for implementation will be met from the 2015/16 Minor Parking Schemes budget.

## REPORT DETAIL

### Background

- 1.0 Officers have developed a number of parking proposals in conjunction with ward councillors that would better serve the residents and businesses of the area. The aims of these proposal are to help improve traffic flow, limit commuter parking and make further parking provisions for parents who drop-off or pick-up their children at Crowlands Primary School.
- 1.2 At its meeting on Tuesday 16<sup>th</sup> September 2014, the Highways Advisory Committee requested that the Head of StreetCare proceed with an informal consultation by way of questionnaire to gauge views within the following roads:  
  
Spring Gardens, Jubilee Avenue, Jubilee Close, Derby Avenue, Lonsdale Avenue, Kimberley Avenue, Ainsley Avenue, Marina Gardens, Richards Avenue, Recreation Avenue, Lessington Avenue.
- 1.4 A questionnaire including a covering letter was posted to residents and businesses within the roads on the 16th January 2015 with a period of 21 days given for responses to be received. A high volume of responses were received and where a breakdown is tabled in **Appendix 1** of this report.
- 1.5 A late submission of completed questionnaires was received from Chairman of Romford Mosque via the Chief Executive office after the closing date of the consultation. The pack included around 80 photocopied questionnaires from congregation some from inside the proposed area and some from outside the consultation area.
- 1.6 Officers carried out a check against our Customer Relation Manager (CRM) system to ensure the validity of the questionnaires and due to some uncorroborated copies being received, officers set about re-launching the informal consultation with the inclusion of a declaration that was to be signed stating that any document that was found to be illegitimate, it would be discarded and that the Council reserves the right to pursue appropriate legal action.
- 1.7 On the Monday 9<sup>th</sup> February 2015 a new version of the questionnaire and consultation letter was sent with an additional 21 days for residents and businesses to complete the questionnaire and return to us.
- 1.8 Again a high response rate was received from this informal consultation. There were a total of 25 questionnaires that were filled in not providing a name and address or even signing the declaration. These questionnaires were not added to the final results. For a full breakdown please refer to **Appendix 2** attached to this document.

- 1.9 Following the informal consultation, and based on the collected data, Officers produced an appropriate design and formally consulted. The proposals were designed in consultation with the Ward Members and Stakeholders and were subsequently advertised. Residents and businesses in the immediate area of the proposed scheme were notified by letter, enclosing a copy of drawings appended to this report as follows:

**Appendix 3** – Lonsdale Avenue

**Appendix 4** – Lessington Avenue

**Appendix 5** – Jubilee Avenue

**Appendix 6** – Derby Avenue

**Appendix 7** – Burlington Avenue

**Appendix 8** – Astor Avenue

- 1.10 Approximately 316 letters and plans were delivered to local residents on Friday 21<sup>st</sup> August 2015, with a closing date of Friday 11<sup>th</sup> September 2015 for representations. In addition to this key stakeholders were consulted such as London Buses, emergency services and Ward Councillors. Notices were also placed on site detailing the proposals and advertised in the press.
- 1.11 By the close of consultation 30 written responses had been received and of those 10 responses were in favour of the proposal and 20 against.
- 1.12 A petition was received from Chairman of Romford Mosque via the Chief Executive office from the Chairman of Romford Mosque. Ward Councillors were issued with a copy of the full petition pack which included approximately 306 signatures objecting to the proposals and highlighting the negative impact it would have to worshippers.
- 1.13 This report looks at the responses received to the advertised proposals for the area and recommends a further course of action.

## **2.0 Design Principles**

- 2.1 Introduce permit parking in Derby Avenue, Jubilee Avenue, Lessington Avenue and Lonsdale Avenue which will limit non-resident parking making further parking provision for residents, businesses and their visitors
- 2.2 The **ROB** permit parking zone which is currently within Astor Avenue and Burlington Avenue will now be included within the **ROS** permit parking zone. This part of the proposal should not impact on kerb side capacity and is an opportunity for the council to have one Controlled Parking Zone leading to more effective enforcement operations, including the processing of permits.
- 2.3 Introduce a shared use parking bay in Lonsdale Avenue which will serve permit parking between the hours of 8am and 8pm Monday to Saturday; with a limited stay of 20 minutes, with no return within 20 minutes providing a short term parking facility, especially for parents who drop-off or pick-up their children at Crowlands Primary School.

2.4 All of the proposals have been designed in conjunction with the Ward Councillors.

### 3.0 **Officer Comments**

The original review area of the Romford Controlled Parking Zone extended along London Road and its side roads up to Jutsums Lane. The ROB Sub-Zone was formed for Burlington Avenue on its own, as at the time of installation of the wider scheme the residents of the roads between Burlington Avenue and Lessington Avenue did not want to be included in the residents parking scheme.

Not long after the residents parking scheme became operational in Burlington Avenue and the wider area, residents of Astor Avenue requested to be included in the scheme and were subsequently added to the ROB Sub-Zone. It was never the intention to form Sub-Zones for the area, but to extend the ROS Sub-Zone up to its natural boundary at Jutsums Lane, incorporating all the side roads off London Road.

