



WELCOMES & UPLANDS ROAD ASSOCIATION

MINUTES OF THE ANNUAL GENERAL MEETING HELD IN KENLEY MEMORIAL HALL ON TUESDAY 4th June 2019 at 7:45 pm

Chairman's Opening Remarks

The Chairman welcomed the residents present and thanked them for attending. He also introduced Geoff James, Planning Officer for Kendra, as our speaker for the evening occupying a 15 minute slot after last year's minutes had been adopted and before matters arising.

Apologies for Absence

Apologies were received from David and Lynn Smith, Mary Amin, David Rundle, Derek Jenkins, Richard Coles, Peter and Betty Runacres

In attendance

Committee: Colin Brown (Chairman), Richard Russell (Secretary), Janice Scully (Treasurer), Michael Lott (Uplands Road Representative), Stuart Prior (Lower WR representative), Dr Marion McKelvie

2015	2015	2016	2016	2017	2017	2018	2018	2019	2019
13	9	18	14	20	16	27	19	26	32
Residents	Houses	Residents	Houses	Residents	Houses	Residents	Houses	Houses	Residents

Quorum 10 voting members (paid up). Maximum two votes per household.

A warm welcome to the new occupants/owners of 17, 33, 40, 106, 132 Welcomes Road, 9 Uplands Road, 6 and 19 Kearton Close and 4, 5 and 6 Cumnor Rise who have moved to the area in the last year.

Geoff James Planning Officer, Kendra attended as a speaker and adviser for which many thanks.

Minutes of the Last Meeting

The Minutes of the Annual General Meeting held on 5th June 2018 were adopted.

Proposed by Ken Greenwood and seconded by John Phillips.

Geoff James Planning Officer Kendra

Geoff advised the meeting that SPD2 had been adopted by the Council and was now officially part of the Croydon Plan. It refers to narrow roads in Kenley which could well mean Welcomes Road which is a Public Highway with a designated footpath running over it a status granted over 20 years ago. It has no pavement being itself a footpath. The Plan suggests that developers create a 1.5m relief bay along the length of the frontage to the plot they are developing. The question immediately arises about preventing overspill parking in these bays particularly in the night. It may also encourage parking on verges and far from making the passage of walkers and cyclists safer may make the road more hazardous for them. Geoff suggested wooden posts (not rock or concrete for legal reasons) being sunk into verges to discourage parking on the verges. Parking is not permitted by law whether on footpaths or verges but the law has never been enforced. Delivery vehicles may park on the road briefly.

The revised Croydon Plan requires that delivery of new housing is accelerated from 29,500 in 20 years to 30,000 in 10 years which will have a more immediate impact on the south part of the Borough.

The Kenley Community Plan is an opportunity for residents to have their say about how the borough will be developed but will not over ride the target for more housing. Re parking complaints there is no point in sending in pictures of isolated incidents of the road being obstructed but to provide a proper evidence based report showing the pattern of on road parking over a period.

The Chairman is to speak later on about what the Association is currently doing about parking management in the roads it 'controls'.

Geoff mentioned the excessive speeding problems presented by a few maverick drivers and said that the Police are not much interested. The Council may in the end take over control of local speeding offences.

The EU regulations on car collision detection which will be mandatory in all new cars from 2021/22 may lead to more rear end collisions if tailgating cars without the system do not stop when a car fitted with the system suddenly stops. There will also be speed limiters though they may be over ridden in need. In the event of an accident though a driver who has disabled the system may find themselves in a legally indefensible position. The police will also have access to the vehicle telemetry showing the way the vehicle had been driven before the incident/accident.

The behaviour of the Croydon Planning Committee, which is close to breaking the law, could be subject to judicial review if RAs are able to raise the necessary funding for legal costs of £15,000 to £25,000. Web casts of meetings show the regular manipulation of the democratic process by disregarding or seemingly failing to address valid objections to planning applications. The Pre Planning process itself carries with it an inbuilt bias towards the developer who if compliant with the pre planning recommendations is unlikely to be refused.

The insistence of the PTAL of 1.1 on site parking has never been properly justified for suburban or semi rural areas without adequate and easily accessible public transport. The revised London Plan recognises the need for more on site parking in outer areas of Greater London which Croydon are ignoring.

A resident raised the point that members of WURA pay a road levy to maintain the road/footpath and appear to conveniently ignore this in approving flatted developments with limited on site parking space round them.

Other points raised by residents ranged from reinstating the missing 20mph sign at the bottom of WR, the development of the new house on 82 WR based on dubious measurements, the need to continue to badger the Council about local objections 'as they are not listening'. The signage at the Kenley Lane end of Welcomes Road will be thoroughly reviewed and missing speed limit signs restored.

Matters Arising

The Chairman thanked Geoff James and mentioned how helpful he had been to WURA during the year.

