



Addiscombe & Shirley Park Residents Association

www.theaspra.org.uk

**Minutes of the 26th Annual General Meeting held on Wednesday 8 April 2015 at 8pm
in The Pavilion, St Mildred's, 30 Bingham Road**

1. Welcome & apologies.

Fred Law, acting chairperson, welcomed everyone.

Apologies received from Police Safer Neighbourhood Team, Cllr Andrew Rendle, Editor Liz Brereton, 3 Road Reps and 27 households.

2. Minutes of last meeting and matters arising.

Minutes were approved.

3. Magazine Editor's Report.

Circulated with the agenda, no items were raised.

4. Advertising Manager & Webmaster's Report.

Circulated with the agenda.

Following a question on how the website is funded Bob advised the cost is £10 a year for the site and there are no other costs as the webmaster is a volunteer.

5. Treasurer's Report.

Circulated with the agenda.

A question was asked as to why the sundry expense in 2012/13 was significantly higher at £616.07, than any other year and Fred explained that this included expenses for the R F Delderfield plaque and refreshments for its unveiling.

6. Postmaster and Membership report.

Circulated with the agenda, no items were raised.

7. Project's Report.

Apologies that this report was not included in the Agenda, but all this news arrived too late to do so.

A full report was provided at the meeting and is now included as Annex A.

It was proposed and seconded that we go ahead with arranging for Christmas lights for Addiscombe Village (in the worst case ASPRA funds could be used).

8. Chairman's Report.

Circulated with the agenda.

9. BALLOTS

Proposed Changes to Constitution:

None

Election of Committee Members:

Chairperson (VACANT).

Vice-Chairperson (VACANT).

Treasurer – (Frederick Law nominated for re-election).

Secretary – (Gill Lee nominated for re-election).

Magazine Editor – (Liz Brereton nominated for re-election).

Advertisement Manager – (Bob Sleeman nominated for re-election).

Unelected, Non-Committee roles:

Webmaster – Bob Sleeman (Volunteer).

Postmaster – Dave Lee (Volunteer).

Membership Secretary – Dave Lee (Volunteer).

Projects Consultant – Hilary Chelminski (Volunteer).

Road Representative – vacancies

- Claremont Road
- Elmgrove Road
- Greencourt Gardens
- Lower Addiscombe Road (194-362)
- Parkview Road
- Sherwood Road
- Shirley Road (57-196)

There were no nominations for the Chairperson and Vice Chairperson. All committee members were re elected and there were no changes to the volunteers. A volunteer came forward at the end of the meeting to be the Road Representative for Parkview Road.

10. Councillors Report

Circulated with the agenda.

Cllr Steven Mann provided an update

- It was good to see an increase in membership and a good turn out to raise local issues
- Cllrs have secured £500,000 for refurbishing the old library buildings and Friends of Ashburton Park (FOAP) are doing well
- Disabilities bays for the church are being done up
- Councillors are happy to work with ASPRA and residents to resolve speeding and parking issues
- An informal crossing (not permanent) for Bingham Road is coming forward
- They are investigating narrowing the junction at Claremont Road
- Spring Lane bridge is back open and buses back to their original routes
- They are working to get a traders association back for Addiscombe shops
- The Bakerloo line will take over the Hayes line although this is sometime off
- They are also involved in the possible travel rezoning to zone 4
- This morning there had been a crime at the Post Office in the Co-operative and they were meeting with the Safer Neighbourhood Team about this
- Recycling facilities at Ashburton Park had been temporarily removed after consultation with all relevant parties although an ASPRA member disputed this. Co-operative recycling was also in a mess. They are looking at long term solutions
- 20 mph zoning - ASPRA comes under Phase 2 (South Norwood is Phase 1) which is 2016/17. Steven will keep up updated when the formal consultation will begin. They will encourage ASPRA to work out what they want in terms of traffic calming, parking, 20mph zoning and what will make the most difference. If ASPRA were to set up a petition the councillors would be happy to present it to full council.

Note - ASPRA plans to setup a working group after the election, to take this forward.

