



# 2019 WURA SPRING NEWSLETTER

WELCOMES AND UPLANDS ROAD ASSOCIATION

[WWW.WURA.ORG.UK](http://WWW.WURA.ORG.UK)

## CHAIRMAN'S COMMENT

As I write rain is pouring down producing the usual torrent of water down WR. It gathers pace and volume as the water flows from side roads, tracks and driveways meandering across the road at various places along the way and ending up contributing to the flooding in Kenley Lane, albeit much less severe than used to be the case. WR has few drains of its own and whilst little can be done to ease the flow of storm water, an attempt is to be made to guide the water down one side into the existing gully at the lower end. A contractor has been employed to carry out the necessary work. I hope that once the work has been done the walk to and from the station will be drier underfoot than used to be the case and that the few properties that suffer from flooding will also benefit from the work. The more powerful storms of course will overwhelm any drainage system we are capable of installing.

In addition to the work on the flooding issue at the lower end of Welcomes Road we are contracting Allfreys, who resurfaced the junction of UR/WR a couple of years ago, to carry out the total reconstruction of the road where it bends right towards Hayes Lane. The same company is also to quote for resurfacing and kerb installation at the Kenley Lane end of Welcomes Road after the pilot work to improve the flow of water has been carried out as described above. Plans for any further work on Welcomes Road will be put before the next AGM.

Last year much Committee time was given to trying to reduce the impact of developers erecting flats along our roads. It is apparent that the Council, directed by Central Government, has actively encouraged planning applications of mainly multi-occupancy properties. Having encouraged this activity the Council planners find it impossible to refuse applications for multi occupancy buildings however inappropriate. It seems that the overriding policy to increase housing supply at all costs, means that the interests of the existing settled population are always trumped. In all cases our objections have been set aside even if it was only to seek more on-site parking given the limited capacity of our roads to cope with overspill parking. (see back page)

A one off road levy is negotiated with developers based on the number of bedrooms ( min £2k per dwelling) to be constructed (this formula is under review) to compensate for 'wear and tear', visible or not, caused by HGVs and the nuisance caused to all residents during construction work.

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Each contractor/site manager is presented with a copy of the developer agreement listing our requirements e.g. entering our roads at the closest point to the site, workers' behaviour', working hours etc. We rely on residents to report breaches of the agreement supplying registration numbers etc. although only when entirely sure the breach is related to a specific site. Members have recently been given details for the conduct of the site at 57 Welcomes Road where 7 flats are to be built after the existing home has been demolished.

These negotiations are never straightforward and are time consuming involving writing letters/emails as well as setting up and attending meetings.

Very recently Richard and I had a meeting with two representatives of the City of London Corporation, who are responsible for the area around Kenley Heritage Airfield, concerning; 1. reduction of water that flows from their land onto WR at various points 2. the management of trees on the verge opposite Morven Cottage neither of which they are willing to address citing their legal department's rigid attitude.

We suggested they dig ditches to slow the flow of water reaching WR as well as pointing out that all properties fronting the roads are responsible for their verges. City of London contest both these issues although they may try to find a way of contributing towards the cost of reducing tree height and their future management.

Finally please be patient when occasionally developer generated traffic temporarily blocks the road. We also appreciate your continued support of the Committee's efforts on your behalf and in particular members who have gone the extra mile to resolve problems themselves or have given us useful advice. I also wish to acknowledge the Kendra Planning Officer for his on going help with planning matters effecting our roads.

Before you contact the Secretary or myself with a problem please go to <http://www.kenleyra.org.uk/index.php/nuisances/> where there is a list of contact numbers. The same list is being put on our own web site [www.wura.org.uk](http://www.wura.org.uk). and circulated.

CB Chairman

**Pete Davis 25 Mar 1948 - 28 Jan 2019**

It is with much sadness that we inform you that Pete Davis, who served as our Treasurer for several years, passed away after a long battle with ill health on Monday 28th January. Our thoughts go out to Jenny and her family and friends.

**NEW BUILDS:** The new house at No 40 WR appears to have been sold.

The new build at 1a Simone Drive has been built and is on the market.