By incorporating the ROB Sub-Zone into the ROS Sub-Zone by extending the restrictions along Lessington Avenue to the end of the existing restrictions at its junction with Derby Avenue, including Derby Avenue and Lonsdale Avenue, will enable those that are covered by existing restrictions, to be able to have permits for the area, and help those that are experiencing parking difficulties and make it easier in the future to further extend the Zone, should residents wish.

Vehicle ownership has increased dramatically over the last 10 years and our roads and housing estates were not built with the notion that a future possibility could be that every dwelling might have possibly more than one vehicle.

Additionally, there is also the potential that visitor's vehicles would increase the unforeseen numbers. Previously permit charges were kept artificially low due to being subsidised from other Council funds and the recent increases are so that it can proportionally fund itself. The money generated from permits is ring fenced and invested into maintaining Havering's roads.

It is accepted that price increases are not generally met favourably; however, Havering has the lowest charges for both permits and parking in London. Neighbouring Barking and Dagenham charge by the engine size and age of the vehicle and Redbridge for example charge £22.50 for 6 month permits, being £45.00 per annum, Bexley charge £120 and some Boroughs are even restricting the amount of permits a person can purchase. By comparison, a reasonably new private apartment complex in Romford were charging £12,000 to purchase an individual car parking space, should the apartment owner wish to park their car in the complex where they lived.

Havering's current resident permit charges are:

£25.00 for the 1st permit issued to an address

£50.00 for the 2nd permit issued to an address

£75.00 for the 3rd (and subsequent) issued to an address

### **Resident Comments**

**Lonsdale Road** residents' seem to have concern regarding the access of the road, historically and as result of these proposal, however there has been a minor amendment in that parking bays will be installed on footways which will greatly improve traffic flow. Installing a yellow line one side of the road as has been suggested would mean a loss of 16 car parking spaces. The yellow lines have been designed to be placed across kerbs as in the section in the zone as it was felt that it would work better for residents being so close to a primary school, and it would reduce the likelihood of obstructive parking. After careful consideration officers have recommended that the proposal be implemented as advertised and the effects be monitored on a regular basis to ensure any impacts are mitigated. However, it should be noted that road users wish to be able to park conveniently close to their properties, but on the other hand they do not want the roads obstructed by parked vehicles. Local authorities responsible for managing highways are charged with finding the correct balance between these two conflicting demands.

**Lessington Avenue** – The residents of the road are generally not in favour of the proposals, however these seem to be located more in the area between Derby Avenue and Ainsley Avenue. Officers suggest that the zone should be extended along Lessington Avenue to the end of the existing restrictions at its junction with Derby Avenue, including Derby Avenue and Lonsdale Avenue, to enable those that are covered by existing restrictions, to be able to have permits for the area, and help those that are experiencing parking difficulties and make it easier in the future to further extend the Zone, should residents wish.

**Jubilee Avenue** residents' that responded to the consultation were all in favour of the proposals.

**Derby Avenue** – One resident felt that they shouldn't have to pay to park outside their own property. Another resident who has a delivery vehicle that exceeds the current criteria for the height limit to which vehicles are issued with permits will cause him significant problems. Residents also highlight there are only problems with parking during peaks school times. Another resident sees no benefit to the scheme and their family car will not fit in the proposed parking bays. One resident was in favour of the proposals.

Members need to decide if there would be an exception to the criteria with regards to the issue of permits to height restricted vehicles. These proposals will address the concerns of residents during peak times. Havering has the lowest charges for both permits and parking in London. Neighbouring Barking and Dagenham charge by the engine size and age of

the vehicle and Redbridge for example charge £22.50 for 6 month permits, being £45.00 per annum, Bexley charge £120, and some Boroughs are even restricting the amount of permits a person can purchase.

**Burlington Avenue** – One resident is in favour of the scheme, however they feel the restriction should operate 9am – 3.30pm Monday – Friday inclusive. And one resident is not favour of the proposals.

Burlington Avenue is currently in the existing parking scheme that we are proposing to extend.

**Astor Avenue** – One resident is not favour as it would cause inconvenience and are worried about combining the two zones and displaced parking from other roads. Another a resident of the area is not in favour as it would create issues for residents and their visitors.

The proposals will provide more opportunity to park for residents by reserving kerb space for them and their visitors. Should any problems arise from the extension of the zone then Officers will review this and put forward any further proposals felt necessary.

## IMPLICATIONS AND RISKS

### Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £6000 including advertising costs. This cost can be met from the 2015/2016 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

### Related costs to the Permit Parking areas:

<b>Resident &amp; Business permits charges</b>	
Residents permit per year	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
Business permit per year	Maximum of 2 permits per business £106.58 each
Visitors permits	£1.25 per permit for up to 6 hours (sold in £12.50 books of 10 permits)

### Legal implications and risks:

Waiting restrictions, parking bays require public consultation and the advertisement of proposals before a decision can be taken on their introduction.

### Human Resources implications and risks:

The enforcement of Controlled Parking Zones is a labour intensive task and currently, there are sufficient employees to undertake patrol of existing zones. However, in the very near future as more parking zones are introduced consideration will be given to alternative approaches to cash collection including reduced collection frequencies, virtual payments, reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary. It is anticipated that collections can be met from within current staff resources.



