



THE EAST COULSDON RESIDENTS' ASSOCIATION

Chair : Charles King MBE
50 Reddown Road
Coulsdon CR51AX
01737 554841

Secretary : Maureen Levy
22 Fairdene Road
Coulsdon CR5 1RA.
01737 555231

Spatial Planning
Planning & Environment
London Borough of Croydon
18th Floor Taberner House
Park lane
Croydon CR9 1 JT

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Dear Sir or Madam

East Coulsdon Residents' Association response to Coulsdon Masterplan

East Coulsdon Residents' Association represents just under 2,000 households on the eastside of the Brighton Road from Marlpit Lane, Coulsdon to the Borough Boundary with Surrey and also includes the Coulsdon Woods Estate and the roads leading up to Old Coulsdon. The large areas of Farthing Downs and Happy Valley Green Belt are also within our area.

Stakeholder key issues for HCA and developer of Cane Hill and Coulsdon Town Centre

Summary: Coulsdon is a very nice place to live, it has good transport by road, rail and bus it also has direct road and rail links to Gatwick Airport and the coast. It has quality housing, schools and marvellous countryside. However, the Town Centre has been in steady decline and a state of flux since the closure of Cane Hill Hospital 20 years ago and does not offer the local population what they need from a modern local Town Centre. The go ahead and construction of the Bypass along with the Town Centre makeover have improved the visual look of the Town Centre and have also improved environment by making it less congested and more pedestrian friendly.

However, as confirmed by the Masterplan and its supporting reports the Town Centre and surrounding area lacks a number of things that make the town viable for the future in 21st century. These include: the lack of housing mix which at present is biased towards larger property with large gardens, these are too large and expensive for young professional people, young families and also for many older people to maintain. A much better mix of smaller apartments and houses with **2 bedroom and with smaller gardens** along with **family 3 and 4 bedroom houses are needed.**

On the Cane Hill site we would like to see the Green Belt opened up to the public with new bridle paths, footpaths, a circular bridle path for walkers, cyclists and horse rides. The diversion of the London Loop from Lion Green Road though Cane Hill via the Ancient Monument Surrey Iron Railway embankment site so that people can be made aware of its importance to Coulsdon's local transport history.

The Town Centre lacks one of the big four or a larger specialist supermarket for the weekly family shop (although local residents do not support a huge supermarket). The Town

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Centre also lacks modern health centre facilities for the local medical practices with good parking and access by public transport. There is a need to improve other local community and public services such as re-locating the Safer Neighbourhoods Police Teams into the Town Centre.

We would like to see a new Public Library combined with the Calat Adult Learning Centre and an innovation centre that also has meeting rooms and this could also incorporate the Coulsdon Community Centre on a Town Centre site. We would also like to see improved leisure facilities including a skate park for younger people, a small fishing lake, a public garden and garden centre would be an asset or even the promised swimming pool.

The Town Centre also needs to provide more employment to bring people into the town during the day.

Education is important and as there is already and urgent need to provide more education places in Coulsdon and across the borough as a whole. **We would support returning the old Smitham school site which still has its classroom and playgrounds intact back to a primary school** while relocating the Calat centre with a new library somewhere in the town centre.

There also needs to be adequate town centre parking and improvements to local road capacity that not only improves traffic flow, but also makes the town centre and surrounding streets both safe and friendly for pedestrians. The Cane Hill site must be constructed to local Authority standards and **should have public transport that benefits both the new residents** and also existing residents as soon as possible to encourage public transport use and any bus service to the site should also serve the wider community.

We would like to see the development in the town centre and on the Cane Hill site provide **employment and training opportunities for local people**. The developer should provide opportunities for local young people to obtain apprenticeships and training opportunities during and after construction. Local infrastructure such as health, education transport and utilities must be improved to cope with the new development.

CIL Monies from developments in the town centre and on the Cane Hill site should used to improve local infrastructure and town centre improvements that benefit the local community. **These should include :** New combined Community centre, Calat centre and Library with rooms and halls, Up dated medical facilities with surgeries and clinics; Provision towards step free access to Coulsdon South Station; Facilities for the young such as a skate park and fishing lake; Public art on the Cane Hill site and the Town Centre; Improved facilities for the local scout groups; Improved leisure facilities; Improved CCTV in the Town Centre; Improved car parking.

The Masterplan in Detail

Coulsdon Town Centre area : We are of the view that the area covered by the Masterplan in addition to the Town Centre and the Cane Hill site should include **the Ulswater Crescent Industrial and Trading Estate** as this is a key centre of employment in Coulsdon.

