



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

**Date:** WEDNESDAY,  
18 FEBRUARY 2015

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 3  
CIVIC CENTRE  
HIGH STREET  
UXBRIDGE  
UB8 1UW

**Meeting  
Details:** Members of the Public and  
Press are welcome to attend  
this meeting

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## **Cabinet Member hearing the petitions:**

Keith Burrows, Cabinet Member for  
Planning, Transportation and Recycling  
(Chairman)

## **How the hearing works:**

The petition organiser (or his/her  
nominee) can address the Cabinet  
Member for a short time and in turn the  
Cabinet Member may also ask questions.

Local ward councillors are invited to these  
hearings and may also be in attendance  
to support or listen to your views.

After hearing all the views expressed, the  
Cabinet Member will make a formal  
decision. This decision will be published  
and sent to the petition organisers shortly  
after the meeting confirming the action to  
be taken by the Council.

**Published:** Tuesday, 10 February 2015

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# Agenda

## CHAIRMAN'S ANNOUNCEMENTS

### PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public.
- 3 To consider the report of the officers on the following petitions received.

**Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.**

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	7.00 pm	Petition requesting a Zebra Crossing at the junction of Charville Lane / Pole Hill Road, Hayes	Charville	1 - 4
<b>5</b>	7.15 pm	Petition requesting measures to address parking, road safety and highway issues in Blandford Way, Hayes	Yeading	5 - 10
<b>6</b>	7.30 pm	Petition requesting changes to the Parking Management Scheme in Thirlmere Gardens, Northwood	Northwood	11 -18

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# Agenda Item 4

## JUNCTION OF CHARVILLE LANE AND POLE HILL ROAD, HAYES - PETITION REQUESTING A PEDESTRIAN CROSSING

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Catherine Freeman, Residents Services
<b>Papers with report</b>	Appendix A - Location Plan

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition asking for a pedestrian crossing at the junction of Charville Lane and Pole Hill Road.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's Road Safety Programme.
<b>Financial Cost</b>	There are no direct costs associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services
<b>Ward(s) affected</b>	Charville and Hillingdon East Wards

### 2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets with petitioners and considers their request for a new pedestrian crossing.**
- 2. Subject to the above, asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation.**
- 3. Subject to the above, asks officers to undertake classified traffic volume and speed survey(s) at location(s) to be agreed with the petitioners and the relevant Ward Members.**

#### Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

#### Alternative options considered / risk management

None at this stage.

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Cabinet Member Report - 18 February 2015

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 159 signatures has been submitted to the Council requesting a zebra crossing at the junction of Charville Lane and Pole Hill Road. The petition includes letters in support of a pedestrian crossing at this location from both Abbotsfield School and Swakeleys School.
2. Charville Lane and Pole Hill Road are both predominately residential roads served by the U7 bus route. At the junction of Charville Lane where it meets Pole Hill Road there is a relatively sharp bend in the carriageway. A location plan showing this junction is attached as Appendix A to this report.
3. In recent years and in response to earlier petition requests, the Council has installed a series of raised tables at locations along Charville Lane including a raised zebra crossing near its junction with Romney Road.
4. The Cabinet Member will be aware that Charville Lane and Pole Hill Road have both been added to the Council's Vehicle Activated Signs programme. A Vehicle Activated Sign flashes a warning sign to motorists exceeding the speed limit. These signs have been found to be most effective if they are installed at key sites, left in place for three months and then moved to another site.
5. Analysis of the latest available Police recorded personal injury accident data for the three year period ending July 2014 has indicated that there have been two accidents involving slight injuries within a 50 metre radius of the junction of Charville Lane and Pole Hill Road. One accident involved a car performing a u-turn on Pole Hill Road which collided with another car. The second accident involved a car colliding with a bus / coach at the junction of Charville Lane and Pole Hill Road.
6. The Council has also been made aware of a recent collision involving a pedestrian and a bus which occurred near the junction of Charville Lane and Pole Hill Road in September 2014.
7. The Cabinet Member will be aware that a potential zebra crossing site needs to meet forward visibility requirements to ensure that pedestrians waiting to cross the road can be seen by motorists and to minimise shunt type accidents involving vehicles suddenly braking on the approaches to the crossing.
8. It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this report should be added to the Council's Road Safety Programme for further investigation.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, funding would need to be identified from a suitable source.