**17 Welcomes Road** We have been taken by surprise by the size of this extension and the level of disturbance including obstructing the road with HGV/Van traffic and depositing mud on it. The owners have been approached and made a generous donation to the Road Fund and advise that the worst is nearly over re HGV traffic.

**36 Welcomes Road.** The developer of this 7 or 8 flat conversion is Bruce Burkitt and/or his Company, Property Experts Ltd. Negotiations are in progress regarding the Developer Agreement and the amount of the Developer Road Levy. The builders arrived on site before Christmas without notice to the Road Committee and started work which included taking the roof off the Edwardian house. The first the Committee knew about it was when the neighbours started complaining about noise and inconsiderate parking. We have met the developer and hope for a cordial relationship with the builders as work progresses. This was an application we only fought (and lost) on the on site parking capacity which is unlikely to be enough to avoid parking wars.

**57 Welcomes Road** Members have been circulated about this 7 flat build which involves demolishing the existing house and by the time you read this we will know a lot more about the level of disturbance and nuisance involved given the small site. Attempts to enforce the restrictive covenant on this plot appear to have failed. We had a visit from Pete Smith from the Council with some other members of staff to see the site for themselves but it is too late for anything to be changed.

**1 Kearton Close** There was a howl of protest about this project which entails the demolition of a bungalow to make way for too many flats but it is unlikely to move the Planning Committee. The Secretary has attempted to counter more developments of this kind by playing the heritage trail card and some kind of dialogue with the Council is in progress on this concept. If our restricted road network is filled with traffic the enjoyment of walkers, horse riders and cyclists en route to the Airfield area will be spoiled. The Government want us out of our cars. However the current approach of over crowding so called 'windfall' sites with flats outside the FIZ is unlikely to achieve this end.

**Welcome letter** sent to Welcomes Rd 132. We wish the newcomers well and hope they will enjoy living here.

**Parking on our roads** The Committee is investigating using a parking company to fine persistent and long term parkers. A formal proposal will be tabled at the next AGM and this will describe how the scheme would work. The building of flats in the WURA zone is making parking control essential. The spur roads are Council managed and without Council run parking controls in them the burden of overspill parking will fall on them.

#### KEY DATES

Next Committee Meeting: April 2019 day to be advised

AGM: May or June 2019 actual date to be advised

Sweeps: Autumn

Drains and gully: Council

Refuse: Mondays and Tuesdays each week

Parking continued. A number of residents in the spur roads do not seem to appreciate the value of supporting WURA and need to consider paying the modest annual road levy we charge to help look after the place you bought into.

**NEWS FROM OUR MEMBERS FROM LAST NEWSLETTER WITH RESPONSES. Keep them coming please!**

- remove speed humps next time we have major work done
- unlikely to happen. Speeding still a problem and many residents would like to keep them.
- dedicate our roads to raising funds for British Legion on Centenary of 1918 armistice by getting members to pin large poppies on trees lining roads
- when a white poppy promoter objected it was felt WURA should leave members to decide what they wished to do
- try to get the Council to pay for peripheral services like sweeps and drain clearance saving c£4,000 a year given a that we are maintaining public highways
- the Council seem to have cleared the drains recently
- urge walkers to wear reflective clothes so drivers can see them at night
- many are now well lit up but still some are not easy to see
- give notice when a removal van may need to obstruct traffic in Welcomes Road
- with all the flats coming this may be a major problem and will be addressed via the web site

#### FINANCIAL SITUATION:

Reserves c£142,000 including recently paid 50% developer levy from 57 WR. 2018/19 road levy collected £20,288. Unpaid £2904.

**PAYING THE ROAD LEVY** If you pay by **Standing Order** please amend your annual payment to reflect the current rate. Many of you are still paying the old rate. The new rates applicable are listed on the next page

**ALSO change the payment date of your standing order to April each year** (currently it is 1st August) and ensure that your standing order and any online payments are marked with your house number and name of road (ie WEL... or UPL... etc) for identification purposes on our bank statement. These amendments can be completed either online or in branch. **Arrears** - it is WURA policy, as insisted upon unanimously by members in general meeting, to instigate money claim on line proceedings to collect arrears of road levy. A claim comes into effect on the 1st April each year when unpaid road levy arrears enter the 3rd year.