## **Equalities implications and risks:**

The Council must make complex choices about the allocation and management of on-street parking space. In making these choices, the Council has to balance the needs of some groups with others, or to take actions that some motorists do not support. The Council aims to make things better for the majority of people whilst minimising inconvenience to others.

By the end of the consultation there was only one potential equality issue raised in respect of the mosque in Lessington Avenue, and that any proposals within this road would limit parking for worshippers. In this case we would encourage the mosque to publish information in relation to encouraging car sharing, community transport and public transport links as a way of militating against any adverse impact. There are alternative parking options for worshippers in London Road, a short walk from the Mosque where there are a number of Pay & Display parking areas available. The Mosque is entitled to purchase visitor permits to park throughout the zone, and those worshippers who are in receipt of Blue Badge are entitled to park for free in the resident parking bays.

The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted formally and informally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

The recommendation is for the proposal to be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impacts are mitigated. Staff will monitor the effects of these proposals, especially relating to these groups, and if it is considered that further changes are necessary, the issues will be reported back to this Committee and a further course of action can be agreed.

There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.

### **BACKGROUND PAPERS**

- Appendix 1** – Outcome to first informal questionnaire
- Appendix 2** – Outcome to second informal questionnaire
- Appendix 3** – Lonsdale Avenue
- Appendix 4** – Lessington Avenue
- Appendix 5** – Jubilee Avenue
- Appendix 6** – Derby Avenue
- Appendix 7** – Burlington Avenue
- Appendix 8** – Astor Avenue

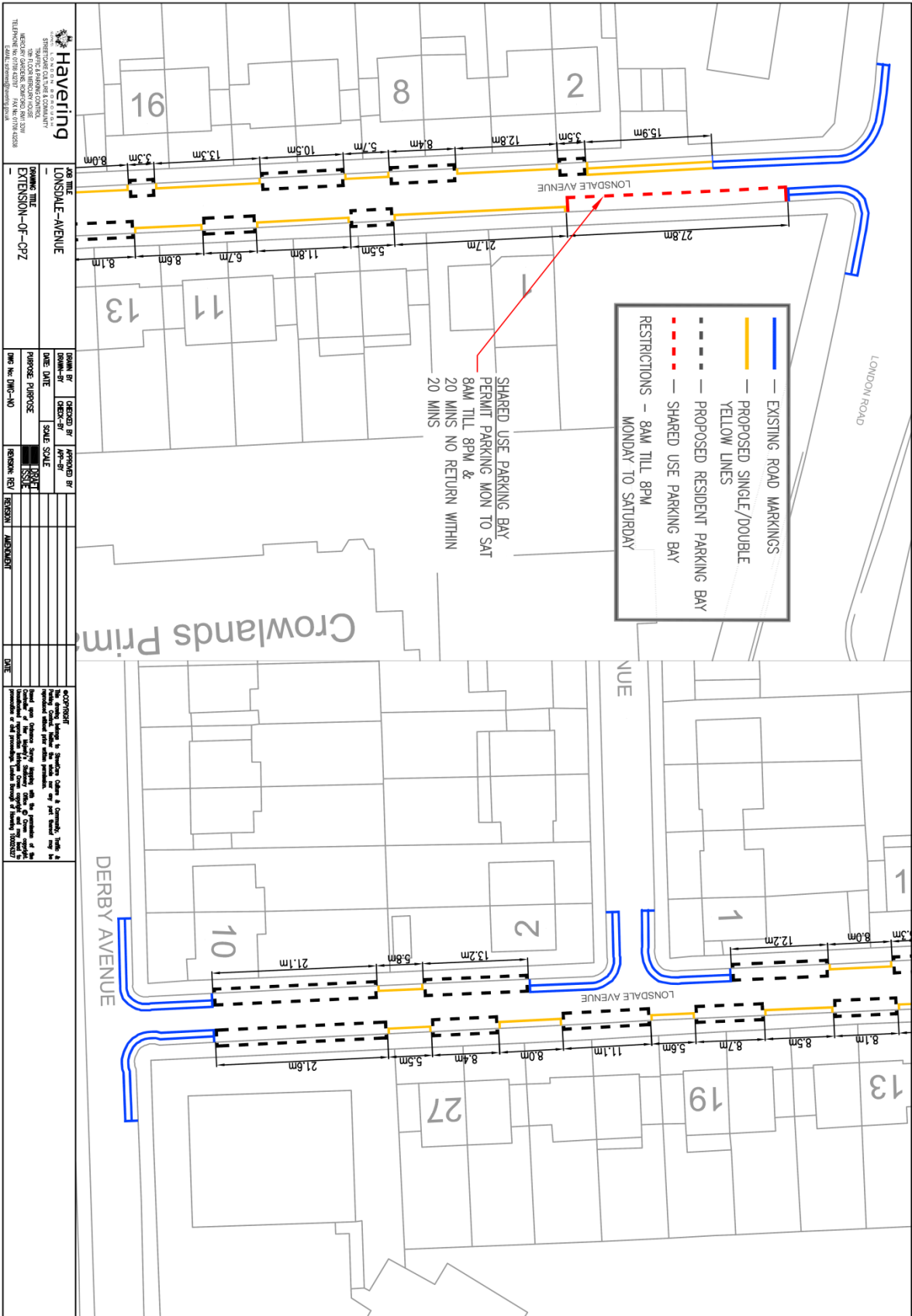
**Appendix 1**  
**1st Informal Consultation**