11. Controlled Parking Zone (CPZ), 20mph speed limit and Bingham Road speeding

Jenny Crook's report and the email read out from Chris Gander can be found at Annex B and Annex C respectively. There was a lot of discussion on these subjects with many points being raised.

12. AOB

Green waste collection is due to start the week of 20 April and the calendar for this is due out this week.

In the previous AGM minutes it mentioned blocked drains in Birch Tree Way and there has been no improvement. The person who raised this was going to speak with Steven after the meeting. There are also blocked drains in Northampton Road.

A request was made to clarify what difference / restrictions there would be on planning applications if we received Local Heritage Status and at this time we do not have clear guidance on the impact. There was some discussion about what the advantages were. It is to protect areas of local interest and an English Heritage designation, ASPRA were invited to apply to preserve the area. It was also felt that this may have saved the Blackhorse pub.

The following information was circulated by e-mail on 8 April and uploaded onto the website:

James Haywood of Croydon Council has thanked ASPRA for circulating the Croydon Council Scrutiny survey regarding the recent changes to Royal Mail in Croydon. Over 500 people responded and the results of this questionnaire have now formed part of the scrutiny review's final report, which will be considered at the Scrutiny and Overview Committee on Tuesday 14th April, 6.30pm, Council Chamber, Croydon Town Hall. All residents are invited to attend this meeting, where the report and recommendations will be discussed. Royal Mail has also been invited to attend. Further information, including a copy of the report going to the committee (at item 7), can be found on this link:

<https://secure.croydon.gov.uk/akscroydon/users/public/admin/kab14.pl?operation=SUBMIT&meet=24&cmte=SSO&grpid=public&arc=>

Gavin Barwell mentioned a petition relating to this and we could expect some news shortly about town centre collection.

Next year's AGM will be held on Tuesday 26 April 2016.

ASPRA hold 3 Road Rep meeting a year and any ASPRA members who would like to attend these should either contact their Road Rep or advise the Secretary. These are all at St Mildreds and dates are:

- Small Hall Monday 29th June 2015 19:30-22:00
- Small Hall Monday 14th September 2015 19:30-22:00
- The Pavilion Tuesday 2nd February 2016 19:30-22:00

Rick Baxter was unable to attend tonight as he is in rehearsals for the next production by Croydon Stagers - Sister Act - which runs from 27 -30 May. He asked that we mention the show.

The meeting finished at 9.35pm.

ANNEX A

ASPRA PROJECTS

1) ASPRA'S Application for Local Heritage Area Designation - sent June 2014

Sarah Freeman that I was originally dealing with is now on sabbatical leave, so I have now been in contact with Joanna Hughes, Conservation Officer, Croydon Spatial Planning Department.

When I wrote for an update last year she replied:

"The process of comprehensively reviewing all Local Areas of Special Character and moving to Local Heritage Areas is a long process.

Work continued throughout last summer, involved archive research, site visits & detailed written reviews of all 56 locations proposed.

The draft report is currently undergoing internal consultation.

The recommendations for designation will come forward as part of the Croydon Local Plan: Strategic Policies Partial Review, which is expected to be considered by Cabinet in March 2015.

The Council intends to contact all those who submitted their proposals in advance of this Cabinet Meeting.

The Addiscombe & Shirley Park Residents' Association will be invited to a briefing session which is likely to be in the New Year".

Not having heard anything further since then I wrote to her again this March this year & received the following reply:

"The Local Areas of Special Character review to Local Heritage Areas is integral to the Croydon Local Plan: Strategic Policies Partial Review.

The Local Plan & integral projects within it, will now be going to Cabinet in July this year.

Unfortunately, this time frame will miss ASPRA's AGM.

Come this summer, all submitted proposals will be informed if their proposal has met the Local Heritage Area criteria or not."

2) Christmas Lights, Public Noticeboard & Addiscombe Planting Scheme

After several months of writing to various departments & Councillors without reply, I finally approached Gavin Barwell to ask advice about furthering these projects, and very quickly received letters from him & Sara Bashford with fulsome contact details & information.