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Cabinet Member Report - 18 February 2015

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

### **Consultation Carried Out or Required**

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate finance has reviewed the report and the financial implications, concurring that there are no cost implications associated with the recommendations to this report.

### **Legal**

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for a pedestrian crossing at the junction of Charville Lane and Pole Hill Road and to consider recommendations 2-3 above.

A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

### **Corporate Property and Construction**

There are no Corporate Property and Construction implications arising from the recommendations set out in this report.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

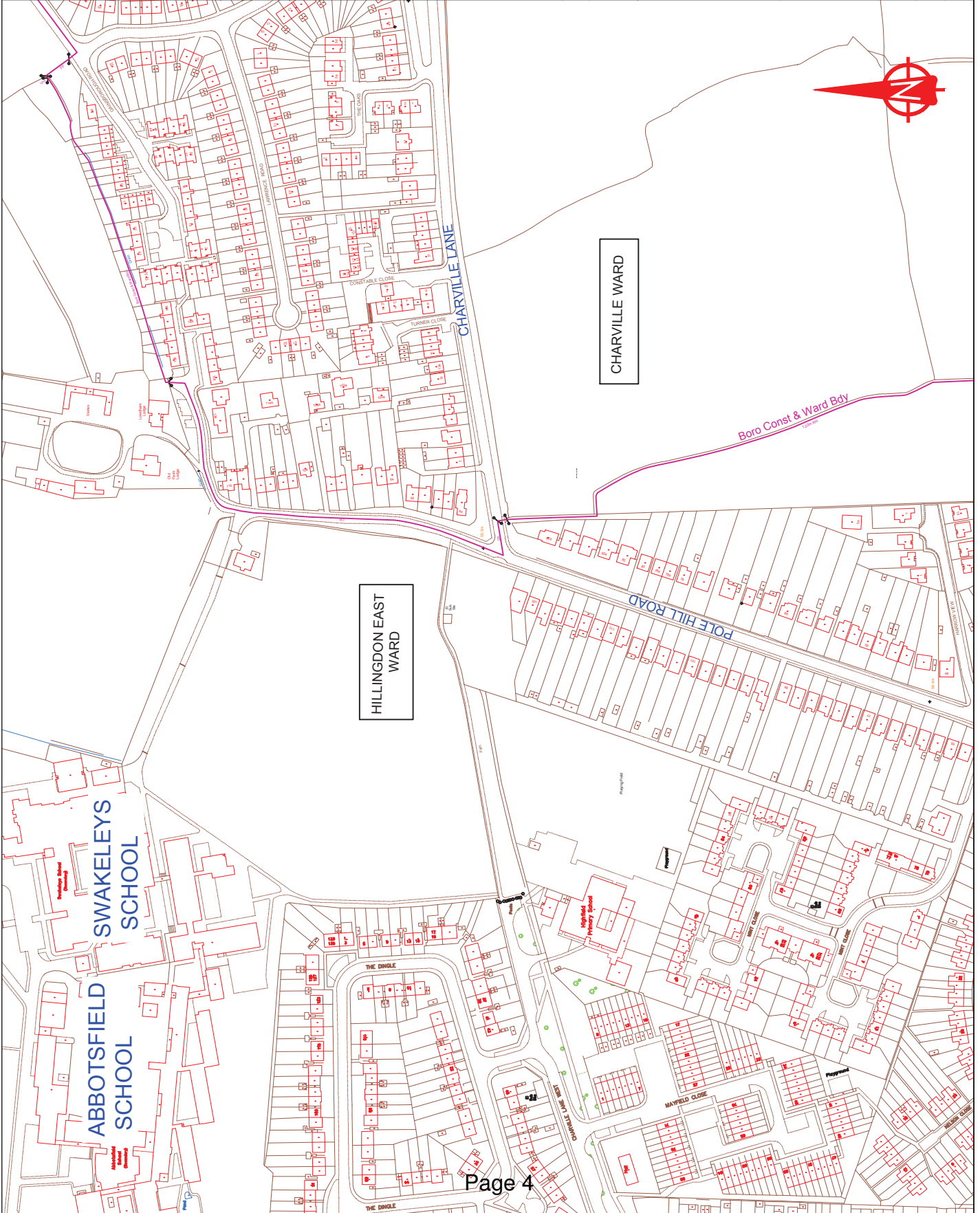
Nil.