There were no matters arising which will not be dealt with through the current Agenda.

Chairman's Report

(red font means action required)

Road re-surfacing: A quote from Allfreys has been received to deal with the most pressing issues and a spread sheet showing the likely cost made available at the meeting. Since the meeting the contractors have arranged to revise the quote to reflect some changes to the original numbers and are visiting on June 11th 2019. The work envisaged which may cost up to £70,000 including VAT and broadly will involve the following and will be carried out in the school holidays in July and August this year. Welcomes Road will be closed from time to time:

1. Making good the top section of WR from Hayes Lane to eliminate damage from an underground spring and lay 25mm thickness of dense bitumen mastic (DBM) similar to the job done on the Uplands Road and Welcomes Road junction 2 years ago. This will now run from the entrance posts to the speed hump near 126WR. The final cost is contingent upon the extent of works needed to deal with the spring.
2. To lay DBM on the stretch which has become dangerously polished from about 52 WR to lamp post 11
3. To kerb from Kenley Lane end of WR where the banks are being eroded by passing traffic and to investigate redesigning the granite sett lined gully so that it can be covered to make a dry walkway for pedestrians. The same area to be re-profiled so that the flow of water is steered away from the odd numbered side of the road into the gully. The area concerned to be re surfaced with 25mm DBM.

The contractor is to supply an estimate for the entire resurfacing of WR with a layer of DBM phased over the coming years in line with cash flow. A 3 to 5 year cash flow projection will be developed as requested by a member after the meeting. The need to refresh the surface of Uplands Road will also be addressed by the contractor and taken into account in any projected spending plan. A strong message came from another member to 'get on with it'.

The meeting was unanimous in the desire to use DBM for the whole road and not to try using spray and chip which, though cheaper, has produced indifferent results and the Committee took on board this resolution.

A report on what is decided with Allfreys, the contractor, and the cost and specification will be published in the 'Summer' Newsletter which is delivered to all members by hand.

The point about the need to put in a new gas pipe under WR in the coming years and the activities of developers was noted but it was agreed that we could wait forever to improve the road if we waited for all building and other work to be completed. The advice given to WURA on the gas pipe is that the existing cast iron pipe would be lined with a new plastic pipe and excavations to WR would be limited to a few holes and the road made good with matching DBM afterwards.

Parking management: The Chairman described the active parking plan he is currently developing with the Council so that new flat owners understand from the outset that multiple car ownership is undesirable and will lead to problems for them. Welcome letters to new owners and renters (and the Management Company) will be very clear about this and the need to make sure visitors do not park on the road whether Welcomes or Uplands save for brief visits for deliveries. Removal vehicles also need to be controlled so that they are not blocking the road for any length of time. Road levy invoices will also carry a warning notice about parking on the roads.

'No Parking' notices will be provided by the Council to be erected at each entrance to the WURA zone and this signage will suffice to make it legal for the Council to enforce parking controls and impose financial penalties. The penalty notices will be issued to offenders by a Council parking officer.

The details of how the system will work have yet to be finalised. If the Council Parking Official arrives on a surprise basis this may cause problems for delivery vehicles and members temporary visitors as when visits occur all vehicles parked on our roads will be ticketed. There is also the question of overnight parking in the road and the improper use of the relief bays suggested as necessary in narrow roads in SPD2 and mentioned by the Kendra Planning Officer in his address. The painting of yellow lines in the road was suggested but it was felt that as far as possible the road should be left to look like a rural lane rather than an urban street. It was agreed not to involve neighbours in enforcing parking controls as this might lead to disharmony in the community. One member suggested frontagers/WURA put small picket type no parking signs on the verges to remind drivers of the parking regulations in force. This is a suggestion that could be followed up. The full measures can be extended to Uplands Road though this road can tolerate some parking. The final decision on how to manage parking in UR has yet to be agreed.

Stuart Prior mentioned that he had researched using a private parking company some time ago but again its use in practice was likely to be divisive with warnings and ticketing being initiated by neighbours.

Another member suggested that the news that parking controls are to be introduced is made more prominent on the web site and **this will be carried out.**

There was some discussion on the CCTV signs at the entrances which do not look very convincing. CCTV was investigated last year (Cost £14,000 plus annual fees) and it was found there were issues with on-going maintenance, monitoring it, hosting the hardware and privacy problems. It was decided that we would rely on private CCTV cameras installed by members and **declutter the signage on the entrance posts.**

Granite setts to demarcate entrance to the Welcomes and Uplands 'estate'. **The cost of this is currently being investigated.** Coloured zoning was not felt to be the answer either aesthetically or from the point of view of durability. The installation of setts is not felt to be a priority and the cost needs to be kept below the figures so far received of about £10,000. The setts must be able to withstand regular HGV traffic without loosening. It was mentioned that they can be slippery when wet but the line of the setts at the Abbots Lane entrance will be set well inside the line of the footpath on Abbots.

