

BEDDINGTON AND WALLINGTON LOCAL COMMITTEE**20 October 2015 at 7.00 pm**

MEMBERS: Councillor Joyce Melican (Chair), Councillor Marian Radford (Vice-Chair) and Councillors Manuel Abellan, Steve Cook, Neil Garratt, Sunita Gordon, Edward Joyce, Nick Matthey, Jayne McCoy and Nighat Piracha

17. WELCOME AND INTRODUCTIONS

The Chair informed the committee that Ken Kennedy, community representative for Barnard Close Residents Association, had sadly passed away and requested the committee take a minute to reflect upon his contribution to the local area.

18. APOLOGIES FOR ABSENCE

Apologies were received from Councillors Pathumal Ali and Muhammad Sadiq, and Mr John Dodwell.

19. DECLARATIONS OF INTEREST

There were no declarations of interest.

20. MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 30 June 2015 were agreed as an accurate record and signed by the Chair.

The Chair informed the committee that following the meeting on 30 June 2015 she had met Mr Chandra and he was grateful for the meeting which had been held with Beddington South ward councillors.

Councillor Sunita Gordon queried what action had been taken following on the Local Needs Profile which was considered at the meeting on 15 July 2014. The Head of Local Place and Engagement informed the committee that no further discussion had been had at the Local Committee regarding this, however her team was developing ideas which would be discussed with councillors.

Councillor Sunita Gordon also queried what action had been taken following the decision of the committee to not fund the emptying of dog bins in Sheen Way. The committee were informed that the bins were being emptied and the service was looking at alternative long term options to meet the cost.

At the meeting on 21 April 2015 Councillor Sunita Gordon raised concerns regarding the traffic counting which would be taking place along Butter Hill. The Head of Local Place and Engagement agreed to provide details of the results to Councillor Gordon outside the meeting.

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The Head of Local Place and Engagement informed the committee that officers were working London Councils who manage the London Lorry Control zone. They were reviewing breaches and were analysing the results. There was however no date of when the data would be released. The Head of Local Place and Engagement agreed to provide the dates of when the survey covered to Sandy Goodwin.

The committee were informed that the contract to provide the Christmas lights in the borough for 2015 had been awarded to Blachere Illumination and officers were more confident in the contract. The Town Centre Manager would be arranging a meeting of the Christmas Lights Sub-Group within the next month. The switch-on ceremony would be taking place on 3 December and the lights would be tested ahead of the date.

Following Mr John Dodwell's query regarding flytipping in Beddington Park he had been provided details of the costs to the council to clear it up. It was estimated to cost the council £21,000 per annum.

Resolved: The Recommendations Tracker was noted.

22. PUBLIC QUESTION TIME

Councillor Joyce Melican informed the committee that following Transport for London's plan to change the 463 bus route that ward councillors had met with residents and had received a petition against the proposed change. The Council had written to TfL to state it was against the proposals.

The Head of Local Place and Engagement informed the committee that Beddington North Neighbourhood Forum had submitted questions, many of which related to items on the agenda and would be addressed under the relevant items. Answers to the remaining questions would be provided to the Forum at its next meeting. Mr Dennis Philpott informed the committee that the agenda for the next meeting had been changed to concentrate on plans for Richmond Green. The Head of Local Place and Engagement requested the Neighbourhood Forum provide them with the date of the next meeting to submit the responses to.

Resolved: To note.

23. BEDDINGTON PARK TEXTILES AND BOOK BANK

The Waste Strategy and Community Engagement Manager, Amy Harris, presented a report on the Beddington Park textiles and book banks. Following the local committees decision to remove dry recycling banks in October 2014 flytipping had continued at the site. In order to reduce flytipping at the site the height of the barrier had been reduced and gates to the park closed earlier, however the flytipping had continued. The street cleansing team were visiting the site four times a week to clear the rubbish and were looking through the waste to find an identifying material so enforcement can take place.

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While the textiles and book banks were well used it was felt there were a number of alternative options to recycle these items, such as charity shops and the Vine Project.