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Project		CHARVILLE LANE / POLE HILL ROAD, HAYES	
Description		LOCATION PLAN	
Scale	Drawn	Checked	(Initials/Date)
NTS	CF	11/14	
Project No.	Drawing No.	Rev.	





## PETITION REQUESTING MEASURES TO ADDRESS PARKING, ROAD SAFETY AND HIGHWAY ISSUES IN BLANDFORD WAYE, HAYES

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Steven Austin, Residents Services Directorate
<b>Papers with report</b>	Appendix A - Plan

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting measures to address a number of highway related issues in Blandford Waye, Hayes .
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategies for on-street parking controls and road safety initiatives.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	Yeading

### 2. RECOMMENDATION

That the Cabinet Member:

1. Discusses with petitioners and listens to their requests for highway improvements in Blandford Waye, Hayes.
2. Subject to the above asks officers to add the request for a one way working to the Council's extensive road safety programme and if appropriate asks officers to informally consult roads in an area agreed with ward councillors.
3. Discusses with petitioners the areas of their roads which they believe would benefit from additional "at any time" waiting restrictions and asks officers to investigate these and report back to him.
4. Notes the request for new street lighting in Blandford Waye and advises the petitioners that their request will be considered in future programmes to be agreed by Members.

**5. Advises residents that following their petition asking for a "new surface on Blandford Way" the road was resurfaced in December 2014.**

### **Reasons for recommendation**

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate add their request to the Council's road safety programme.

### **Alternative options considered / risk management**

These will be discussed with petitioners.

### **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 37 signatures has been submitted to the Council requesting a number of highway and road safety improvements in Blandford Way, Hayes. In an accompanying letter with the petition, the lead petitioner is asking for the following concerns to be considered;

*"Review and grant our request for a one-way system from Brookside Road into Swanage Way round into Blandford Way back to Brookside Road. This will ease congestion and near accidents.*

*New street lighting for Blandford Way.*

*Double yellow lines at the dangerous blind corners on Blandford Way.*

*Reduce the green verges or totally remove for at least 2 wheels on the pavement to ease the parking.*

*Laying new surface on Blandford Way".*

2. Blandford Way is a predominantly residential road in Yeading Ward. A location plan of the area is attached as Appendix A to this report. The width of the carriageway of Blandford Way and Swanage Way measures approximately 5 metres and is bounded on both sides by a grass verge that measures approximately 1.8 metres and a footway of approximately 1.4 metres wide.

3. As there are many elements to this petition, this report aims to deal with each concern in the order in which they have been raised.

4. The implementation of a one-way working scheme is often a contentious issue but the narrow nature of this road and the vehicles parking on one side of the road effectively restrict the width of the road to one running lane. The request for a one-way working has some merit especially as the distance residents may need to travel to reach their destination is relatively short. On the other hand petitioners should bear in mind the fact that traffic speeds in one-way roads are inevitably higher for the simple reason that drivers know they will not meet traffic coming the other way. It is therefore recommended that subject to the outcome of discussions with petitioners, the

Cabinet Member decides if this request can be added to the road safety programme for further consultation.

5. In their petition, residents have requested "new street lighting for Blandford Way". As the Cabinet Member is aware the demand from all areas across the Borough for new street lighting exceeds the budget for such schemes. It is therefore suggested that the request for new lighting is noted and put on the system to be considered in a future programme of improvements.