Following up on these, yesterday I had a meeting with John Algar, the PFI Contrcats Manager for Croydon & Lewisham Street Lighting, in Addiscombe.

We established that the new lamp-posts there retain the "commando" socket connections for Christmas lights (at his instigation).

He gave me with several photographs of examples of designs for Xmas Lights provided by the Festive Lighting Company, as currently used by Purley, Selsdon & other local boroughs, & a contact there: Vernon Peake, who has already offered to come to Addiscombe for a consultation.

Under the PFI Contract with Croydon Council, SKANSKA will install, maintain & remove all decorations at the cost to the Authority. ASPRA would only have to provide funds for the Lights themselves, either bought or hired at a cost of £175 each new or £150 each refurbished, for 3m frames, or LED wrap-around festoons can be bought at only £52 per column.

Hire of 18 new 3m frames would be £3,000 per year.

Hire of refurbished 3m frames would be £1,500 per year.

I am told that there may possibly be some room for negotiation over these costs.

The cost of running these lights is only about £50, as LED lighting uses very little electricity & they are only turned on for limited periods of time.

Any damages or lights out would be the duty of SKANSKA to repair, & any emergency call-outs would be down to SKANSKA to make safe.

For a small extra cost (e.g. £100-£150 for 20 lamp-posts) lights can be switched on at a set time & date, otherwise they would be switched on at the same time as other decorations in the Borough.

Notice Board/s

John Algar has also given me the name of the person to contact in the Highways Agency, to consult about the possibility of a Noticeboard at Blackhorse Corner.

He has told me that he himself will give ASPRA permission to put notices on the lamp-posts in Addiscombe, if we can supply appropriate equipment & fixings, & let him know the numbers of the lamp-posts that we wish to use.

Otherwise, following Gavin's Sara's & Stephen Mann's advice, I have been in touch with the Croydon Planning Department, who confirm that a free-standing Noticeboard would require Planning Permission, & that they are happy to advise as part of a pre-application process, but that there will be a fee charged for that service.

Alternatively, they suggest that we could employ our own planning consultant to progress the early stages of the process.

Plantings

Gavin & Sara Bashford have also let me know that the Council are willing to provide ASPRA with horticultural advice as to a decorative planting scheme for Addiscombe, & have given me the name of Malcolm Kendall to contact.

However, he has been on holiday for the last few days, but I am hoping to speak with him in the near future.

Apologies that this report was not included in the Agenda, but all this news arrived too late to do so.

Best wishes,
Hilary.

Descriptions of Local Heritage Areas etc. as defined by English Heritage, & other LHA info:

LOCAL DESIGNATION

Identifying & managing those parts of the historic environment valued by local communities is an important element of the heritage protection system. Local designation allows for the management of local heritage through the planning system & provides an opportunity to engage with local communities. It encompasses both individual assets identified by local listing right through to areas of local character represented by conservation areas.

Conservation Areas are a well-established designation employed by local planning authorities to manage areas of special architectural or historic interest. Effective management of conservation areas relies upon the preparation of a character appraisal & accompanying management plan.

Local Listing helps to raise the profile of local heritage by identifying heritage assets that are of greatest importance to local people. The National Planning Policy Framework also highlights the contribution of local listing to the development of the evidence base used to support local plan making.

Local Heritage Assets can range from buildings, designed landscapes, archaeology & elements of the natural environment. By involving local people in their preparation, local lists & the practices & processes that support them represent a voluntary agreement between local planning authorities & community representatives on how local heritage assets are managed.

Areas of special Local Character - some local authorities have chosen to rely on additional forms of local designation to manage their local historic environment. These generally take the form of areas of special local character, designed to capture historically important areas that fail to meet the criteria for designating conservation areas. Although such areas of special character are generally used to identify areas based upon their architectural or townscape merits, they may also deal with other elements of the historic environment such as locally important landscapes or archaeology.

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ASPRA's original invitation to submit an application for LHA designation came in a letter, dated 5th March 2014, from Steve Dennington - Deputy Service Head, Croydon Council Spatial Planning), with whom Bob Sleeman & myself (as the designated ASPRA representatives) had been consulting over the Croydon Local Plan:

CROYDON LOCAL PLAN - PROPOSED LOCAL HERITAGE AREAS

Thank you for the representation you made in response to key question d of Croydon Local Plan: Detailed Policies Preferred & Alternative Options (CLP2) consultation regarding new local heritage areas.

To enable us to consider your representation further please can you clarify the extent of the proposed area you submitted during the consultation on the blank map attached (annotate with a proposed boundary) & clarify which local heritage area criteria listed below that you feel this area meets & why. Please specify if you feel that the area proposed meets more than one of these criteria.

a) Architectural Significance - Be an area of distinctive architectural character as a result of the collective value of a group of historic buildings with consistent architectural form, style, feature, detailing or materials. The group will often, but not always, have been built as a single development over a short period of time & will be well-preserved.

b) Townscape Quality - Be an attractive & historic composition of urban form, either planned or unplanned & distinctive from the surrounding area.

c) Landscape Quality - Be an area that is distinguished by the quality, extent or features of its historic landscape, which is well preserved.

All representations for proposed local heritage areas put forward during the recent consultation will be reviewed alongside all existing Local Plan areas of special character during Summer 2014 against the new heritage-based criteria for Local Heritage Areas set out in paragraph 6.128 of the reasoned justification (called "How the preferred option would work") for policy DM17 of CLP2 (Preferred & Alternative Options).

Those areas that meet the criteria will be proposed as new local heritage areas & consulted on in early 2015, accompanied by an evidence base for each proposed local heritage area & reviewed. You will be notified of the Local Plan consultation.

During the process set out above all existing LASCs, as set out Policy SP4.13 of Croydon Local Plan: Strategic Policies will remain & continue to benefit from the LASC designation.

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ASPRA had been told at the meetings with the Planners that emphasis would be placed on "character".

See the new heritage-based criteria for Local Heritage Areas set out in the Croydon Local Plan: Detailed Policies Preferred & Alternative Options, Paragraph 6.28 of the reasoned justification (called "How the preferred options would work") for Policy DM17 of CLP2 (Preferred & Alternative Options).

The areas covered by HOME & Canning & Clyde Road RAs were recently granted Conservation Area status, largely due to their association with Addiscombe Place, the East India Company & all which that entails.

The area covered by ASPRA, from Northampton to Shirley Roads, Addiscombe & Lower Addiscombe Roads etc., almost entirely co-incides with the old Ashburton Estates, reflected in the names of many of the roads in the area having connections with the Ashburton Family, i.e. Ashburton, Bingham, Baring, Compton, Northampton etc. Thomas

Carlyle was a regular visitor at Ashburton House (demolished 1910), which stood on the corner of Northampton Road & Addiscombe Road.

ASPRA has applied for LHA designation mainly on the ground of Criteria a), in that the roads were laid out, & almost all the houses built on the Ashburton Estate during the years following the death of Lady Ashburton in 1903 when the lands were sold off by her Grandson. The original leases were granted for building stipulating that "all houses should be of ornamental appearance" & constructed of "good & sound materials", detached (priced at £350), semi-detached (£300), and terraces consisting of no more than 6 houses (£275).

Most of the houses were built in the "Arts & Crafts" style of the time, in tree-lined roads, & many of the original architectural features remain. They were most likely built of bricks made locally, at the Woodside Brickworks.

Historically there was a good supply of clay in the area dating back to mediaeval times, as may be evidenced from early maps showing strip farming methods.

Documents, deeds, debentures, mortgages & leases in residents' possession give details of Lord Ashburton's will, dated 1862.

ASPRA's application for LHA status (sent in early June 2014) included all the area it covers, was backed up by copies of over 100 original historic documents & two volumes of photographs.

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The Croydon Local Plan papers can be viewed on the Croydon Council web-site.

ANNEX B

Jenny Crook reported:

There have been continuing discussions between ASPRA, councillors and council officers for several years.

- I called on local residents in Bingham Road, in the blocks between Fernhurst/Craven and Northampton/Colworth Roads, on the past two Saturdays (7 & 14.02.15).
- I asked informally whether they have concerns about speeding traffic and commuter parking in the road, and if so whether they thought that recommendations from the borough's Traffic Management Advisory Committee would reduce the problems.
- These recommendations are that the Controlled Parking Zone, at present in Colworth Road and from the Colworth Road junction west along Bingham Road adjacent to the tram lines, be extended along Bingham Road as far as Fernhurst Road and along all the roads leading to the Lower Addiscombe Road, from Ashling Road to Fernhurst Road.
- The suggestion of a CPZ was in response to residents' complaints to ASPRA & the local councillors that commuter parking makes it difficult for local residents who do not have off street parking to find parking spaces during the day. Residents with off street parking complain that commuters (or maybe local residents) make access difficult because cars are parked close to or even across lowered kerbs.
- The CPZ would operate Mon to Sat from 9 am to 5 pm with permit or 8 hour maximum stay Pay and Display bays. The Council proposes to carry out an informal consultation with residents of roads in the suggested CPZ in the 2015/16 financial year.
- In addition, the council is considering reducing the speed limit to 20 mph within some residential areas of Croydon - these speed limits already operate close to some schools in Croydon – and many of the roads in ASPRA could be subject to this speed restriction including Bingham Road, but not the main trunk roads.
- I spoke to 38 residents – not specially selected – they answered the door when I called and were prepared to discuss issues about the road.
- Residents' views: CPZ - in favour – 7; against – 18; undecided – 13 (including those not bothered either way – often because they have off street parking).
- The reasons some people were in favour of a CPZ: one resident mentioned that cars were left parked for a week or two outside his house and then were driven away after the occupants had loaded their luggage into them, possibly returning from holiday; the usual reason for favouring the CPZ was to reduce likelihood of cars parking across a lowered kerb; a resident who emailed his response said 'On balance, I am in agreement with a residents' parking scheme but would like to see the details i.e. visitor parking and prices etc. Sunday seems to be the most chaotic day for parking and I would like to see the restrictions 7 days a week'. (I will say more about this particular response shortly.)
- The majority were in favour of maintaining the status quo: comments included:
 - commuter parking is a small inconvenience/no problem – generally commuters are leaving/have left when residents return home
 - a CPZ would not even guarantee a parking place close to home
 - controlled parking hours would actually suit many commuters, especially if they park at 9 am
 - the CPZ would be more effective for local residents if parking was restricted to permit holders in the middle of the working day – e.g. 12noon - 2 pm
 - there is limited space for parking bays in some of these roads due to lowered kerbs – e.g. Fernhurst, Parkview and Baring Roads
 - why should I have to purchase a parking permit in order to park on the road outside my home?
 - parking for visitors and for people working on a residents' house could be a problem; skips need a licence if parked in a CPZ
 - several residents opposed the scheme as they felt the CPZ was intended to bring in revenue for the council and would not help local residents
 - one resident had lived in Grant Road when the CPZ was introduced there and said it provided no advantage whatsoever to local residents
 - a CPZ with its parking bay markings, ticket machines and parking information signs have a very negative impact on the streetscape – the roads would lose their current pleasant suburban appearance
- Residents' views - a 20 mph speed limit in Bingham Road – overwhelmingly in favour 34; against 2; undecided 2. Comments included:
 - measures to slow down traffic in the road are long overdue
 - several residents recounted details of accidents due to cars speeding in different sections of the road,

but especially close to roads which join Bingham where visibility is obscured by parked cars and places where the road bends e.g. Parkview Road. Residents also have had their cars damaged by passing cars

- one resident commented specifically on the need for traffic to slow down as it approached the tram stop from the east – the bend close to Northampton Road obscures the tram line and the warning sign is not obvious
- parked cars do help to slow the traffic down, although does a short wait to let traffic pass from the opposite direction cause some drivers to speed up as time has been 'lost'? This may be the case when traffic is held up at the tram lines.
- several residents questioned how a 20 mph speed limit would be enforced – speed cameras were suggested – could some dummy ones and some live ones be used?
- some people did not want speed humps to be installed to slow traffic
- concerns were expressed about the safety of pedestrians crossing the road, especially to the park, to St Mildred's Halls and to Mildred Court and councillors mentioned an informal crossing.

ANNEX C

Dear ASPRA,

I received the email below before Christmas but it has taken a while to organise myself into making a response. I will send a similar email to the Secretary of ASPRA who has recently sent out notice of the AGM. Would you please forward the details to any relevant party.

I have read through a recent Residents Association magazine and the page on Traffic and pedestrian safety by Bob Sleeman caught my eye. In particular the second point regarding the extension of the controlled parking zone in Addiscombe. The parking situation in Addiscombe has been desperate for a long while now.

When we moved to Addiscombe over 20 years ago, there was no tram, no controlled parking zone and on the whole no real difficulty finding a place to park in Ashling Road. Over the years a number of elderly people without cars have either died or moved away and more families with cars have moved in. When the tram system was built, suddenly the parking situation became horrendous with out-of-town commuters parking in the surrounding roads to catch a tram into Croydon. Hardest hit were Colworth Road and Everton Road – being closest to the tram stop they filled up first. Understandably, the residents complained to the Council who did a survey across the area to see if there would be support for the introduction of a controlled parking zone.

I responded to the survey by saying I was not in favour of controlled parking mostly because at that time I saw it as the urbanisation of what used to be a nice suburban area, and I didn't see why we should have to pay to park in our own road. It seems there was not a great deal of support for controlled parking anywhere as the Council only appears to have introduced the controlled zone into Colworth Road this side of Lower Addiscombe Road. When that was announced, I wrote to Jill Adams at the Council objecting on the grounds that discouraging commuters from parking in Colworth would only move them into Ashling Road and beyond. She replied to my letter assuring me that their plans would not have a negative impact on Ashling Road. Of course it did, and now Colworth Road is virtually car free most of the time and it is even harder to find a space in Ashling Road during the day.

Other factors have come into play as well.

- Some families now have two or even three cars and assuming that you can get just one car outside one house, they take up more than their fair share of the road.
- The flats on the corner of Ashling and Lower Addiscombe Road were renovated some years ago and instead of using the space behind the flats for the residents to park in, the builders took a section of the road (equivalent to 2 parking spaces) created a dropped kerb and off-road parking spaces for the residents of the flats only.
- There are cars parked at the Lower Addiscombe Road end that are never moved (I suspect the owners live in the flats). One had a 'for sale' sign on it for months – why should someone have a free car showroom at the expense of those who live in the road? With the abolition of the Tax Disc it is much harder to monitor whether cars are parked legally or not.
- For quite a while, we had a large white truck taking up a parking space at the end of the road which was never moved but one could frequently observe the owners loading and unloading scrap metal. It was obvious they were running a scrap business and using the van as their yard. Over a period of some weeks I took photos of the activity with the intention of reporting it to the Council – however I was beaten to it by somebody else and the truck has now gone.
- On one occasion we had a large white SUV parked outside our house for several weeks while the owners took a holiday (we watched them unload suitcases and walk to the tram).

My point is that it is bad enough having to endure the thoughtlessness of commuters taking a good deal of the parking, without having the added nuisance of blatant abuse.

These days if we drive out of Ashling Road, there is no certainty at all that we will find a space anywhere in the road on our return. It is not at all unusual to have to circle the block several times before finding a place in Claremont or even Baring Road. And I don't suppose the residents there welcome us taking their parking spaces. I dare say that all the roads off Lower Addiscombe Road experience shoppers parking for short periods, but I guess that is something we have to endure if we want to keep shops in Addiscombe.

I have reluctantly come to the conclusion that the only way to improve the situation is for there to be some form of parking control introduced. One apparently successful approach is used in Bromley, where in some areas close to the town, parking is banned between 12 noon and 2pm. This discourages commuters from leaving their cars for the entire day but allows residents (with permits) to park.

I imagine the Council would prefer a pay and display scheme, as it raises revenue from parking charges as well as Resident Permits. It probably wouldn't be popular with the owners of more than one car but it seems only fair that if they are going to be using more than one space in the road that they should pay more.

Sincerely

Chris Gander