Councillor Neil Garratt queried whether the issue with flytipping was that residents were finding that the bins were full and leaving their donations beside the bins which attracted flytipping. The Waste Strategy and Community Engagement Manager confirmed that the bins were emptied weekly, but stated that it would not be possible to promise that flytipping would stop if the remaining bins were removed.

Councillor Nick Matthey noted that the boroughs recycling rate was 38% which was low as the borough needed to increase the rate to 60%. It was suggested that it was necessary to implement CCTV at the site and increase the frequency of collections. The Waste Strategy and Community Engagement Manager stated the Council was committed to increase recycling within the borough, however the Beddington Park site only contributed to 0.01% of the boroughs recycling rate. Furthermore, it was noted that donating materials to charity was still a form of recycling and benefited the local community.

Councillor Edward Joyce informed the committee that he had visited the site that day and had found flytipping present, including a sofa. It was felt that prosecuting using a CCTV would be difficult, however there was a significant issue at the site.

The Executive Head of Customers, Commissioning and Governance informed the committee that the lower rate of recycling was due to the Council not collecting kitchen waste, however for dry recycling the borough was in the top four for London boroughs. The Council was within the South London Waste Partnership which was looking at the possibility of a procuring a new contractor with strategies to increase recycling. Furthermore, the Council had received money from the Department for Communities and Local Government for carefully targeted campaigns to increase awareness of recycling.

Councillor Jayne McCoy requested that if the banks were removed signage was placed on site to provide details of alternative provisions and queried whether recycling materials at charity shops and the Vine Project contributed to the Council's recycling rate.

The Waste Strategy and Community Engagement Manager confirmed that signage would be provided at the site outlining the alternative provisions, including the bulky waste collection service which cost £25 for three items. Recycling via the Vine Project did contribute towards the recycling rate as they provided the bulky waste collection service, however recycling via charity shops did not. It was also noted that the British Heart Foundation had a free collection service within the area for furniture which could be resold. At present it was not possible to include charity shop within the recycling rate as the council were not provided with details of tonnage of materials donated.

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Councillor Jayne McCoy noted that the nearest site to take some forms of waste was Kimpton which was a large distance for residents to travel. It was queried whether a smaller site could be established within the local area. The Executive Head of Environment Commissioning, Matt Clubb, stated that it would be difficult to establish a new waste site as a site would need to be identified and purchased, Environment Agency permits awarded, planning consent and the contract with the waste provider renegotiated. It was also noted that the existing site at Kimpton cost £900,000 per annum to run. However, the Executive Head of Environment Commissioning stated the South London Waste Partnership was looking at opening the borough boundaries and allowing neighbouring residents to use their facilities.

Residents stated they had found recyclable material left at the site which they had donated to charities and had stopped flytipping taking place. It was felt that it was not residents who causing the issues.

Councillor Nick Matthey raised concerns that the Council should be reducing waste and that removing recycling facilities would not facilitate this aim.

Resolved: To implement Option 2 (Remove the banks for textiles, books, DVDs and CDs from Beddington Park Car Park) and encourage residents to re-use these materials at other local facilities.

To approve (9) Councillor Manuel Abellan, Steve Cook, Neil Garratt, Sunita Gordon, Edward Joyce, Joyce Melican, Jayne McCoy, Nighat Piracha and Marian Radford

Against (1) Councillor Nick Matthey

24. BEDDINGTON LANE FEASIBILITY STUDY

The Head of Highways and Transport, Gary Smith, presented a report on a feasibility study undertaken for Beddington Lane. The proposal included as many roads as possible within the zone, however it may be amended following consultation and the road safety audit which would be undertaken. If, after consultation and audits, the proposal was significantly different it would be brought back to the local committee for approval, however it was intended to implement the scheme by the end of March 2016.

Councillor Sunita Gordon stated that it would be important for the 20mph zone to be enforced otherwise drivers would not adhere to it. The Head of Highways and Transport informed the committee that a 20mph limit had no traffic calming measures in place and is not enforceable, however a 20pmh zone does have traffic calming measures and Police would be able to enforce a 20mph zone. It would not be possible to add a static camera to enforce the zone unless there was a very high accident rate in the area, however the zone would be reviewed after 12 months to ensure it was effective.

