



## WELCOMES & UPLANDS ROAD ASSOCIATION

### MINUTES OF THE ANNUAL GENERAL MEETING HELD USING ZOOM ON MONDAY 1st June 2020 at 7:30 pm

#### Chairman's Opening Remarks for all members

Because of COVID 19 the Committee agreed that there would be no AGM this year and that instead a Committee Meeting would be held over the internet in order to review last year's AGM minutes and to update members on more current matters.

The actual on line meeting went fairly well bar one or two technical issues. Nevertheless the views of each committee member were duly considered by phone or email.

Member views and comments are invited and can be sent in to the Chairman [colin.brown301@btinternet.com](mailto:colin.brown301@btinternet.com) or Secretary [welcomesanduplandsroads@gmail.com](mailto:welcomesanduplandsroads@gmail.com) via email. Talking of email we are still obliged to spend time and money on printing material for delivery to members who have not given the Secretary or the Treasurer their email address. If it is all possible and you have not sent an email to us already please do so. We can then update our records and keep you on top of local events affecting our roads including scams, burglaries, road closures and so forth. Otherwise we will assume that if you are interested in our activities you will visit our web site.

At the beginning of the COVID crisis a number of members kindly offered to help people isolating in their houses with their shopping or just to talk to them. So far it seems our community has shown considerable resilience and organisation as no one has asked for help! I trust that some form of normality will return to our lives over the coming months.

Comments on 2019 AGM minutes in **red**. **Green font means action by Committee members needed**. Sections in *italics* are extracts from the 2019 AGM minutes.

#### Apologies for Absence

Not applicable

#### In attendance at Zoom meeting on 1<sup>st</sup> June 2020

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

Attendance record since 2015

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

2019/20 A warm welcome to the new occupants/owners of 1a Simone Drive, 20 Welcomes Road, 33 Welcomes Road, 67 Welcomes Road, 121 Welcomes Road, 46 Uplands Road, who have all moved to the area since the last AGM in June 2019. .

## Minutes of the General Meeting held in 2019

The Minutes of the Annual General Meeting held on 4<sup>th</sup> June 2019 were adopted.

Proposed by Robin McCallum and seconded by Jan Scully

*Extracts from 2019 Minutes in italics*

### **Matters arising from 2019 meeting:**

*Talk by Geoff James Kendra Planning Officer; He advised the 2019 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 only relief bay created was outside 57 Welcomes Road and it was the view at the Committee meeting that the bay will need to be reincorporated into the site to accommodate the planned car park, refuse and bike sheds . The Secretary will arrange a meeting with the developer to review the current issues with the site, HGV damage and likely completion date.

*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 latest requirement for Croydon is to deliver a minimum of 32,890 new homes between 2016 and 2036 with 10,060 homes delivered across the Borough on windfall sites. In Kenley the share of new builds is virtually all made up of so called windfall sites. These sites are acquired by paying a premium for the land, demolishing a family home and then building 9 flats on the same land for the project to be profitable.

Following a vigorous campaign in 2016 to stop the flats now being built on land at 57 Welcomes Road, and shortly after planning permission was granted, we had a meeting on site with Pete Smith, then Head of Development Management (retired wef 1<sup>st</sup> June 2020 and replaced by Nicola Townsend) and two of his colleagues. At the meeting Mr Smith commented that Welcomes Road, being lined with large plots, was ideal for intensification and that we could expect more builds like 57. Not what we wanted to hear.

*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 Motion traffic report which accompanied the planning app for 10WR concluded that there is capacity in the road to cope with the impact of the proposed 8 new homes. The conclusions completely fail to take into account the realities of overdevelopment fronting a narrow highway/footpath. The parking and traffic analysis for a new application for 37 Welcomes Road for the usual 9 flats was similarly flawed if not deliberately misleading. Basically these consultants are paid by developers to come up with results to support the relative planning application.



On 3<sup>rd</sup> June 2020 at about 9 am this was the scene near 18WR. Cars were rapidly building up either side of the lorry



After turning round in a private drive to exit another way this lorry was seen parked on the verge near No 55

No account is being taken by planners of the effect of the clustering of flats in WR. This is at the heart of the problem with the Council regarding the type of housing being forced upon Welcomes Road which is a narrow lane and has nothing in common with the standard Council owned roads with pavements where other flats are going up. Substantially increasing the population in Welcomes Road by building flats will increase the frequency of these traffic incidents and endanger life when emergency vehicles are impeded. The weekly refuse collection will cause more and more traffic hold ups as more flats are developed. Already delivery traffic is quite significant.

We will investigate ways to log these incidents as they are more or less daily events nowadays. This could produce the *evidenced based* report Geoff James suggested is needed to change the Council's thinking. This cannot happen unless members report incidents preferably with photos to the Secretary or Chairman.

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

The Council overruled the Committee's HGV routing to and from building sites involving more use of Uplands Road and directed that HGVs (site traffic) enter Welcomes Road at the Station end and exit on to Hayes Lane turning right. It is noted that drivers still seem to use Uplands Road to get out of Welcomes Road in spite of the instructions not to do so.

*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 Committee noted that there had been no change in the Planning Committee behaviour since 2019 with virtually everything put before them gaining approval 6 votes to 4 on political party lines. There still seems no appetite from residents to fund an expensive judicial review which anyway might not produce the results residents want. Our MP's solution is to have an elected mayor but the petition to elect one is still short of the required number of votes and even if the job is created it will not come into force until 2025 by which time much damage to our area will have been done.

*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. **Speed limit sign restored***

## **Chairman's Report 2019**

**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 11<sup>th</sup> 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.

1. 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.

This work (from gate posts to 126 WR) was not carried out but instead the road, which was being undermined by an underground spring, was rebuilt near 155 WR on the basis that the original job could not be carried out whilst the spring was affecting the road. The new running surface course has rippled and this problem will be corrected when Allfreys come to do the planned kerbing work at the bottom of the road in July 2020. Cost of the work done in 2019: £18,600 inc VAT

2. To lay DBM on the stretch which has become dangerously polished from about 52 WR to lamp post 11

DBM (dense bitumen stone mastic) was not laid here but surface dressed with small granite chips in 2 phases; Section 1. 41 to 50WR Section 2. 50WR to 55WR which has bedded in well though the recent hot weather produced some minor buttering of the mastic binder. The skid resistance is good.

Cost incurred: Section 1. £6908 inc VAT Section 2. £5647 inc VAT. Cost per m2 about £12 inc sweep of surplus stone after 2 months.

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.

This work has not been done and the re profiling will not happen either on the advice of the contractors as not likely to be cost effective. The granite setts in the gully/channel on the west side will remain as they are. To cover over the gully/channel was too expensive and too radical a job.

The frontage to No 18 has been faced with newly cut 'railway sleepers' by the frontager (work is almost completed). WURA will contribute £2,000 towards the total cost. Allfreys quoted c£7,000 inc VAT for the job. The frontager concerned is paying the lion's share of the total cost of the work.

In July 2020 Allfreys are expected to be carrying out work on kerbing certain frontages at the lower end of Welcomes Road where there are traffic erosion and flooding issues. The job includes some surface dressing. Cost c£9,500 inc VAT.

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'.

A cash flow will be made available by the end of July 2020 based on assumptions showing the impact on our cash position year. (Secretary to produce CF)

*The general meeting was unanimous in a desire to use DBM or SMA 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.*

On the grounds of cost and the success of the surface dressing (save for some limited buttering in the hot weather) near 50 WR carried out by Allfreys last year we may have to recommend a reversal of the policy to only use DBM/SMA depending on members willingness or otherwise to pay a substantially increased road levy. The life expectancy of surface dressing is about 8-10 years depending on the weight of traffic. Other types of more expensive surfacing like SMA should last much longer than surface dressing and need less maintenance. <https://www.rsta-uk.org/sustainability/>. Road surfacing is a complex subject with variety of solutions available and we are to a large extent dependent on professional advice. Surface dressing is more eco friendly than other solutions.

Planing off the surface of Welcomes Road to lay SMA or DBM carries risk of destabilising the existing running surface as the road has no formal foundations. The cost of detailing the numerous drive entrances also raises cost. Quotes and advice from other contractors than Allfreys will be obtained but the cash flow projection gives a reasonable idea of the funding needs of each kind of surfacing.

Other problems are the persistent interest in the road from Council supported developers and the resulting HGV site traffic. Utilities excavating the road to connect up the new housing is another problem.

*A new gas pipe under WR is planned for the coming years, and developers are generating HGV site traffic. The meeting 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.*

The Committee is exploring the possibility of finding a member of our Association with a background in road construction to manage road maintenance, resurfacing and obtaining competitive quotes as well as supervising the actual road works for quality.

There is a possibility of our community (using housing groups) getting fibre optic cable laid in the road earlier than might otherwise happen in terms of the Government policy to roll out fibre nationally. [www.communityfibre.bt.com](http://www.communityfibre.bt.com).

**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.*

No parking on road or verges reminders are included on road levy invoices, the web site and welcome letters. Warning signs have been erected along Welcomes Road in the vicinity of the proposed flats.

*'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.*

There will be no immediate action on this while we see what happens as flats are built and occupied.

*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 will be done when the situation demands it. The full measures can be extended to Uplands Road though this road can tolerate some kerb side parking. The final decision on how to manage parking in UR has yet to be agreed.*

Another member suggested that the news that parking controls are to be introduced is made more prominent on the web site.

This has been carried out.

*Granite setts to demarcate entrance to the Welcomes and Uplands 'Estate'. 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.*

The Committee meeting agreed not to pursue the granite sets idea having taken professional advice on their effectiveness and longevity.

### **Secretary report**

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

See attached statistics which shows in detail the visits to the site from September 2019 to May 2020. This is probably a more realistic set of numbers compared to 2018/19. The video of fighting deer got 62 views..more than most other pages visited!

Emails received 2965 (from April 2018 to date) 2019/20 2004 received

Number of homes 225. There was an error in 2018 report in that the 3 new houses in Cunnor 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 net 8 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.

The 8 flats at 36WR we understand are all sold increasing the WURA estate to 233 dwellings. The flats await assessment for Council Tax but we might assume extra annual income in the order of £600 from the owners. However the gas and phone need connecting and this is holding up the completion process. A solicitor is currently dealing with the titles to the flats and our requirement for a covenant to be registered at the Land Register recording the obligation to share the cost of maintaining our roads. We will also receive details of the management company and who we are to deal with on road affairs.

We are in dispute with the City of London 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.

This matter partly resolved itself when the Council took on the job of cutting down the dead Chestnut trees and reducing the height of the remaining ones. They have more work to do on the remaining trees to cut down the ivy. We are still unhappy with the COL attitude to us in that their pathways spill water on to WR and they do not maintain their verges. Their lawyer has stonewalled the widely accepted principle of presumption of ownership of half the road and verge by a frontager. City of London or their lawyers simply maintain they are not frontagers to the road when clearly they are because their land abutts the road. We are considering getting a legal opinion.

### **Treasurers Report for 2019/2020**

The 2019/20 accounts are currently being audited by Gary Lowe.

The total cash reserves held on 31<sup>st</sup> March 2020 were £140,751 (£148,461) with no significant monies owing at that date.

HGV levy- amounted to £11,250 in 2019/20 (£18,000 in 2018/19). The projected HGV revenue for 2020/2021 is £12,250 from 36 and 57WR.

All the flats at 36WR have buyers now but completion is subject to connection of the phone lines and gas supply.

The 5 flats at 57WR are nearing completion and once the first unit is sold the balance of the HGV levy will become due.

Regarding 42WR (the developers seem to have abandoned this project after we met them to discuss the HGV levy)

The development at 35UR; the total HGV levy for this development is expected to amount to £15,500 with 50% payable now as permission to build was granted at the recent Planning Meeting.  
[\(Demolition of existing dwelling and attached garage. Erection of 6 town houses and associated parking and access road. Fir Hollow 35 Uplands Road Kenley CR8 5EE Ref. No: 20/00331/FUL | Received: Thu 23 Jan 2020 | Validated: Thu 06 Feb 2020 | Status: granted\)](#)

Unpaid levies to date are 12% 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. Some of the non payers are covenanted to pay a road levy in their title deeds. The road levy will not be increased from 2021 as would happen in the normal course to track inflation but will be reviewed again in June 2021 for a possible raise in April 2022 by 20%.

The draft accounts for 2019/20 were adopted by the meeting: Proposed by Robin McCallum and Seconded by Stuart Prior

The Chairman thanked Gary Lowe for once again auditing the accounts on a pro bono basis 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 Marion McKelvie web master 2020**

The new web site [www.wura.org.uk](http://www.wura.org.uk) is up and running at a cost of £800, a massive saving on all the other quotes we received which ran into thousands of pounds.

Hosting and the domain name are the same and annual running costs negligible.

### **Re- election of Committee 2020**

Committee members offered themselves for re- election. If any members reading this are unhappy with the current arrangements for the Committee or have any other comments please let the Chairman know.

### **AOB**

*Three planning applications for flats (1 KC, 35UR and 32WR – now due to be heard on 20<sup>th</sup> 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 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.*

Since the above events an application for 8 Kearton Close has been submitted and a decision is awaited. There were 52 objections but as we know this does not stop out of character overdevelopment being passed.

(Demolition of existing 2 bedroom bungalow and replacement with four dwellings, car parking, landscaping 8 Kearton Close Kenley CR8 5EN Ref. No: 20/00981/FUL | Received: Fri 28 Feb 2020 | Validated: Fri 28 Feb 2020 | Status: Awaiting decision)

A very worrying application for 10WR is still in the system with 120 objections filed. This would bring chaos to the lower section of Welcomes Road both during construction and then servicing the units quite apart from the impact on neighbours of such a large development which disrespects of the built environment and character of the area.

(Demolition of existing dwelling. Erection of 8 three/four storey dwelling houses (2 pairs of semi-detached properties and 4 terraced properties), provision of vehicular accesses, access road, parking areas, land level alterations and cycle storage [Amended description] 10 Welcomes Road Kenley CR8 5HD

Ref. No: 19/04441/OUT | Received: Tue 17 Sep 2019 | Validated: Tue 10 Dec 2019 | Status: Awaiting decision)

The most current application is for 37 Welcomes Road which has several basic flaws including using an incorrect name for Welcomes Road (Avenue). Objections have been sought from members and via Kendra. Geoff James has been very helpful and WURA will be lodging an objection letter.

(Demolition of existing dwelling, erection of a two/three storey building to provide 9 residential units, with associated landscaped areas including parking, cycle and refuse storage 37 Welcomes Road Kenley CR8 5HA Ref. No:

19/05954/FUL | Received: Wed 18 Dec 2019 | Validated: Mon 18 May 2020 | Status: Awaiting decision)

#### **Closure of Committee/Zoom General Meeting:**

The meeting closed at about 9.18 pm with thanks to Marion for setting up the Zoom meeting.