A Vibrant Town Centre: For a Town Centre to be successful in the 21st century it needs to be a place that is attractive for people to come and just be there, whether they are working, on

business, shopping, leisure activities or just meeting other people. To achieve this people need to believe that the centre is safe, secure, friendly an attractive place to work, visit and live in for the whole age range of the population.

In an era where town centres have to compete with out of town, catalogue and internet retailing (last year internet shopping reached 17% of all sales) and home entertaining. It is important that there is both an attractive offer in the Town Centre and sufficient people to support it. This also requires the right mix of commercial, retail, leisure and public realm.

In the redevelopment of Coulsdon Town Centre there needs to be an improvement in the retail offer with a larger supermarket to enable the standard family weekly shop to complement with the smaller outlets and convenience stores. It must retain the existing public facilities of the Post Office, Library and Calat Adult Learning Centre. It should also expand this public realm by combining the Library and Calat Adult Learning Centre on a single site and bring other community facilities such as halls and meeting rooms on to the same site. This would provide leisure facilities in the Town Centre. Suitable sites for this would be the Lion Car Park, the Calat Centre, Red Lion or a redeveloped Waitrose sites.

Town Centre Square: In the redevelopment of Coulsdon there is opportunity to create a Town Centre Square as an attractive focal point for people to meet in the centre as was proposed in the previous London Mayor's one hundred town squares scheme. This town square should include seating, public art including a water feature. The Red Lion site is a suitable site to create a **Red Lion Square** capable of fulfilling this. There is sufficient history on this site from, Cromwell's men destroying the leaden cross on the site, Lord Derby's horse racing, London to Brighton stage coach races, prize fighting and other things that happened in and around this site to make it a place of historic interest. The river Bourne runs under the site and again a water feature celebrating this would also make the site attractive and interesting.

We note in the Masterplan it acknowledges the importance of this site and the possibility of creating a linear open space on this site. We welcome this inclusion, but would like the option of a larger town square to be developed before any planning permissions are granted for this site.

Public Art: Is a way of making a Town Centre interesting and celebrating its past history. These can range from blue plaques, information boards to statues and water features. Also opening up the Surrey Iron Railway ancient monument will contribute to making the town an interesting place to visit. *See Appendix 1*

Leisure, Recreation and Sports: It is important there are good leisure and recreational facilities for all age ranges especially young people. Coulsdon is blessed with great open spaces such as Farthing Downs, Happy Valley, the Cane Hill site and two sections of the London Loop starting at Coulsdon South Station. There are adequate parks and open spaces with recreation facilities such as football pitches, pitch and putt, bowls, open air gym and children's' playgrounds with swings and other equipment within walking distance. It also has a long established Harriers Running Club, Children's Gymnastic a Club and many other clubs operating in the area.

What it lacks is activities for children of a less structured nature such as a skate park and a fishing lake or pond where children can go and entertain themselves of their own accord. It

also need ways of improving the linkage with the town and the surrounding Green Belt areas of Farthing Downs, Happy Valley and soon to be opened Green Belt on Cane Hill to attract visitors not only to these areas, but to the town as well.

Emergency Services: Other public realm in the area includes the emergency service with the fire station at Purley one mile away and the Ambulance Station and Police Offices in Ulswater Crescent less than half a mile away. It is important that these services remain and are visible to the public. Moving the police office to the Town Centre would also be beneficial in increasing the police presence in the town and go towards improving the feeling of safety and security (*All-surveys show people want to see the police on the streets*).

Residential Accommodation in and around the Town Centre: Providing accommodation above existing shops when they are rebuilt and the Oakwood development in the Town Centre along with the apartments being constructed by Coulsdon South Station and the 650 dwellings proposed for Cane Hill will provide a solid base of new people for the area.

The key sites as set out on page 31 in the Masterplan : Calat Centre (C8), The Red Lion site (C4), Sentinel House(C4), The Library (C4), The existing Waitrose site (C6), The Pinewood site (C7), Lion Green Car Park including Sovereign House (C9), Gateway Business Park (C11) ,

We have also identified Other Town Centre sites : The Post Office, Richmond Hall; Leaden Hill Industrial Estate; Warehouse site at the end of Edward Road along with Ulswater Crescent.

Retail Provision. In summary: the Town Centre needs to be made more attractive to bring more people into the centre during the day and in the evening and for them to spend some time here. One way is to improve the retail offer.