The Head of Highways and Transport clarified that speed tables and road narrowing would be implemented as traffic calming measures within the scheme.

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As the mean speed was above 24mph it was possible to include traffic calming measures in the scheme to reduce speed, however it was against the regulations to have signage repeating 20mph speed.

Councillor Neil Garratt requested that the Sutton Cycling Campaign were consulted on any plans as it was important that any changes to the road would not be dangerous to cyclists. The Head of Highways and Transport confirmed the group would be consulted and that it would be important that the road was safe for all road users.

The Beddington North Neighbourhood Forum confirmed they supported the scheme as they had been requesting one for three years and hoped to see it implemented.

Councillor Nick Matthey noted that the Neighbourhood Forum had discussed options for prevent lorry movements in the area. Mr Tom Sweeney stated that the Forum were considering options which would not involve forcing behaviour changes, and considered it to be a long-term scheme.

Resolved:

1. To approve the feasibility study for the Beddington Lane 20mph zone and agree the proposal, which is estimated to be £140,000, to be funded from the London Borough of Sutton Capital Growth Fund as approved at the Strategy & Resources Committee on 9 February 2015.
2. To delegate responsibility to process, consider and resolve any objections received to the Traffic Management Orders to the Executive Head of Safer and Stronger Communities, in consultation with ward councillors and the Local Committee Chair.

25. MINOR PARKING SCHEMES

The Head of Highways and Transport, Gary Smith, presented a report on minor parking schemes within the local area. The Council had received 320 requests for 256 roads in the borough, 60 requests from the Beddington and Wallington local area covering 48 roads. The report proposed 20 schemes to be progressed and residents would be contacted by the Council to discuss the plans and what could be implemented. Officers aimed to implement the schemes by the end of March 2016.

Councillor Marian Radford informed the committee that she had spoken informally with residents in the area of Wrights Row, Lavender Road and Bernard Road, and all were against the proposals except near the dropped curb. The Head of Highways and Transport stated that the proposals being considered by the committee were the maximum for a scheme and could be reduced following consultation.

Mr Paul Lane requested that yellow lines be implemented on Forresters Drive due to the traffic issues being experienced. Councillor Edward Joyce stated that there

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were a number of issues being experienced around Mollison Drive which needed to be addressed. The Head of Highways and Transport stated that if savings were made through the implementation of schemes and scheme could be proposed to address concerns around Forresters and Mollison Drive.

The Head of Highways and Transport stated that Bute Gardens had not been included within the report recommendations, however was included within the finances. This scheme was proposed and seconded to be included within the minor parking schemes.

Traffic concerns were raised regarding parking near traffic islands on Woodcote Road and officers confirmed that a scheme was being progressed to address these issues.

Resolved:

1. To approve £22,218 Local Transport Fund allocated to the committee and £10,000 Public Realm to cover the investigation, Traffic Management Order and implementation costs for the proposed schemes listed below

Beddington North Ward**Bath House Road**

Extension of 'at any time' waiting restriction (double yellow lines) from the junction until the existing 'at any time' waiting restriction and around the turning head to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Collyer Avenue junction with Plough Lane

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Godalming Avenue junction with Reigate Way

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Headley Avenue

Extension of 'at any time' waiting restriction (double yellow lines) from the junction protection to the boundary of property No 24 & 26 on the eastern kerbline to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Sheen Way junction with Godalming Avenue

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection and extended on the eastern kerbline for the entire length of the road to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

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Wandle Road junction with Richmond Road

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Beddington South Ward

Brabazon Avenue

Extending the hours of operation from '8am – 4pm' to '8am – 7pm' on the existing no stopping on entrance markings (yellow zig-zags) on the eastern kerbline to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Foresters Close junction with Foresters Drive

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Wallington North Ward

Arcadia Close junction with Devonshire Road

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Bute Gardens junction with Demesne Road

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Caraway Place

Introduction of 'at any time' waiting restriction (double yellow lines) markings from the southern boundary of property No 9 to the boundary of property No 8 & 9 to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Greenacre Place junction with Park Road