Secretary report

Web site hits 14,890 and visits 2393. Jan 2018 to May 2019.

Emails received 2965 from April 2018 to date

Number of homes 225. There was an error in 2018 report in that the 3 new houses in Cumnor Rise were added when they were already in the figure of 225 which also included 1a Simone Drive which was sold recently. We can expect a nett 7 new homes when the flat conversion at 36 WR is completed in 2019/20. Work on 57 WR has started which in due course will add a net 6 new homes probably by mid 2020.

It was not mentioned during the meeting but we are in dispute with the City of London Corporation over the 'ownership' of the verge fronting their woodland where there are 9 chestnut trees needing maintenance. Of these 3 are dead and need removing. The matter has been reported to Private Road Services who are our insurance agents but so far we have not had any legal advice from them save to employ our own specialist lawyer.

The Committee is reviewing the situation and will keep members informed.

2 Newsletters are distributed each year

A web site recently created and hosted at no cost using Google Sites for the Zig Zag and Leacroft Road Association can be found on <https://sites.google.com/view/roadassociationinkenleysurrey/home>

Treasurers Report

The accounts have yet to be audited by Gary Lowe.

The total cash reserves held on 31st March 2019 were £148,461 with no significant monies owing at that date.

Developer levy- now termed HGV levy- was £18,000 in 2018/19, 96% ahead of budget. The projected HGV revenue for 2019/2019 is £20,000 from 35UR and 42WR and sale of flats at 36WR. Work on 57WR is progressing slowly given the difficult site.

Unpaid levies to date are 8% of total potential revenue of £22,914 from ordinary road levy. All overdue road levy debt is chased regularly and any accumulated arrears usually collected on sale of the relative property in terms of form TA6 which requires owners to declare neighbourhood disputes.

The draft accounts for 2018/19 were adopted by the meeting: Proposed by Michael Lott and Seconded by John Phillips

The Chairman thanked Gary Lowe for once again auditing the accounts and the meeting voted expenditure of approximately £90 to purchase wine for Mr and Mrs Lowe's wine cellar.

Mr Lowe was re-elected unanimously as our auditor

Report on new web site from Dr Marion McKelvie

The new web site will be dynamic and regularly updated in house using new software. It will be easier to navigate with important information being easily accessible. The indicative cost (though not mentioned at the AGM) is likely to be less than £1,000 and the project is expected to be completed in the next 3 months. **Marion's company will carry out the work.**

Hosting and the domain name are expected to be the same as now.

Re- election of Committee

Apart from Mr McCallum who would like to stand down if a replacement came forward during the coming year, all the current members of the Committee offered themselves for re- election and were duly proposed by Pat Feeney and seconded by Janice Greenwood. They were re-elected unanimously (including Mr McCallum!)

Dr Marion McKelvie who had served on the Committee during the year on a rather informal basis was elected at the meeting as a member of the Committee. During the Past year she has been very helpful in hosting meetings with the Council and formulating objections to some of the developments proposed in the road. She will eventually become our web master.

AOB

Three planning applications for flats (1 KC, 35UR and 32WR – now due to be heard on 20th June 2019) have been withdrawn in recent months and in the case of 35 UR the developer is happy to be guided by WURA on what would be acceptable for the plot. As a response to our MP's suggestion that we email all the Croydon Councillors it was recommended by us that all stakeholders should be involved in future planning applications particularly where the development is likely to be controversial. This assumes the neighbours or their road association to be the third stakeholder. It is hoped that developers will co-operate by not applying for permission to over develop a plot. Mr Castelino (35UR), who wants to know what we can live with, will be asked to do a presentation of the revised plans proposed for 35UR given that the juice bar and cinema in the original plans have been ruled out. This is pre pre planning approach should be encouraged by the Council for all developers. In fact, though not compulsory, the Council prefers developers to approach the existing residents as a first step but few do so.

The owner of 27 WR, which has an entrance right opposite the proposed development for 32WR, the planning application for which was withdrawn early in the week, asked about putting in kerbing along the verge. The Committee had no objection to this and any subsequent damage to the verge or kerb stones should be rectified by the developer in terms of the HGV agreement with WURA.

Mike Lott recommended taking photographs of offending HGVs as these are not usually under the direct control of the developer or his agents.

Closure of Meeting:

The meeting closed at about 10 pm with thanks from the Chairman to the residents who attended the meeting and for their valued input and not least the input from our guest speaker, Geoff James. It was strongly recommended that members join Kendra if they have not done so, given the important work this Residents Association does for Kenley. There are regular bulletins and emails on local affairs including the hand delivered Kendra Magazine.

Post the meeting a member mentioned that there had been no vote of thanks to the Committee for which he apologised!