

# ***SNAPSHOTS IN TIME***

**Edited by Pauline Payne**

**Photographs of the daily lives of the people of Coulsdon, Surrey,  
at the turn of the Millennium, with personal commentaries**

## **PART I**

**Photographed August 2000**

**Photographs © 2000 Andrew Scott**

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# Introduction

The settlement of Coulsdon dates back to Neolithic times when Farthing Downs and the surrounding countryside was farmed by ancient peoples as evidenced by the ridges of the ancient field system.

By the year 1000, the Downs were being used as a cemetery by the Saxons living nearby. Cuthred, a Saxon King is believed to have been buried in the largest of the Downs tumuli and the name Coulsdon is derived from the earliest name of Cuthredsdone.

At the turn of the 19th century a small cluster of houses around a pond and a church formed the village of Coulsdon, now known as Old Coulsdon. Villagers worked on nearby farms owned by Squire Byron.

Cane Hill Hospital opened in 1883 and the valley of Smitham Bottom (now Coulsdon) was originally developed to service the hospital which was mostly closed in 1988. Coulsdon was served by three stations: Coulsdon South, Coulsdon North (closed 1983) and Smitham which enabled the rapid development of suburban Coulsdon in the 1930s which spread from Coulsdon Town Centre.

In the year 2000 Coulsdon is largely a commuter town, but retains a village atmosphere with some traditional shops and family businesses. There are industrial estates near the railway and in the disused quarry. The main Brighton Road shopping street is dominated by restaurants and take-aways and slow moving traffic going to and from the M25.

These photographs are spontaneous snapshots of Coulsdon life in the year 2000 with personal commentaries by the people themselves. The community spirit of Coulsdon people is apparent in the photographs as it was abundantly shown in the Message Book buried beneath the Millennium Cairn. The next chapter in Coulsdon's history will be ushered in by the Relief Road in 2004 and the accompanying Town Centre Improvement Scheme.

## COMMERCIAL COULSDON

### Elizabeth Radcliffe, Chair of the Coulsdon Chamber of Commerce

I have been Chair of the Coulsdon Chamber of Commerce for almost ten years and have worked as a practising Solicitor from my office in the Brighton Road in the Coulsdon Town Centre for almost twenty. Business and commerce in Coulsdon is split into several areas. The Coulsdon Town Centre provides a focus in the valley, while up the hill we have the Old Coulsdon Local Centre. Small shopping parades in Stoats Nest, Lacy Green and Chipstead Valley Road each provide an interesting mix of retail outlets. The light industrial estates on Ullswater Crescent and Coulsdon North plus Renault and Harwoods on the Brighton Road create local employment as well as providing services.

I believe solving traffic congestion is a key issue for Coulsdon businesses and traders. There's been a dramatic change in Traffic flow since I first began working here 20 years ago. Then the A23 was at its most busy on Fridays with people wanting to get home early for the week-end. Now it's busy at all hours, the fast traffic starts coming through early in the morning building up to slow heavy day-time traffic and then only easing off by about 9.00 pm. The traffic through Coulsdon on Sunday is now as busy as any weekday with people wanting to get out to the coast or countryside in one-direction and Croydon shops in the other.

The composition of the retail outlets has changed dramatically too. We have more food outlets – restaurants, takeaways and sandwich bars, but amazingly not more people. A survey carried out by a local bank a few years ago proved that the footfall in the Town Centre has dropped. The problem is that drivers are passing straight through – we need to encourage them to stop and shop.

Apart from the increase in traffic generally we have had to contend with a huge increase in heavy goods vehicles. Legislation has allowed for even larger vehicles, which frequently stop and start at the lights increasing noise and pollution. Pollution from the traffic makes everything look dusty and grubby in hot weather and in the rain, the grime and dust from the road washes down the pavements and it's difficult to keep shop fronts and windows clean. The prime reason for the proposed bypass is to address these environmental issues.

The Town Centre needs to be balanced up and how future development is handled is the key issue here. There have been proposals for several sites in the Centre in the past few years. A medium size supermarket like our current Waitrose is just the right size for the community and compliments the local shops – I wouldn't like to see anything larger. The *Red Lion*, due for development as a hotel, occupies a small site in a central position that borders an area ideally situated to be developed into a central Town Square.

I believe that it's not so much that we need to create a new town centre post the bypass -we already have a good one. With the traffic removed, there's an opportunity for out-door cafés and safe quite areas for people to sit. What we already have can be enhanced to serve the needs of the community.

Improvements in the image of the Coulsdon Town Centre will improve the image of Coulsdon as a whole and everyone will benefit. There are two hundred committed businesses in the Town Centre alone and many more in the shopping parades and industrial estates, which make up the entirety of Coulsdon's commercial life. These include a wide range of services along with traditional banks, post offices, news-agents and chemists. Some of the traders tell their own personal stories and give their own views to accompany the photographs in this chapter. The Coulsdon Town Centre has much to offer in a potentially attractive setting — this is the message we have to spread in the first decade of the new century.

***"The Coulsdon Town Centre has much to offer in a potentially attractive setting - this is the message we have to spread in the first decade of the new century"***

#### **Town Centre Prospects:**

Shopping and spending habits have changed since the 1980's. Then we spent more money locally, eating out frequently in local restaurants. It was an era of conspicuous consumerism. In the first decade of the 21st Century we like to shop out of town, we go by car rather than walk and we don't send our children up to the local shops like we used to. Now, shopping has now become the major leisure experience with the whole family spending a day together at out of town centres like Bluewater. Here they can shop, eat and then go to the cinema. Large retailers like Ikea in Purley Way provide refreshments for customers and special areas to leave young children and most large DIY's and supermarkets have coffee shops.

Changes in shopping and spending habits in the 1990s also reflect a change in lifestyle. People's working hours are more flexible and they want to shop for food and household goods quickly and at odd hours with efficient shop assistants who don't necessarily need to know a lot about what they are selling. Shopping malls and 24-hour supermarkets are part of a life style imported from the USA and has replaced the shopping habits of the previous generation. This means that small shopping centres have to find a unique identity providing a centre of excellence for restaurants or specialist goods and services, which encourage people to shop there. What local shopping centres can offer is personal knowledgeable service and a more relaxed shopping experience.

## COMMERCIAL COULSDON

### COULSDON TOWN CENTRE

**The Timber Store, Woodcote Grove Road**

**Adrian Matell and Barry Lizzimore serving customers**



"Changes in the Town Centre will be good for the community and business as a whole, but a change in the parking regime is needed as well", says manager Adrian Matell who has managed this busy specialised business for the past nine years.

A supplier of timber and hardware goods was first established on the site at the junction of Woodcote Grove Road and Chipstead Valley Road in the 1930's when it opened as North Downs Timber. The business was bought eleven years ago by E. Law and Sons of Sutton and is now part of a small chain of six in the locality run by them as The North Downs Timber Store Plc.

There have been problems with theft and vandalism in the past. A new fence was built to reduce the risks from these particularly after the original timber building burned down in 1978. However, parking is Adrian's main headache. Like other traders in the area he would like to see a relaxation in the current approach to parking restrictions. Currently it costs staff £200 for an annual permit or £4.00 daily and he is sure this will rise. "Twenty minutes free parking would help my customers enormously, just a few bays near to the shop dedicated for quick deliveries and collections would be excellent" he says.

## COULSDON TOWN CENTRE

The Timber Store, Woodcote Valley Road. Outside, looking toward the Church of St Andrew, Coulsdon.



**[Right]:** The Timber Store, Woodcote Valley Road. Through to the yard at the back of the store.





## COULSDON TOWN CENTRE

### Brown's Café

#### Browns Café, outside looking towards A23 Brighton Road



Candida Brown took over the business in Chipstead Valley Road in 1991, which had formerly been a deli but was being run as a sandwich bar. She set about re-establishing the deli but when the business suffered a heavy loss in trade, coinciding with the opening of the Purley Tesco's. Candida closed the deli and re-opened as the successful Brown's Café with an additional outside catering business. Candida has strong views on the future of the Town Centre believing there is a need for a full time Town Centre Manager. "We need someone who is regularly in the Centre and whose job it is to represent the views of businesses and residents, particularly on traffic and parking which needs an on-going and realistic approach". She believes that while a good business will meet the challenges of change and the effects of the Relief Road, regeneration of the Town Centre should include grants for shop fronts, and good parking facilities, high street parking being pivotal. Candida would like to see selective planning regulations to encourage a good mix of shops including a few key retail outlets which she believes would transform Coulsdon, "people need a reason to come in and shop here", she says.

The Café offers an alternative to other cafes and take-aways in Coulsdon, serving traditional food prepared on the premises, lunchtime customers come in from the nearby Smitham Adult Education Centre and Jane's.

Candida would like to develop the business into a restaurant but necessary radical alterations to the café means that plans are on the back burner at present.



## COULSDON TOWN CENTRE

**Browns Café,  
Chipstead Valley Road**





## **COULSDON TOWN CENTRE**

**Marshes Stationery – long established  
Coulsdon small business**



## **COULSDON TOWN CENTRE**

**Downside Pharmacy, Brighton Road**

**Pharmacist Gwen Yarham with assistant Maureen Rose**

**Long established small business in Coulsdon**





## COULSDON TOWN CENTRE

Waitrose, A23 Brighton Road

**Coulsdon has the smallest Waitrose branch in the country**

**Permission had to be given by their Regional Office for these photographs to be taken**

***Above:* Entrance and fresh fruit aisle**

***Right:* Side aisle – dairy products**







## COULSDON TOWN CENTRE

Waitrose, A23 Brighton Road

**Coulsdon has the smallest Waitrose branch in the country**

**Permission had to be given by their Regional Office for these photographs to be taken**

***Above:* Side aisle – convenience food**

***Right:* Side aisle – fish, cold meat, delicacies**





## COULSDON TOWN CENTRE

Waitrose, A23 Brighton Road

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***Above:* Delicatessen at rear of shop**

***Right:* Fast-food — rear of shop**





## **COULSDON TOWN CENTRE**

**Waitrose, A23 Brighton Road**



**Coulsdon has the smallest Waitrose branch in the country**

Permission had to be given by their Regional Office for these photographs to be taken

***Above: One of the centre aisles***

***Right: Check-out next to off-licence section***



## COULSDON TOWN CENTRE

Waitrose, A23 Brighton Road



**Above:** Leaving Waitrose car park – free to customers (receipts must be shown)

**Right:** Delivery entrance in Malcolm Road





## **COULSDON TOWN CENTRE**

**A23 Brighton Road, looking north**

**Cash till 'hole in the wall'**

**NatWest Bank**

## COULSDON TOWN CENTRE

Coulsdon Hardware – small local business of long standing





## COULSDON TOWN CENTRE

Chipstead Valley Road – towards A23 Brighton Road







## COULSDON TOWN CENTRE

Stephen Garwood delivers John Smith's  
Extra Smooth beer to the *Red Lion*



***Above: Common Room***

***Right: Summer 2000 renovation work***

## **COULSDON TOWN CENTRE**

### **Smitham Centre**



## **COULSDON TOWN CENTRE**

**A23 Brighton Road, looking south. Tudor style houses, due for demolition to make way for the Relief Road, currently in use by a Housing Association for temporary accommodation for homeless families**



## COULSDON TOWN CENTRE

A23 Brighton Road  
Police cars race through Coulsdon







## **COULSDON TOWN CENTRE**

**Sudden down-pour**





## COULSDON TOWN CENTRE

***Above:*** Parking restrictions in Malcolm Road. Restrictions cover all residential roads close to the Town Centre

***Right:*** Andrew Scott, our photographer, pays for parking in Malcolm Road



## COULSDON TOWN CENTRE

A23 Brighton Road, looking south  
Doble Motorcycles and Pizza Hut





## COULSDON TOWN CENTRE

### Alan's Tattoos & Body Piercing

Alan has been running a tattoo and body piercing business in a small shop unit just beyond Waitrose for 5½ years. It was a difficult start, some traders believed that Alan's business was not suitable for the Town Centre and would bring in rough elements and troublemakers. This could not be further from the truth. As Alan points out, that's people's perception, in fact anyone can choose to have piecing or tattooing done, its body decoration that has become popular with people from all walks of life, particularly among the young. Behind his macho image Alan is an amiable family man who lives locally and would not tolerate bad behaviour in or around his shop anyway.

On the future of the Town Centre after the opening of Relief Road: Alan's business is specialised and 90% of his customers come to him by word of mouth from a wide area, and the rest from passing trade. He believes it's difficult for anyone to predict the effects of the Road, "it's just wait and see" he says. He is only too aware that there are many other factors effecting trade. Some years have been good but the last two years have been unusual with September 11th and then the Gulf War plus general trends in the economy – these all take their toll. There is no magic answer for Coulsdon just that people need a reason to come in to the Centre.







## COULSDON TOWN CENTRE

Advanced Print, Brighton Road

*Left: Shop front*

*Below: Fay Parker, Assistant*





## **COULSDON TOWN CENTRE**

**Advanced Print, Brighton Road**

**Owner Gary Beckett with customer**



## **COULSDON AFTER DARK**

**Renault Croydon, A23 Brighton Road**

**Forecourt with latest *Clio* model**





## COULSDON AFTER DARK

Garage and shop in Chipstead  
Valley Road



## **COULSDON AFTER DARK**

**Coulsdon Fish Bar – Take Away**

**A23 Brighton Road**





## **COULSDON AFTER DARK**

**Southern Fried Chicken – Take Away**

**A23 Brighton Road**

**In the year 2000 there were 15 restaurants and takeaways in Coulsdon**



## OLD COULSDON TUDOR PARADE

*Left:* Old Coulsdon Village Stores. Residents are concerned about the display on the forecourt and insisted that the shop front should be in keeping with the mock Tudor style. However the name “Old Coulsdon Village Stores” pleased them.

*Below:* Old Coulsdon, Sub Post Office



## OLD COULSDON TUDOR PARADE

### Tann's Family Butcher

*Left:* Mark Tann preparing meat



The family support the local football team, Crystal Palace, and decorated the shop front in the team colours when they took over the business some years ago.

Following complaints from local residents they toned it down a little.





## OLD COULSDON TUDOR PARADE

### Guy Hewett & Sons – Greengrocer

Michael Hewett, the present owner of Guy Hewett and Son is the great-grandson of Hannah Hewitt, a no nonsense lady who was a member of the Plymouth Brethren and who began the family green-grocery business in Caterham in 1879. The business was later named Guy Hewett and Sons after his father who was born on November 5th. Guy was the youngest of seven and began helping in the family business at an early age by taking samples of produce door to door to collect orders, which he later delivered.

Michael believes that since the Caterham Tescos opened in 2002 business in the Parade has dropped by 25%. He feels it is unfortunate that local people don't value the fresh food shops on their doorsteps. "As well as our shop, we have the Tudor Bakery, where bread is baked daily on the premises and Tanns Family Butcher". "We depend upon each other and if one of us goes then the Tudor Parade will change forever and an essential component of the community spirit of Old Coulsdon will be lost". He has a friendly relationship with customers –

one elderly gentlemen asked him how he would cope if food supplies were affected when the war with Iraq begins, Michael's reply was that he usually looks at the back page of the daily newspaper and rarely looks at the front.

Michael goes to Covent Garden market two to three times a week, getting up at 2.30 pm, to choose the best and freshest produce. Even here there is a difference and traders believe that the market is not as busy as it was ten years ago. He believes that younger people like supermarkets where everything is under one roof, not having the time to go from shop to shop. Michael and son Piers will carry on in the business until there it is no longer worthwhile, after that Michael will indulge his interest in Grand Prix photography having already produced a book on the Monaco Grand Prix – "Portrait of a Grand Prix". He has built up good links with the Palace in Monaco, which has a photographic archive and he also has access to the Government archives there and will probably produce another book.

*Left: Mrs Manly and assistant Sarah Whiteley*





## OLD COULSDON TUDOR PARADE

Guy Hewett & Sons – Greengrocer



Mrs Manley and assistant Sarah Whiteley, inside





## OLD COULSDON TUDOR PARADE

Oddbins Off Licence



## OLD COULSDON TUDOR PARADE

### Tudor Pharmacy

Bernard Holmes ran the Pharmacy at Old Coulsdon from the late 1950s until 1995. Before him a Mr Nicholson ran the business from 1935, when the Tudor Parade was first built as part of the expansion of the area and the development of the Tudor Village, which centres on Court Avenue.



When Bernard took over the Pharmacy his ambition or philosophy was to give a family service. He took care to know all his customers by name and it was common practice to be giving advice on to mothers on how to cope with day to day minor childhood complaints, and then later, be giving advice to the grandparents. He aimed to have a good team of qualified staff so that help and advice was available to customers at all times.

The shops were built in two groups of six and each had a pre-designated use to ensure that the needs of the community could be met by a complete self-contained shopping centre. Bernard believes that this altruistic thinking no longer applies and today's shopping developments often go ahead without plans to integrate retail provision.

After many years of experience of running The Pharmacy, he still believes that smaller chemists offer a better and more personal service to customers than the larger chains. On the future of The Parade he feels a lot is up to the traders themselves to adapt their businesses to the customers expectations. Generally, he feels that the customer has become used to browsing pre-packaged food and when self-service is offered on a small scale from local shops, both the business and the customer benefit.

The parking bay for the parade was originally cut into the pavement by Croydon Council in the 1970s when individual bays marked out in the popular "herring-bone" fashion. This worked well for many years, but even though Bernard no longer runs The Pharmacy, he understands how recent changes have effected the traders, who at the same time having to compete with large supermarkets. The new arrangement of curb parking has reduced the spaces and while the Tudor Rose has a public spirited approach to shoppers using their car park maybe it is time for a small car park for Old Coulsdon.

However, Bernard Holmes believes that The Parade is still thriving. From the time that a small Tea Rooms used to be above Oliver's on the corner of Placehouse Lane providing after match teas for the Purley Rugby Club to the current day, the village atmosphere has won through.



## **REGENERATION**

- **The Relief Road Story**
- **Cane Hill Hospital**
- **Industrial Estates**
- **Street Scene**

### **Regeneration: The Relief Road Story**

The Coulsdon Town Centre provides the perfect example of a local shopping centre taken over by traffic flow and has become a well known 'bottle neck' for drivers of cars and heavy lorries making their way daily to and from the M25.

However, difficulties for drivers and residents had begun long before the opening of the M25. In 1984 the then Department of Transport carried out the South London Assessment Study set up to look at transport problems related to the area centred on the A23. Of the entire route, Coulsdon was identified as one of the areas most seriously affected by traffic in the study. The assessment described the situation in the Town Centre as one of severe traffic congestion, risks to pedestrians, delays and rat running through residential roads. In their report analysts recommended the Coulsdon Inner Relief Road as the solution to these problems.

Many possible routes were considered for the alignment of the new road. Derelict railway land to the east of the Town Centre, where the former Coulsdon North Station had stood, offered the most promising route for the road with the advantage of taking the traffic away from the Town Centre but requiring minimal acquisition of private land. The route was so complete and so obvious that it was the only proposal presented at the public exhibition held at Coulsdon Methodist Church, Brighton Road in June 1989. However, options were given for the major junctions including proposals for roundabouts at Marlpit Lane and Windermere Road. A public enquiry held in 1993 at Coulsdon Manor Hotel lasted for several days but ended with the conclusion that the Relief Road had huge public support.

In 1995 the scheme suffered its first major set back when, despite the fact that work had begun at Smitham Station, the road was put on hold. A succession of disappointments followed. Coulsdon residents and traders continued to battle with the traffic while proposals for the Relief Road sank to the bottom of the list of national road building priorities and at one time was close to cancellation. However, in July 1999, after having been plagued by letters, petitions and round-robins for four years by local people the Department for the Environment and Transport (the re-formed Department of Transport) finally relented to public pressure and Coulsdon celebrated the news that the Relief



Road was included in the DETR's Targeted Programme of Improvements. Lord Whitty the Transport Minister at the time announced the programme as both "realistic and achievable". The reinstatement of the Scheme was largely due to public pressure but also to a change in emphasis on road building by the DETR, which favoured smaller schemes designed to bring environmental improvements.

Work was finally re-scheduled to begin in April 2003, the proposals having passed to Traffic for London and the responsibility of the Greater London Authority. The scheme had to be adjusted to be acceptable London's newly elected Mayor, Ken Livingstone who asked for a more holistic approach. While the proposals for the road have retained the original four lanes, there is a dedicated cycle and pedestrian route and lorry and bus lane, leaving two lanes for general traffic. The Coulsdon Inner Relief Road plans have been incorporated into an all-embracing Town Centre Improvement Scheme with the intension of creating a more people friendly Town Centre in conjunction with the building of the Road.

A further Public Consultation exercise was carried out in September 2002 at workshops run jointly by TfL and Croydon Council for residents' representatives and traders to gauge their opinions and ideas for Town Centre Improvements. Residents called for the creation of public spaces, a community centre and an integrated transport system. Once the bulk of the traffic has been removed, they envisaged quiet areas, with public seating, as well as improved pavements to encourage continental style pavement cafés as the first step to a user-friendly Centre. Traders called for restrictions on traffic through the Centre but at the same time allowing for delivery and collection of goods and easier parking throughout. All want a coordinated approach to the development of areas freed up when the road is completed and positive steps to encourage the local economy to grow.

Following years of campaigning and many bitter disappointments residents and traders alike are optimistic that the scheme will be realised. The story of the campaign for the Relief Road will always be part of Coulsdon's history.

## COULSDON TOWN CENTRE

A23 Brighton Road looking south from under Smitham Railway Bridge



## COULSDON TOWN CENTRE

A23 Brighton Road looking toward Windermere Road and site for the Relief Road



# REGENERATION

## CANE HILL

### INTRODUCTION

**By Geoffrey Myers of the Croydon Society**

Cane Hill Hospital is sited on an east-facing slope to the west of the Brighton Road, south of the Town Centre. At the close of the 20th century it is largely empty, patrolled only by security guards. The wards and day rooms have been cleared since 1994, but are occasionally used when a hospital setting is required for filming or television. The total site area is about eighty-three hectares (205 acres), of which thirty hectares were in hospital use, the remainder being let for agricultural purposes, including grazing for horses. The whole site is designated Green Belt, and its open aspect must be preserved by law, but, under government guidance, re-development of the built-up part of the site within the existing footprint may be permitted.

The main hospital complex was opened in 1883 on behalf of the Justices of the County of Surrey as an asylum for 1200 patients with mental problems. At their discretion, patients judged feeble-minded or disordered in mind could be consigned to such asylums, often for life, sometimes visited only infrequently by their relatives, or not at all. The establishment passed to the London County Council and was extended by them in 1892 to accommodate 2000 patients. In 1948 it became part of the National Health Service.

In 1988 the hospital was closed, having become redundant as a result of the Government's "Care in the Community" policy. A purpose-built Medium Secure Unit was retained to accommodate sixteen patients who were judged to be a danger to themselves or the community. The Unit was subsequently expanded to provide twenty-three beds by the incorporation of the former Medical Superintendent's house. The Unit is officially described as a Special Assessment and Supervision Services (SASS) Unit.

At the time of its full operation the hospital was very much a self-contained community. A Medical Superintendent was in overall control, with a staff of doctors, male and female nurses and domestic staff. A considerable farm provided food and was worked on by the patients who also worked in the kitchens and laundries and provided domestic help to patients and staff, some of whom resided on the premises in the various dwelling houses and the nurses' home. Sport and recreation were encouraged by the provision of on site facilities such as a cricket pitch and swimming pool. Few records exist of the details of the regime, but there is no reason to suppose it differed greatly from that of the nearby Netherne Hospital (refer to: *A Pictorial History of Netherne Hospital* by John A. Welch and George Froglet ISBN 0 9516487 21).

Architecturally the hospital is of interest. The chapel and administration block are in high late Victorian style and the facade of the administration block is grade II listed. The ward blocks while having a certain dignity are bleak and barrack-like. The echelon layout is an early example of a design which was generally adopted for mental hospitals which ringed London at the time. It is not intended to retain them in any re-development.

Since 1988 there have been three planning applications submitted for the site. The Government Inspector rejected a proposal for the re-use of the site for 1,300 houses in the late 1980s and a subsequent application for 700 houses was also refused. In the early 1990's the London Borough of Croydon commissioned a study with European funding which established the feasibility of the provision of a Science Park on which tenants of the various offices and laboratories would develop ideas emanating from Universities up to the production stage.



The then landowners, South Thames Regional Health Authority appointed consultants David Lock and Partners to prepare a Master Plan for the site. A Development Brief endorsed by the Council's Planning Committee resulted, providing for a Science Park and the development of the southern part of the site for public access.

There was much local discussion and indeed opposition to the proposals as inappropriate for a Green Belt site, and the traffic implications. In February 1999 a planning application was submitted for a much larger replacement Medium Secure Unit of 120 beds at the Portnalls Lodge site. In November 2000 Croydon Council turned down the planning application on grounds of safety, fear of crime, affect on the Green Belt, views from Farthing Downs and protected species on the site. The Maudsley and South London NHS Trust now manage the Unit and the most recent information on its future is for its replacement by a sixty bed Lower secure unit built for patients needing long-term rehabilitation, up to five years in some cases. The patients needing Medium Secure care will be relocated to other Units. The disposal of the main site will be by sale to the private sector along with a large number of other vacant hospital sites.

Cane Hill Hospital was an important part of social history as an illustration of Victorian attitudes toward those who, in the language of the present day, had learning difficulties or problems in adjusting to society, for its impact on the suburb of Coulsdon during its heyday and the many issues, sociological, cultural and environmental which the re-use of the site presents to decision-makers at the end of the 20th century.

## **LIFE AT THE HOSPITAL**

Too few records exist for Cane Hill about the life of patients, or inmates, as they were first called, for meaningful research but available information about nearby Netherne, opened in the early 1900s, gives a valuable insight into the development of treatment for the mentally

Life for patients at Netherne was always highly organised, with work forming the core. Females worked within the hospital, cooking and cleaning and males worked outside on the farm or market garden. The sexes were segregated, only meeting under formal conditions. Indoor and outdoor games were encouraged and church services held for several denominations. Inspectors at the time described the food as adequate while the accommodation is recorded as lavish or even elaborate.

From the very early days the medical team at Netherne worked on increasing care for patients and concentrated more and more on building their self-esteem with the hope of rehabilitation where possible. The use of the term patients rather than inmates marked this change in attitude. Hospital uniforms were replaced by ordinary clothes and later pay vouchers were given for work, which could be spent in the canteen. At the same time the status of the nursing staff was increased and they gradually took on more responsibility for the care of patients while their working hours were reduced from about seventy to fifty-two. Major social events were organised from flower shows to an annual run for fund raising and were integral to hospital life with celebrities invited to open these events and award prizes. In the 1950s shops from Coulsdon were able to supply goods for sale at the Hospital and services such as hairdressers were also provided.

Eventually the name 'Asylum' was changed to 'Mental Hospital' underlining the new role in care and treatment of the mentally ill. Institutions like Netherne and Cane Hill, built in Victorian times, to house 'disturbed people' pioneered treatment of mental illness. These vast isolated hospitals were pivotal in developing the understanding and treatment we have for mental illness today to the extent they are no longer needed. Netherne gained international recognition for its work in the field of mental health.



## **CANE HILL HOSPITAL SITE**

**Administration block with clock –  
out of order**

## **CANE HILL HOSPITAL SITE**

**Photograph taken in area "out of bounds" to the public**



### **Cane Hill: Administration block**

This photograph was taken in August 2000 and shows the grade II listed facade of the Administration Block now used by security guards. The date beneath the now silent clock reads 1882, the year before the official opening. In 2000 it was still possible to walk through the grounds and past these buildings to reach the public footpath to Portnalls Road. Since then a succession of fires and serious vandalism of the buildings has meant that this route is closed to the public at the Brighton Road entrance and only official visitors are allowed past security guards.

## **CANE HILL HOSPITAL SITE**

Photograph taken in area "out of bounds" to the public



### **Cane Hill: close-up of empty ward blocks**

This close-up of one of the main buildings shows their outer structure still in good condition, apart from broken glass in the bay windows. Trouble was taken to relieve the bleak appearance of the facades with architectural features. Stepped brickwork running beneath the windows on the first story is echoed on the second storey in a cornice along the tops of the windows. Decorative diamond shaped brickwork forms an interesting architrave at the top of the building and the facade is further broken up with white stone windowsills.



## CANE HILL HOSPITAL SITE

### Derelict ward blocks



#### **Cane Hill: derelict ward blocks and disused fields provide a wildlife haven**

Three environmental assessments have been carried out on the site, two in respect of applications for the Medium Secure Unit and development of the Science Park and one by the London Ecology Unit. The Borough Ecology Handbook produced by the Unit describes the site as "A mosaic of fields, hedgerow and small woods on chalky soils". The fields, once part of the hospital farm, are now used either as arable land or horse pasture. Some contain a good mix of flora such as ox-eye daisy, birdsfoot trefoil, common St. John's wort, common spotted orchid and cowslip the last indicating the predominantly chalky soil. Other fields, which have been re-seeded in the past, are now reverting to nature and contain a reasonable number of wild flowers attracting butterflies such as the Common Blue. In the south a chalk pit has become wooded with ash, oak and sycamore and has a shrub layer of dogwood, blackthorn, privet and yew. Hairy St. John's wort thrives in nearby chalk grassland clearings. Birds are attracted to the area with migrants such as redwing and fieldfare being seen in winter.



### **CANE HILL HOSPITAL SITE**

**Water tower which houses BBC booster aerial for Coulsdon area. Some residents would like the tower to remain as they feel that it is a local landmark.**



## **CANE HILL HOSPITAL SITE**

Photographs taken in area "out of bounds" to the public



## **CANE HILL HOSPITAL SITE**



**Main administration block that local residents would like to be preserved and incorporated within the proposed development.**



## CANE HILL HOSPITAL



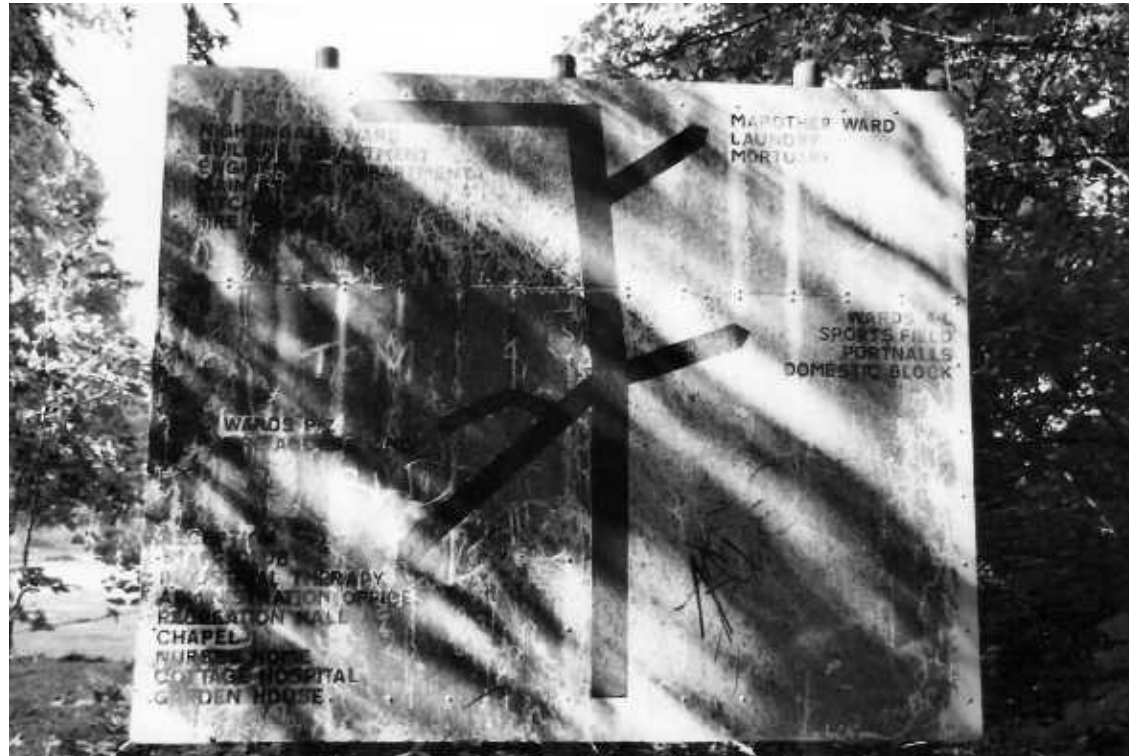
***Left:*** Cricket pitch at sunset. Plans to use the cricket pitch as part of the footprint of the hospital for the proposed re-development are controversial for some nearby residents.

***Right:*** Sunset view of Farthing Downs from the hospital grounds.



## CANE HILL HOSPITAL SITE

Photograph taken in area "out of bounds" to the public



**Cane Hill: hospital road map**

A rusting internal direction sign is an indication of the extent and nature of the facilities provided by the hospital which was self-sufficient with shops, a chapel, sports facilities and a Victorian theatre for entertainment. Footpath 744 runs through the grounds from Portnalls Road to emerge just opposite the pedestrian crossing at Coulsdon South Station. The footpath gained an official number and was kept open as the result of a campaign by Charles Hancock who gave evidence at a Public Enquiry that he had walked the three-quarter mile path regularly for fifty years. Currently the exact route is difficult to identify but hospital land to the west of the Brighton Road due to be used for the Relief Road includes a short section of the path, which will be re-aligned.



## **CANE HILL HOSPITAL SITE**

Photograph taken in area "out of bounds" to the public

**Derelict ward blocks**



## INDUSTRIAL ESTATES



### COULSDON NORTH INDUSTRIAL ESTATE

Lynx – delivery company – Coulsdon depot



## INDUSTRIAL ESTATES



### COULSDON NORTH INDUSTRIAL ESTATE

Lynx – front entrance

## INDUSTRIAL ESTATES



**COULSDON NORTH INDUSTRIAL ESTATE**  
Main entrance to the estate

## INDUSTRIAL ESTATES



### COULSDON NORTH INDUSTRIAL ESTATE

Main road onto the estate – with line of once-coppiced trees

## INDUSTRIAL ESTATES



**THE ULLSWATER BUSINESS PARK**  
Main entrance of Marlpit Lane, with sign



## **INDUSTRIAL ESTATES**



### **THE ULLSWATER BUSINESS PARK**

**Photograph from Rutherford Rise, overlooking the business park**

## STREET SCENE – NOW AND THEN

Small-scale buildings and a "cluttered" mix of modern street level shop fronts give the Coulsdon Town Centre its characteristic vibrant and lively appearance while the upper storeys reveal their late 19th and early 20th century origins. The main thrust of the town Centre development took place in the early part of the 20th century and it is worthy of note that the present day shopping centre is still mainly made up of these buildings. Businesses are run from conversions of 19th century cottages, units with unusual gabled roofs dating from the time of the Boar War developed by a South African resident and the small parades built in the 1920s and 30s. The 1980s red brick Jane's building on land next to the Library, previously owned by the water company, is the most recent development.

The centre began to grow in the 1900s to meet the needs of an increasing population. Workers for the Railway and Cane Hill Hospital (opened 1881) were the first residents here and their cottages were built along the Brighton and Chipstead Roads (now Chipstead Valley Road). Coulsdon South Station opened in 1889 and the decades in and around 1900 saw the development of roads around the centre: to the east, Reddown, Fairdene and Downs roads and to the west, The Avenue, Malcolm Road, Bramley Avenue, Howard Road and the Chase. The residential area continued to spread outwards until halted by the Green Belt Act in 1938 and WWII. Since then infilling of areas within Coulsdon, unprotected by the Act, and the conversion in the 1990s of nearby Netherne Hospital and Caterham Barracks for housing has led to a further steep population growth in and around the area.

Residents remember the Town Centre being much busier than it is today despite the influx of new families. In the early post war years it was usual to spend pleasant Saturday afternoons window-shopping in a variety of shops including Burridges Furniture Shop, three or four shoe shops and women's and men's outfitters. Local people were able to choose from a number of different family butchers, green grocers, traditional fishmongers and between the International Stores and a Salisbury's which had opened in 1912. A large fresh vegetable wholesaler once occupied the present Waitrose site and, on the left, towards Marlpit Lane locals were able to buy plants and garden supplies at a small nursery, until the owners retired and it became a car sales forecourt. Until the late 1970s the Centre reflected its 19th century routes in serving the local community with most of its food, clothing and household wares along with a number of cafés and restaurants for leisure and a traditional fish and chip shop. Many residents still referred to Coulsdon as "the Village" as late as the 1990s and blame the motorway building programme of the later half of the last century and the opening of the M25, for the fact that the A23 and the Town Centre – more by accident than by design – became part of a major route bringing traffic to and from the national motorway network. They believe the significant change in emphasis for retail trade, and the decline in use of the Centre by local people, other than for the vastly increased fast food outlets, dates from then.

The through traffic is not the sole reason for the changes in the retail structure, though. The development of the huge selection of DIY's and retail outlets for household goods available in the Purley Way, a new large Tesco at Purley and growth in car ownership has attracted custom away from Coulsdon Town Centre. Since the 1980s the mix of businesses and shops has been unsettled, with many of the smaller units sometimes rapidly changing hands. Meanwhile, the remaining long-standing family businesses continue to give a traditional personal service to customers and the ever-popular cafés, takeaway franchises and individually-owned restaurants offer a choice of international fare.



## **STREET SCENE**

### **Brighton Road looking south to the former Tesco building**

In August 2000 Police Constable Ray Griffiths, Community Officer, Woodcote & Coulsdon West Ward, patrols the Town Centre, a regular part of his beat. Behind Ray to the right at the junction of Chipstead Valley Road and Brighton Road is the former National Provincial Bank building now owned by Whichers Insurance Brokers. Just behind Whichers are cottages which were part of a terrace named "Elizabeth Cottages". Records also show villas named Camden, Chudley, Cane Hill (replaced in the 1960s by the Tesco building) and Argyll also stood here with the Temperance Hotel on the corner of Brighton Road and Lion Green Road. The Tesco building is now a restaurant. The detached brick building in this section was the post office built in 1912, which moved from its original position in the general stores where Whichers now is. One or two of the remaining cottages are unaltered to this day while most have built flat roofed shop fronts concealing original front gardens.

## STREET SCENES

### Coulsdon Town Centre



**Above:** A23 Brighton Road, looking across to Windermere Road.

**Right:** A23 Brighton Road, looking south toward Smitham railway bridge.





## **STREET SCENE**

### **Coulsdon Town Centre**



**Sudden downpour**

## STREET SCENES

### Coulsdon Town Centre

**Left: Brighton Road looking north beyond NatWest Bank**

The National Provincial Bank closed and the Westminster Bank building became the NatWest Bank after their merger in the 1980s. In 1910 the land between The Avenue and Malcolm Road had been divided between Smitham Downs Lawn Tennis Club north of the railway bridge and a livery stable to the south. By 1918 the Tennis Club had been developed as a parade of shops known as "The Pavement", while the livery stable had become "Smitham Motor Garage & Farriers", standing next to a dairy on the corner. The bank building dates from the 1930s and the gabled mock Tudor shops beyond The Avenue from about the same time and is the latest parade built on this side of the road.



**Right: Brighton Road looking south from Doble's**

This view is from the Doble Motorcycle shop looking towards a terrace of shops built in the 1930s known as "The Broadway". The shops included a cycle maker, a dining room furniture supplier, a butcher and Smitham Hardware Stores. However, money ran out during construction and it is said that the shops suffered badly from flood damage due to poor finish. This side of the Brighton Road was the later to be developed perhaps because it flooded regularly being part of the river course of the Bourne. The pumping station, opened in 1936 where Jane's now is, helped the situation.

## STREET SCENES

### Coulsdon Town Centre

**Left: Brighton Road looking south from Jane's**



A young family are caught in the rain outside the Jane's building. Across the road can be seen the tiled roofs and chimneys of the 1900s cottages, which were once the Elizabeth Cottages terrace. A more recent feature is the roadside tree, one of twelve to fifteen planted throughout the Town Centre on the Brighton Road and Chipstead Valley Road. This was carried out in 1999 by the Highways Agency at the request of Coulsdon West Residents' Association, after a prolonged dialogue between the two, with the aim of softening and greening the built environment. Most of the trees are still in place with only four having gone "missing".



**Right: A23 Brighton Road: bus stop – looking towards Purley**

The Methodist Church was built following purchase of the land in 1910. The houses hidden by the white van, were built in the 1930s, but are all due for demolition to make way for the Relief Road junction. It is proposed to re-landscape and plant the area which will, once more, give a spacious aspect and more prominent position to the Church.



## **STREET SCENES**

### **Coulsdon Town Centre**

**Left: A23 Brighton Road, looking north**



**Man at crossing**



**Right: Brighton Road: Red Route south of Chipstead Valley Road**

The upper stories of the 1900s cottages are clearly seen above the built-out shop fronts. The 1996 Red Route parking signs giving restriction details proliferate along the pavements. Shopkeepers protested against the implementation of the Red Route believing the signs to be "too many and the restrictions too confusing". Even now some residents still find the signs difficult to interpret.



## STREET SCENES

### Coulsdon Town Centre



**Left: Brighton Road looking South from the Traffic control camera**

Traffic control cameras at the southern most end of the Centre keep an "eye" on the pedestrian crossing. To the left of the camera on the other side of the road is Pinewoods car dealership, previously recorded in the 1900s as the site of Queen Anne's Cottages, then Queen Anne's Villa and by the 1930's a Boy Scouts Hall is mentioned. The Lloyds Bank building to the right of the camera dates from before the 1930s, either built on undeveloped land or replacing earlier shop units.



**Right: Chipstead Valley Road: looking towards the former Smitham School:**

Early photographs of Chipstead Valley Road show summer trees hiding Smitham School. This photograph taken in August 2000 although offering a very different street scene, the trees (the same ones?) still make a good job of hiding the School. The original flint and brick school was saved from development as a supermarket by a campaign by local traders in the late 1960s and now houses the Smitham Life Long Learning Centre.

## **STREET SCENES**

### **Coulsdon Town Centre**

#### **Footpath behind shopping centre towards Chipstead Valley Road**

A network of footpaths run behind the Town Centre shops from Lion Green Road to Chipstead Valley Road and Brighton Road and are shown on early maps as part of the original residential development. The responsibility for maintenance of recognised numbered footpaths rests with the Council, but it is unclear who is responsible where footpaths have no designation. Unfortunately, off the beaten track, they become prone to litter and vandalism. The footpath in the photograph joins Malcolm Road to Chipstead Valley Road.



**Graffiti and litter on footpaths behind shopping centre**

## **STREET SCENES**

### **Coulsdon Town Centre**

#### **Graffiti**



A mini "battle" broke out between graffiti "artists" and residents and police in the year 2000 which gradually abated when the culprits were either caught or moved away. Each used a "tag" as individual identity but sometimes used each other's to confuse officials. Police needed substantial evidence of the offence being carried out to successfully prosecute which usually brought a sentence of community service. This example of graffiti "art" was on BT property in Stoneyfield Road for some months. The Council now has a dedicated "hit squad" for graffiti removal and Old Coulsdon Residents' Association has bought its own removal equipment.

# TRANSPORT



## TRANSPORT



**COULSDON AFTER DARK**  
Coulsdon South Station

# TRANSPORT

## COULSDON SOUTH STATION

The 7.56 to London Bridge arrives for waiting customers.

Customer (passenger) numbers have been increasing steadily at Coulsdon South Station in the past decade. Local Residents' Associations and pressure groups have campaigned for better services but unfortunately have not been that successful. Some users say that we have a worse service now than we had before World War II.

Improvements to the appearance and environment surrounding the station have been achieved in the past five years. Land at the front entrance was cleared of derelict buildings and grassed. There are now colourful hanging flower baskets on the platforms and outside and a local women's group have created a flower garden on derelict land, as a Millennium project. The Station has been freshly painted in bright blue, yellow and grey (Connex Southcentral colours). There is a new "Welcome to Coulsdon South Station" sign in place by the Brighton Road entrance. The Station is vulnerable to graffiti attacks and damage from vandals. Litter is also quite a problem.



**Charles King – Up platform**

## **TRANSPORT**

### **COULSDON SOUTH STATION**



**Man on up platform**



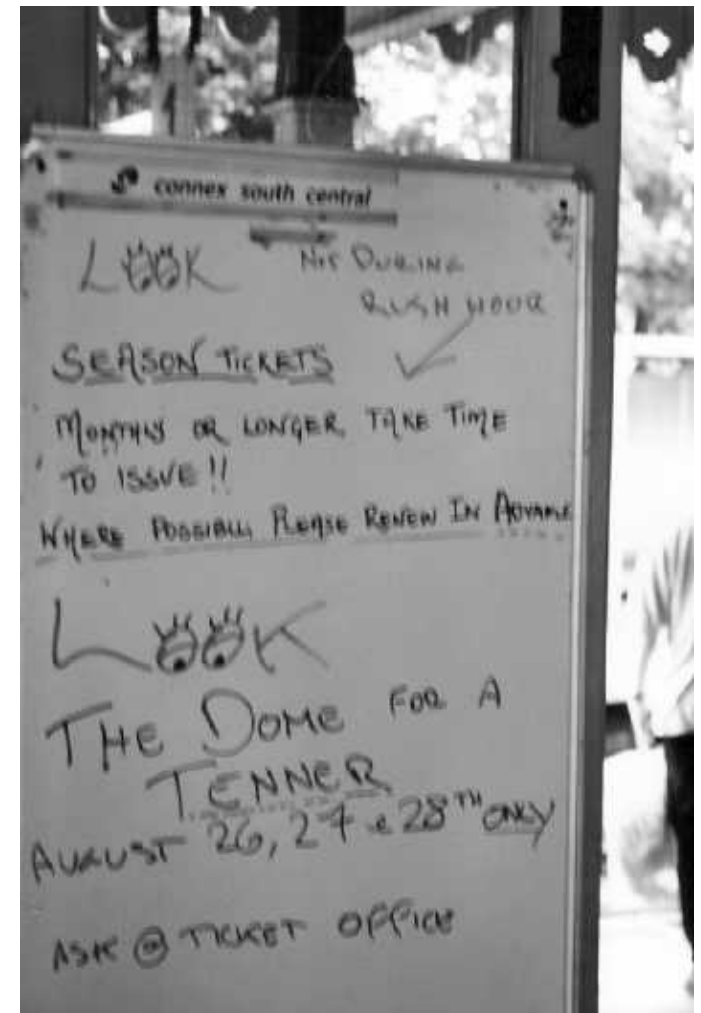
**Martin in the Booking Office takes a short  
break between ticket sales**

## TRANSPORT

### COULSDON SOUTH STATION



**Ticket machine for use when the Ticket Office is closed – Ticket Inspectors frequently check customer's tickets while they travel**



**Notice to encourage local people to purchase season tickets in advance and use Connex services to visit the Millennium Dome**



## TRANSPORT

### COULSDON SOUTH STATION



**Marie Clifford – Owner – small newsagent's  
shop – up platform**



**Marie Clifford serving a customer**

## TRANSPORT

### COULSDON SOUTH STATION

#### BOARDING



# TRANSPORT

## COULSDON SOUTH STATION



LEAVING





**Dog outside newsagents – platform 1**

## **TRANSPORT**

### **COULSDON SOUTH STATION**



**Off on a family holiday in Minorca –  
Stephanie and Athena Limond and Janet and  
Zoe Ballard wait for a Gatwick train**



# TRANSPORT

## COULSDON SOUTH STATION



Looking across to platform 1

## TRANSPORT

### COULSDON SOUTH STATION

Car parking for commuters. Annual parking permits cost approximately £200. Most commuters park in Lion Green Road Car Park for £1 per day, or in local roads. Croydon Council introduced a one-hour off-peak parking scheme to the area eight years ago to relieve roads near to the station from too much commuter parking. The Scheme, which has been very successful, was in response to a very strong and sustained campaign from residents living in the affected area.



#### **Bike Park**

The local Residents Association has asked for cycle racks to be installed at the station



## TRANSPORT

### SMITHAM STATION



Down platform – looking towards  
St. Andrew's Church





## TRANSPORT

### BUSES OLD COULSDON



**Left:** Route 466 at bus stop outside Dorma Lodge, Tudor Parade (towards Coulsdon)

**Right:** Bus stop outside Dorma Lodge, Tudor Parade (towards Coulsdon). Capitol introduced the modern buses when they took over the franchise for local routes in 1998. Older residents complain that seating is limited and that there is nothing to hold onto inside when standing. Earlier this year franchise was passed on to Arriva. There have been improvements to the service, including the introduction of an all-night bus to Old Coulsdon.