<b>Brooklands Parking Review Consultation Responses</b>										
<b>ROAD</b>	<b>No. of properties consulted</b>	<b>No. of Individual Responses received</b>	<b>% Return</b>	<b>Is there a problem?</b>		<b>CPZ?</b>		<b>Junction Protection?</b>		<b>In favour of Part of the scheme</b>
				<b>No</b>	<b>Yes</b>	<b>Against</b>	<b>For</b>	<b>Against</b>	<b>For</b>	
<b>Marina Gardens</b>	<b>13</b>	<b>4</b>	<b>30.8</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	
<b>Jubilee Close</b>	<b>19</b>	<b>10</b>	<b>52.6</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	
<b>Jubilee Avenue</b>	<b>121</b>	<b>37</b>	<b>30.6</b>	<b>19</b>	<b>15</b>	<b>11</b>	<b>13</b>	<b>4</b>	<b>20</b>	
<b>Derby Avenue</b>	<b>24</b>	<b>9</b>	<b>37.5</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>1</b>	
<b>Lessington Avenue</b>	<b>57</b>	<b>92</b>	<b>161.4</b>	<b>89</b>	<b>3</b>	<b>84</b>	<b>4</b>	<b>83</b>	<b>6</b>	
<b>Kimberley Avenue</b>	<b>24</b>	<b>8</b>	<b>33.3</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>3</b>	
<b>Spring Gardens</b>	<b>172</b>	<b>13</b>	<b>7.6</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>5</b>	
<b>Recreation Avenue</b>	<b>36</b>	<b>11</b>	<b>30.6</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>5</b>	
<b>Ainsley Avenue</b>	<b>45</b>	<b>10</b>	<b>22.2</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	
<b>Crowlands Avenue</b>	<b>21</b>	<b>10</b>	<b>47.6</b>	<b>9</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>8</b>	<b>1</b>	
<b>Lonsdale Avenue</b>	<b>22</b>	<b>14</b>	<b>63.6</b>	<b>3</b>	<b>11</b>	<b>4</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>1</b>
<b>Richards Avenue</b>	<b>38</b>	<b>8</b>	<b>21.1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>7</b>	
<b>Other</b>		<b>35</b>		<b>21</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>21</b>	
<b>Totals</b>	<b>592</b>	<b>261</b>	<b>44.1</b>	<b>188</b>	<b>69</b>	<b>150</b>	<b>49</b>	<b>129</b>	<b>75</b>	<b>1</b>

**Appendix 2**  
**2<sup>nd</sup> Informal Consultation**

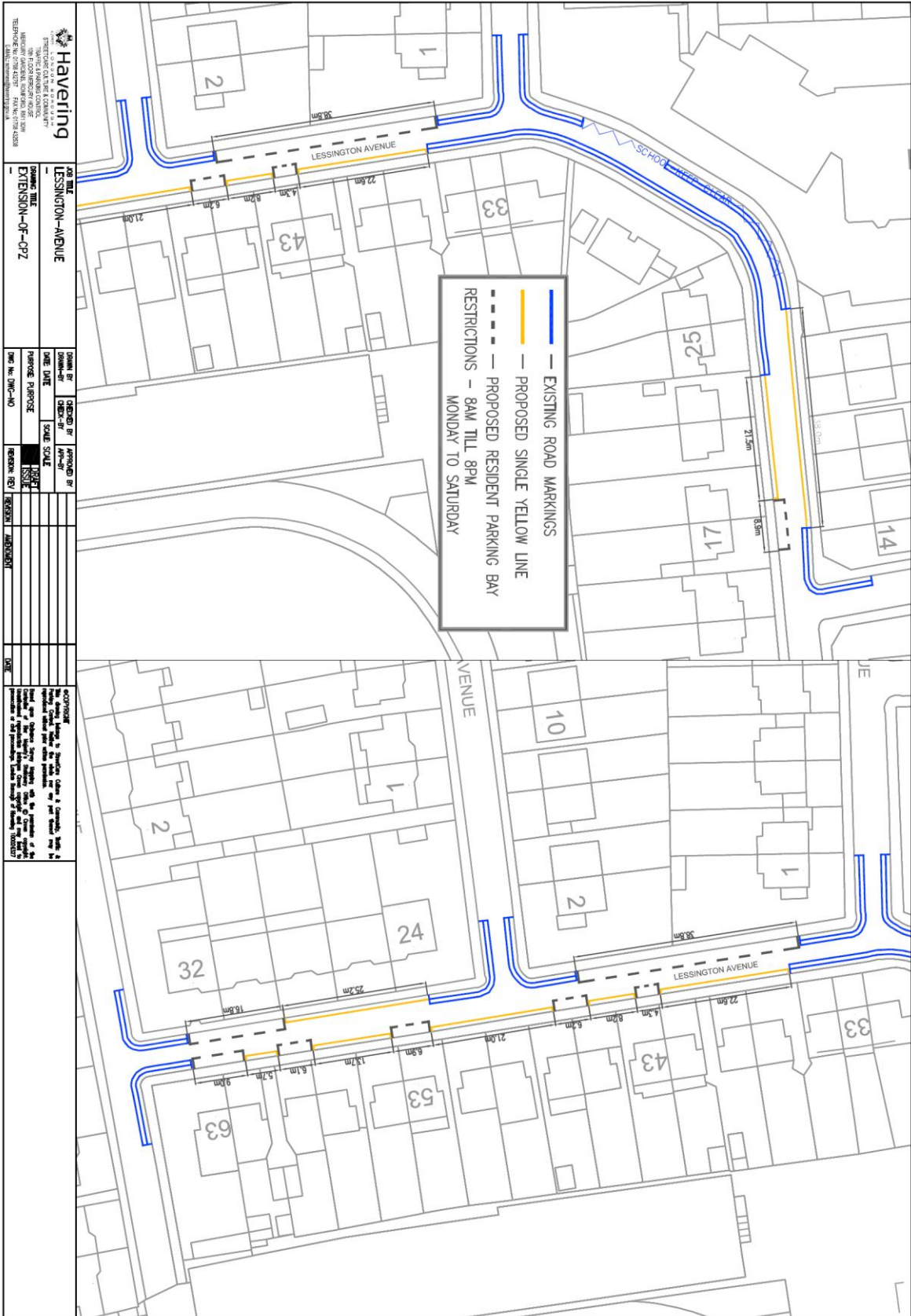
<b>Brooklands Parking Review Informal Consultation Responses</b>									
ROAD	No. of properties consulted	No. of Individual Responses received	% Return	For	Against	In favour of Part of the scheme	Hours of restriction		
							8AM-6.30PM	8AM-8PM	Other
Richards Avenue	38	10	26.3	4	6	0	1	3	0
Jubilee Avenue	121	41	33.9	14	27	0	0	14	0
Jubilee Close	19	8	42.1	1	7	0	1	0	0
Spring Gardens	172	8	4.7	4	4	0	1	3	0
Recreation Avenue	36	10	27.8	2	8	0	0	1	0
Derby Avenue	24	8	33.3	6	2	0	3	3	0
Ainsley Avenue	66	7	10.6	1	6	0	0	1	0
Marina Gardens	13	2	15.4	0	2	0	0	0	0
Lessington Avenue	57	7	12.3	3	4	0	1	1	1
Lonsdale Avenue	22	11	50.0	9	3	0	4	4	0
Kimberley Avenue	24	5	20.8	0	5	0	0	0	0
Crowlands Avenue	73	35	47.9	3	32	0	1	2	0
<b>Totals</b>	<b>665</b>	<b>152</b>	<b>22.9</b>	<b>47</b>	<b>106</b>	<b>0</b>	<b>12</b>	<b>32</b>	<b>1</b>

# Appendix 3



<p><b>Haverling</b> TRAFFIC &amp; PARKING CONTROL TELEPHONE: 01783 42377 FAX: 01783 42328 SOUTH: 01783 42328</p>	
<p><b>DATE:</b> 08/11/2017</p> <p><b>SCALE:</b> 1:100</p> <p><b>PROJECT:</b> EXTENSION OF C92</p> <p><b>DATE:</b> 08/11/2017</p>	<p><b>DESIGNED BY:</b> [Name]</p> <p><b>CHECKED BY:</b> [Name]</p> <p><b>APPROVED BY:</b> [Name]</p> <p><b>DATE:</b> [Date]</p> <p><b>SCALE:</b> [Scale]</p> <p><b>PROJECT:</b> [Project Name]</p> <p><b>DATE:</b> [Date]</p>
<p><b>REVISION:</b> [Revision 1]</p> <p><b>REVISION:</b> [Revision 2]</p> <p><b>REVISION:</b> [Revision 3]</p>	<p><b>APPROVED:</b> [Signature]</p> <p><b>DATE:</b> [Date]</p> <p><b>SCALE:</b> [Scale]</p> <p><b>PROJECT:</b> [Project Name]</p> <p><b>DATE:</b> [Date]</p>

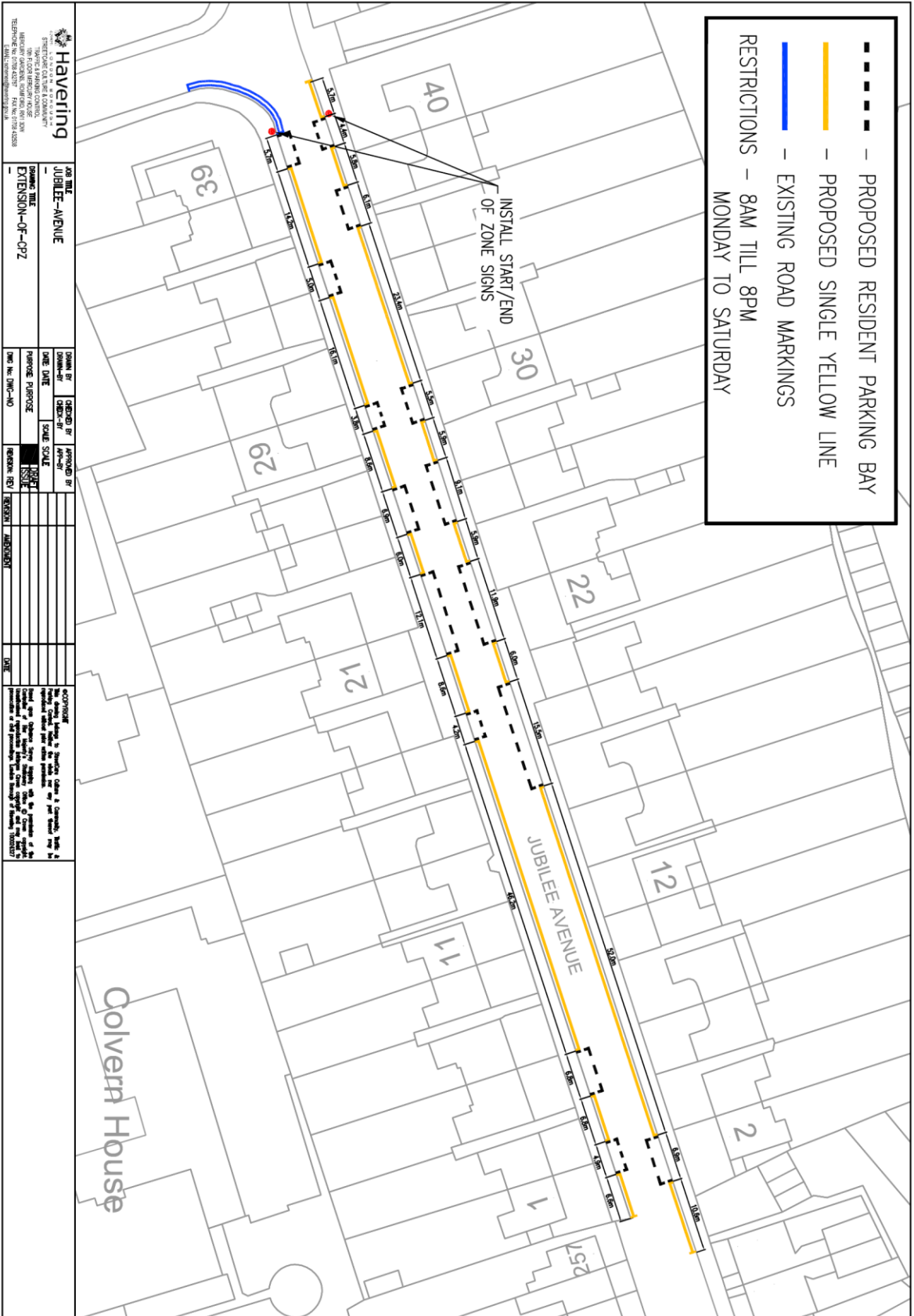
# Appendix 4



<p><b>Haverling</b> STREETWORKS LIMITED STREETWORKS LIMITED 100, BARNHURST ROAD, BARNHURST LONDON, SE5 8AA TELEPHONE: 020 7471 1000 WWW.HAVERLINGSTREETWORKS.CO.UK</p>		<p><b>JOB TITLE</b> LESSINGTON AVENUE</p> <p><b>DRAWING TITLE</b> EXTENSION-OF-C92</p>		<p><b>DATE</b> 15/01/2024</p> <p><b>SCALE</b> AS SHOWN</p>		<p><b>APPROVED BY</b> [Signature]</p> <p><b>CHECKED BY</b> [Signature]</p>		<p><b>DATE</b> 15/01/2024</p> <p><b>SCALE</b> AS SHOWN</p>		<p><b>APPROVED BY</b> [Signature]</p> <p><b>CHECKED BY</b> [Signature]</p>		<p><b>DATE</b> 15/01/2024</p> <p><b>SCALE</b> AS SHOWN</p>		<p><b>APPROVED BY</b> [Signature]</p> <p><b>CHECKED BY</b> [Signature]</p>	
<p><b>PROJECT</b> LESSINGTON AVENUE</p> <p><b>CLIENT</b> [Name]</p> <p><b>DATE</b> 15/01/2024</p>		<p><b>PROJECT</b> LESSINGTON AVENUE</p> <p><b>CLIENT</b> [Name]</p> <p><b>DATE</b> 15/01/2024</p>		<p><b>PROJECT</b> LESSINGTON AVENUE</p> <p><b>CLIENT</b> [Name]</p> <p><b>DATE</b> 15/01/2024</p>		<p><b>PROJECT</b> LESSINGTON AVENUE</p> <p><b>CLIENT</b> [Name]</p> <p><b>DATE</b> 15/01/2024</p>		<p><b>PROJECT</b> LESSINGTON AVENUE</p> <p><b>CLIENT</b> [Name]</p> <p><b>DATE</b> 15/01/2024</p>		<p><b>PROJECT</b> LESSINGTON AVENUE</p> <p><b>CLIENT</b> [Name]</p> <p><b>DATE</b> 15/01/2024</p>		<p><b>PROJECT</b> LESSINGTON AVENUE</p> <p><b>CLIENT</b> [Name]</p> <p><b>DATE</b> 15/01/2024</p>		<p><b>PROJECT</b> LESSINGTON AVENUE</p> <p><b>CLIENT</b> [Name]</p> <p><b>DATE</b> 15/01/2024</p>	

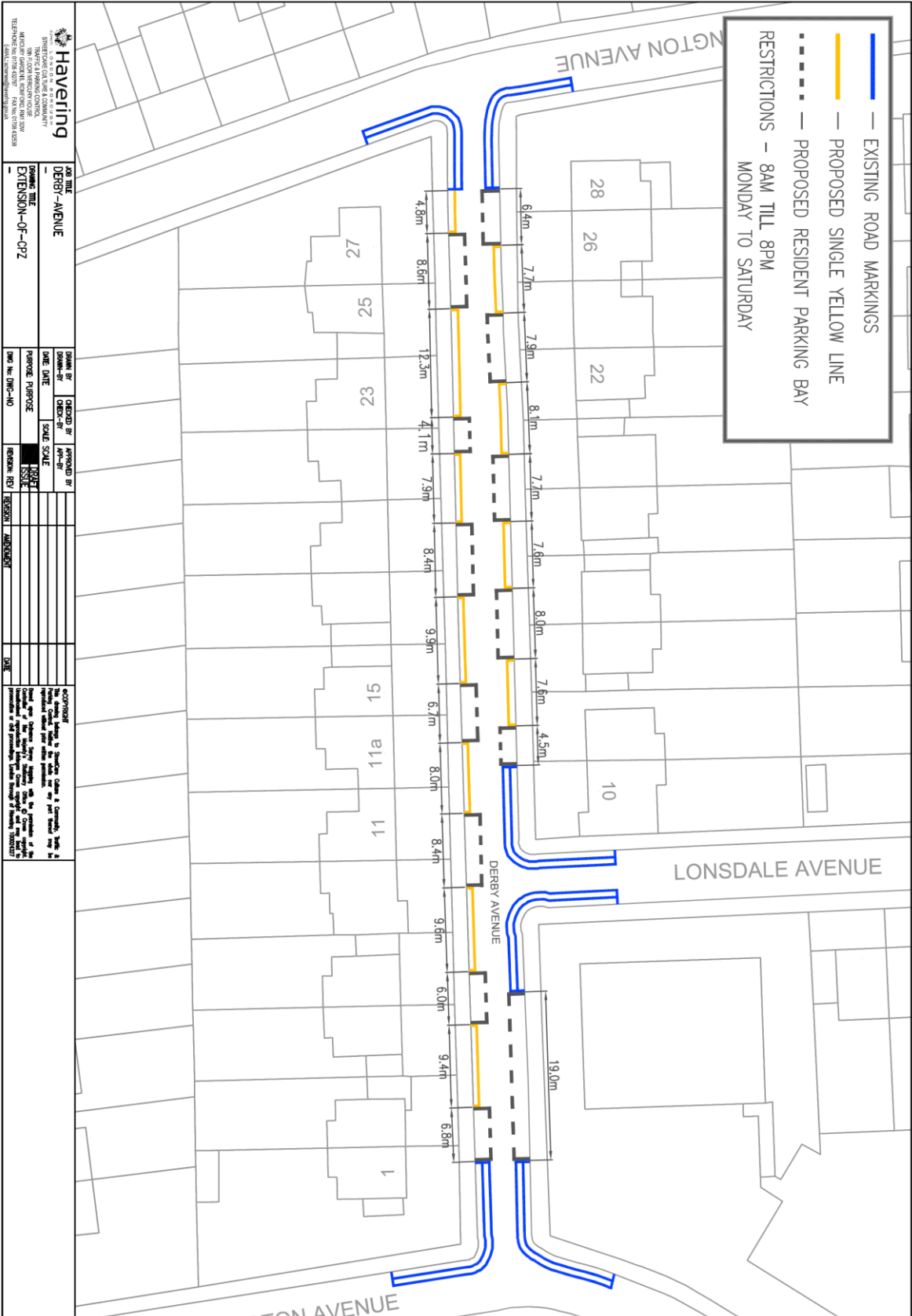
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# Appendix 5



 <b>Havering</b> STREETCARE CULTURE & COMMUNITY 100, COLVERN HOUSE TEL: 020 8314 2000 TEL/FAX: 020 8314 2000		<b>JUBILEE AVENUE</b> DRAWING TITLE EXTENSION-OF-C92	
DRAWN BY DATE DATE	CHECKED BY SCALE SCALE	APPROVED BY DATE DATE	PURPOSE PURPOSE REFERENCE REF REVISION REVISION
COMMENTS This drawing is to be used for the purpose of the above title and is not to be used for any other purpose without the written consent of the author. It is the responsibility of the user to ensure that the drawing is used in accordance with the relevant legislation and standards.			

# Appendix 6

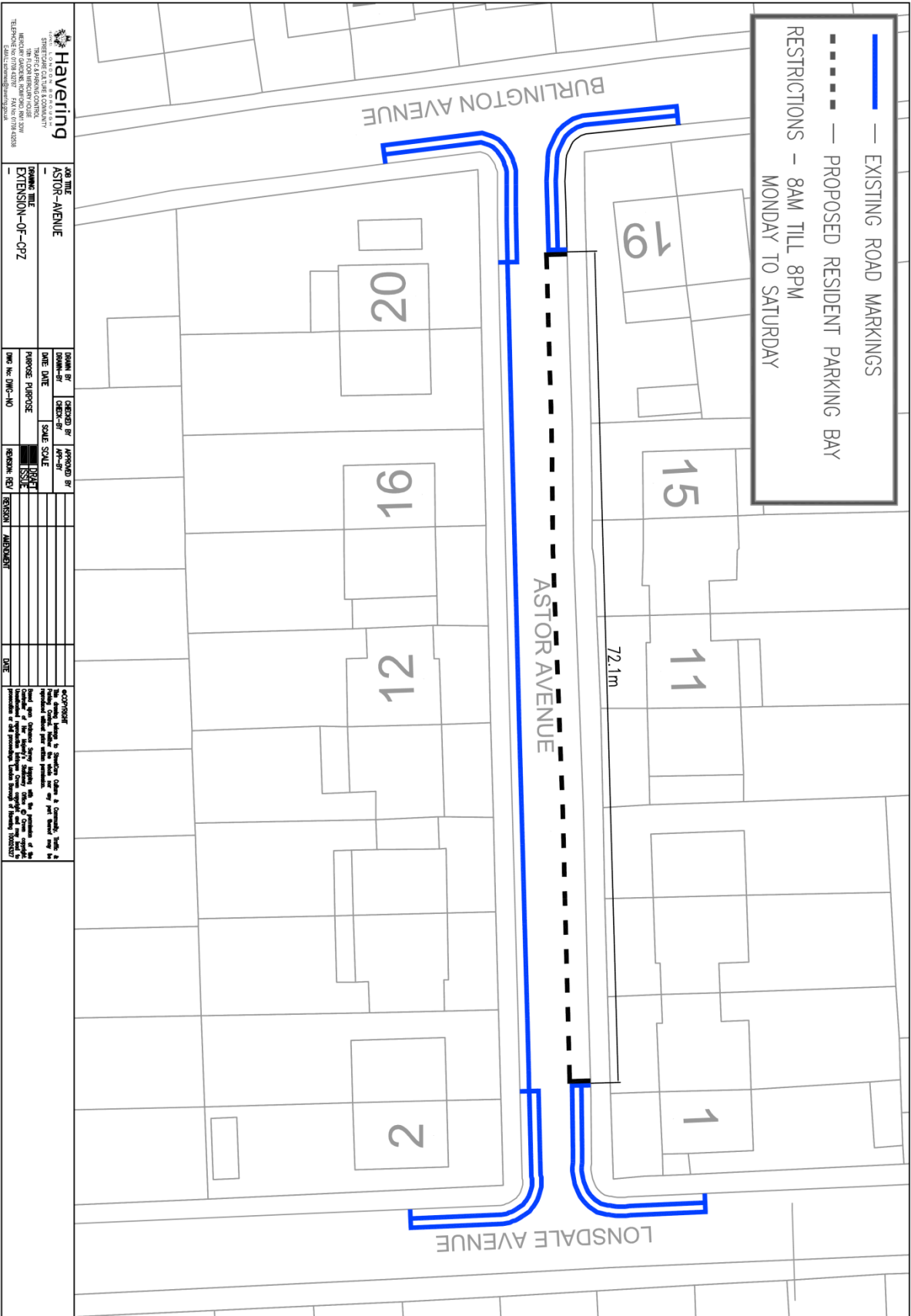


 THE HAVERLING GROUP STRATEGIC CONSULTING & COMMUNITY DEVELOPMENT 118, CHURCH STREET, NEWCASTLE TEL: 01670 821111   WWW.HAVERLING.CO.UK		<b>JOB TITLE</b> DERBY AVENUE EXTENSION-OF-CPZ	
<b>ISSUED BY</b> [Signature]	<b>DATE</b> 10/11/2023	<b>APPROVED BY</b> [Signature]	<b>DATE</b> 10/11/2023
<b>SCALE</b> 1:1000		<b>PROJECT REF</b> DERBY-2023-01	
<b>NOTES:</b> This drawing is to be read in conjunction with the project brief and any other relevant documents. It is the responsibility of the client to ensure that all necessary permissions and approvals are obtained prior to construction. The contractor shall be responsible for ensuring compliance with all applicable regulations and standards.			





# Appendix 8



<b>Haverling</b> CIVIL ENGINEERS & ARCHITECTS 100 HORN BENDWAY ROAD HORN BEND, VIC 3078 TEL: 03 9479 1234 FAX: 03 9479 1238 EMAIL: <a href="mailto:info@haverling.com.au">info@haverling.com.au</a>		<b>JOB TITLE</b> ASTOR-AMENUE	<b>DESIGNED BY</b> [Signature]	<b>APPROVED BY</b> [Signature]	<b>DATE</b> [Date]	<b>SCALE</b> 1:500	<b>REVISION</b> [Table]	<b>COMMENTS</b> This drawing is the property of Haverling & Partners. It is to be used only for the project and site specified herein. It is not to be used for any other project or site without the written consent of Haverling & Partners.
<b>DRAWING TITLE</b> EXTENSION-OF-OPZ		<b>PURPOSE</b> [Text]	<b>DATE</b> [Date]	<b>SCALE</b> [Text]	<b>REVISION</b> [Table]	<b>DATE</b> [Date]	<b>REVISION</b> [Table]	<b>DATE</b> [Date]