6. The Cabinet Member will be aware that he has previously sanctioned the formal consultation and implementation of double yellow lines on one corner of Blandford Way following a request from residents through the Council's Road Safety Suggestion Programme. In view of the restricted access in this road, if vehicles are parked too close to the sharp bends then access especially for larger vehicles will be problematic. It is recommended that petitioners indicate the problem areas on a plan and the Cabinet Member asks officer to visit these locations and where appropriate prepare proposals for possible additional restrictions and to report back to him and Ward Councillors.

7. Officers have visited Blandford Way and Swanage Way and noted that there is some damage to the grass verges. Due to the narrow width of the road and the dropped kerbs that were constructed at a time when vehicles were much smaller than they are now, some residents clearly have difficulties in entering or exiting their driveways. This is especially likely if vehicles are parking opposite and in some instances drivers may overrun the grass verge. It is also possible that larger vehicles may also mount the verges in the narrowest parts of the road and indeed some bollards and double height kerbs have been implemented on some of the bends to deter this. Petitioners have asked that the verges are reduced or removed to allow vehicles to park with two wheels up. As the Cabinet Member will be aware, where the Council has received similar requests to this in other areas, experience has shown that whilst some residents agree the demand for parking is significant, they are not prepared to sacrifice the green areas that contribute to the aesthetics of their local environment. In Blandford Way and Swanage Way there are also an extensive variety of established mature highway trees including fruit trees and silver birch which would have to be sacrificed in order to facilitate the petitioners' request.

8. The road surface of Blandford Way was of concrete construction and following the request put forward by petitioners asking for their road to be resurfaced, the Council completed these works in December 2014.

### **Financial Implications**

There are none directly associated with the recommendations to this report.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member to consider the petitioners request and available options the Council has to address these concerns.

## **Consultation Carried Out or Required**

If the Council subsequently investigates the feasibility to introduce traffic or parking restrictions in the area, formal consultation will take place with all residents affected.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate finance has reviewed the report and concurs with the financial implications that there are no cost implications to the Council associated with the recommendations to this report.

### **Legal**

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for highway and road safety improvements in Blandford Way and to consider recommendations 2 to 5 above. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

If specific advice is required, Legal Services should be consulted.

### **Corporate Property and Construction**

There are no Corporate Property and Construction implications arising from the recommendations set out in this report.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Nil.





Blandford Way, Hayes - Location plan

Appendix A

Date January 2015

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## THIRLMERE GARDENS AREA PARKING MANAGEMENT SCHEME – PETITION REQUESTING CHANGES TO RESIDENTS PARKING SCHEME

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Gordon Hill, Residents Services Directorate
<b>Papers with report</b>	Appendix A - Consultation Area Appendix B - Detailed plan showing the area of the parking places Appendix C - Image showing available carriageway when vehicle parked end-on to the kerb

### 1. HEADLINE INFORMATION

<b>Summary</b>	To advise the Cabinet Member that a petition has been received from residents living in Thirlmere Gardens requesting that the layout of the Parking Management Scheme in the northern section of Thirlmere Gardens is amended to echelon parking.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for residents' parking schemes.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	Northwood

### 2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with the proposed layout of the Parking Management Scheme in Thirlmere Gardens.**
- 2. Considers asking officers to implement the proposed scheme in its current form at the earliest opportunity and to keep it under review.**

#### Reasons for recommendation

Discussions with the petitioners will allow the Cabinet Member to fully understand their concerns.



## **Alternative options considered / risk management**

None at this stage.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition, signed by 60 residents of Thirlmere Gardens, Northwood has been submitted to the Council under the following heading

*" We, the undersigned, insist our voice be heard regarding the ludicrous proposal to remove end on parking in favour of parallel parking at the top of Thirlmere Gardens. This will severely reduce parking availability, thereby causing a ripple affect for the parking in the whole of Thirlmere Gardens. Parking is at desperate levels and we feel that as since end on parking has been in operation since the estate was built then there is no logical reason why it cannot continue. We all pay enough in taxes for our Council to take to heart our views in a situation which causes frustration on a daily basis.*

*We demand that these spaces remain as they are."*

2. In a covering letter attached to the petition the lead petitioner helpfully sets out the difficulties that the residents are encountering with non-residential parking, which they associate with Mount Vernon Hospital. They go on to say that through "absolute frustration of the parking problems in my road I have found it necessary to take up a petition which I have enclosed." Additionally the covering letter suggests that the Council intends to take away 3-4 car parking spaces.

3. The Cabinet Member will recall hearing a petition from residents at the south eastern end of Thirlmere Gardens requesting a Residents' Parking Scheme, to remove all day non-residential commuter parking which they associated with staff and visitors to nearby Mount Vernon Hospital. Following discussions with Ward Councillors an informal consultation took place in the whole of Thirlmere Gardens and Tanworth Close to determine if there would be support for wider parking controls. The responses received to the informal consultation indicated support for a Parking Management Scheme. Responses received from Tanworth Close, however, were balanced, with two supporting a Parking Management Scheme, one a waiting restriction and one indicating no change. The results were reported to the Cabinet Member and Ward Councillors who subsequently approved detailed design and formal consultation for the area indicated as Appendix A of this report.

4. Following the above, a detailed design was produced and a statutory consultation was conducted over a three week period, during which an information letter and plan was delivered to all households within the area. The majority of the responses received from Thirlmere Gardens indicated support for the scheme. However, six residents who responded from the northern end of Thirlmere Gardens expressed their concerns that the proposed parking layout at the northern end of Thirlmere Gardens will switch to parallel as opposed to the current adopted informal practice of parking perpendicular to the kerb.

5. This proposed change was due to the lack of space to allow the road to be marked up with legally enforceable parking places with the minimum length of 4.5 metres required in national signs and road markings legislation but still allowing unimpeded access and egress from the private off-road parking spaces opposite. Currently residents often park their vehicles overhanging the footway with their tyres touching the kerb. This is clearly not a practice the Council can condone as this reduces the width of the footway and could cause an obstruction to pedestrians trying to use the footway. Photographs attached as Appendix C illustrate the point. Therefore it could unfortunately not be recommended to formalise echelon parking at this location.

6. In August 2014 the Cabinet Member responsible for Planning, Transportation and Recycling made the decision to implement the scheme as initially proposed.

7. This matter and possible solutions were explored in depth during the design stage of the Thirlmere Gardens Parking Management Scheme and unfortunately the proposed layout in this part of the road has been found to be the only viable option that the Council can support. The outcome of this change to the current parking practice will mean the loss of 2-3 car parking places but is off-set by the fact that only residents with a permit can park in the road and not be forced to compete with non-residential parking.

8. It is therefore recommended that the current scheme is fully implemented at the earliest opportunity but its effectiveness is kept under review. If, as anticipated, the overall parking problems in Thirlmere Gardens significantly reduce as a result of this scheme it is likely that there will be more capacity for residents to park, which will compensate for the slight loss of parking spaces. Should there continue to be problems with the parking then the Cabinet Member may be minded to consider further options at some future stage.

### **Financial Implications**

There are no financial implications associated with the recommendations of this report.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow proposed Thirlmere Gardens Parking Management Scheme to go ahead as requested.

### **Consultation Carried Out or Required**

None at this stage

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate finance has reviewed the report and the financial implications above, concurring that there are no additional costs to the Council associated with the recommendations to the report.

## **Legal**

The Council's power to make an order creating a Parking Management Scheme in Thirlmere Gardens is set out in Part IV of the Road Traffic Regulation Act 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

In exercising any of the powers under the Road Traffic Regulation Act 1984, the Council have to consider their statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. This statutory duty must be balanced with the concerns raised by the objections that have been received from local residents. In considering the responses received during consultation, the Council must ensure that there is a full consideration of all representations arising including those which have not arisen and do not accord with the Officers recommendation and that the scheme be kept under review. The Council must be satisfied that the objections from the public were taken into account.

If specific advice is required in relation to the works, Legal Services should be consulted.

## **Corporate Property and Construction**

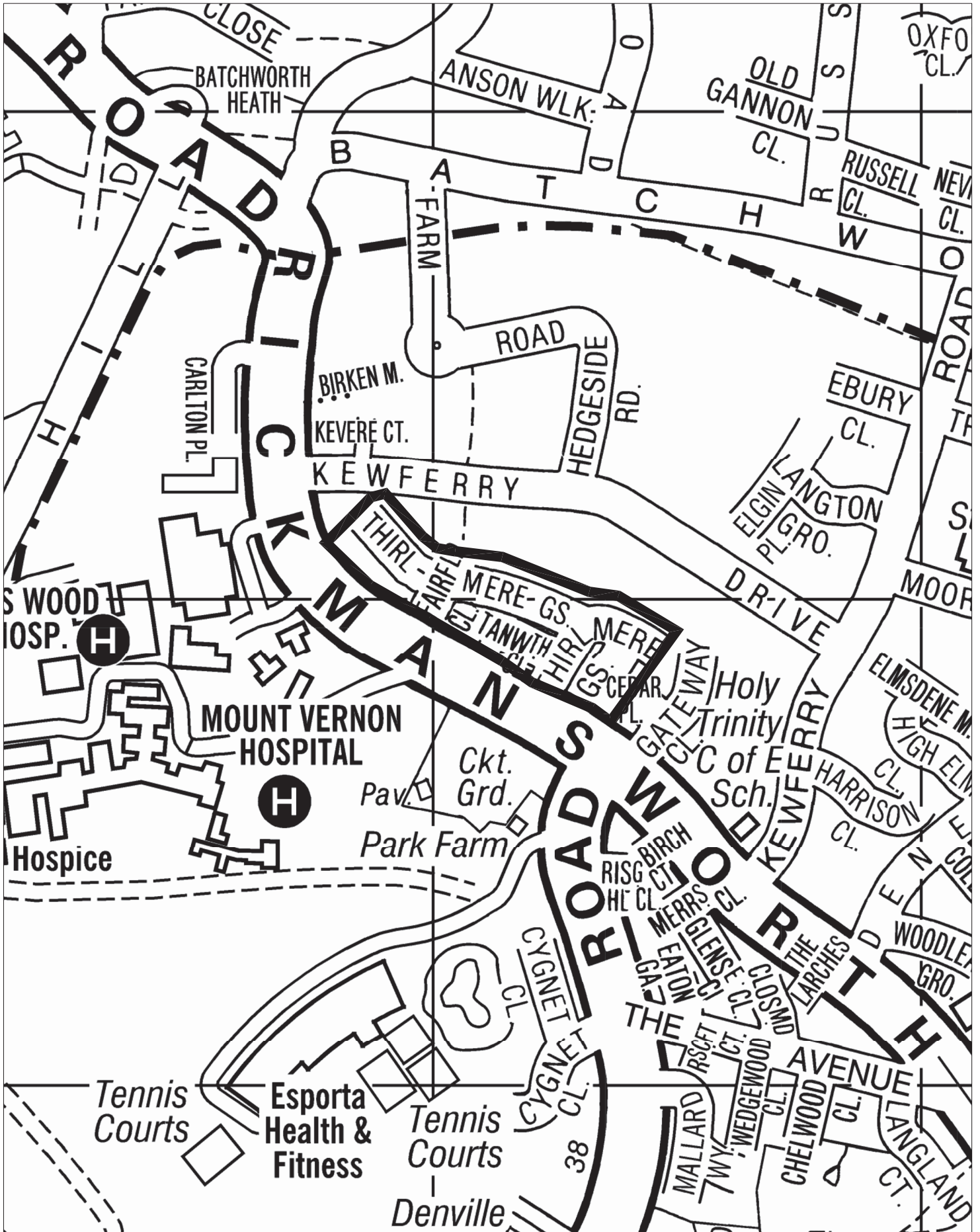
There are no property implications resulting from the recommendations set out in this report.

## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

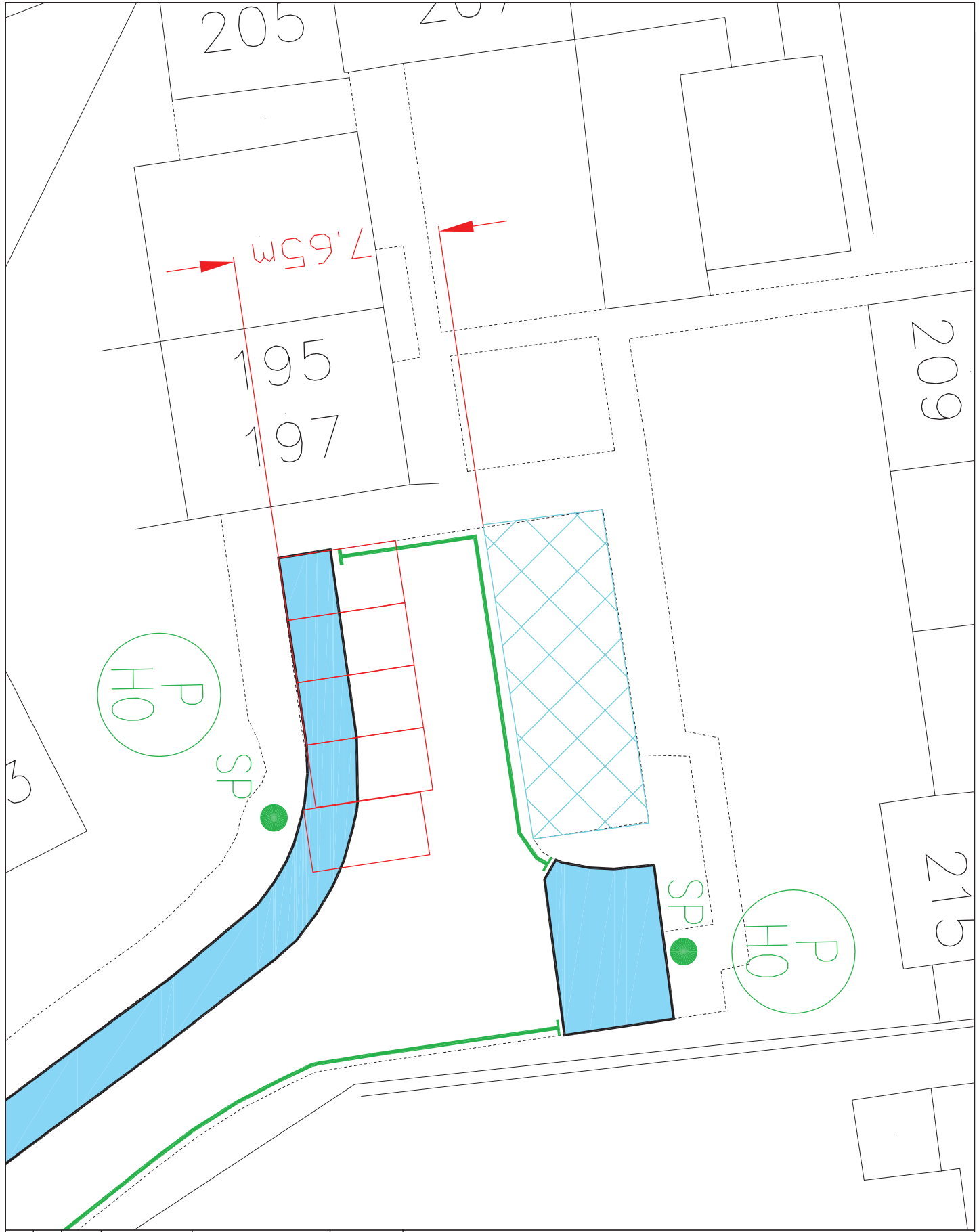
Nil.



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Thirlmere Gardens - Area consulted as part of the formal consultation.



PARKING BAYS ARE 2m WIDE UNLESS NOTED

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**HILLINGDON**  
LONDON

IMPROVEMENT PROJECTS  
PLANNING, ENVIRONMENT AND COMMUNITY  
SERVICES DIRECTORATE  
CIVIC CENTRE 44/05, HIGH STREET, URBURIDGE, UB8 1UW  
Tel No. 01895 277000/01895 230575

**Proposed Parking Places in Thirlmere Gardens**

Description	
Scale	Drawn (Initials/Date)
GH/Jan'15	Checked (Initials/Date)
Project No.	Drawing No.
	Rev.



## Appendix C



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