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Harcourt Field from No 23 around the end of the cul-de-sac

Introduction of 'at any time' waiting restriction (double yellow lines) markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Lake Gardens junction with London Road extended to in front of No 286

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

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Northway/Southway junction with Eastway

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Prince Charles Way outside No 28

Introduction of 'at any time' waiting restriction (double yellow lines) markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Wrights Row junction with Lavender Road and Bernard Road

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Wallington South Ward

Brambledown Road junction with Woodbourne Gardens

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Hawthorn Road

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

Longacre Place junction with Beddington Gardens

Introduction of 'at any time' waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety by reducing the probability of a road traffic incident.

2. To delegate responsibility to process and consider and resolve any objection to the Traffic Management Orders, to the Executive Head of Safer and Stronger Communities, in consultation with ward councillors and the Local Committee Chair.

26. NEW SUTTON LOCAL PLAN

Councillors Jayne McCoy and Manuel Abellan gave a Powerpoint presentation regarding the Local Plan and encouraged residents to get involved in the consultation process. The Local Plan is the Council's core planning document that contains planning policies which the Council considers planning applications against.

As part of the preparation of this new Local Plan the Council wishes to engage in early discussions with residents and businesses. Whilst there are 'formal' stages of consultations the Council will engage with residents throughout.

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The Local Plan covers a period of 15 years and could take up to two years to complete. It is needed to meet changing demands and trends and to ensure that growth is controlled and directed to appropriate areas to protect the quality and suburban nature of Sutton. It should set out a clear vision and be user friendly.

If residents would like to get involved or receive Local Plan notifications please email ldf@sutton.gov.uk.

Sandy Goodwin queried what was being considered a unit of housing and suggested that it would be useful to consider proposals in terms of how many will be accommodated. It was noted that most developments would be mixed and at present the Council was considering the density of developments.

Councillor Sunita Gordon noted that many of the example developments were from central London which had very good transport links and so the need for a car was less, however in Sutton it was necessary to consider car usage. Councillor Jayne McCoy stated that it was an important aspect of the Local Plan to ensure there was good transport links within Sutton as a balance would need to be struck between providing parking and providing housing. It would be important to seek the views of residents and possibly challenge car usage across the borough.

The committee were informed that there would be future discussions at local committees on other aspects of the Local Plan.

Councillor Nick Matthey noted that it was expected that the population would increase by 28%, which would see an increase of 56,000 people in Sutton and around 14,000 dwellings. Due to this predicted increase Councillor Matthey stated it would likely mean that high rise developments would be required.

Councillor Jayne McCoy informed the committee that the Council had a target to deliver 210 new units per year which had been exceeded and had been given a new target by the Mayor of London to deliver 365 units per year.

Councillor Neil Garratt noted that the population density of outer London was higher than most cities across the country, including Birmingham, and queried whether outer London could be classified as suburban. Councillor Neil Garratt stated it would be important to assess where new developments could be placed which would avoid high rise buildings.

Councillor Jayne McCoy informed the committee that part of the development of the Local Plan was compiling evidence of where developments could be placed and where infrastructure would be needed. However, it would be necessary to see increased intensification of dwellings in town centres. It was noted that the Green Belt stopped urban sprawl but created the density experienced, however suburban was about the character of the area and it was important to maintain the character of the borough while meeting housing demands.

Mr Paul Lane noted that higher populations required more school places and infrastructure and there was a concern that this would lead to the loss of open

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spaces. Mr Tom Sweeney requested that Metropolitan Open Land was preserved for residents to enjoy.

The importance of open space was being considered during the development of Local Plan, while more focus would be given to improving employment areas within the borough.

Councillor Jayne McCoy stated that councillors were happy to provide presentations at resident associations and friends of group meetings to increase awareness of the Local Plan and its development.

Resolved: To receive a presentation at a future Local Committee on the Local Plan.