Note that road levy arrears need to be declared on Form TA6 when you sell your house on the basis that you are in dispute with WURA over non payment. Invoices are issued annually to reflect such arrears and includes penalty charges.

Since we started collecting developer levies we have raised £34,000 and projected levies on known planning applications, which are subject to change as we negotiate with developers, amount to £29,000. It should be said that on the whole developers are understanding and recognise that WURA has a legitimate right to collect compensation for wear and tear and nuisance. The levy is pitched at a modest level relative to the scale of some of the projects involved and the rising cost of road maintenance. The basis for the rate of developer levy is under review.

### View from the North (Kenley Station end)

As I write the street scene includes several vans and a scaffold lorry as the building developments continue. We have all seen the moves of Croydon council like many local authorities to prioritise the building of new dwellings above almost everything else. The over riding policy is to build houses including flats and this seems to outweigh any particular rule or regulation from the Croydon or London plans, let alone any objection or volume of objections.

As a committee we seem to have no more or less power to influence what is being approved, try as we might. Nor are we always able to control or decree what developers and delivery drivers can and cannot do at all stages of the build, so the next best thing is for us and the residents to talk to the developers on a regular basis and endeavour to ensure those working in our roads behave in a professional manner and work within the rules of the WURA developers agreement.

In general the developers working at the station end are making every attempt to keep to the agreement and to keep the road from being closed although this was unavoidable on a number of occasions. Where possible they are parking on neighbouring premises or down on Valley Road. Unavoidably though they are also having to park on Welcomes Road as parking space remains a premium.

Note: Parking on the road - WR is a public footpath and vehicles may drop off or pick up.. BUT may not be left unattended. Vehicles on the road have been introduced to WR by a RESIDENT and as such that RESIDENT must arrange for parking on his/her property OR with a neighbour. The development charge does NOT relieve a RESIDENT or his developer/builder of this statutory/legal responsibility. Enforcement is the next issue for the Committee to address and the views of members are invited.

### Proposed Community Plan for Kenley - Dr Marion McKelvie

Croydon Council are proposing a Community Plan for Kenley and I attended an initial meeting at the council offices in mid December, together with Geoff James of KENDRA and one of our councillors, Steve O'Connell. This is a distinct plan from the Focussed Intensification Zone (FIZ) and covers the whole Kenley ward.

The aim of a Community Plan is to achieve funding from the GLA from the Good Growth Fund for improvements to the area and comes under the remit of the Regeneration Department, with input from both the Planning and Transport Departments at the Council. A Community Plan has already been written for South Norwood and £1.2m funding confirmed. The themes for the plan in Kenley would be very different to those addressed for South Norwood, with areas such as public transport, road safety, parking, the scale of development, amenities for young people and promoting local identity likely to be covered.

It is most important to note that despite references to road safety and parking, funding will not be available for physical road infrastructure (including pedestrian crossings) or drains, two of the key areas which need improvement in Kenley. In practice, this might well be a limiting factor on the usefulness of what could be achieved, although information from the plan could be used to drive requests for funding from other areas.

The next stage for the Council is to select consultants from the approved GLA list and the current schedule is for the main engagement with the community to start in March. Some funding has already been allocated for surveys to gain evidence for the areas already known to be issues: parking, transport, road safety. Please ensure you make Kenley's voice heard by responding to their requests for information once the surveys are underway.

The Steering Committee for the project will include Steve O'Connell and KENDRA will continue to be involved as one of the community representatives. Much more information about the Community Plan process and the GLA Good Growth Fund is available online, including the plan already completed for South Norwood at <http://www.welovese25.org/plan/> MM

#### ROAD LEVY RATES EFFECTIVE FROM 1st APRIL 2018

Band D	£65
Band E	£80
Band F	£94
Band G	£108
Band H	£130
Spur roads 50% of rate	Rates to track inflation

#### If you want to pay by standing order please use these details

Payee: Welcomes and Uplands Road Association

Sort code: 30-91-72 (Lloyds Bank)

Account No: 02400865

If you want to pay the levy via BACS (now faster payment) please use the account details shown above.

If you cannot pay by standing order (April annually), a cheque or cash is fine. Use the WURA reference on your road levy invoice when making a faster payment through the

The Committee reserve the right to charge persistent defaulters an administration fee of £15 per extra letter or invoice issued + the total outstanding road levy due + all legal and other costs including interest incurred by the Committee + County Court fees in the event of it becoming necessary to pursue such defaulters through the Money Claim on Line system.



## The Council's response to our objections to the 9 flats planned for 1 Kearton Close and the concept of area conservation

*Julia Dawe (Strategic Planning) and I (Head of Development Management) discussed your paper earlier in the week and rest assured we have logged your objections to 1 Kearton Close. As you may be aware, Robert Naylor is managing this planning application from our perspective. We met with you and your colleagues before Xmas and discussed your concerns over the intensification agenda and specifically traffic generation and the lack of on-street car parking capacity in and around Welcomes Road.*

The full text of the email from the Council can be found on [www.wura.org.uk](http://www.wura.org.uk). It sets out current Government policy as interpreted by the Council Planners which leaves virtually no basis for objections by the Public. Increasing the housing supply trumps any potential harm to the area and overload of the infrastructure. Moreover permission is being granted to build flats outside the Focused Intensification Zone. It seems the Focussed Intensification Zone is not all that focussed.



Apart from the picture of snow bound Welcomes Road taken in 2011 the others photos were taken near 57 Welcomes Road very recently. There is a badger sett not far from the flats. The over intensive flat building in the area is putting all this at risk but the deafness of the Council planners to any pleas to moderate the number of units on each plot shows no signs of changing. Indeed stated policy is to keep building over Kenley with the simple aim of increasing housing supply regardless of any other considerations. This seems to mean rapidly increasing the population outside the FIZ without improvements to the infrastructure.

Only a change of heart by the Council planners or market forces can stop this overdevelopment now.



Picture of 57 Welcomes Road taken very recently

Not long after this container arrived on site

And we can look forward to this along with a lovely wide road in a year or so

*Apologies to our loyal advertisers for leaving their advertisements off this newsletter but events have meant there is a premium on space.*

### Your committee

Colin Brown (Chairman)	020 8668 2101	<a href="mailto:colin.brown301@btinternet.com">colin.brown301@btinternet.com</a>	Michael Lott (UR) 020 8645 9234	<a href="mailto:treetops5a@btinternet.com">treetops5a@btinternet.com</a>
Jan Scully (Treasurer)	020 8660 1699	<a href="mailto:treasurer@wura.org.uk">treasurer@wura.org.uk</a>	Robin McCallum (WR) 020 8763 2738	<a href="mailto:robin@wanaka.myzen.co.uk">robin@wanaka.myzen.co.uk</a>
Richard Russell (Secretary)	020 8668 7293	<a href="mailto:weluplandsroads@aol.com">weluplandsroads@aol.com</a>	Stuart Prior (WR) 020 8668 9534	<a href="mailto:stuart.prior@hotmail.co.uk">stuart.prior@hotmail.co.uk</a>
Dr Marion McKelvie (WR) <a href="mailto:marion@streamlet.co.uk">marion@streamlet.co.uk</a>				

Other useful contacts: Councillor Steve O'Connell Mobile 07760 310686. Email: [steve.o'connell@croydon.gov.uk](mailto:steve.o'connell@croydon.gov.uk)

### IMPORTANT NOTICE

VISIT OUR WEB SITE: [www.wura.org.uk](http://www.wura.org.uk) (being rebuilt later in 2019)

NEWS updates and key dates appear on the web site from time to time so please visit it occasionally

**WURA RESIDENTS DATA BASE:** If you have not given it to us please email your house, phone number and email address, to [weluplandsroads@aol.com](mailto:weluplandsroads@aol.com).

This helps us to keep you informed of developments including road closures and security issues via our regular group emails.

**OFFICIAL DOCUMENTS:** If you cannot access these on the web site please leave your name and address with the Secretary at 12 Zig Zag Road Kenley CR8 5EL and he will make sure you get hard copies delivered to your house.

**NEW RESIDENTS:** A **welcome pack** will be supplied. Ask the Secretary for one if you have not received one.

**CHANGES OF HOUSE OWNERSHIP AND ROAD LEVY:** If you are selling or have just moved in please remember to advise the Secretary

[weluplandsroads@aol.com](mailto:weluplandsroads@aol.com) or phone 020 8668 7293