There is an urgent need for an improved retail offer in the Town Centre to attract more people and also support other local shops and restaurants. Coulsdon has suffered a lot less than many other local shopping centres with good independent retails such as Coulsdon Hardware, Dobles Motorcycles and Woods Jewellers. It has very few empty shops units, but many of the small retailers are operating on very tight margins. The existing Boots and Waitrose supermarket are well liked and are also supportive of the local Coulsdon economy especially at the northern end of the town, but the Waitrose has become too small to cater for the needs of the local community in the 21st Century. The existing Tesco and other convenience store also provides useful competition of smaller and convenience shopping, but again they are not conducive of a weekly shopping experience.

A survey undertaken in 2007 by East Coulsdon RA showed that only 56% of the local community regularly did their main shopping in Coulsdon. Other studies by Croydon council in the last year have shown that the retail leakage is much higher than this. It is clear that there needs to be a larger supermarket presence in Coulsdon. The main question is where and which supermarket?

Any new supermarket must be adequate and large enough to enable a normal family weekly shop to encourage shoppers back to Coulsdon. However, it should not be too large that it competes with local shops such as the Post Office, Pharmacies and hardware shops which have provided excellent service to community for many years.

The sites suggested in the Masterplan:

The Calat site in Malcolm Road(C8) : If this site is not to be returned to primary education. We would prefer to see a larger supermarket on this site with a wide pedestrian access from Chipstead Valley Road to link it into the Town Centre and the other shops. This could be combined with residential accommodation on top. An alternative would be to return this site back to a primary and junior school to cope with the increasing need for additional places that are needed now and also when the Cane Hill site is redeveloped.

Waitrose site in the Brighton Road (C6): We would also like to maintain a supermarket on this existing site to ensure the shopping experience is spread throughout the town. It is essential that the car parking for shoppers is also kept on this site. This site could also have office or residential accommodation above any new supermarket building. It could also be alternative site for the Calat Centre if the existing site was returned to a primary and junior school.

Red Lion site in the Brighton Road (C4) : This is a key site in the Town Centre and the design of any retail or commercial buildings on this site must be of a quality design to match the adjacent Sentinel House. **It should also include provision for a public Town Square with good seating areas, public art and a water feature to celebrate the underground River Bourne.** We are not opposed to a small medium sized supermarket or other retail or commercial use for this site. It is also a suitable site to be combined with community facilities such as a Community centre, new Library, Calat Centre and meeting rooms along with residential property on top.

Sentinel House (C4) : We would not support the demolition of the existing adjacent Sentinel House as we believe this is a very attractive brick building that blends well with the surrounding building and provides green relief in the Town Centre, while also providing local employment.

The Library (C4) : Although the building is architecturally attractive it is not suitable for a 21st Century library and we would support a new library combined with the Calat Centre and other community facilities on either the Lion Green Car Park site, the existing Calat site in Malcolm Road, a redeveloped Waitrose site or on the Red Lion site.

Lion Green Road Car Park site (C9). We note that the council has a preference for the building of a supermarket on the existing park site. We have concerns over the linkage of this site with the Town Centre. We are concerned that unless there is good synergy and linkage with the rest of the town a standalone supermarket on this site could extract footfall from the Town Centre rather than increase the footfall as we would like to see.

A Supermarket on this site is bound to increase traffic in Lion Green Road and this could create a barrier to people crossing to the Town Centre. The Masterplan highlights the opportunity that the existing pedestrian lanes behind the shops could increase permeability between the Lion Green site and the Town Centre (page 78). We are concerned that these existing lanes are narrow and not attractive and could only be made attractive with considerable expenditure. We note that in the Barratt Homes proposal they propose linking the town at the junction of Brighton Road and Lion Green Road with a wide pedestrian route into the Cane Hill site and intend constructing some commercial development in this area we

support this proposal although we have some worries on the about the existing and likely increased traffic which the proposed supermarket and Cane Hill development would generate. There must be safe attractive pedestrian crossing points in Lion Green Road so as not to isolate the town from and supermarket on this site. We would want a restriction on the supermarket that prevented it competing with the local shops such as the Post Office and Pharmacies.

Community facilities on this site : Any Supermarket on this site must contain a viable plan to link it to the rest of the Town Centre. Within the complex we would support a modern medical centre containing doctors' surgeries and local clinics. We also believe that this site would be suitable for community use and provides the opportunity to bring the existing spread out community services on to one site combining a new public library with the Calat Adult learning centre and a innovation centre that also has meeting rooms. This could also incorporate the Coulsdon Community Centre and a replacement for Richmond Hall. This alone would increase the footfall of people in Coulsdon.

Improved Medical facilities There is an urgent need to improve the local medical facilities in the Coulsdon area and this will become even more important with the increase in population that will come with the Cane Hill development and other developments in the town. We strongly support providing up to date doctors' surgeries with associated clinics and health care on this site as part of or separate to any supermarket. If not on this site on another suitable town centre site.

Facilities for young people we would also like to see improved leisure facilities including a skate park for younger people, a small fishing lake, a public garden and garden centre would be an asset or even the promised swimming pool For many years we have supported providing some community facilities for young people of the area and in particular the 8 to 15 year olds and have campaigned for skate park for these young people. We believe that there is adequate room on the Lion Green Road site to provide a decent sized skate park for young people and a fishing lake on the cane Hill site..

The existing Richmond Hall (C9): This site it is not individually identified for any redevelopment in the Masterplan. Today it is used extensively by the local Scout Group one of the few structured activities for those aged between 8 and 18years old. We would strongly support this continuing on this site or finding suitable alternative site with improved accommodation for this important local group. This could be on one of the sites we have identified for community use on Lion Green Car Park site or at the Calat site, alternatively facilities could be sited on the Cane Hill site. We believe that if a combined community centre, Calat Centre and Library with meeting room and halls was built on this site would provide improved facilities for the local scout groups and also provide other local facilities for the residents of Coulsdon.

Sovereign House (C9): We are of the view that this site should also be redeveloped at the same time as the car park. This could include being part of a supermarket complex, improved medical facilities community facilities. Another alternative for this site which is in the Town Centre and near all the local facilities, would be if suitable an alternative site was found for the local scouts would be for retirement apartments for the rising elderly population.

The Post Office including the sorting office (C9): The post office plays an import part in any viable Town Centre. The existing Post Office is very good and well run. If this site is not

redeveloped as part of the any new development in Lion Green Car Park then it is important that the Post Office remains here. This would have the added advantage of keeping the existing attractive building in use. If the site is redeveloped then a Post Office of equivalent size must be located within the Town Centre to ensure footfall is maintained in the Town Centre. The sorting office could be relocated to Ulswater Crescent. However, we would stress we strongly wish to retain a sorting office in Coulsdon.

Other uses of the Car Park. At present the car has a number of other community uses. These include a recycling centre and a safe place off the public highway, where Foreign Exchange students can be transferred from European left hand drive coaches to cars of local host families. It is also a safe place to leave these coaches over night while the drivers rest before returning to Europe. This brings essential revenue to the town as these foreign students spend both time and money in the Town Centre.

Opening up the Ancient Monument Embankment of the Surrey Iron Railway: We hold the view that we should be proud of our local history and believe that this embankment should cleared up be exposed to public viewing with public footpaths surrounding it. Any development on the site should not completely obstruct the view of the embankment. We also support diverting the existing **London Loop footpath** which runs along Lion Green Road to the north or south of the embankment and rejoining Lion Green Road somewhere near the Post Office site.

Retirement Homes: the population of Coulsdon is older than in many parts of the Borough and there is the need for accommodation that local people can downsize to at the time of retirement. This should be a mixture of smaller homes with smaller gardens and purpose built retirement homes. As the Richmond Hall site is close to the Town Centre it would allow the existing Richmond Hall site to be used for retirement homes and a new more suitable site in new community facilities to replace the existing Richmond Hall.

Town Centre Garden: The Masterplan should include provision for a small Town Centre garden where people can sit and talk or eat their lunch during the day. This could be behind the library or near the Cane Hill site. It should be constructed in an open styler that is attractive, but in a manner so as not to attract undesirable characters.

Car Parking: Lion Green Car Park serves a number of Coulsdon parking needs. This includes short term, half day and at least a third of existing parking is all day parking which is a mixture of commuting by bus and rail and people visiting and working in Coulsdon. **This site must not be just for any new supermarket constructed on the site.** We also believe that there must remain **adequate car parking** on this site to serve the town as a whole including the ability to park all day and long term.

Gateway Business Park (C11). This area adjacent to the bypass is being redeveloped with modern building mainly of glass and metal cladding construction for the vehicle retail. These types of building are suitable for the bypass, but not for the Town Centre. We have supported the construction of these building and the car sales outlet that they have attracted. However, like the Masterplan we are concerned that at present they are remote from the Town Centre. **We strongly supported new pedestrian links from the rear of the Gateway site to the Brighton Road near the junction of Lion Green Road and via Railway Terrace** as set out on page 118 to encourage staff and customers to spend time in the Town Centre.

The Pinewood site (C7): This already has planning permission for 80 plus apartments and 6 news houses with some small retail units with a small open square on to Brighton Road. Work is now underway on this construction. We have supported this development as it will bring people to the Town Centre. We are very keen that the small open public square at the Brighton Road frontage contains seating and some public art.

Other sites

Here are a number of other sites in the Town Centre that are not mentioned in the Masterplan. These include : **Ulswater Crescent** we believe that this a strategic site and import site for local employment in Coulsdon and therefore should be included in the Masterplan. At present there is only one way into the site from Marlpit Lane. Consideration should be given to constructing a new footbridge across the railway and the bypass as an alternative pedestrian access linking better with the Town Centre and Coulsdon Town station.

Doble Motorcycles: Recent planning permission has been given for Doble Motorcycles to demolition a number of derelict and unsightly garages and to construct a motorcycle workshop at the rear of their showroom we strongly support this as it means creating employment and bringing footfall to the Town Centre. Again we would like to see some public art

Leaden Hill Industrial Estate: situated at the top of the recently named Leaden Hill adjacent to Coulsdon Town Station. We would support its continued uses for light industrial including vehicle preparation, repair and servicing.

Warehouse site at the end of Edward Road: In the past this site has been used for light industrial assembly work warehousing and offices. We no longer believe that this site at the end of a residential road is suitable for these functions and now is the time to return this site to residential property. Its closeness to the Town Centre makes this a suitable site for retirement apartments for the growing elderly population.

Listed and attractive Buildings: The town contains a number of buildings of quality and these should be preserved where ever possible. These included the two local listed flint and brick buildings of original Smitham School and the Coulsdon Methodist Church which should be listed as good examples of late 19th and early 20th century local public buildings. Other quality buildings include the building at the junction of Chipstead Valley Road and Brighton Road, Sentinel House, The Library and the Comrades Club in the Brighton Road and Old Smitham Junior School in Malcolm Road.

Transport : Coulsdon has good rail, bus and road transport.

Rail: Coulsdon South and Coulsdon Town both provides a frequent regular service to both Croydon and London while Coulsdon South also has a regular service to Redhill, Gatwick Airport and Crawley. There are some capacity and overcrowding problems on services at Coulsdon South during the peaks and Southern (the franchise operator) should be encouraged to stop some additional trains during peak hours. The recent renaming of Smitham Station to Coulsdon Town has been beneficial and it use has gone up considerably since the renaming.

National Express: There is a regular service from Coulsdon South Station on route 025 to Gatwick Airport and Brighton and a peak hour service on route 026 to Bognor. These

coaches can also be used as part of a longer National Express journey interchanging at Gatwick or Victoria Coach stations.

Buses: All buses are operated by TfL and Coulsdon Town Centre has **three trunk routes 60, 166 and 405** linking Coulsdon with Purley and Croydon. Route **60** also provides a link to Croydon University Hospital, while route **166** provides a link to Banstead and route **405** to Redhill in the south. The Night Bus **N68** combines with **route 60** to provide a 24 hour service from Croydon and also links to Waterloo and the West End. In addition there **are three local routes the 404** providing links to Old Coulsdon and Caterham, the **434** providing links to Kenley and Whyteleafe and the **463** providing links to Wallington and Beddington. All routes are adequate at the moment, although there is a need to increase the frequency of the **404** which at present only provides an hourly service.

Road Transport : Coulsdon is well connect by road with the **A23** Brighton Road connecting into the **M23 and M25** national motorway network at Hooley 2 miles away giving journey times of less than 30 minutes to Gatwick airport while the **A23 and the A237** northbound provide links to both the West End and City of London.

Since opening of Farthing Way the Coulsdon Bypass in 2006 traffic in the Town Centre along the Brighton Road has decreased considerably to the benefit of the atmosphere in the Town Centre. However, Lion Green Road is still heavily congested in the peak hours and we have concerns that the developing of the Lion Green Road Car Park site along with the Cane Hill site will add to this and will make crossing the road by pedestrians more difficult.

We welcome the proposal in the Masterplan to link the pedestrian access to the Cane Hill site with a gateway development at the eastern end of Lion Green Road. However, we feel that there must be a study to look at ways of reducing the conflict between local and long distance traffic and pedestrian in Lion Green Road after any supermarket is constructed. This could include the suggested entrance / exit from the Cane Hill site at the southern end of the Bypass towards Hooley.

Car Parking: To enable Coulsdon to remain a viable Town Centre attracting shoppers and visitors in must have adequate car parking both for short and long term and these facilities need to be spread across the whole town.

The existing on street parking in the Town Centre of 1 hour parking free in the Brighton Road and 30 minutes free in the adjacent side roads is good, but confusing. We would like this standardised this with parking of up to 2 hours with the first hour free and payment for subsequent time for up to 2 hours and be consistent across the Town Centre.

Lion Green Car Park also provides important short and long term parking and it is important that this remains and at a reasonable price to allow both those working and visiting the town and commuters who cannot find a place at the local stations to continue to be able to park and spend time in Coulsdon. **The Waitrose Car Park** also provides short term parking for shopping at the northern end of the town and it is essential that in any change of ownership or use that this amount of off street car parking remains at the northern end of the Town Centre. To a lesser extent the temporary **Red Lion Car Park** also provides short and longer term parking in the centre of the town, although the present parking regime here deters many people from using this car park. Again it is essential that in any change of ownership or use that this amount of off street car parking remains in the centre of the Town Centre. The

recent increase in car parking spaces at **Coulsdon South Station** will improve local commuter parking. If need increases there is the opportunity to erect an additional deck on this site.

The Cane Hill Site: This should be a catalyst for the regeneration of Coulsdon Town Centre and surrounding area. We see the Cane Hill development as assisting with this process and we wish to see a development that complements the Town Centre not competes with it, providing opportunities for local people.

Key issues for the Cane Hill site

- 1. Protecting the views:** Cane Hill is on a predominant site rising in height to the south of town and can be seen from everywhere in the surrounding area. We would like to protect as much as the green outlook as possible from all the surrounding area. This includes views from Old Coulsdon, Farthing Downs, Coulsdon West, Woodcote and Hartley areas. From work already undertaken as part of the Masterplan a low level development from Lion Green to the existing admin buildings along the centre spine of the site and contained were possible within the existing woodland belts would suit this. *See Appendix 2*
- 2. Transport Routes:** This is a very important issue and we would like to see adequate parking on site for residents, visitors and businesses.
 - a. The site should not be a large cul-de-sac and should have more than one exit including at least one to Portnals Road. There should be the ability to drive through the site, but the road system should be laid out in manor so as not to encourage rat running.
 - b. There should be further work to ascertain whether another entrance to Cane Hill could be constructed near the southern Roundabout of Farthing Way and Brighton Road.
 - c. The proposed exit on to the Marlpit Lane Roundabout should be sufficient to allow two lanes of traffic to emerge on the Brighton Road A237 allowing traffic to go both north and south simultaneously.
 - d. The exit at Marlpit Lane will cross the main walking route from the Town Centre, the local schools and Coulsdon west to Coulsdon South Station. There must be a safe pedestrian crossing place at the exit for pedestrians especially children walking this way.
 - e. There should be **a good bus service from the site providing links to the Town Centres and stations and other bus services.** Any bus services should run through the site providing a service to existing areas as well. An exit from the development on to the southern bypass roundabout could facilitate better connections to Coulsdon South Station and the A23 and M 25.
 - f. There should be good, safe, quick pedestrian walking routes around the development and to and from the Town Centre and stations. The existing footpaths across the site from Brighton Road to Portnals Road must be maintained and improved.
 - g. There should be a circular bridle way and footpath around the site.
 - h. There should also be safe walking routes from the site to the two schools in Portnals Road to encourage children to walk to school.

- 3. Quality Housing:** The Masterplan indicates there is a need for a range of housing from family sizes to small houses with gardens and apartments. These should be of quality design with adequate room sizes to cater for existing furniture. Building materials should reflect existing local designs (*we do not want revolutionary designs which become slums in 10 years*). Houses and apartments should have adequate onsite parking and must be able to cope with the Council's recycling programme and have adequate hidden storage for waste and recycling bins. A limit of 4 stories should be put on housing (in line with the previous maximum ward height) at the top and 5 storeys at the bottom of the site.
- 4. Type of housing:** Work undertaken by Croydon Council show that the demographics of the local population have changed considerably over the last decade. Today there is now a large proportion over the age of 55 and Coulsdon has an older population than most other parts of Croydon. Cane Hill development provides a unique opportunity to address this. Therefore it is important that the Cane Hill development has a range of housing from small apartments to larger family houses. At present there are insufficient smaller properties in Coulsdon to encourage younger people to the area and for older people to down size to. Cane Hill provides a unique opportunity to address this problem by providing a range of homes from small two bedroom apartments to larger family houses.
- 5. Retirement Homes:** Studies undertaken by McCarthy Stone and others have shown that where older people are forced to move more than a few miles from existing homes, friends and relative their quality of life is reduced and they become more isolated and more depended on social services. To reduce the problem it is best to provide a mixture of housing including retirement homes in every community. The Cane Hill and the Town Centre redevelopments provide an opportunity to provide retirement homes in the Town Centre near to shops, doctors and public transport.
- 6. Layout of the site:** We support the proposal to develop the Cane Hill site into a number of different areas. We believe that putting apartments and low cost housing near the Town Centre is a sensible one. We would also like to see some retirement homes provided on the site. We also strongly support the proposed linking with the town at the junction of Lion Green Road and Brighton Road with commercial development.
- 7. Commercial Development:** Should not be in competition with local Town Centre retail outlets, but should complement them. The area at the northern end of the site is a suitable area that could be used for a budget style hotel or other commercial activities that do not compete with the existing retail outlets.
- 8. Green Belt Management:** The Cane Hill site is situated within Green Belt and we believe this needs to be managed to provide new and improved opportunities for public recreation such as walking, cycling and horse riding, while protecting the existing fauna and flora and wildlife.

 - a. New footpaths, bridle and cycle routes should be provided to complement the existing ones.
 - b. As much of the existing tree-scape as possible should be kept.
 - c. A green space should be maintained at the rear of the two schools, Smitham and St Aidan's, to maintain their green outlook.

- d. The existing Surrey Iron Railway Embankment, a scheduled ancient monument, should be made a feature that can be appreciated by the public
- e. The London Loop between Coulsdon South Station and Banstead Station should be diverted across the site and pass by the Surrey Iron Railway Embankment to enable the public to appreciate this ancient monument.
- f. The development should allow free movement of wildlife around the site.
- g. Under public provision a small fishing lake and a skate park for young people should be provided.
- h. Facilities need to be provided to ensure that the local Scout Group has a place to meet and can undertake the other outdoor activities associated with scouting.

9. The Remaining Buildings: We are very keen to keep the existing buildings and incorporate them into any new development. For over 150 years **the Tower** has been a dominant landmark that can be seen from all the surrounding areas and this should remain. We would also like to see it put to a uses where the public could benefit from the views of the surrounding areas that the tower provides. **The Chapel** is also very attractive and its features should be kept in any development. **The Admin building** was very attractive prior to its collapse after the fire. If it is not possible to entirely reconstruct it then its general design and clock tower should be incorporated into any new building. We would like the existing building incorporated into a commercial development which might include a restaurant, conference complex or small commercial workshops.

10. Cane Hill Farm: This plays an important part in Coulsdon's local economy and should not be lost. The existing farm should be maintained on the site. We would strongly support moving the farm to an alternative site at the southern end of site to form a green barrier between the new houses and the area to the top of Portnals Road.

11. Local Employment: Barratt Homes and other contractors on the site should be encouraged to employ local people and also use local services were ever possible to help support the local economy during and after construction.

12. Education: Adequate provision must be made to accommodate the children of new residents in the local schools, but this must not be at the expense of children of existing residents. There is already a problem with school places at Coulsdon Schools being allocated to children from further afield including those from outside the Borough, whilst Coulsdon children have been allocated places in South Croydon and Kenley, passing the local schools on their way to school. The borough as a whole has a shortage of school places and the Cane Hill development will increase this demand increasing the shortage of places.

We are pleased that the Borough has obtained funding for additional classrooms and schools within the Borough, however, places to build new schools are difficult to find within the Borough of Croydon. **A solution in the Coulsdon area** would be to relocate the existing Calat Centre and combine it with a new Library on one of the other site in Coulsdon that would be suitable, but not suitable for a school. This would allow **the old Smitham Junior School to reopen**. As this building still has it classrooms, assembly hall and playgrounds intact and could be converted and

refurbished back to a school very quickly. This would be far cheaper than finding a new site to build a new school.

13. Public Art : The development should also contribute to public art on the site and in the Town Centre associated with Cane Hills past and the Town Centre history. *See Appendix 1*

14. Naming of streets and locations should traditional local names and not modern trendy names. Proposed names should discussed with the local Residents' associations and the Bourne Society (the local history group) before being finalised.

Public Provision from Section 106 or Local CIL Monies

It is important with the Cane Hill, Lion Green car park and a number of developments in the Coulsdon Masterplan area that the public realm in Coulsdon is improved. The section 106 and local CIL should be levied from all of the developments associated with the Cane Hill and Lion Green Road site plus any other large and small developments in the Town Centre and surrounding areas including Ulswater Crescent.

The money collected from section 106 or the local CIL should be used for improving the public realm specifically for Coulsdon, providing the following:

- New combined Community centre, Calat centre and Library with rooms and halls.
- Up dated medical facilities with surgeries and clinics.
- Provision towards step free access to Coulsdon South Station.
- Facilities for the young such as a skate park and fishing lake.
- Public art on the Cane Hill site and the Town Centre
- Improved facilities for the local scout groups.
- Improved leisure facilities.
- Improved CCTV in the Town Centre.
- Improved car parking.

Charles King

Charles King MBE

Chair : On behalf of East Coulsdon Residents' Association

Appendix 1: Public Art in Coulsdon

At the meeting of the Coulsdon Neighbourhood Partnership in November 2010 a paper on public art in Coulsdon was presented by Coulsdon Forum Millennium Group. This paper showed some examples of what could be celebrated by public art in Coulsdon. These suggestions came from members of the Forum and also from members of the public who had attended the previous meeting or had filled in a form at the exhibitions held at the two libraries and at the East Coulsdon Residents AGM.

The Coulsdon and Purley Advertiser also kindly published an article on the subject suggesting that we have a statue of Charlie Chaplin on the new roundabout outside the Red Lion. This was useful in making people aware of the project and also in stirring up emotions for and against Charlie Chaplin.

The conclusion of this was there was a lot of public support for some public art in Coulsdon and it was suggested that the public art should celebrate the history of the area. Suggested included :

- A statue of Cuthred the saxon warrior after whom Coulsdon is named.
- Charlie Chaplin who visited his mother for over a decade while she was in Cane Hill,
- J N Crawford the son of the Cane Hill vicar and the youngest ever cricketer to play for the MCC,
- Gentlemen Jackson a bareknuckle fighter who fought at the Red Lion watched by the Prince of Wales,
- Lord Derby who raced his horses along the Brighton Road and a
- James Cooper Highway man who operated around Smitham Bottom and was hanged there.

Other suggestions included celebrating :

- The Croydon to Godstone extension of the Surrey Iron Railway Britain's first public railway,
- A fountain to commemorate the Bourne Water that flows under Coulsdon
- The first television broadcast across the Atlantic by John Logie Baird from his chief engineer Benjamin Clapp's home in Coulsdon.

Another strong suggestion was that there should be a series of sculptures throughout the town to reflect its closeness and importance of Farthing Downs and Happy Valley. Adopting plants and creatures along the lines of Wallington who have a sculpture of the lavender plant in the Town Centre. These sculptures could represent rare plants such as the Greater Yellow Rattle and the Bee Orchid and other things associated with the Downs and Happy Valley such as the Roman Snail.

A number of sites were suggested, but to start it was felt that there should be three main sites, one at each gateway to the Town Centre. **See map below**

1. At the southern entrance to the town by the the junction of Lion Green Road and Brighton Road on the triangle at the east side of the road.
2. At the northern end of the town at the junction of Brighton Road and Windermere Road by Dobles.
3. At the Junction of Woodcote Grove Road and Chipstead Valley Road outside the nursery railings.

Other sites included : Outside the new Oakwood building on the Pinewood site and on the Red Lion site, on the Bypass and at the two stations.

Some of these ideas could be celebrated with Blue Plaques similar to the Gordon Pirie one at The Old Comrade’s Club as alternatives to sculptures.

A number of other suggestions related to Cane Hill and these should be developed with the Developers of Cane Hill. This could include celebrating connections with previous inmates, such as Charlie Chaplins Mother Hannah, of Rev Crawford son J N Crawford the youngest cricketer to play for the MCC, The Superintendent’s memorial. The name of last patient to leave Cane Hill. The first cricket game using 3 stumps and Bails.

It was felt that the projects should involve local artists.



Lavender Wallington



Blue Plaque : Gordon Pirie



Greater Yellow Rattle



Bee Orchid



Roman Snail

Possible Sites for Public Art in Coulsdon Town Centre



Appendix 2 : Protecting views of Cane Hill