27. PUBLIC REALM PROJECTS

The Head of Local Place and Engagement, Victoria Jeffrey, presented a report on progress of public realm projects. The committee were informed that the horse trough at Woodmansterne Lane and the Highview noticeboard had been completed, along with the hanging baskets in the local area. Residents had requested that council notices were included on the noticeboards at Highview and Beddington Village, alongside community notices and were informed that these would be included within the next round of notices.

Councillor Marian Radford informed the committee that she had met with businesses along Manor Road and had discussed their concerns of people parking and driving along the pavement. All the businesses had requested parking be made available, however understood that there was no money available for such a scheme. It was suggested that £3,000 for scheme BW15/16.13 be placed back into the Public Realm budget as it would not cover the amount required for any improvement scheme.

The Head of Local Place and Engagement requested councillors and residents speak to her about any ideas for future schemes.

Residents raised concerns regarding parking near traffic islands along Woodcote Road which made it difficult for cars and buses to pass. The Head of Local Place and Engagement confirmed she would raise the concerns with the Highways Manager.

Councillor Nick Matthey queried whether any action was being taken against those who parked at an angle within the loading bays on Woodcote Road. Councillor Jayne McCoy stated that parking restrictions were being enforced and the highest number of parking tickets within the borough were being issued for the road. Ongoing work was being done to resolve the issue.

Resolved:

1. To note progress on current Public Realm schemes.

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2. To note the recycling of net balances of £10,274 as detailed under Appendix A, section 6 of the report.
3. To approve the allocation of the £22,218 transport related funding and £10,000 of Public Realm capital to the 2015/2016 minor parking schemes.

28. NEIGHBOURHOOD GRANTS

The Head of Local Place and Engagement, Victoria Jeffrey, presented a report on Neighbourhood Grants which had been approved since the last local committee and noted that £6,054 remained within the budget.

Councillor Sunita Gordon queried the type of bins that had been funded through a Neighbourhood Grant. The Head of Local Place and Engagement informed the committee that the bins were litter bins in which dog waste could be disposed in. It was confirmed that no extra cost would be incurred by the local committee for emptying of the bins.

The Head of Local Place and Engagement informed the committee that the grant for Neighbourhood Watch was for funding across all four wards.

It was noted that the total money spent by the local committee was incorrect on page 59 of the agenda and should read £4,200.

Resolved:

1. To note the committee had funded Friends of Beddington and Grange Park £1000 for three new park bins.
2. To note the committee had funded Neighbourhood Watch £350 for membership enhancements.
3. To note the committee had funded Flightpath Resident Association £1000 for Wildflower Planting.

29. UPDATE FROM WARD COUNCILLORS

Councillor Nighat Piracha noted that there were currently a number of consultations being undertaken by the council which may affect Beddington North residents, and requested under Standing Order 29.9 that a report on the effect of the these proposals was brought to the next meeting for consideration by the committee.

The Executive Head of Customers, Commissioning and Governance, Jessica Crowe, confirmed that an Integrated Impact Assessment would be brought to the next committee meeting in December for consideration.

Councillor Nick Matthey noted that there were a number of proposals by groups outside the council which would also affect residents, and requested that these changes were also included within the Integrated Impact Assessment.

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Councillor Neil Garratt informed the committee that there was a consultation being undertaken on double yellow lines being added to the area around the Woodcote Green roundabout.

Councillor Steve Cook informed the committee that there was a planning application to extend the development at the south end of Marchmont Road for residents over 55. Ward councillors were ensuring that residents were happy with the proposals.

Resolved: To note.

30. COMMUNITY REPRESENTATIVE

Resolved: To recommend that the Council appoint Charlotte Watson (substitute Laura Kilty) as representative for the Alcester Court Residents' Association on the Beddington and Wallington Local Committee.

31. ANY URGENT ITEMS BROUGHT FORWARD AT THE DISCRETION OF THE CHAIR

There were no urgent items for discussion.

32. DATE OF NEXT MEETING

The committee noted the next meeting of the Beddington and Wallington Local Committee will take place on Tuesday 1 December 2015 at 7pm at Wallington County Grammar School, Croydon Road, Wallington.

The meeting ended at 9.06 pm

Chair:

Date: