

# BOROUGH CHARACTER APPRAISAL LONDON BOROUGH OF CROYDON

DRAFT 21 September 2015

This information should be used as evidence base for the Croydon Local Plan

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SECTION 1:  
INTRODUCTION

This information should be used as evidence base for the Urban Design & Local Character and Heritage Assets and Conservation and Places of Croydon policies within the Croydon Local Plan – Detailed Policies and Proposals.

## AIMS OF THE DOCUMENT

The purpose of the appraisals is to identify and analyse the character of the Places in Croydon, considering a number of key aspects that contribute to the way these Places are today. This document will form part of the evidence base for the Council's Core Strategy determining the spatial vision.

## SCOPE

The following key aspects that contribute to the character of a place were examined:

- Summary description of the predominant character types of a particular Place supported by the map that provides a graphic representation of the character types within the borough as per 2014.
- Land form – topography and geology, key landmarks, views and panoramic views. Topography mapping is derived from the NextMapBritain height data set provided under the Mapping Services Agreement.
- Views and landmarks are identified from Croydon's Replacement Unitary Development Plan – The Croydon Plan, Adopted 13 July 2006.
- Additional landmarks and views have been identified by Urban Design & Conservation Officers on site surveys.
- The intention is to add Geological information in map form based on superseded Geological maps as the British Geological Survey have not granted permission for the current maps to be included in any document that will be available via the web.
- Historical development – how the places developed- with mapping and a written description. Note that this is not building age. Historical Development mapping and text is derived from Ordnance Survey County Series maps.
- How the Place is used today – current main land uses and the social / economic profile of the people living in the Place. It is the intention to spatially map the social economic profile to assist understanding of the Place and add this to Version 3. The socio- economic information is taken from Croydon Observatory's ward profiles 2009- [www.croydonobservatory.org](http://www.croydonobservatory.org).

- Access and movement in the Place – the degree of accessibility to the Place and open spaces within it and what modes of transport are available. The information for the Land use, and movement mapping is derived from the Space Syntax IValueL Study 2009 and is reprinted with their kind permission.
- Landscape and Open space Character – landscape character and the type of open space - defined by its statutory planning designation if applicable - Green Belt, Metropolitan Open Land, Local Open Land or Educational Open Space. Types identified also include play areas, recreation grounds, allotments and churchyards. Whether open spaces and parks have restrictions on access can be identified by referring to Croydon council's Open Spaces Strategy 2005. It is the intention to add this information to the next version of the Borough Character Appraisal.
- Open Space mapping is sourced from Replacement Unitary Development Plan – The Croydon Plan, Adopted 13 July 2006, and Ordnance Survey, and Officers from London Borough of Croydon Community Services. Historic information on open space is taken from reference material from the Local Studies section and the proposed Local List of Historic Parks and Gardens December 2008. This was also produced as evidence base for the Core Strategy, and is derived from the London Parks and Garden Trust's Inventory,(LPGT), local reference material from the Local Studies Section of Croydon Library, `Croydon's Parks- An Illustrated History `by M.A.Winterman and site surveys by Landscape Architects from the London Borough of Croydon and volunteers from the LPGT.
- Statutory designations relating to nature conservation are indicated on a separate plan to make the plans easier to read. These designations include Sites of Scientific interest, Sites of Nature Conservation Importance, Local Nature Reserves and Green Corridors.
- The accompanying text analyses the overall landscape character. Information on identification of public and private open space is not included here but is available from Croydon's Open Space Strategy, adopted 2005.
- Residential character – character analysis of the typologies of housing in the area; please refer to Annex 1: Residential Character Typologies, (originally the Borough Residential Character Appraisal, produced as part of the evidence base for the Core Strategy) which identifies and analyses different types of housing in Croydon. A detailed breakdown of this supporting document's methodology is outlined in the introduction. Residential character mapping is derived from the Borough's Residential Character Appraisal and is based on the Building Age Data set acquired from the Geoinformation Group (Cities Revealed) with assistance of site surveys and the text is informed by reference material of the Local Studies Section of Croydon Library.

- Streetscape character of Croydon Centre- designated by its statutory planning designation as the Croydon Metropolitan Centre, taking note of the character of the adjoining areas, follows the methodology as described above, but with additional analysis of townscape character merited by the varied and complex urban form of the town.

Additional information for Croydon Town centre, ( Croydon Metropolitan Centre), is taken from Vision 2020- SPG11, adopted March 2002, from Space Syntax, January 2007- Croydon town centre- baseline analysis of urban structure, layout and public spaces( Final Version), IVALUL Study 2009,.and Imagine Croydon- Issues and Options July 2009.

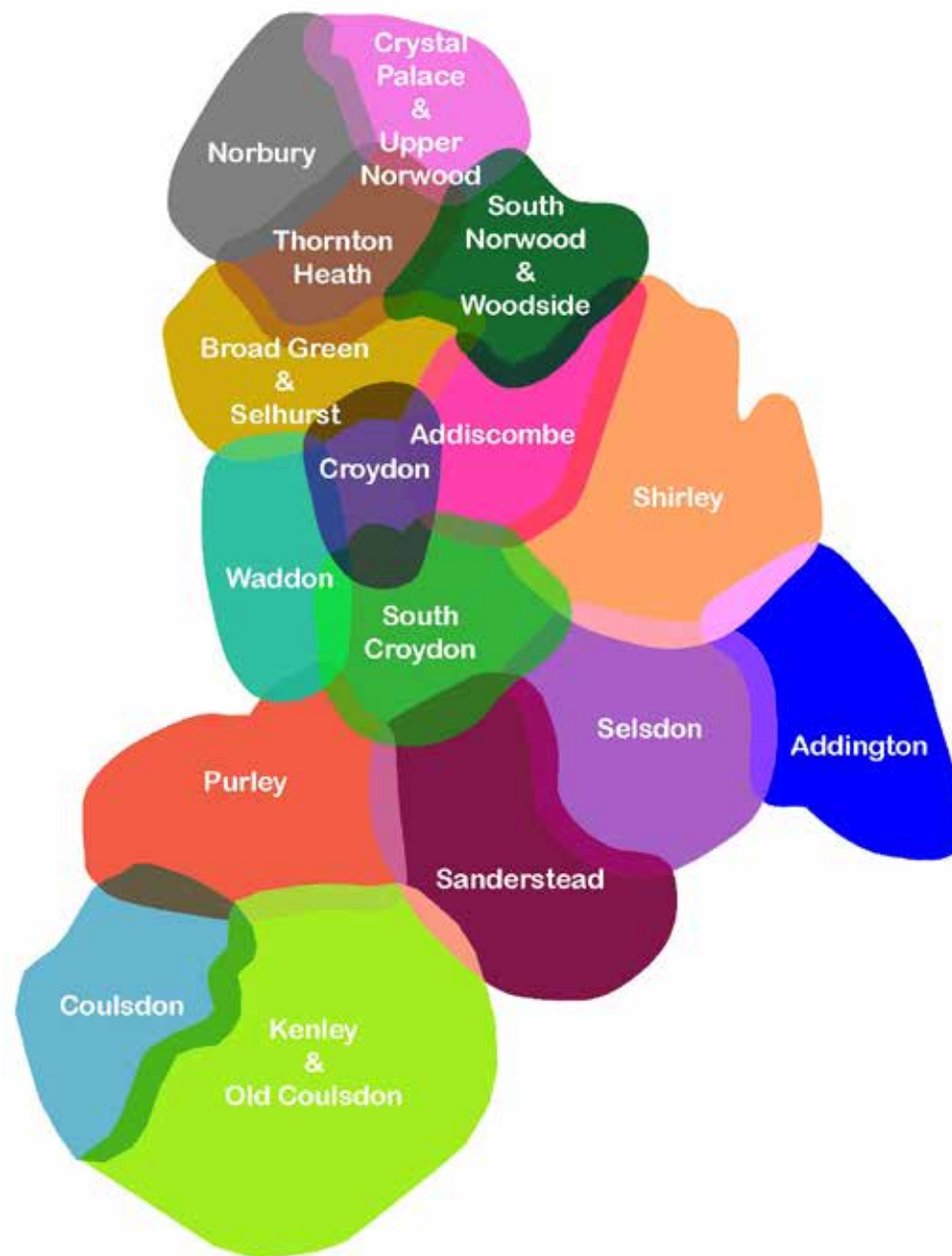
## THE 16 PLACES

### DEFINITION OF THE BOUNDARIES OF PLACES:

Whilst a boundary has been selected for each of the Places on the Ordnance Survey mapping of Croydon there is some overlap between each Place, so for example, Addington Palace, whilst being located in the Place of Shirley according to the Place's boundary, is described in the historical development of Addington as it has a stronger association historically with Addington Village than with Shirley.

### THE LIST OF SIXTEEN PLACES OF CROYDON

1. Addington
2. Addiscombe
3. Broad Green & Selhurst
4. Coulsdon
5. Croydon Opportunity Area
6. Crystal Palace & Upper Norwood
7. Kenley & Old Coulsdon
8. Norbury
9. Purley
10. Sanderstead
11. Selsdon
12. Shirley
13. South Croydon
14. South Norwood & Woodside
15. Thornton Heath
16. Waddon



Map 1. Sixteen Places of Croydon.

## BOROUGH LANDSCAPE

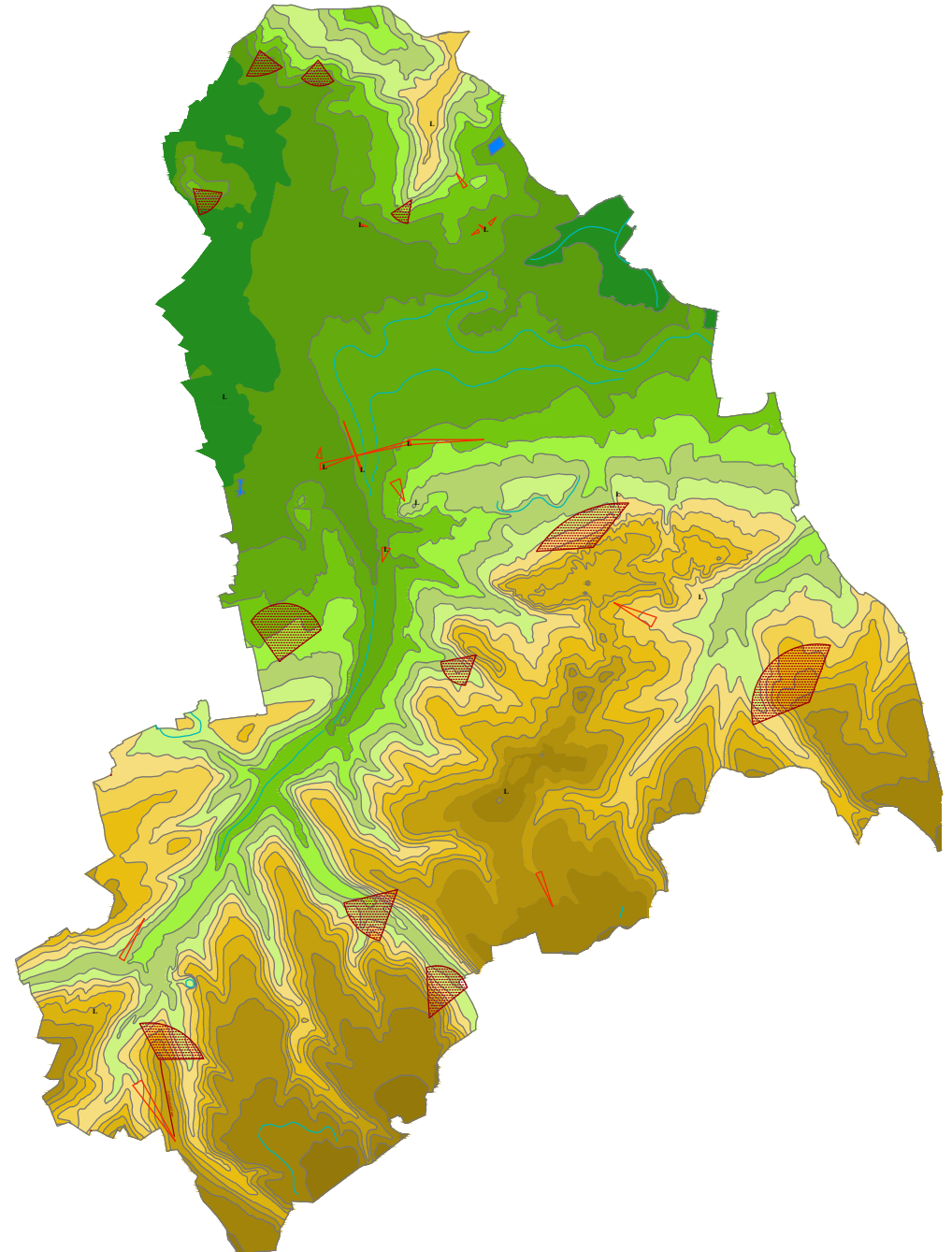
The Borough of Croydon sits over London Clay formations to the north and upper chalk in the south.

Upper Norwood Ridge has had a strong influence on the way the north has developed and the character of the Places. There are notable viewpoints and open spaces along the Ridge looking southwards towards the town centre and westwards towards Mitcham and Sutton. There is a patchwork of communities and places, with multicultural populations. The urban form is dense and tightly knit in some areas, and is centred around the district and town centres of Norbury, Thornton Heath, South Norwood and Upper Norwood /Crystal Palace. More verdant areas of suburbia exist on the hill top and slopes of the Norwood Ridges

The south of the Borough in particular is characterised by attractive wooded steep sided valleys with suburban residential areas on the hillsides, formed of clay with flint. These hillsides and ridges provide views across valleys to surrounding downland and allow for sweeping panoramas towards Croydon town centre. Along the hillsides and valley slopes in the south of the Borough, suburban development is surrounded by grassland and woodland which extends north towards Croydon town centre.

The town centres of Coulsdon and Purley expanded from the centre of the valley based on developing transport networks and have developed in to market towns.

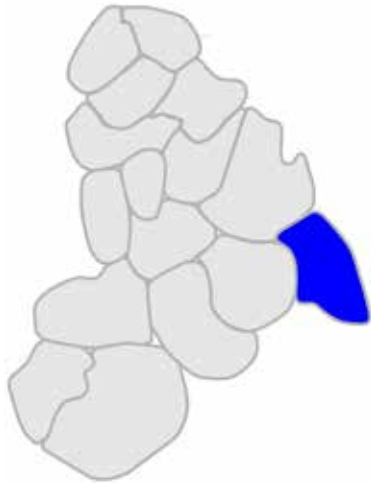
The hills and valleys of the east of the borough are dominated by 20th century suburbs with a wide range of open spaces, and is more rural towards the south eastern borough boundary



Map 2. Borough landscape with indicated key views and landmarks

# SECTION 2: THE APPRAISAL

# ADDINGTON



## SUMMARY

The character of Addington is defined by extensive areas of Green Belt such as Birch Wood, Frith Wood, Rowdown Wood and North Downs. These green areas provide a setting for the historic Addington Village (a designated Conservation Area), the 20th century housing estates in New Addington and Fieldway predominantly comprising of *Local Authority Built Housing with Public Realm* and *Compact Houses on relatively small plots* respectively. The predominant smaller scale buildings are interlaced with *Mid-rise block of flats* and residential *Tower buildings* in both estates.

Apart from the historic Addington Village, the Place is served by two *Suburban Shopping Character Areas*, Central Parade in New Addington (the District Centre) and Wayside in Fieldway.






The spine of Central Parade separates the less green *Suburban Shopping Character Area* of New Addington's District Centre from the area containing leisure and community facilities, with a character of *Institutions with Associated Grounds*. In addition to these character types, Addington has a number of areas, located to the west and east of Central Parade, with an *Industrial Estate* character. With the exception of Central Parade, these character areas are generally consistent and can be successfully managed through the general policies of this Plan.



### PREDOMINANTLY RESIDENTIAL

-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

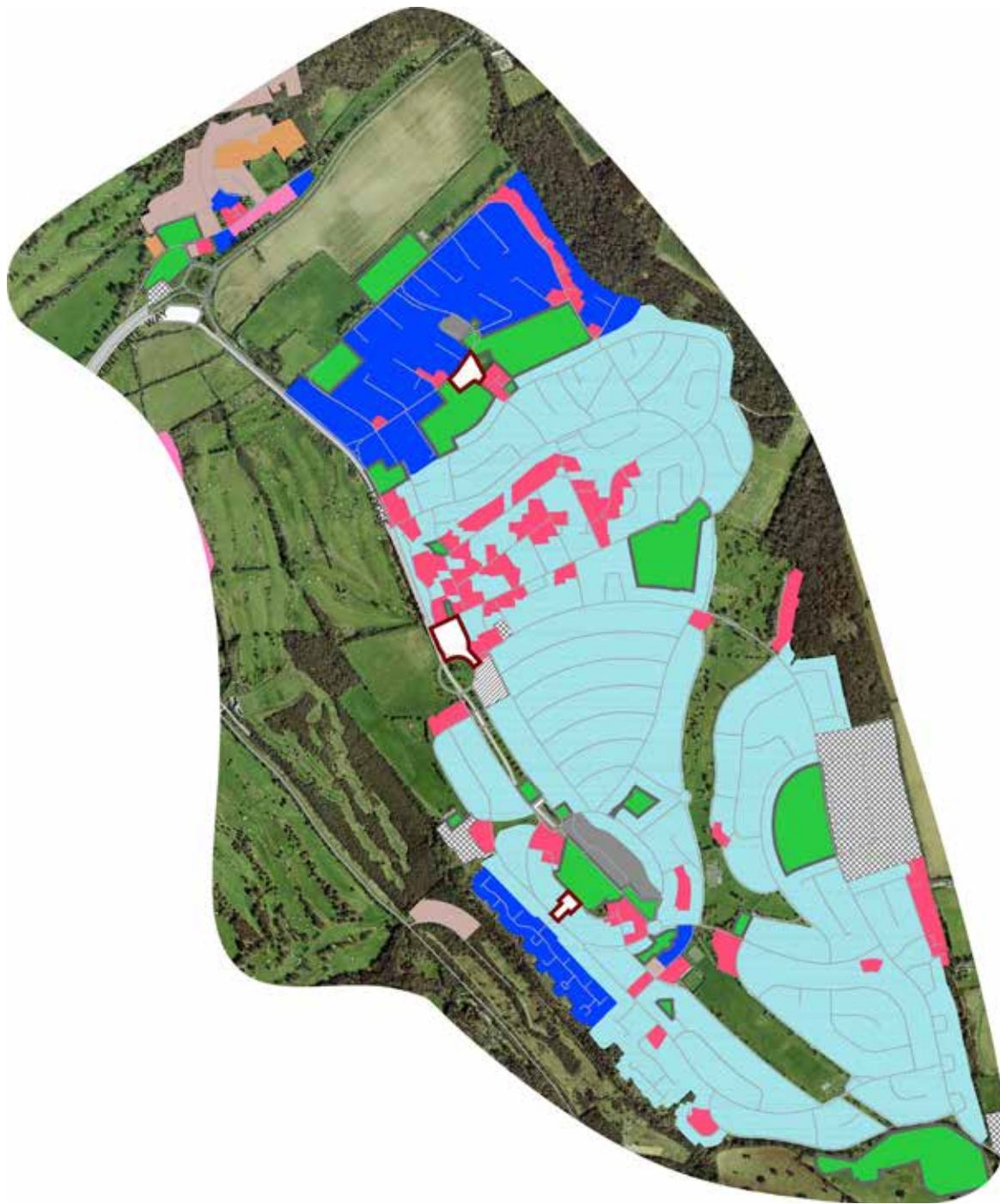
### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure





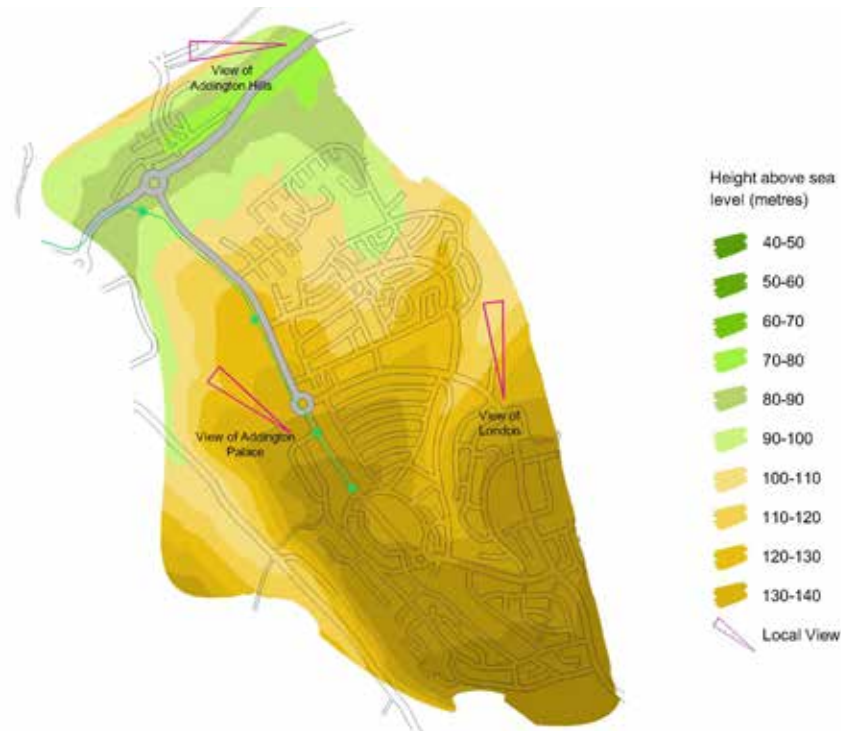
Map 3. Local character of Addington

## CONTEXT

Addington lies to the east of the borough bordering the London Borough of Bromley to the north and east. The place comprises two distinct settlements: Addington Village, a historic settlement which retains its rural character, and the New Addington and Fieldway estates which are large areas of interwar/late twentieth century housing surrounded by greenbelt.

## TOPOGRAPHY AND VIEWS

- Addington Village and 20C housing estates of New Addington are located on the hills separated by the valley.
- The historic Addington Village provides mid range views towards New Addington and Fieldway and further South towards South Downs.
- In New Addington there is a number of places with good views towards central London for example from King Henry's Drive, and of Addington Palace from Parkway.
- New Addington is present in many long range panoramas from the other Places in the borough, South Norwood, Selsdon and Shirley in particular.



Map 4. Topography of Addington

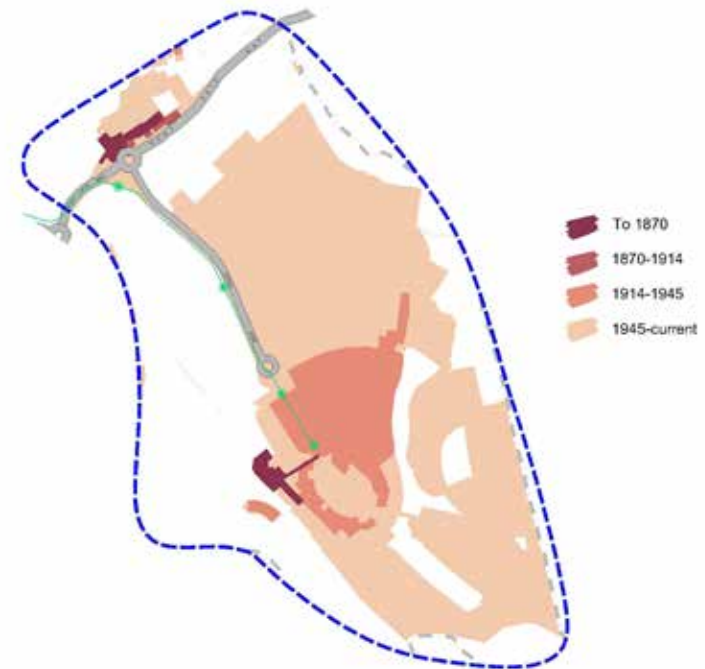
## GEOLOGY

- Addington Hills forms the back drop to Addington Village and is formed of Harwich sand laid over Lambeth Sand and Clay on Thanet Sands. Addington Village lies at the bottom of the hill, and consists of Hackney gravel with Upper Chalk forming the sides of the valley and hill of Fieldway and New Addington capped by clay and flints to the south part.
- 

## HISTORICAL DEVELOPMENT

### ORIGINS

- The village at Addington has origins dating to at least the 12th century when construction of the present church of St Mary was begun.
- A large area of woodland, which existed to the north of the village, was used for hunting in medieval and Tudor times.
- The area opposite Fieldway tram stop is the former site of a manor house, embattled by Robert Aguillon to form a castle in 1270 but abandoned by 1400, and later replaced by Castlehill Farm, now no longer in existence.



Map 5. Historic development of Addington

### UP TO 1880S

- Addington Palace was built in the 1770s to replace Addington Place, with an extensive park landscaped by Capability Brown, and fine entrance lodges on Spout Hill. The house was purchased by the Archbishop of Canterbury in 1805,
- A large estate also existed at Addington Lodge, west of Lodge Lane, with one building surviving in the Council depot, known today as Fisher’s Farm, New Addington.
- The village also expanded in the 18th century, with the church tower and many of the older buildings dating from that time.
- The church was remodelled in the 1870s, with a large new vicarage built to the east.

### 1880S TO 1940S

- Farmland belonging to Castle Hill, Addington Lodge and s Fisher’s Farm estate was purchased by the First National Housing Trust in 1935 for the construction of a garden village. The chairman of the Trust was Charles Boot, hence the estate occasionally being referred to as the ‘Boot estate’.
- By the time building work was suspended at the outbreak of the Second World War, one thousand and twenty three houses and a few shops had been completed, but no other facilities.

### 1940S TO PRESENT DAY

- The Croydon Corporation took over the building of the estate after the war, expanding the project to create an unofficial new town with a whole range of facilities, including schools, shops, churches, and factories.
- The New Addington building programme was completed by 1963 but an additional phase of eighty seven acres was begun shortly afterwards, forming the Fieldway estate.

### LAND USE

- Addington is largely residential with most facilities located on Central Parade including most of Addington’s retail outlets, a community centre, an adult education centre and swimming baths, with a market held twice a week.
- Fieldway has a small area of community facilities and local shops.
- Vulcan Way, adjacent to the Borough boundary, has a substantial area of industrial units, warehouses, and some offices.
- There is one senior and six primary schools.
- There is a Council depot, called Fisher’s Farm, located between Addington Court Golf Course and North Downs Road.

### SOCIO ECONOMIC MIX

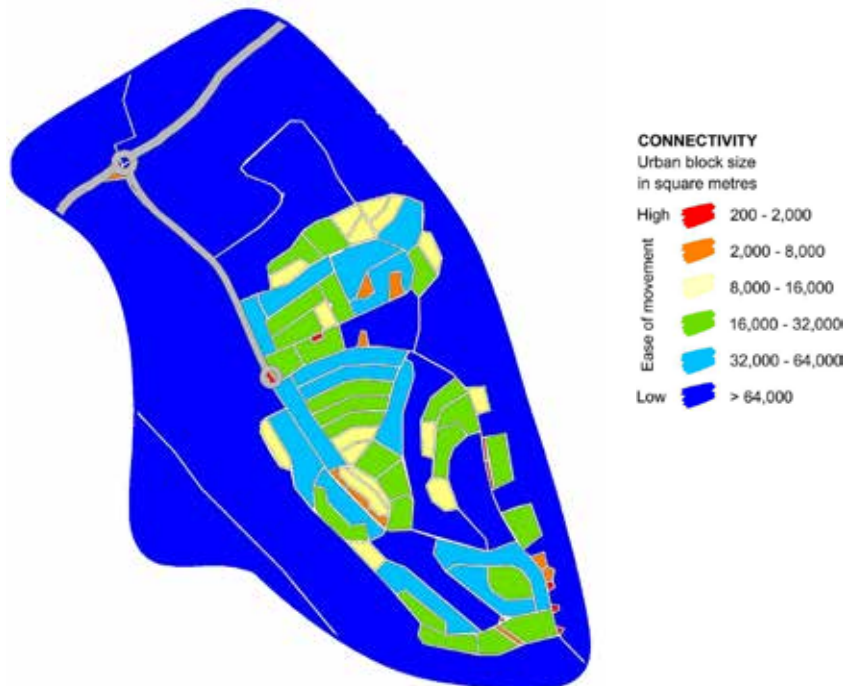
- Addington Village has a high proportion of professionals on high incomes, and home owners.
- The population of New Addington and Fieldway is the lowest compared to other Places in the Borough at 21,332. However the proportion of young people in Fieldway and New Addington are the highest in the Borough.
- There is significantly less ethnic and faith diversity in New Addington and Fieldway than the rest of Croydon.
- New Addington is one of the most deprived areas in Croydon; Fieldway also has high levels of deprivation.
- In New Addington 55% of households are those who live in former council housing but have now elected to buy them. This is 50% in Fieldway. However nearly 25% of the households in New Addington, and 46% in Fieldway are on low income or in receipt of social benefits.



Map 6. Land use in Addington

## MOVEMENT

- New Addington is relatively isolated on the hill above Kent Gateway with only the one main road to it, and connecting south east to Biggin Hill. Tramlink runs along side and provides a much valued alternative to bus and car to link to the centre of Croydon. There are no designated cycle ways.
- Footpaths within New Addington are mainly between housing areas with a few linking into the adjoining countryside but relatively restricted due to the privately owned agricultural land to the east and west along with fencing to the golf course to the west.
- Addington Village lies just off Kent Gate Way with one vehicular access to the adjacent major roundabout junction and public transport restricted to bus, but with a major bus/tram transport interchange close by.
- Shirley Church Road is used by traffic at peak times marring the relative tranquillity of the Village.
- The London Outer Orbital Path lies to the north, but there are no other designated footpath/cycle ways to the village.



Map 7. Connectivity in Addington's movement network

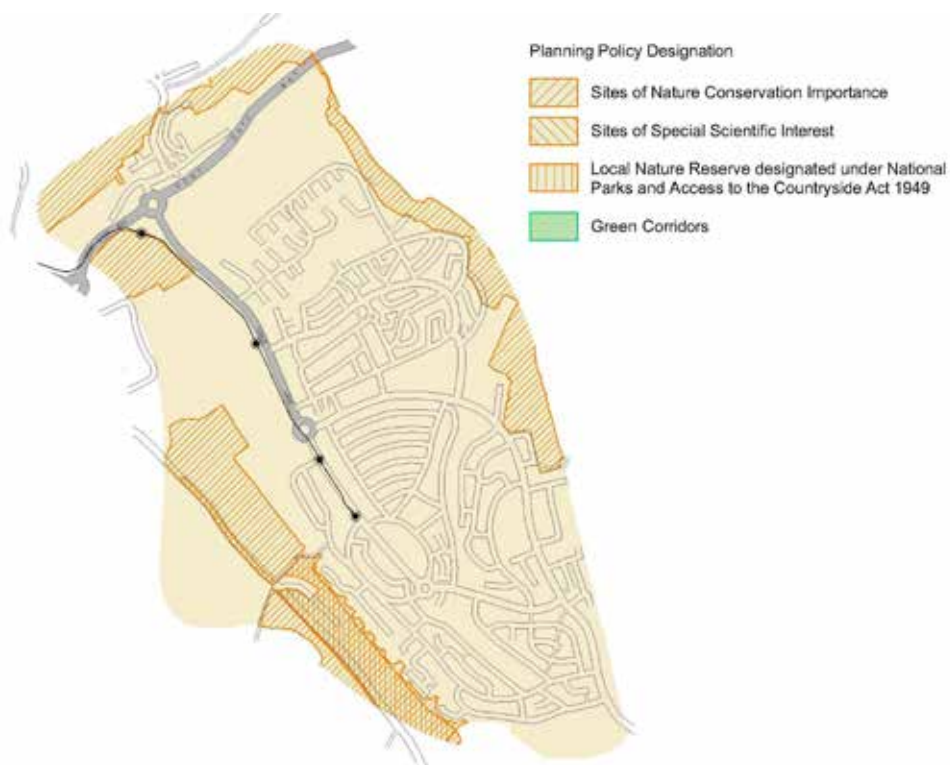
## OPEN SPACE AND LANDSCAPE CHARACTER

- The open character of New Addington, Addington Village and Fieldway is enhanced by school playing fields, golf courses and agricultural land adjacent to the residential areas. However there is a lack of access to these open spaces, compounded on the south west boundary by Lodge Lane and Tramlink
- New Addington was designed with linked areas of public open space, Northdown, Rowdown Fields, Addington Vale and Milne Park. When the residential estates were laid out many small communal greens were included and a grassed open space along Central Parade providing a tree planted corridor through the centre.
- The open spaces and greens are similar to each other, open in character, mostly without shrub planting consisting of close mown grass and trees with few facilities. .
- Fieldway has less communal open space than New Addington with a more compact building layout . The open space is similar in character to that of New Addington, but there is a smaller proportion.



Map 8. Open Space in Addington

- Rowdown Wood, Birchwood, Boundary Wood and Castle Hill Ruffs form a thick band of woodland along the borough boundary with Bromley, with access from Fieldway and New Addington and bus routes nearby, also linking to Addington Vale and Milne Park.
- Hutchingson's Bank and Chapel Bank Nature Reserves offer a more diverse landscape with much greater habitat value than the open spaces within New Addington.
- New Addington council allotment at Mickleham Way has six full plots, and eighteen half plots all occupied with a waiting list for vacant plots.
- Addington Park, is part of the grounds of Addington Palace and is registered as Grade II on the English Heritage Register of Parks and Gardens. It provides an attractive backdrop to Addington Village. The park has few facilities and like the open spaces of New Addington is mainly close mown grass and specimen trees. Community events such as boot sales and fireworks and fairs are held here.



Map 9. Green Corridors of Addington

## RESIDENTIAL CHARACTER

Addington Village has a large variety of housing types which reflect the historical evolution of the village over several centuries, many of which are statutorily or locally listed buildings, or within the Addington Village Conservation Area.

Predominant residential housing types in New Addington

- **Local authority built housing with public realm:**  
The majority of the New Addington Estate was built between 1935 and 1963. The majority of houses were built in a uniform style on a series of crescents radiating out from Central Parade. They have a consistent semi detached building form and plot size, with minimal architectural decoration or features. There is less provision for parking or street trees than privately built examples of semi detached housing. The estates have a large amount of open space, although some of this has been built on since the original development. Later houses, built after the Second World War, are in a greater variety of forms, including blocks and small terraces.
- **Compact houses on relatively small plots:**  
The main area is located on the Fieldway Estate, built by the Croydon Corporation from 1963 onwards. The character is quite different from New Addington, with generally a more compact, higher density building form, mainly arranged in small blocks or terraces with individual back gardens and communal garage blocks. Different phases are clearly distinguishable by layout. Houses and flats are very simply detailed and in an extremely uniform style with limited tree planting and minimal functional public open space.
- **Mid-rise block of flats:**  
Single family dwellings are interlaced with mid-rise block of flats set in landscaped areas.



Photo 1. New Addington



Photo 2. Addington Village

# ADDISCOMBE



## SUMMARY

Addiscombe is a suburban residential settlement, framed by green areas on the eastern side. This Place is influenced by and evolved as an extension of the Croydon Metropolitan Centre. The non residential character consists of *Urban Shopping Areas* (concentrated along the Lower Addiscombe Road corridor and Chepstow / Addiscombe Road); and *Industrial Estates* within the interiors of blocks, interlaced with houses.






The residential character consists of a varied yet balanced mix of *Terraced Houses and Cottages* (along Lower Addiscombe Road and in the East India Estate Conservation Area), *Mid-rise blocks of flats and Compact houses on relatively small plots* in the south west (between East Croydon and the Addiscombe tram stop), *Detached Houses on Relatively Large Plots* in south east (between the Addiscombe tram stop and Lloyd Park) and *Local Authority Housing With Public Realm* in the north.



### PREDOMINANTLY RESIDENTIAL

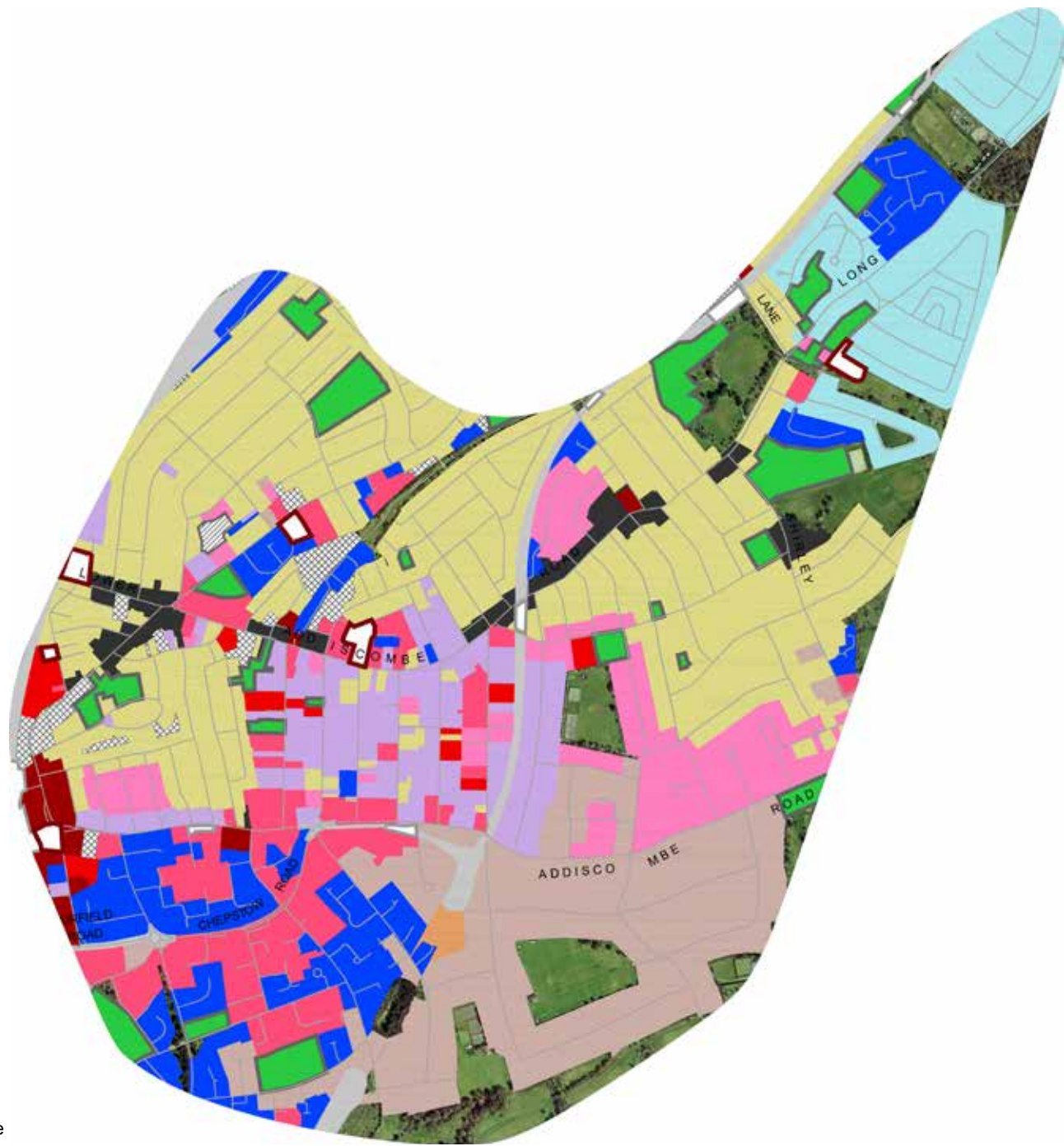
-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure



Map 10. Local Character in Addiscombe

## CONTEXT

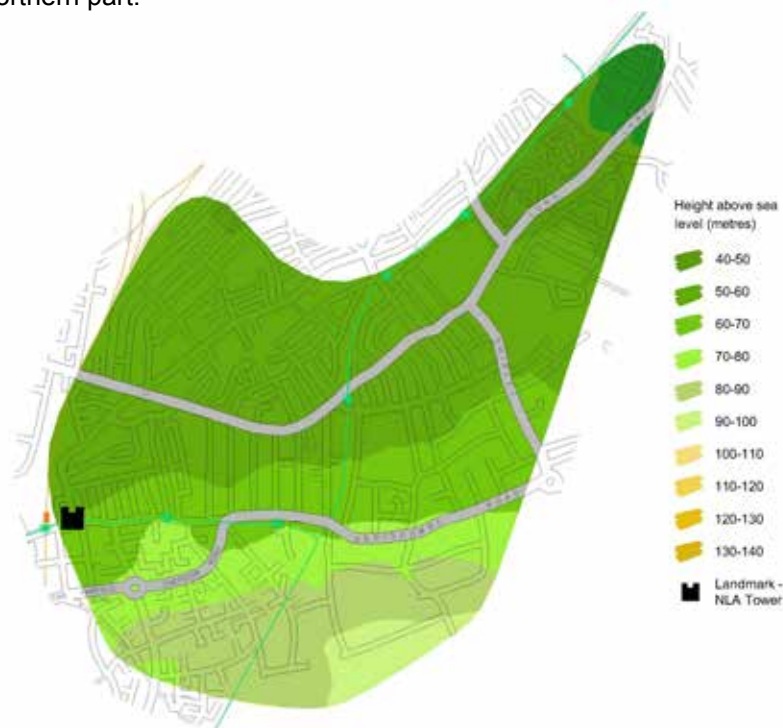
Addiscombe lies to the east of Croydon town centre, with the majority of the area within three kilometres of the town. The Local Centre is focused on Lower Addiscombe Road, which also serves as one of the main transport corridors through the area along with Addiscombe Road. The area is mainly residential.

## TOPOGRAPHY AND VIEWS

- There are some local views from Addiscombe across central Croydon, particularly from Dalmally Road.
- Local landmarks include St Mary's Church, Canning Road, and the Leslie Arms on Lower Addiscombe Road,
- The NLA tower on Addiscombe Road can also be seen from the neighbouring place of South Croydon.

## GEOLOGY

- Addiscombe is formed of mainly Harwich Sand with London Clay to the northern part.



Map 11. Topography of Addiscombe

## HISTORICAL DEVELOPMENT

### ORIGINS

- Historically Addiscombe was an area of undeveloped farm land. Two seventeenth century cottages survive on Addiscombe Road.
- An Elizabethan Mansion, Addiscombe Place, stood on the area of Havelock Road and Outram Road and was taken over by the East India Trading Company, which was established by Royal Charter in 1600.
- The mansion was rebuilt to the designs of Sir John Vanbrugh in 1702.

### UP TO 1880S

- The station at East Croydon, on the London and Croydon line, opened in 1839 and its proximity to Addiscombe encouraged the development of housing nearby.
- East India Estate land was released for development in 1861 and the mansion demolished, with high status housing subsequently built on the grid of roads that were laid out at that time.



Map 12. Historic development of Addiscombe

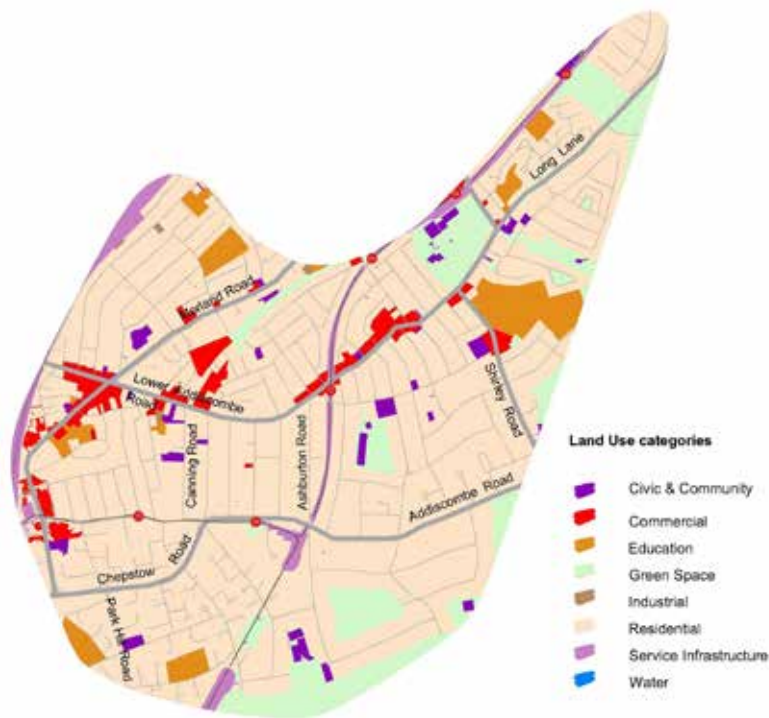


### 1880S TO 1940S

- The Woodside and South Croydon railway line opened in 1885 passing through Addiscombe, whilst the Mid Kent line terminated at the former Addiscombe Road station.
- Land to the north and west of the East India estate area continued to be developed with terraced houses.
- Larger suburban housing estates were built after the First World War to the south and east of the area, which were newly accessible by car and bus.

### 1940S TO PRESENT DAY

- The area has continued to be a popular commuter suburb. Many large Victorian/Edwardian houses have been converted or redeveloped to flats increasing residential density and on street parking.
- The introduction of Tramlink in 2000, which partially reused the old route of the redundant railway lines, has increased public transport accessibility in Addiscombe.



Map 13. Land use in Addiscombe

### LAND USE

- Addiscombe is mainly a residential area serving Croydon Town Centre and London with good transport links.
- Due to the proximity of central Croydon there is a relative deficiency in the range of community services, with the exception of the Sir Philip Game Centre on Morland Avenue.
- There are two primary schools but no senior schools or colleges.
- The Local Centre on Lower Addiscombe Road is well used and thriving.
- There are a range of shops on around the junction of Cherry Orchard Road and Lower Addiscombe Road, including the Leslie Arms, a former public house which is also a local landmark.

### SOCIO ECONOMIC MIX

- The place of Addiscombe includes the electoral ward of Addiscombe which has the third biggest ward population and largest working population, (67%), out of all the wards in Croydon.
- The population is very ethnically diverse with over a third from a minority ethnic background.
- Addiscombe has a large transient population of young professionals living in rented flats and conversions.
- The population to the north of the area has a close knit urban community.



Photo 3. Leslie Arms' public house , Lower Addiscombe Road



Photo 4. Addiscombe District Centre

## MOVEMENT

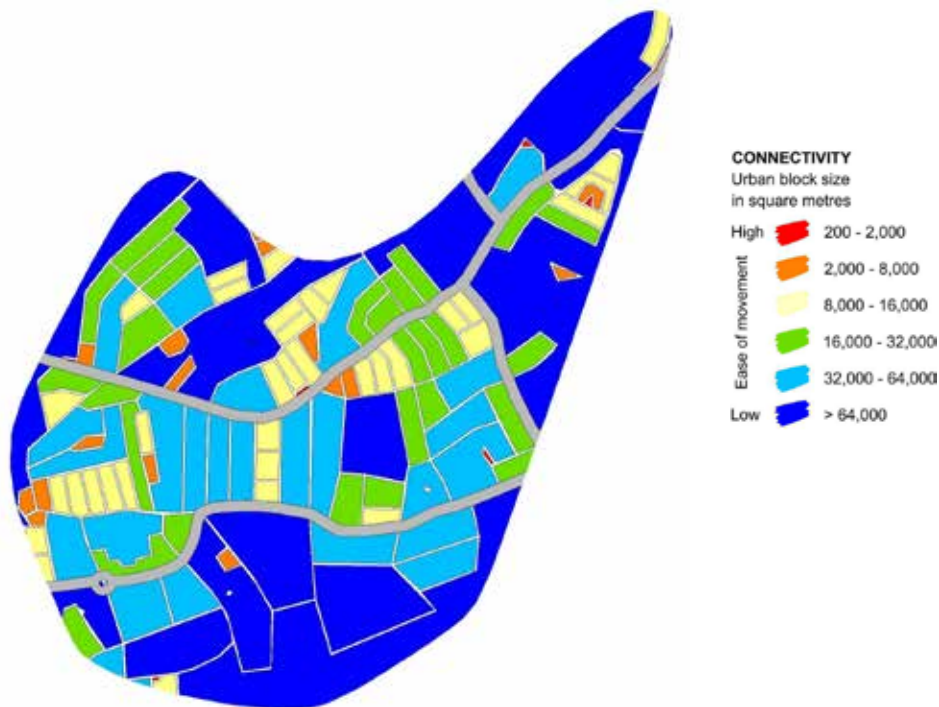
- There are good road links east/west but north/south movement is restricted to the edges of the area, or else along residential streets.
- The area has four tram stops: Lebanon Road, Sandilands, Addiscombe, and Blackhorse Lane. These provide additional east/west and north/south routes.
- Addiscombe is less car dependant than places further south in the borough due to the proximity of Croydon Town Centre and high accessibility to bus, tram and rail, making it a popular place to live. Both Ashburton and Addiscombe Railway Park are conveniently located near tram stops. Access between Addiscombe and Lloyd Park, which lies south of the Whitgift Estate, is currently limited.

## OPEN SPACE AND LANDSCAPE CHARACTER

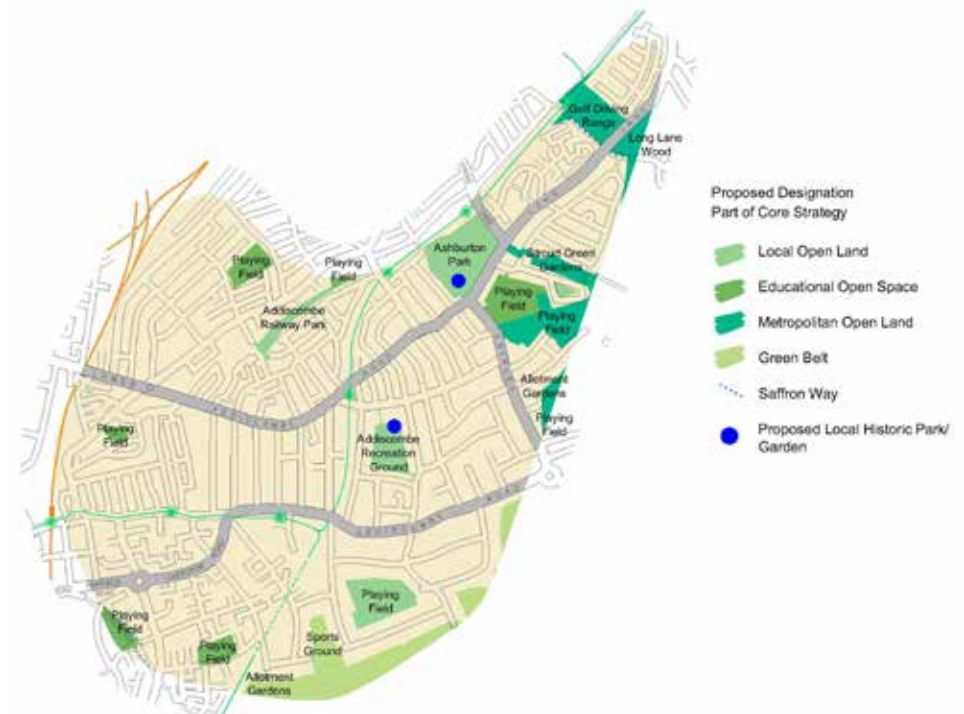
- The older parts of Addiscombe have some tree lined streets, with mainly smaller species, such as cherry trees, to the side streets, with larger trees, such as London Planes to the main roads. However, the compact

building form and car parking in streets and front gardens has reduced the prominence of tree planting and gives the place a more urban feel than places in the south of the borough.

- The landscape around Park Hill dominates with tree lined streets and open grassed frontages to residential buildings.
- Addiscombe is deficient in open space, although the larger parks of South Croydon, Shirley and South Norwood are relatively accessible to the area.
- Ashburton Park is the largest open space in the area and was the grounds of the Woodside Convent. The park regularly hosts funfairs and offers bowling, petanque, tennis and a children's playground. The footpath network through the park forms part of the a route that will eventually link to South Norwood Country Park.
- Addiscombe Recreation Ground, also known as Bingham Park, has a playground and sporting facilities, and was formerly farmland of the Ashburton Estate.
- Addiscombe Railway park (also known as Addiscombe linear Park), was created on a stretch of disused railway in 2007.



Map 14. Connectivity in Addiscombe's movement network



Map 15. Open Space in Addiscombe

- The second phase of Addiscombe Railway Park will open in 2010 and will form a cycle/walking path from Addiscombe Road to Blackhorse Lane
- There is a children's playground at Little Road and a small open space, St. James' Church Rest Garden around the former church building.

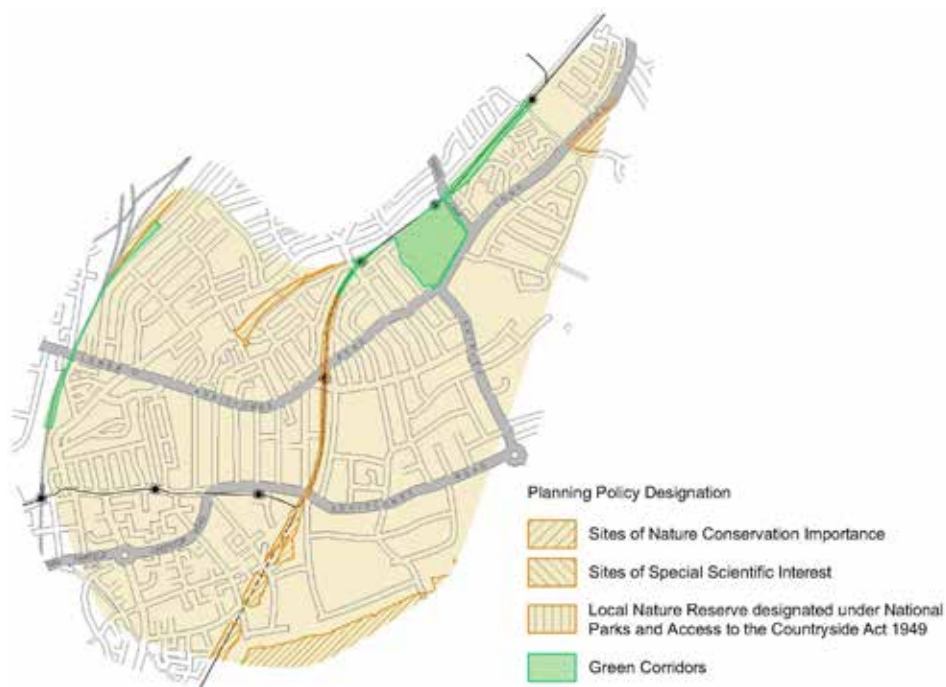
## RESIDENTIAL CHARACTER

Predominant residential housing types in Addiscombe:

- **Victorian Terraced houses and cottages:**  
mainly located on roads between East Croydon station/the railway line and the East India Estate. They are a compact, tight knit building form. Narrow streets leave little space for trees, and on street parking is a dominant feature.
- **Large Victorian/Edwardian houses on relatively small plots:**  
located on roads in the East India Estate, including those between Canning Road and Ashburton Road. Situated on wide tree lined streets, they are of a consistent building scale and building line. On street parking is a dominant feature with front gardens often paved to form additional spaces. Character

has been eroded by the redevelopment of some houses with blocks of flats, and a significant number of houses have also been converted to flats. The East India Estate Conservation area was designated in 2008 in recognition of historic/architectural importance.

- **Mid rise block of flats and Compact houses on relatively small plots:**  
main area located in Park Hill, an estate by Wates built in 1960 -70s. The housing, flats and garages were planned with the landscape, with grassed open frontages and tree lined streets creating an attractive area. Other more recent housing of this type tends to be piecemeal development of individual plots, and of higher density.
- **Detached houses on relatively large plots:**  
The Whitgift Estate is located in the south-east part of the Place. The area contains a number of well-maintained detached houses built in an eclectic mix of typical 1930s Arts and Crafts styles.



Map 16. Green corridors in Addington



Photo 5. Large Victorian houses in the East India Estate Conservation Area



Photo 6. Semi-detached houses on Colworth Road

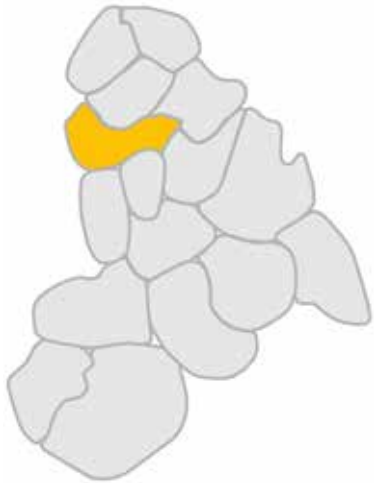


Photo 7. Ashburton Park



Photo 8. Detached houses in Whitgift Estate

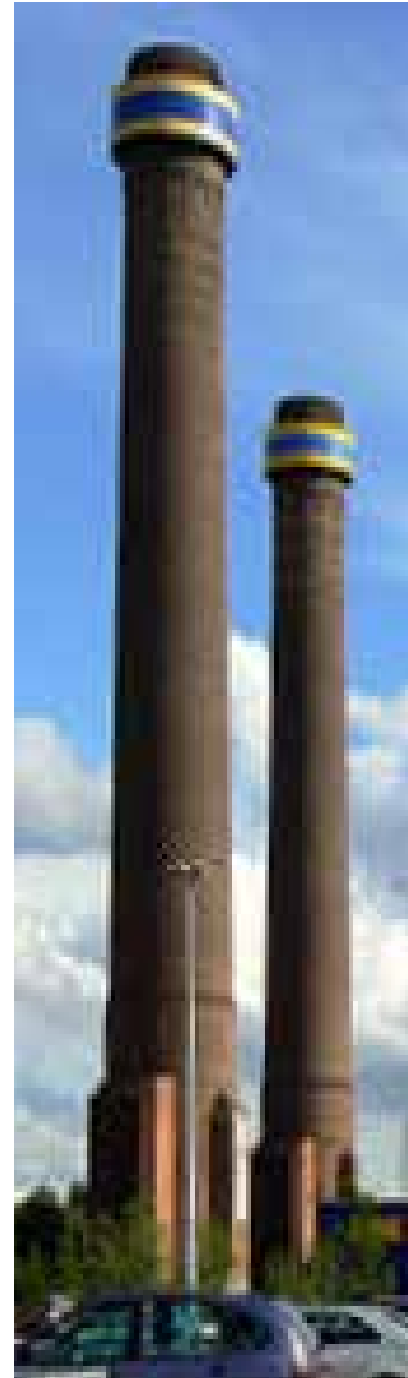
# BROAD GREEN & SELHURST



## SUMMARY

Broad Green is a heavily urbanised area consisting of a variety of local character types. The south-western edge is defined by large *Retail Estates, Business and Leisure Parks* along Purley Way and the greenery of Archbishop Lanfranc's playing field and Croydon Cemetery. The dominant and high density along London Road corridor identifies the centre of this Place.






The eastern edge is dominated by the railway and associated *Industrial Estates* of the Selhurst area. Smaller scale historical industrial estates are often interlaced within the urban fabric. The predominant residential character type is *Terraced Houses and Cottages*, enriched with scattered areas of *Local Authority Housing with Associated Public Realm, Mid-rise Blocks of Flats* and *Compact Houses on Relatively Small Plots*; also including *Large Buildings with Strong Frontage Line* and *Large Buildings with Spacing* along London Road.



### PREDOMINANTLY RESIDENTIAL

-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure



Map 17. Local character of Broad Green

## CONTEXT

Broad Green lies to the north west of the town centre, bordering the London Borough of Sutton to the west. Mitcham Common lies to the north west, and the area is dominated by major roads at Purley Way and London Road. Broad Green is not a well defined area, and is largely comprised of the edges of adjoining places.

## TOPOGRAPHY AND VIEWS

- The most notable landmark is the chimneys of the former power station, now owned by Ikea.

## GEOLOGY

- The area has varied geology, with Lambeth sand and clay to the north and Hackney gravel to the south, with a band of London Clay separating the two between Mitcham Road and London Road.

## HISTORICAL DEVELOPMENT

### ORIGINS

- The area's identity originates from a small triangular green, now bounded by London Road/Hathaway Road/ Kidderminster Road. Broadgreen Place and Broadgreen House were large properties on either side of the green, with extensive grounds which included fish ponds.



Map 18. Topography of Broad Green

### UP TO 1880S

- A railway line was built in the basin of the short lived Croydon Canal (1809-1836), opening in 1839 to link London and Croydon, and in turn encouraging residential development to the north of Croydon town centre.
- Selhurst station opened on the London and Brighton line to the east of the area in 1840.
- By 1868 the settlement at Broad Green had largely been consumed by suburban development north of the town, with a wide variety of housing, from terraced cottages to detached villas.
- By 1868 the army barracks were in existence on Mitcham Road.
- A cemetery was formed near Mitcham Common in 1876, serving a large area.

### 1880S TO 1940S

- The Broadgreen Place estate was sold for development in 1900, with Royal Parade built to form a new focus for the centre on London Road.
- Further development of remaining land for housing meant that London and Croydon had become continuous by 1914.

### 1940S TO PRESENT DAY

- The residential streets of Broad Green are little changed since the early 1900s, although the character of London Road has evolved over time to accommodate a wider mix of uses.



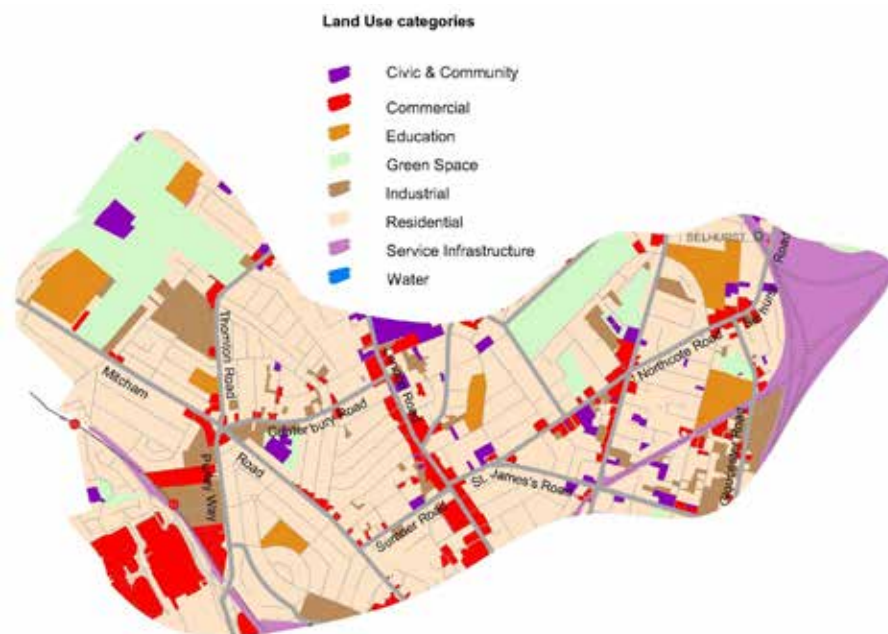
Map 19. Historic development of Broad Green

## LAND USE

- The focus of Broad Green is the primary shopping area on London Road running between Elmwood Road and Hathaway Road.
- There are other scattered groups of shops further north on London Road, and on Mitcham Road and Bensham Lane.
- Other facilities in the area include the library and community centre, adjacent to the recreation ground off Canterbury Road.
- There are four main employment areas: the Roman Industrial Estate between the railway lines on Gloucester Road, Ampere Way, Peall Road and Union Road.
- There are nine schools in the area.

## SOCIO ECONOMIC MIX

- Broad Green includes part of West Thornton ward which has the biggest ward population in Croydon.
- The population of Broad Green is the most ethnically and religiously diverse in the Borough.



Map 20. Land use in Broad Green

- There is a mixture of affluence and deprivation in Broad Green with some households on low incomes, or in receipt of social benefit and living in social housing.
- Approximately half of the population are in close knit-established communities, young families, who have strong established social networks in the local neighbourhoods. The other half are likely to be advanced in years, with significant investments in their home, and increasingly independent children.

## MOVEMENT

- The area is less car dependent than areas further south in the borough, with good public transport accessibility.
- The proximity of many busy roads, (with London Road and Mitcham Road, and Purley Way / Thornton Road forming alternative north/south routes), makes access to some open space sites difficult and limits the catchment area to the immediate residents.
- With only one direct access road to Purley Way at times there is further congestion around Valley Park, and this can impact on roads between Mitcham Road and Purley Way.
- Bus routes through the Borough follow the main roads.
- There are tram stops at Ampere Way and Therapia Lane, which provide access to Valley Park's shops and leisure.



Map 21. Connectivity in Broad Green's movement network

- The tram line restricts movement to the west of the area, however a footpath/cycle path alongside the tram line has been provided from Ampere Way to Waddon Marsh Tram stop and a footpath through to Purley Way from Ampere Way provides a link to the local schools from Valley Park..
- The intention is to extend the footpath/cycle way route along side the tram way to link to Croydon town centre.

- King Georges Field, to the west of the area also has a play area and multi games court.
- Thornton Heath Allotment site is owned by the Council and managed through a lease agreement by the Thornton Heath and Norbury Horticultural Society.

## OPEN SPACE AND LANDSCAPE CHARACTER

- The area is urban in character, dominated by terraced housing, and heavily trafficked roads, with some street trees to the wider main roads.
- It is deficient in public open space although there is a significant amount of other types of open space to the north east provided by school playing fields and Croydon Crematorium and to the immediate west of the area is Mitcham Common.
- Canterbury Road Recreation Ground has little open space since the construction of the Community Centre in the middle of the space and the construction of the floodlit all weather sports pitch.
- Wilford Road Recreation Ground, Whitehorse Road Recreation Ground and Boulogne Road Playground offer a range of informal facilities to the west of the area

## RESIDENTIAL CHARACTER

Predominant residential housing types in Broad Green

- **Terraced houses and cottages:** accounts for the majority of housing across the area, mainly located to the east of Mitcham Road. The streets are of tight knit building form, the majority in terraces of over five houses; with some semis or smaller terraces. On street parking dominates the street scene, with many larger front gardens paved over to form parking spaces. Generally there are no street trees, but some are on wider roads. Terraced houses built later in the period are generally of a lower density.
- **Local authority built housing with public realm:**the Kingsley Estate accounts for a significant amount of housing in the area, and is located between Purley Way and Mitcham Road. It comprises a planned estate of semi-detached and small terraces of houses laid out in rows and crescents with large grassed open spaces and some trees. With limited private car parking spaces, on street parking dominates some of the roads.



Map 22. Open spaces in Broad Green



Map 23. Green corridors in Broad Green



- **Mixed type compact houses and flats on relatively small plots:** Main area located at Valley Park between Ampere Way and Franklin Way. Compact houses arranged in small terraces with private rear gardens, and open front gardens / parking spaces with small ornamental street trees.

- **Large buildings with well defined building line, adjacent to other buildings and Large buildings with spacing**  
Large buildings dominate in the London Road corridor between local centres and are a result of conversions from office to residential use, intensive urban development.



Photo 9. Large buildings on London Road: Zodiac House



Photo 13. Historic shopping parade on London Road



Photo 10. Ikea Chimneys in Valley Park



Photo 11. Canterbury Road Recreation Ground



Photo 12. Croydon University Hospital



Photo 14. Larger residential terraces



Photo 15. Bespoke fence and terraced houses on Mitcham Road



Photo 16. Victorian terraces on Henderson Road

# COULSDON



## SUMMARY

Coulsdon is a small suburban settlement surrounded by green areas of Green Belt. The district centre has a well defined and consistent character contains an *Urban Shopping Area* and two parallel strips consisting of *Retail Estates/Business/Leisure Parks* and *Industrial Estates* separated by the bypass and railway lines. Coulsdon's built environment is organised in harmony with the configuration of the valleys and relates to railway lines and main roads.






The predominant residential characters are detached houses on relatively large plots with very little public realm to the North and East, *Planned Estates Of Semi Detached Houses With Garages* and *Low Density, Scattered Houses On Large Plots* in the South. Coulsdon has a potential for large scale development on Cane Hill. This area contains *Institutions And Associated Grounds* surrounded by green infrastructure.



### PREDOMINANTLY RESIDENTIAL

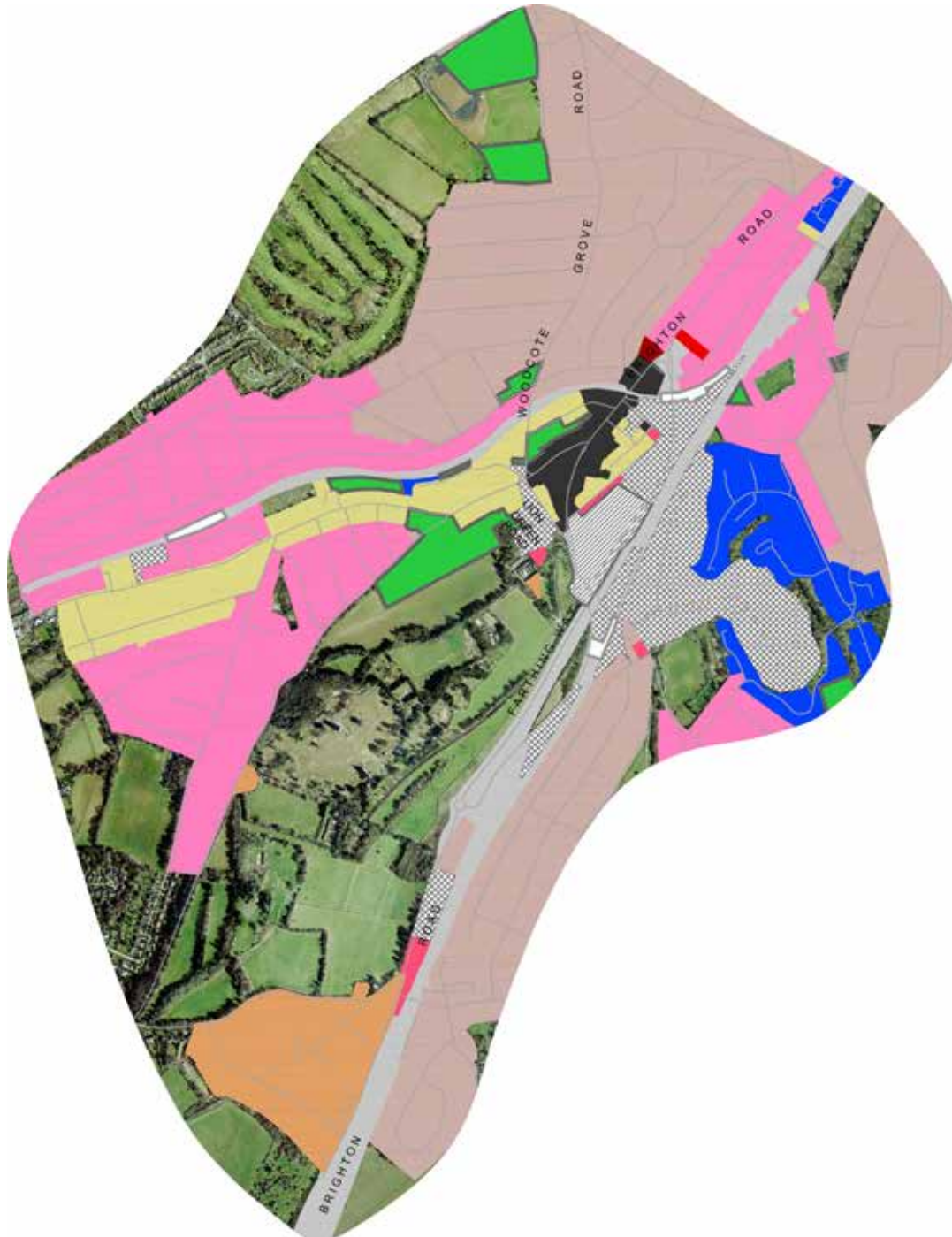
-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure



Map 24. Local character of Coulsdon

## CONTEXT

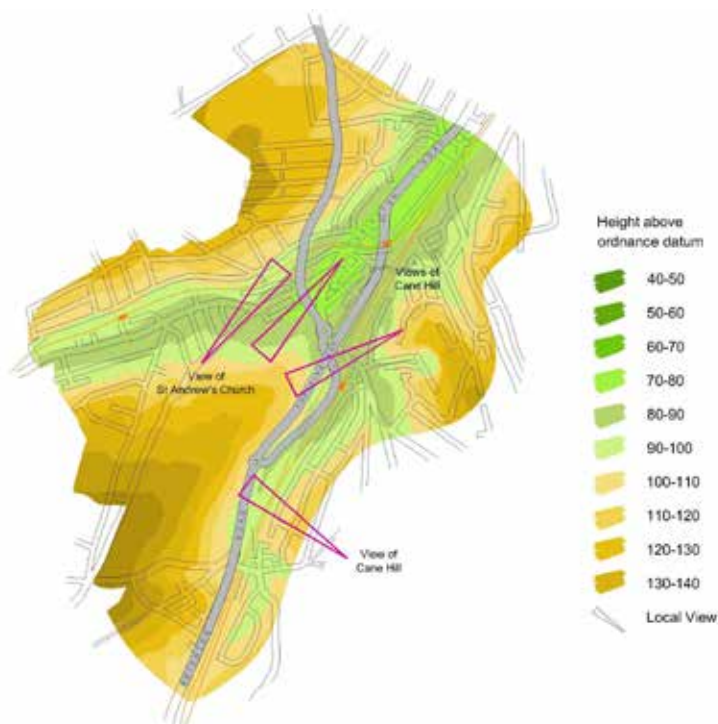
Coulsdon lies on the southernmost boundary of the borough of Croydon with the majority of the area within ten kilometres of the town centre. The area is largely residential surrounding the main town centre of Coulsdon, with a small shopping parade on Chipstead Valley Road.

## TOPOGRAPHY AND VIEWS

- The hillsides provide panoramic views across Happy Valley and views towards the former hospital site of Cane Hill.
- There are good views of countryside from the town and residential areas emphasising its proximity.

## GEOLOGY

- Coulsdon is formed largely of Chalk Downland with areas of gravel along the areas of Chipstead Valley Road and Brighton Road. Smaller areas of clay with flint can be found in outlying areas.



Map 25. Topography of Coulsdon

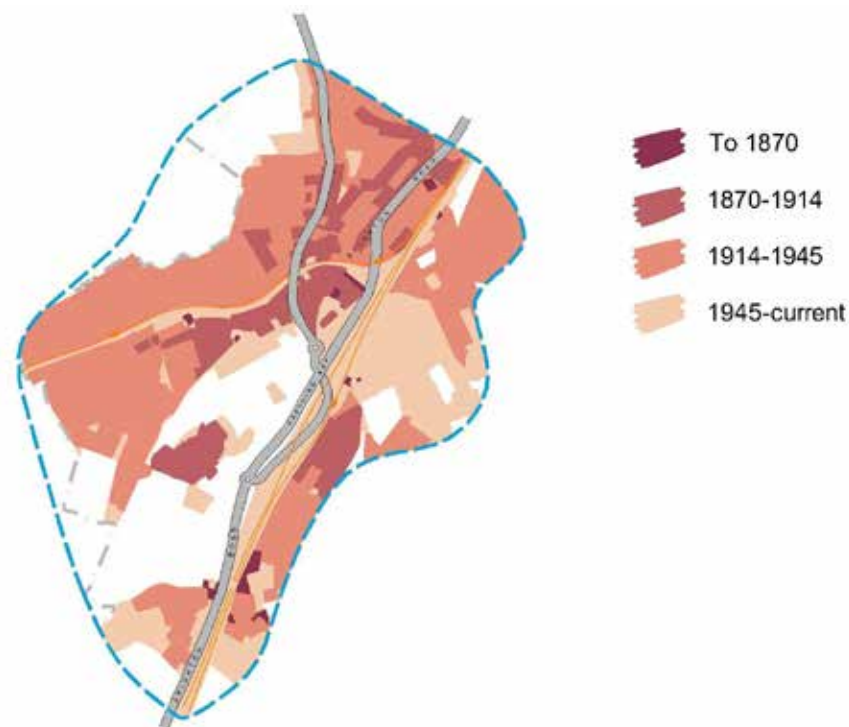
## HISTORICAL DEVELOPMENT

### ORIGINS

- There is evidence of early settlement at Farthing Downs with Neolithic and Bronze age finds.
- Coulsdon developed as a small rural hamlet with an Inn or staging post in the vicinity of the site of the Red Lion Public House at the junction of Chipstead Valley Road and Brighton Road.

### UP TO 1880S

- A cricket club was formed in 1762, which played on Lion Green, between Lion Green, Chipstead Valley and Brighton Road.
- The Byron family became major landowners in Coulsdon from 1782 when Thomas Byron purchased the 385 acre Coulsdon Manor from the Earl of Radnor.
- In 1805 the Croydon, Merstham & Godstone Railway opened, an extension to the Surrey Iron railway from Croydon to Wandsworth. It closed in 1838 with the advent of steam trains.



Map 26. Historic development of Coulsdon

- In 1868 the Red Lion Public House dominated with only a handful of cottages around and in 1883 the London County Lunatic asylum (Cane Hill) opened to the south of Coulsdon.

#### 1880S TO 1940S

- In 1921 the land of Coulsdon Manor passed to the Purley and Coulsdon Urban District Council.
- Residential development centred around Lion Green with a station called Stoa's Nest Station encouraging more housing into the area.
- Development with larger plots began to be built to the south and east of Brighton Road and Coulsdon Station (Coulsdon South).

#### 1940S TO PRESENT DAY

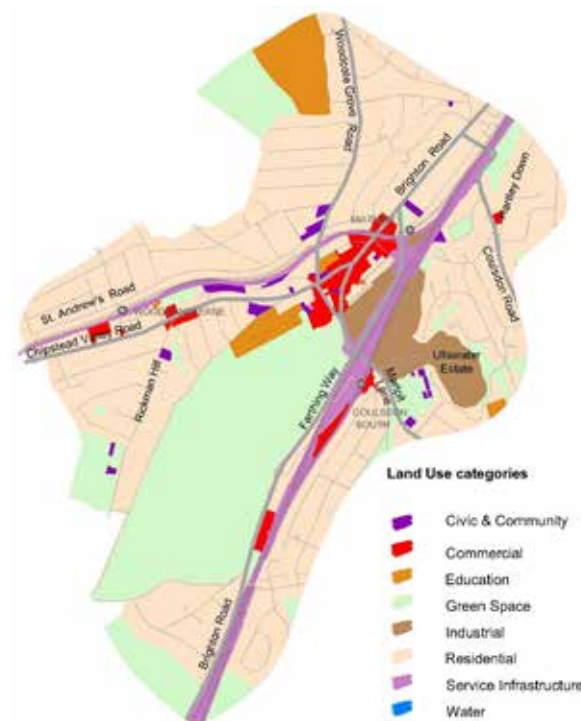
- The railways, and attractive countryside encouraged the growth of housing. The bypass, Farthing Way, opened in 2006 with town centre improvements to Coulsdon town centre in 2009.

#### LAND USE

- Coulsdon is a small commuter town on the outskirts of London. The town itself has a significant employment base and many shops and services associated with a town of this size.
- Industry, storage and warehousing, offices, car parks, agricultural, religious, leisure, educational, landfill/ waste disposal are all present alongside the residential areas.
- Light industry off Marlpit Lane is the largest single area of employment.
- Community services, a library and an adult education centre exist are centred in Coulsdon town. There is one senior school (academy), four primary schools and one nursery. The youth centre is located along Chipstead Valley Road.
- There is no community hall in the centre of Coulsdon, although there are halls attached to private clubs and churches in the area.
- Between the two stations the main retail frontages can be found along Brighton Road and a small section of Chipstead Valley Road, east of Lion Green Road.

#### SOCIO ECONOMIC MIX

- Coulsdon West has 13,220 people which is slightly below average population size for a ward in Croydon.
- There are proportionally older people over 60 than the average for Croydon, whilst working-age people make up a slightly smaller proportion.
- There is a lower level of ethnic and faith diversity than other places in Croydon.
- Older families and career professionals predominantly occupy Coulsdon in fairly equal measure. Those living in close knit communities in the heart of the town centre and independent older people are also present in numbers.
- Coulsdon is one of the most affluent parts of Croydon with home ownership at over 80%.
- There are two areas that fall into the 20% most deprived areas nationally for the `Barriers to Housing and other service` domain. This means the households are not located in walking distance of essential local services and shops, and, or, cannot easily access home ownership or have social housing waiting lists.



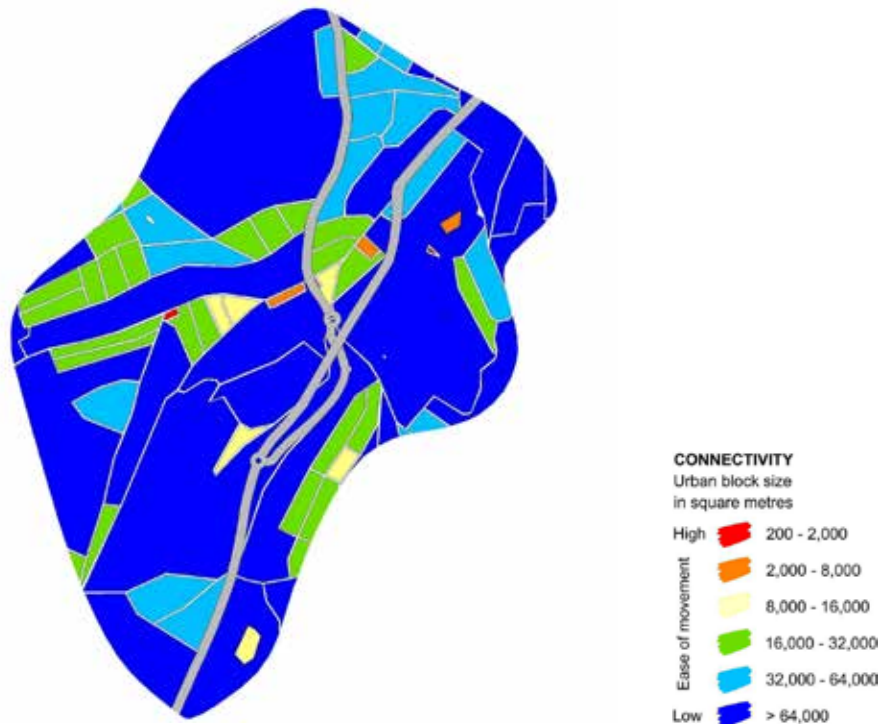
Map 27. Land use in Coulsdon

## MOVEMENT

- Coulson has excellent road and rail links to London Brighton, Gatwick, Croydon and Wallington and recently benefited from a town centre bypass.
- There are two railway stations Coulsdon South and Smitham, (to be renamed shortly), serving the south and northern part of the town centre respectively, both in the valley.
- However accessibility and movement are restricted east west by topography, Farthing Downs, the presence of the railway and the busy Brighton Road.
- The bypass, Farthing Way, has removed some north south vehicular traffic through the town centre, however there is congestion at peak times at the junction of Woodcote Grove Road, Lion Green Road and Chipstead Valley Road.

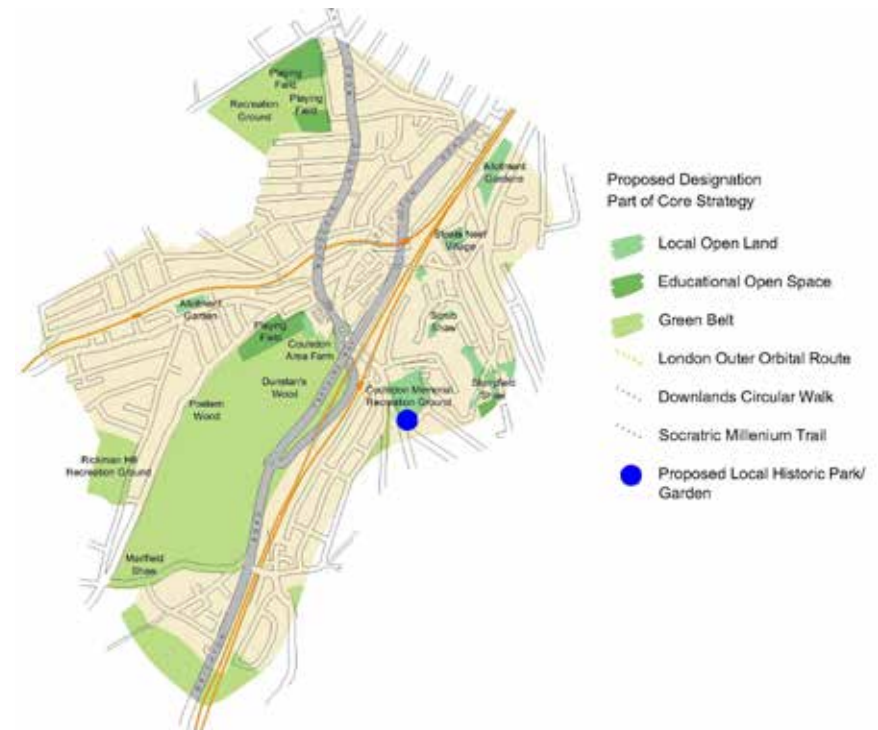
## OPEN SPACE AND LANDSCAPE CHARACTER

- The area is framed and dominated by the North Downs and Farthing Downs to the south and south west with Coulsdon Common and Dollypers Hill to the east.



Map 28. Connectivity in Coulsdon's movement network

- It is relatively verdant in character with tree lined streets and landscaped front and rear gardens to the larger properties on the hillsides.
- It becomes more urban in character at the bottom of the valley in the residential areas close to and including the town centre of Coulsdon, which is predominantly Victorian with Edwardian buildings which form a fringe around them.
- There are large tracts of open space, chalk downland, woodland and commons with a footpath across Cane Hill and long distance walks through the area including London Loop.
- Coulsdon Memorial Ground on the outskirts of Coulsdon District Centre provides football and cricket pitches, tennis, basket ball and games courts. There is also a series of children play facilities, a putting green and bowling green. The site sits on a steep slope with a memorial midway up in memory of soldiers who fell in both world wars.
- Chaldon Gardens on the junction of Chaldon Way and Marlpit Lane is an attractive small ornamental garden laid out in the 1930's.



Map 29. Open spaces in Croydon

- Other green space includes a woodland of Copse Hill Spinney and Coulsdon Coppice Nature Reserve, which is managed by a wildlife group.
- Smitham Allotments, Mid-day Sun Allotments and Hartley Down Allotments are all well used sites.

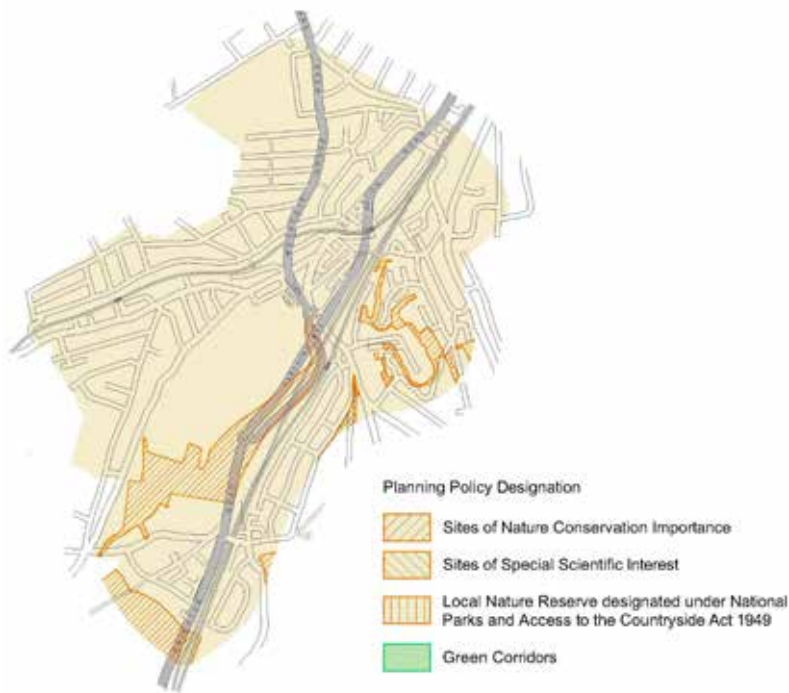
## RESIDENTIAL CHARACTER

Predominant residential housing types in Coulsdon

- **Terraced houses and cottages:** located along Chipstead Valley Road. Dating predominantly from the Victorian and Edwardian period – 59-127 are the oldest in the area, appearing to be connected to the Surrey Iron Railway. This intact group of cottages are designated as a Local Area of Special Character. Main parking provision is on the street causing associated traffic problems. With a tight knit building form and relatively narrow footways there is limited tree planting.
- **Detached houses in large plots:** mainly on hillsides, in the Hartley Downs area, and between the railway and Higher Drive. Largely built interwar,

house styles vary, the majority are in a traditional arts and crafts style. The layout is low density with garages and off street parking. There are relatively few street trees but front gardens and boundaries are planted.

- **Planned estates of semi detached houses:** Based around Rickman Hill, north of St Andrew's Road, and Marlpit Lane. A uniform, medium density layout with small front and long rear gardens. Garages are often integrated into the design of the houses or detached to the sides/rear.
- **Compact houses on relatively small plots:** A concentration of late twentieth century houses east of the Ullswater industrial estate. Arranged in closes/cul-de sacs of high density. Private garages and small gardens to the rear, with shared space to the front.



Map 30. Green corridors in Coulsdon



Photo 18. Cane Hill



Photo 19. Coulsdon Memorial Park

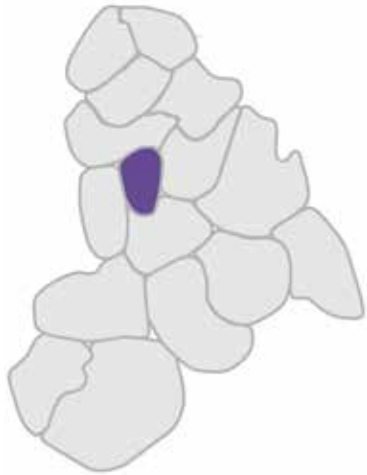


Photo 20. View from Woodcote Grove



Photo 21. View from Hartley Farm

# CROYDON



## SUMMARY

Croydon is an urban area with a very diverse character typologies, a principle location for office, retail, cultural and hotel activity. It is the largest public transport hub in the borough. It is the only one of Croydon's 16 places to contain all nine non-residential character types, each of which influences the way in which this place has developed. The centre of Croydon is typically characterised by the dominant intersecting linear infrastructure of the roads (such as the Wellesley Road, Park Lane and the Flyover) rail and tram lines which create distinct separations between the different character types. The *Shopping Centres and Precincts*, *Tower Buildings* and *Large Buildings in an Urban Setting* are located to the west and east of the central spine along Wellesley Road. These areas have a larger grain and predominantly contain modern and contemporary buildings. Radiating southwards from the *Shopping Centres and Precincts* are the *Urban Shopping Character Areas*. The urban grain of these areas reflects the surrounding residential character with a smaller finer grain.






The residential areas are located around the edge of this place and consist of a predominant mix of *Large Houses on Relatively Small Plots*, *Terraced Houses and Cottages* and *Mixed Type Flats*. Interspersed amongst the residential areas are small pockets of *Industrial Estates* and *Retail Estates, Business And Leisure Parks* and *Institutions With Associated Grounds*.



### PREDOMINANTLY RESIDENTIAL

-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

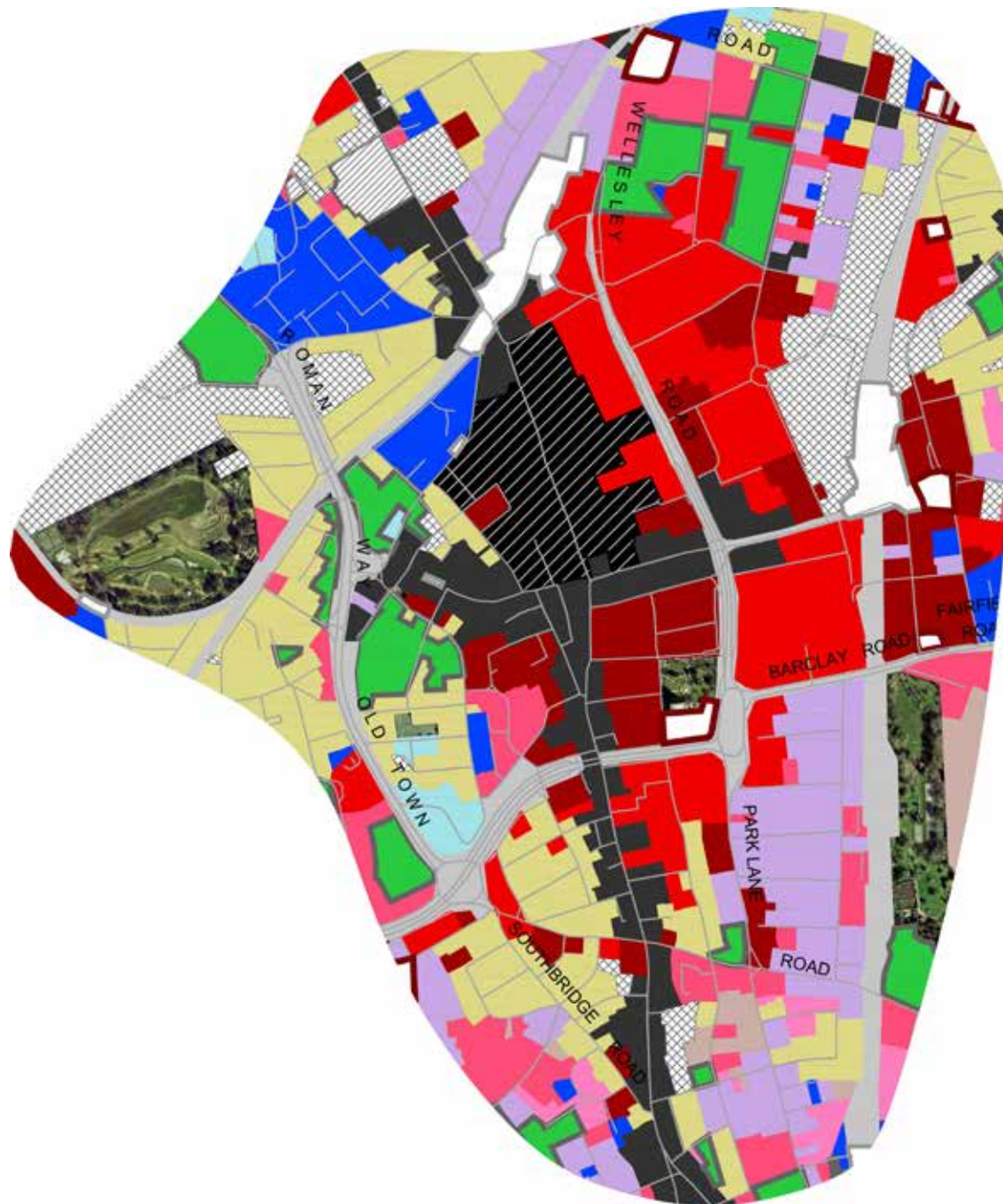
### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure





Map 31. Local character of Croydon

## CONTEXT

- Croydon Centre includes Croydon Metropolitan Centre and can be described as having a diverse character where a major retail and office centre sits within a smaller scale historic urban structure. Retail is primarily focused around North End. The centre benefits from high quality transport links, particularly from East Croydon station and the iconic tram creates a distinctive feel to the centre. There are twenty seven Listed buildings and six Conservation Areas. Victorian and Edwardian terraces are the predominant residential housing type on the edges with a number of modern residential apartments in the centre.

## TOPOGRAPHY AND VIEWS

- The undulating ground in the centre of Croydon creates opportunities for mid-range views towards major heritage assets and landmarks such as Croydon Minster and Clocktower.



Map 32. Centre.jpg

## LANDSCAPE CHARACTER

- A narrow band of Lambeth Sand and Thanet Sand bisects the centre of the area. London Clay layered on top of Lynch Hill Gravel lies to the north. To the south lies Hackney Gravel and a small band of Upper Chalk to the south east.

## TOWNSCAPE

- Landmarks include Croydon Minster, Croydon Clocktower, No 1 Croydon, Park Hill Water Tower and the new 'Altitude 25' building. Local views look towards these landmarks.



Map 33. Green corridors in central Croydon

## HISTORICAL DEVELOPMENT

### ORIGINS

- The name Croydon is of Saxon origin and could be loosely translated as “Crocus Dene”, or “valley where the saffron grows”.
- A Roman Road between London and Portslade ran through the town, and archaeological finds from this period suggest the existence of a settlement near the High Street.
- The Archbishops had taken ownership of the town by the seventh or eighth century, constructing a palace with lands and manorial courts in proximity to the River Wandle. Further settlement spread around the Archbishop’s Palace.
- A population of 365 was recorded in the Domesday book in 1086, as well as a church on the site of the present Croydon Minster.
- The town received a market charter in the 13th century and market stalls began to be set up in the triangular area between Surrey Street and High Street.
- Archbishop John Whitgift created his charitable Foundation in 1596, including the Almshouses on North End which remain in the same use to the present day.

### UP TO 1880S

- The success of the corn trade in the 18th century resulted in further residential development in Church Street, and the building of a number of fine houses such as Ruskin House, and Wrencote on South End. ( Both are Listed Buildings).
- Croydon became one of the first towns in Britain to be served by canal and rail following the opening of the Surrey Iron Railway in 1803 and the Croydon Canal in 1809.
- A station on the London and Croydon Railway was built at East Croydon in 1839, closely followed by a connection on the London and Brighton line in 1841.
- The station at West Croydon opened in 1839, partially in the basin of the now closed canal.
- With a rapidly increasing population and declining sanitary conditions, Croydon became one of the first towns to create a Local Board of Health in 1847 to address the situation.
- Residential areas of the town centre began to expand from the 1860s, with compact terraces in the Old Town area, and larger Victorian villas in the Chatsworth Road, Wellesley Road and Sydenham Road areas.

### 1880S TO 1940S

- Croydon obtained Corporation status in 1883 and pushed forward the Croydon Improvement Act to address the condition of Middle Row. This resulted in the rebuilding of the medieval streets, to the form largely intact on the High Street today.
- The re-planning of the market area necessitated the demolition of the Regency Town Hall on the High Street and the building of a large civic complex, including Town Hall, Corn Exchange, Library and Law Courts on nearby Katherine Street.
- Wellesley Road first became the focus of large new office developments before World War 2, with Electric House & Segas House built to striking modern designs in c1939.



Map 34. •Centre - no boundary.jpg

## 1940S TO PRESENT DAY

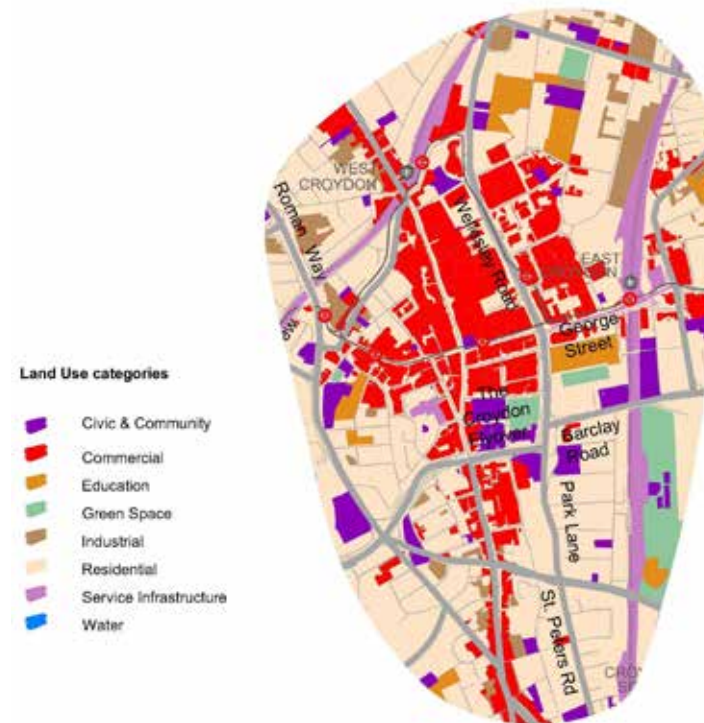
- The town was dramatically transformed following the Croydon Corporation Act of 1957. Businesses were encouraged to move out of central London, and almost 500,000 square metres of office space was built or given permission in Croydon between 1957 and 1964. New buildings were focused on the widened Wellesley Road/Dingwall Road/Lansdowne Road area.
- The Fairfield, which had remained largely undeveloped apart from Railway lines and car parking, became the site of a new college and concert hall in the 1950s.
- The Whitgift Foundation relocated the Trinity School out of the centre to release its eleven acres of land for a large new shopping centre between North End and Wellesley Road, which itself was being transformed into an urban motorway.
- The pace of office development slowed following the 'Brown ban' of 1964, picking up again in the 1980s.
- 1960s plans to build new station at East Croydon became a reality in 1992.
- The Town Hall was extended with a new museum, library and cinema to form the Clocktower complex, opened 1994.
- Trams were reintroduced to the town with the completion of Tramlink in the year 2000, which created much needed public transport connections.

## LAND USE .

- The Centre has two predominant land use types: commercial consisting of offices and retail with residential to the edges.
- Offices are clustered in the New Town area, around East Croydon station and adjacent to Edridge Road, Fell Road and the High Street.
- Retail use concentrates around the two main pedestrian axes: North End – High Street – South End is the primary axis. Church Street – Crown Hill – George Street is the secondary axis.
- Public car parks are integrated around and within the retail and office areas. To the immediate north and south of the 'New Town' office area, east of Wellesley Road, are large scale education establishments. Smaller education establishments can be found around the periphery of the central area.
- Institutional buildings such as the law courts, police station and civic functions such as the library and museum complex are located south of George Street within close proximity to East Croydon station.

## SOCIO ECONOMIC MIX

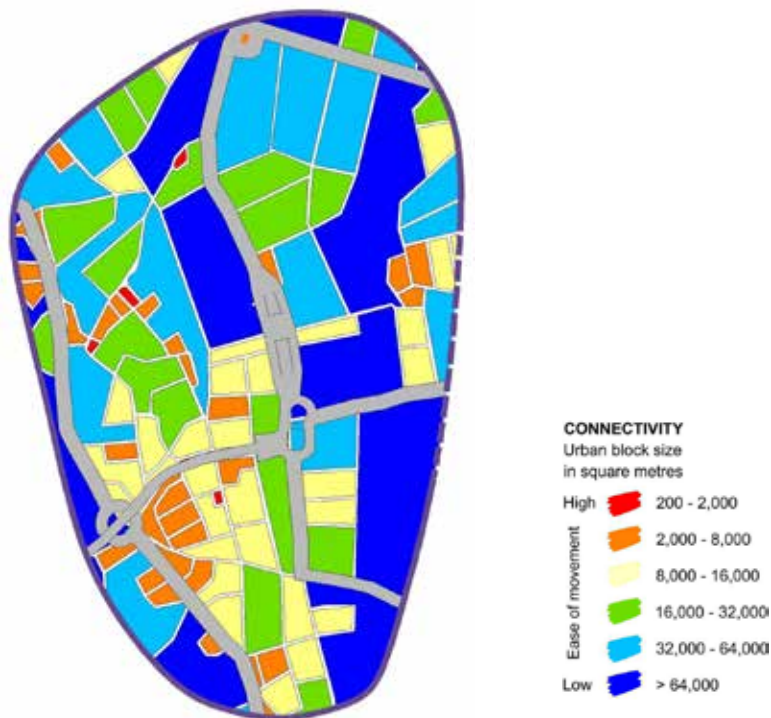
- The town is very ethnically diverse, including a higher proportion of residents from an Asian background than is average for the Borough.
- The location of the residential population is indicated in the plan. The plan indicates that the centre of the town has few residents, with the majority living to the west and south.
- There is a mixture of affluence and skill levels in the town. To the north lies the Broad Green ward. This area is dominated by established communities, more likely to be married at a young age with children, and older families with higher home ownership.
- The more affluent ward of Fairfield lies to the south east of the town centre. The majority of residents are likely to be well educated, in professions with few children and upwardly mobile. They take advantage of the excellent transport links to central London and the rest of the South East of England and are more transient than the people that live in the north of the Borough, with approximately 30% renting their homes.



- Three areas in the Broad Green ward fall in the 20% most deprived areas and three areas in the Fairfield Wards fall within the 20% most deprived areas in the country in terms of 'Living Environment'. This tends to mean that residents are in receipt of benefits or in low income employment, that there is poor air quality and environment, and homes do not meet Decent Home Standards.
- This suggests that a higher than national average proportion of the housing in this area does not meet Decent Homes Standards and that there is a poorer level of air quality.

## MOVEMENT

- Croydon Metropolitan Centre is a highly connected commercial entity, in terms of vehicular transport. This is exemplified by the very high public transport accessibility level (PTAL) and the fact that the Centre is the only area outside Central London with a level of 6b (the highest level).



Map 36. Connectivity in Croydon's network

- Access to Croydon Metropolitan Centre has been designed with the car at the forefront of design in the past with pedestrian connections a secondary consideration.
- The Centre's main retail street – North End – is largely pedestrianised which has improved pedestrian links in the town, and is supported by the excellent public transport provision.
- The north side of George Street between East Croydon station and Wellesley Road is another important pedestrian link in the town, with comparable numbers of pedestrians to some central London locations such as Tottenham Court Road.
- The Whitgift and Centrale shopping centres lie adjacent to, and are accessed off North End. In the day, routes through both shopping centres allow east-west movement. Out of hours these routes are closed. This reduces connections and changes the character of the town centre.
- Large office blocks, some public parks (which close at night) and railway lines also inhibit ease of movement.



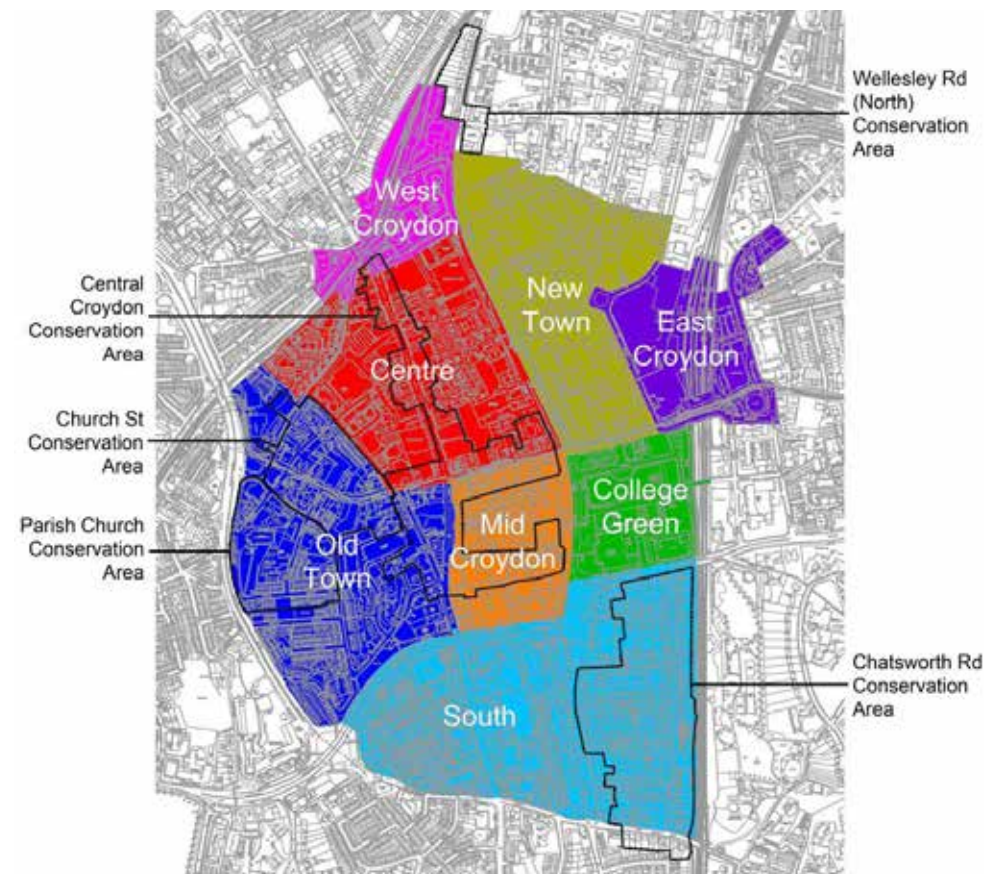
Map 37. Motor vehicle movement in Croydon

- The area with the smallest block size, and hence more opportunity for choice in direction in movement, indicated on the plan opposite, is at Tamworth Road and part of Old Town, both with older street layouts surviving and smaller scale developments than the areas to the east of the Centre.
- The London cycle network (LCN routes) run along Wellesley Road, George Street, Church Street, High Street, Cycle network Rail Lines
- South End and Addiscombe Road. Public transport services include: rail – with stations at East and West Croydon and offer easy and fast access to London and Surrey destinations, including Gatwick airport. There are ten trains an hour from West Croydon and thirty two an hour from East Croydon
- Tram – connecting the town centre with Wimbledon, New Addington and Elmers End. Buses – which focus on picking up and dropping off within close proximity to the retail core and tram/ rail interchanges. The tram line loops one-way around the centre, providing good accessibility throughout the area.
- Bus services are concentrated at the two railway interchanges with the Wellesley Road corridor connecting the two. It is noticeable that within the Centre, large numbers of school children use the primary bus interchanges to get to and from school in the morning and afternoon peak times, causing congestion of footways at main bus stops.
- The existing road hierarchy is formed of the primary road corridor of the A232 (Croydon Flyover – Barclay Road) which runs in an east – west direction and is designated as a TLRN (Transport for London Road Network). Other main distributor roads include the A212 (Wellesley Road – Park Lane) which runs north – south. The A236 (Mitcham Road – Roman Way – Southbridge Road) which runs through the Old Town bordering the west of the town centre.
- The A222 (St James Road – Lower Addiscombe Road) which borders the north of the town centre.
- Where pedestrian crossings are few; these roads tend to segregate large areas of the town centre and pedestrian movement routes can be complicated, with restrictions to movement by guard railing and other obstacles and a reliance on subways. The size of some of these roads does not fully correspond with their strategic importance in the road network.
- Public car parking for the shopping area is located via Wellesley Road, a key distributor to two of the major multi storey car parks. Roman Way, the High Street and Barclay Road are the other key distributor routes between the road network and the main car parks.

## STREETSCAPE AND TOWNSCAPE CHARACTER

### CONTEXT

- The townscape of Croydon Metropolitan Centre is urban in character, with a mix of historic (medieval and Victorian) small scale architecture, juxtaposed with large scale modern buildings. The architecture varies greatly in quality from poorly detailed buildings that make little positive contribution to the public realm, to contemporary and historic landmarks, that contribute to the sense of place and provide key reference points for all users of the centre.
- Croydon Metropolitan Centre has a few quality, public green spaces and they are relatively peaceful oasis within the bustling urban centre. Queens Gardens lie to the south of the town. Wandle Park, to the north- west is within walking distance of the town centre. To the west lies the church yard of St John's Memorial Garden and to the east College Green and Park Hill.



Map 38. Character areas in Croydon

- Greenery along street is provided by London Planes and Lime trees which predominate in the centre, while, to the edges of town, small ornamental trees such as Cherries are more common.
- There is only one area of Nature Conservation Importance, Park Hill, and designated Green Corridors are confined to the rail network, reflecting the area's urban character.

## CHARACTER AREAS

### WEST CROYDON (NORTH OF THE CENTRE)

- West Croydon is an important focus for Croydon's public transport interchange. It is a busy junction with poor crossing facilities and forms one of the main gateways into Croydon. The train station entrance is poorly defined and the routes to the bus station are confusing.
- The public realm in these areas is generally poor and like the early 19<sup>th</sup> Century buildings in this location, are in need of regeneration. The footways are not sufficiently wide enough to comfortably accommodate the large numbers of pedestrians and the presence of large amounts of street furniture clutter the footway. The materials; a mix of tarmac with granite kerbs, concrete block and small element concrete pavers, have been applied inconsistently.



Photo 22. East Croydon area

### EAST CROYDON

- East Croydon is also a main gateway into the town centre. Although a distinctive building and clearly visible from George Street, the station entrance area is poorly defined. It is characterised by the poor quality of the environment around East Croydon. Spaces are dominated by the modern large object buildings, punctuated by wide large scale streets.



Photo 23. St Michael's Church



Photo 24. Wellesley Road



Photo 25. George Street and NLA Tower in the background

#### NEW TOWN- OFFICE AREA BOUND BY GEORGE STREET AND WELLESLEY ROAD

- The office areas are dominated high rise buildings of varied architectural quality. The spaces between the buildings are dominated by hard surfaced car parks, although the area benefits from some planting including street trees. Frontages onto the main roads in the area tend to have small amounts of planting within planters with space created by significant setbacks from the pavement mainly used for parking creating a poor quality public realm.
- Many of the buildings lack ground floor activity which reinforces the poor relationship to the public realm. Where active ground floor uses exist, the scale of the buildings and lack of social places, to sit for instance, deters social activity. The only exceptions are the YMCA and YWCA buildings which generate activity, by nature of their community use. The severance of windswept Wellesley Road and George Street, along with the high concentration of tall office buildings next to low-rise 19<sup>th</sup> Century buildings, all contribute to the mixed character of the area.



Photo 26. Lansdowne Road



Photo 27. New Town offices

#### CENTRE

- The central area is defined by one of the strongest defined pedestrian routes running north south. North End, High Street. These streets and George Street and Crown Hill are dominated by retail use and contain the highest concentration of shopping within the south east. These areas contain a mixture of low to medium-rise Victorian, post-war and contemporary buildings with active frontages. Historic character is reflected in the designation of the Central Croydon Conservation Area. The streets within the historic areas such as Surrey Street, Middle Street and Bell Hill, are narrower, and have a more intimate feel than the major shopping streets.
- During the 1990s North End was pedestrianised and the public realm upgraded with large trees changing the urban character of the street, helping

to create a vibrant, well used public space during the day, where retail and restaurant activities are able to spill out onto the footway, but deserted at night. The high quality of the public realm, 15 years on from implementation, is at risk due to heavy use and the deteriorating condition of some of the paving.



Photo 28. North End



Photo 29. Retail core

#### OLD TOWN

- Croydon's Old Town lies to the southwest of the retail core and adjacent to Roman Way. The Old Town has a strong residential character of two to three storey Edwardian or Victorian terraced housing and a Victorian Church, the Croydon Minster of St. John's the Baptist. The Croydon Minster Conservation Area was designated in 1971. The St John's Memorial Garden has mature planting with seasonal interest and provides a relatively tranquil space.
- Church Street, designated as a Conservation Area in 2008, is dominated by Edwardian/Victorian small scale retail buildings. The public realm within this area is a mix of materials and clutter and of poor condition.



Photo 30. Surrey Street



Photo 31. Church Street



- Church Street is dominated by Edwardian/Victorian small scale retail buildings. The public realm within this area is a mix of materials and clutter and of poor condition.

#### MID CROYDON

- A mix of shops, offices and night clubs within medium to high-rise post-war buildings dominate this area with a mix of Edwardian, Victorian and post war architecture all contributing to a busy vibrant mixed character.
- St Georges Walk is the exception to this as it contains a high number of unoccupied shops and is in need of regeneration. This is reflected in the quality of the public realm along Park Street and St Georges Walk and the northern side of Katharine Street. Widening of footways outside the Grant's building with outside café areas has added to the vibrancy of the area and street tree planting has assisted in improving the public realm.
- The area to the west of Park Lane is the setting for the Town Hall and Clock Tower complex. It is characterised by the mid-rise Victorian buildings set within wide footways treated in high quality materials. The Victorian character is weakened by the presence of 1960's architecture on the north side of Katharine Street opposite the Town Hall.
- Adjacent uses such as the public house and cafe spill out onto the footways adding to the busy vibrant character. This contrasts with the relatively peaceful area of Queens Gardens nearby. The Victorian garden design is



Photo 32. North End



Photo 33. Retail core

retained on the lower level of the gardens with a 1980's designed formal garden on the main part with a central focal point of a circular fountain. The gardens are popular with office staff and students from the Croydon College.

#### COLLEGE GREEN

- The cultural and civic area incorporates the area to the east and west of Park Lane. It includes the main civic and cultural buildings, the Town Hall, Council Offices, Fairfield Halls, Croydon College and the Law Courts. The cultural and civic areas are disconnected by Park Lane.

- The 1960s concrete architecture and landscape setting around Fairfield Halls dominates the character with the adjoining College Green laid out in a 1960's geometric style landscape design. Today it is well used by College students and is a favourite venue for informal skateboarding. However the area can feel threatening, particularly at night, due to the network of pedestrian subways, the scale of the space and the lack of natural surveillance.



Photo 34. College Green



Photo 35. Fairfield Halls

- Park Hill lies to the south east of Fairfield Halls, within walking distance and is the largest historic park within the centre. Originally a recreational ground and garden which was amalgamated, it is an attractive park with mature trees, a walled garden and views of the town centre.

#### SOUTH

- The southern gateway is visually separated from the central area by the flyover. This area contains a mix of development types. The main residential area is centred around Chatsworth Road, a Conservation Area. In the High Street most of the Edwardian/Victorian buildings are located on the western side of the street, while the eastern side of the street contains a mix of both historic and contemporary buildings (Wren House, Leon House and others).



Photo 36. Chatsworth Road Conservation Area



Photo 37. Leon House



Photo 38. High Street

The contemporary hard landscaped frontage of Leon House is attractively planted, and with an adjacent wide pavement is relatively free of street clutter although it is a windswept environment. The area to the south contains a number of restaurants and becomes a vibrant place at night. During daytime, however, this area sees less pedestrian activity than the retail areas.

## RESIDENTIAL CHARACTER

### PREDOMINANT RESIDENTIAL HOUSING TYPES IN CROYDON CENTRE

- **Mixed type flats:** located on the edges of historical areas in the south (Charles Street, Duppas Hill Terrace, Park Lane, Coombe Street) and New Town area in the North (Tavistock Road, Dingwall Road). There are three types within the category depending on massing and urban design. The first, and the eldest, are block of flats with garages and open space located freely on relatively large plots. The most representative examples come from the period 1920 – 1979. The second type is the planned housing estate with well defined blocks and streets, usually coming from the period of 1964 onwards. The third type and the most contemporary category are in-fill buildings within existing urban fabric, often without garages or with underground parking.
- **Compact houses on relatively small plots:** built in the period 1964 – 1979 these are planned as larger estates located in the west: Handcroft Road, Ruskin Road – Tamworth Road, the east: Fairfield Road and in the north: Wellesley Road – Tavistock Road. There is also a short street section along Church Road planned with public and semi-private landscape areas. Typical architecture consists of plain red brick facades and pitched roof. Small private gardens are located to the rear. Handcroft Road estate is a variation of this basic style, consisting of flats and maisonettes in three storey buildings with clad white facades with pitched roofs.
- **Terraced houses and cottages:** typical Victorian terraces and Edwardian semi-detached houses in a tight knit form are located on the edges of the area. This consists of: Southbridge Road, South End, Wandle Road and Church Road in the south. Cedar Road, Oval Road, Cross Road and Sydenham Road in the north. Estates are built along narrow streets, usually without trees. Building edges are placed straight on the plot boundary or with narrow paved setback to the front.
- **Large buildings with well defined building line and adjacent to other buildings and Large buildings with spacing:** located mainly along High Street, Cherry Orchard Road and St James Road. The vast majority are flats

above shops or offices in historical buildings with on street parking. They have a strong building line on the street and positive active frontage adds to the character. Some are a result of office to residential conversions.

- **Local authority built housing with public realm:** located along Salem Place and Cranmer Road are simple buildings with plain rendered facades covered with hipped roofs. Each unit has a private garden and the external areas consist of small communal lawns.
- **Planned estates of semi detached houses:** few examples exist within the centre of Croydon, mainly located on Blake Road. These buildings were built in the Interwar period, filling gaps within the existing Victorian/ Edwardian area.
- **Large houses on relatively small plots:** the largest concentration of this residential type can be found north of the town centre around Oakfield, Sydenham and Dingwall Road. Park Lane in the south also has this type. This type of building is gradually replaced with contemporary apartment blocks.



Photo 39. The Victorian part of Queen's Gardens



Photo 40. Church Street: Urban Shopping Area character type in the heritage context



Photo 41. New in-fill residential development at Meadow Stile



Photo 43. Saffron Square: a high density development in the centre of Croydon.

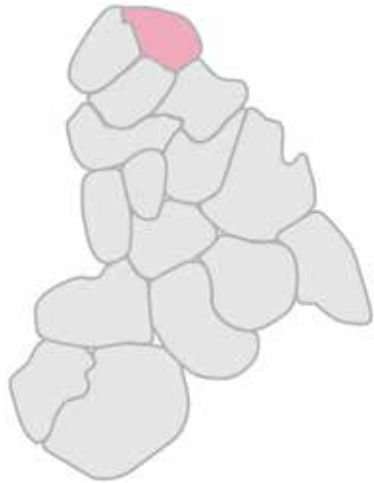


Photo 42. The Victorian cottages on Laud Street



Photo 44. Victorian terraces on West Street. Residential conversion on Mason's Avenue

# CRYSTAL PALACE & UPPER NORWOOD



## SUMMARY






Crystal Palace and Upper Norwood are historic Victorian settlements, picturesquely located on green hills. It has a number of significant landmarks, such as the Crystal Palace television mast, visible from long distances and various locations across London. It is primarily residential settlement, where houses are interlaced with large parks such as The Lawns, Beaulieu Heights, Stambourne Woodland, Upper Norwood Recreation Grounds which were laid in Victorian and Edwardian times. The original local character is mainly based on *Large Houses On Relatively Small Plots*. Much of the historical architecture has been transformed into contemporary residential characters types such as *Planned Estates Of Semi Detached Houses* and *Mid-rise Blocks of Flats* and *Compact Houses on Relatively Small Plots*. In areas where high quality examples of the original character has survived, these have been designated as Conservation Area.



### PREDOMINANTLY RESIDENTIAL

-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure



Map 39. Local character of Crystal Palace and Upper Norwood

## CONTEXT

Crystal Palace & Upper Norwood is situated at the north east of Croydon, bordering the boroughs of Lambeth, Southwark and Bromley. The District Centre is focused on the area known locally as the Crystal Palace Triangle. The main routes through the area are Beulah Hill, Church Road and Central Hill/Westow Hill.

## TOPOGRAPHY

- The Upper Norwood Ridge forms part of the southern edge of the Thames basin, and creates a natural border between the boroughs of Croydon, Lambeth and Southwark.
- There are long distance views from a number of locations across the area, with notable views from the top of Grange Hill and The Lawns.
- A local landmark is All Saints Church. The television mast is a significant landmark visible from Shirley and Croydon town centre.



Map 40. Topography of Crystal Palace and Upper Norwood

## GEOLOGY

- The area is mainly London Clay, with Claygate Sand and sand and gravel drift focused on Church Road.

## HISTORICAL DEVELOPMENT

### ORIGINS

- The Great North Wood covered the area for thousands of years, providing timber for uses including charcoal burning and ship building.
- The London Clay of the area was considered unsuitable for farming or house building, although brick production was possible.
- The triangle was formed by paths and bridleways by the early 1700s, although a few scattered houses and farms remained the only development in the area.



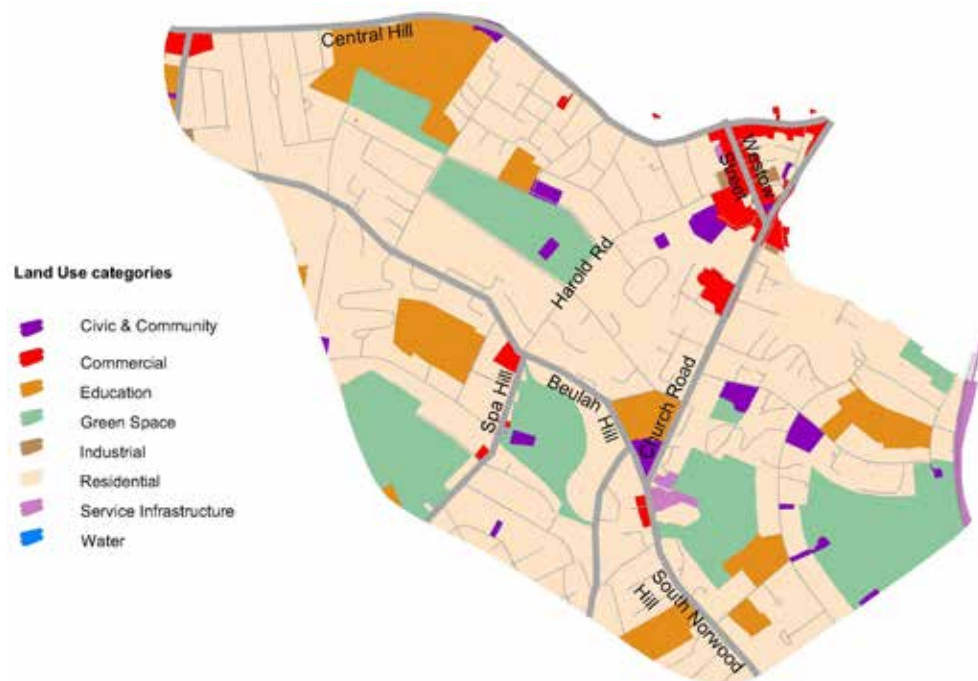
Map 41. Historical development of Crystal Palace and Upper Norwood

### UP TO 1868

- An attractive residential area from the 1830s, with people initially drawn to the newly opened Beulah Spa which opened in 1831. The Lodge and the Lawns park are all that remains from the Spa.
- The Crystal Palace exhibition centre was relocated from Hyde Park in 1854 to what is now the Crystal Palace Park, with the low level station opening in the same year, and the high level station opening in 1861.

### 1868 TO 1940

- The artist Camille Pissarro lived on Westow Hill in the 1870s, completing several paintings of the vicinity.
- St John's Church on Sylvan Road was built in the 1880s to serve the residents of the large high status villas which lined the streets in the Harold Road area.
- The Crystal Palace burnt down in 1936, with tourism coming to an immediate halt, and the high level station closing a few years later.



Map 42. Land use in Crystal Palace and Upper Norwood

### 1940 TO PRESENT DAY

- The district centre fell into slight decline following the loss of the Palace but a range of shops continued to serve the local population.
- The historical and architectural importance of Upper Norwood has been recognised by the designation of four conservation areas centred on Harold Road, Church Road, Beulah Hill, and the Crystal Palace triangle since the 1980s.

### LAND USE

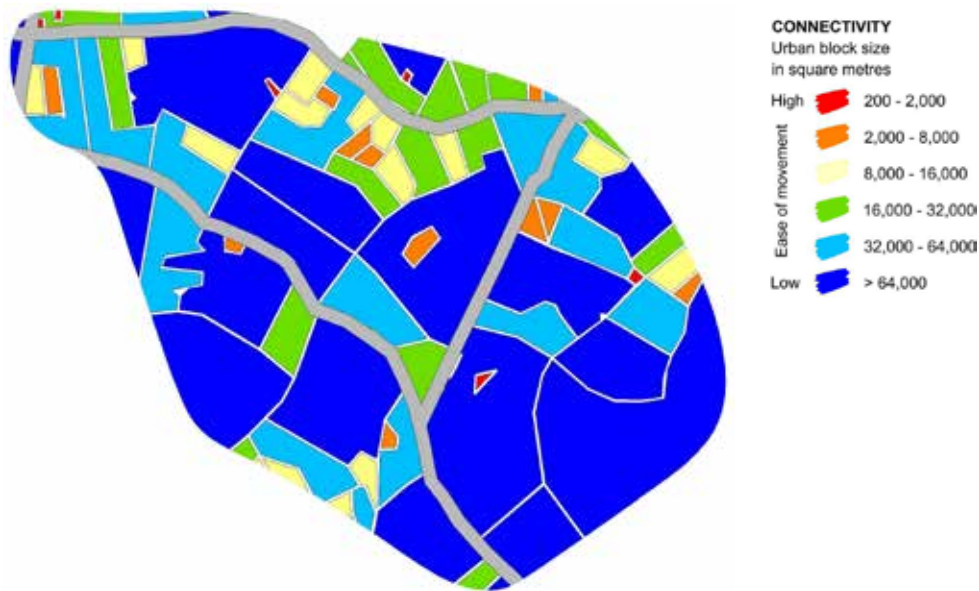
- Crystal Palace & Upper Norwood is mainly a residential area serving London with good transport bus links and nearby railway stations.
- Employment in the area is largely restricted to the triangle with new developments on former industrial sites gradually increasing the mix of uses in the District Centre.
- The District Centre is focused on the Crystal Palace Triangle, formed by Westow Street, Westow Hill and the top of Church Road.
- There is a small shopping parade on Beulah Hill opposite All Saints Church.
- The Crystal Palace triangle area also has a library and a community centre, although sports facilities in Upper Norwood are fewer due to the proximity of the international sports centre at Crystal Palace.
- There are five schools and one college.

### SOCIOECONOMIC MIX

- The place of Crystal Palace&Upper Norwood includes the electoral ward of Upper Norwood, with a population of 14,030.
- The ward population is ethnically and religiously diverse with 54% from a minority ethnic community.
- The area is predominantly occupied by older families living in suburbs.
- Younger educated single people form a transient population around the District Centre and into adjoining boroughs.
- There is a mixture of affluence and deprivation with some households on low incomes, or in receipt of social benefit.

## MOVEMENT

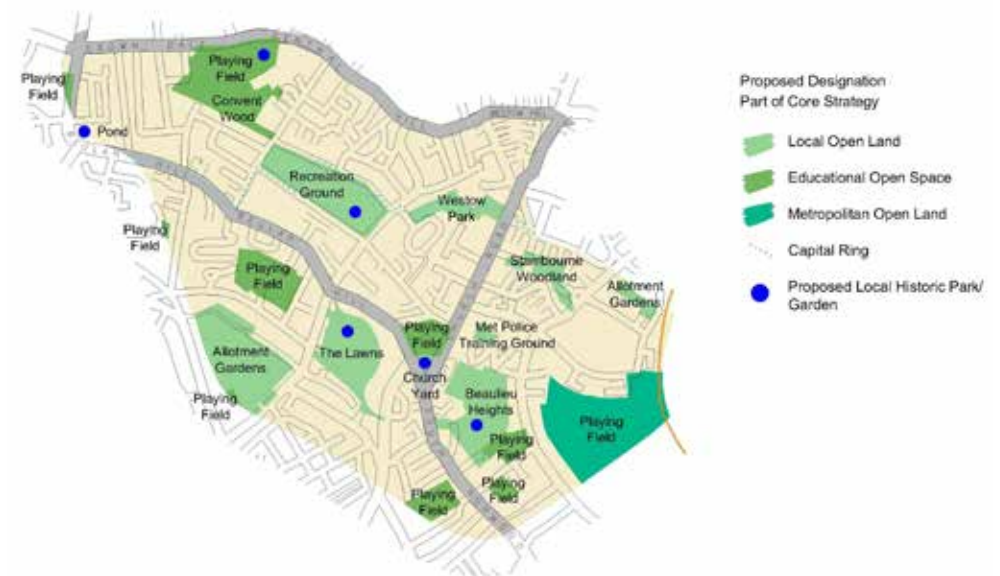
- The main road links through the area are north/south along Beulah Hill and Church Road, and east/west along Central Hill. All of these roads suffer from congestion, which is a particular problem in the `Triangle` area of the town centre.
- Crystal Palace & Upper Norwood is relatively car dependent with steep hillsides that discourage pedestrians and limited access to public transport, which is confined to the main roads
- Most of the parks and woodland are accessible with good links to public transport.
- The nearest railway stations are outside the area at West Norwood, Gipsy Hill, Crystal Palace, Anerley and Norwood Junction. There is an approximate 10-15 minute walk from the stations into the area.
- The London Capital Ring walking route runs through and connects Westow Park, Upper Norwood Recreation Ground and Biggin Wood.



Map 43. Connectivity in the movement network of Crystal Palace and Upper Norwood

## OPEN SPACE AND LANDSCAPE CHARACTER

- The landscape of the area is closely related to the topography, with the dramatic hillside location of Norwood Ridge contributing to Upper Norwood's identity. A series of open spaces developed on the slopes of the ridge mainly characterized by small ponds or season springs.
- Woodland is accessible at Beaulieu Heights, the Lawns and Oakland Wood with four parks.
- Stambourne woodland walk was opened in 1980's to form a pedestrian link from Westow Park to South Norwood Lake.
- Upper Norwood Recreation Ground was laid out as a public park in 1890 and offers open space, tennis courts and a basket ball court today.
- Beaulieu Heights, and Westow Park originated as part of large estates from the eighteenth century or considerably earlier, whilst the Lawns is the former setting of the Beulah Spa.
- Mature tree planting tends to be associated with the rear gardens of the larger Edwardian housing. Erosion of tree planting in streets and front



Map 44. Open space in Crystal Palace and Upper Norwood



gardens in the last twenty five years has occurred due to paving front gardens for car parking, and the perception of risks of subsidence caused by planting trees on London clay near buildings.

- The newer residential developments tend to have smaller type ornamental tree planting.

## RESIDENTIAL CHARACTER

Predominant residential housing types in Upper Norwood

- **Large Victorian/Edwardian houses on relatively small plots:** Centred on Harold Road, Church Road and Beulah Hill. A consistent building form and building line frontage, but with a wide variety of architectural styles. The houses were built for wealthy Victorians taking advantage of scenic location and new transport links. On street parking presents a problem, and some front gardens are paved to form parking, particularly where they are converted to flats. High architectural quality is recognised by the Church Road, Harold Road and Beulah Hill Conservation Areas, which are largely comprised of this type of housing.



Map 45. Green corridors of Crystal Palace and Upper Norwood

- **Mid-rise blocks of flats and Compact houses on relatively small plots:** a large variety of late twentieth century houses and flats dispersed across the area, but largely centred on Beulah Hill. Generally redevelopment of earlier buildings has occurred with varying quality of architecture. Car parking is often integrated into developments, many of which have individual garages or separate garage blocks.



Photo 45. View from Westow Park towards the district centre



Photo 46. Victorian villas at Auckland Road

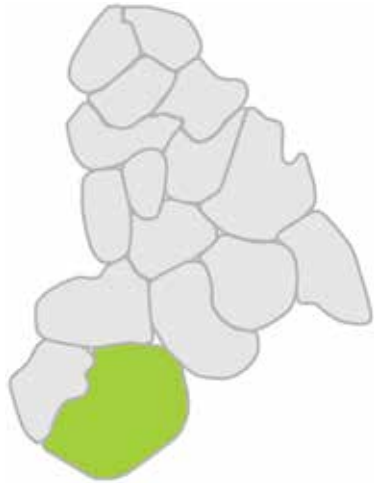


Photo 47. Compact houses on relatively small plots along Sylvan Hill



Photo 48. Large houses on relatively small plots along Heritage Road

# KENLEY & OLD COULSDON



## SUMMARY

Kenley and Old Coulsdon is a suburban area with green wooded hillsides (Dollypers Hill, Roydons Wood) and green open spaces (Kenley Common, Riddlesdown, Kenley Aerodrome) located within and around it. There is a strong link between the green infrastructure and the built environment. This creates a feeling of spaciousness or openness which is echoed in the layouts of the built environment.

The built areas of Kenley and Old Coulsdon predominantly contains residential character types such as: *Detached Houses on Relatively Large Plots* and *Planned Estates of Semi-Detached Houses*. The residential character is reinforced by consistent building lines and setbacks that create large green front gardens or (in the case of flatted development) front and rear green areas with tree planting.






Kenley's public realm, with features such as grass verges with tree planting, reflects the close coexistence of nature and built environment. Narrow lanes with extensive tree canopy cover and streets often with no footways and green areas of planting on the opposite side are all characteristic features of the public realm. In areas where there are no grass verges, mature trees located within front gardens of residential developments provide extensive tree canopy cover, contributing to the impression of tree lined streets. In some parts of Kenley and Old Coulsdon the public realm is less accessible than other suburban areas of Croydon. To address this and to improve public realm connections to green spaces throughout Kenley new walking and cycling routes should be created.



### PREDOMINANTLY RESIDENTIAL

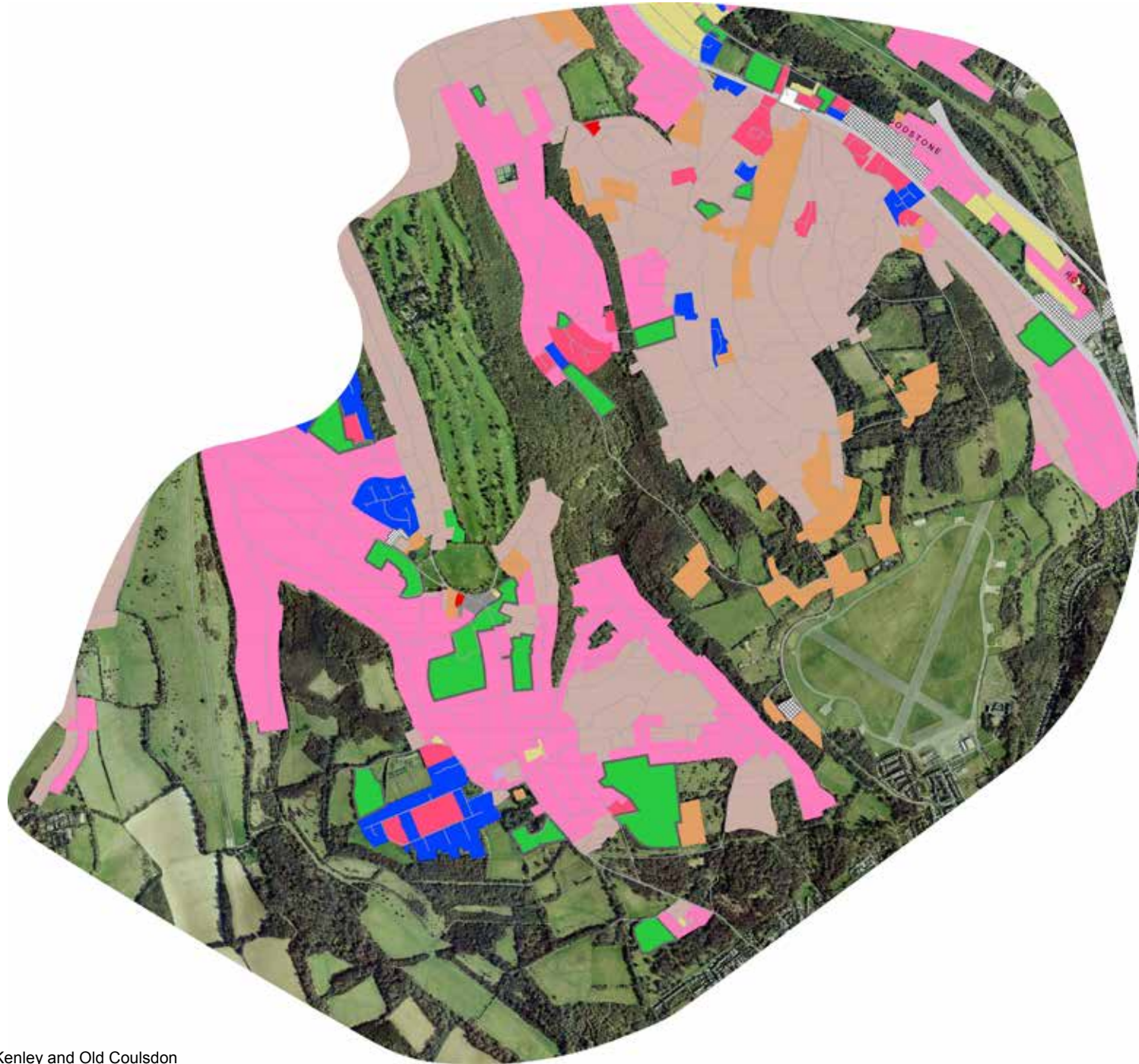
-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure



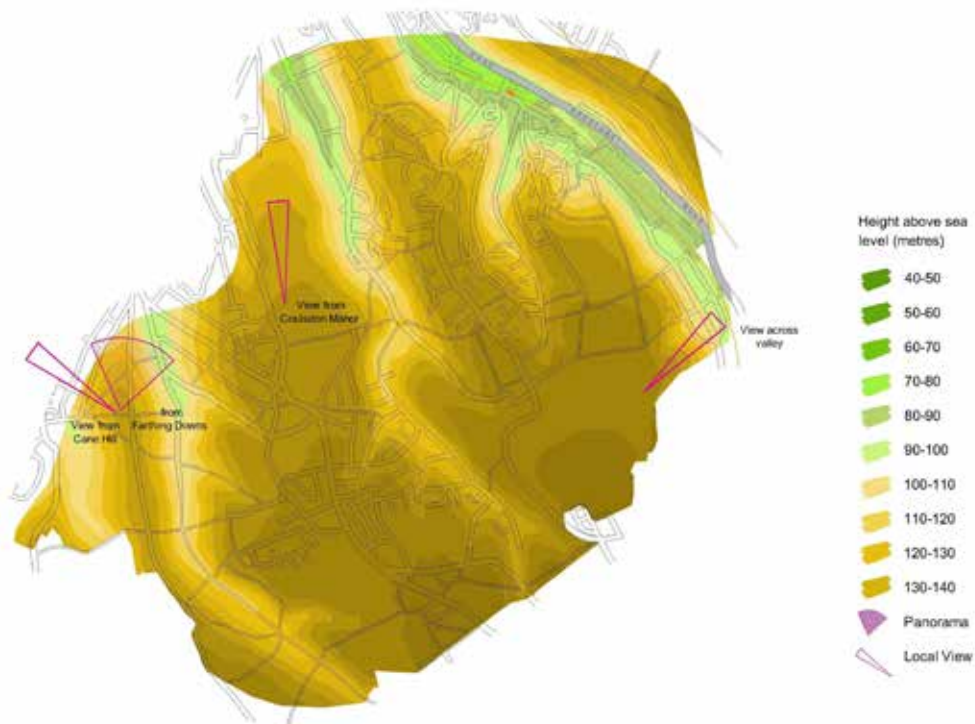
Map 46. Local character of Kenley and Old Coulsdon

## CONTEXT

Kenley and Old Coulsdon are situated the south of the borough, bordering the borough of Tandridge. Kenley is focused on the railway station, Old Coulsdon on Bradmore Green at the top of the hill, with housing spreading up the hillsides into the Green Belt, which accounts for a large proportion of the area.

## TOPOGRAPHY

- As most of Kenley is on a wooded hillside, views north are restricted and to the north east over the valley are mainly confined to glimpses framed by trees.
- The hillsides of Old Coulsdon provide panoramic views west across Happy Valley and northwest from Coulsdon Manor golf course.
- There is a good view from the edge of Kenley Common of Riddlesdown and the housing in the valley.



Map 47. Topography of Kenley and Old Coulsdon

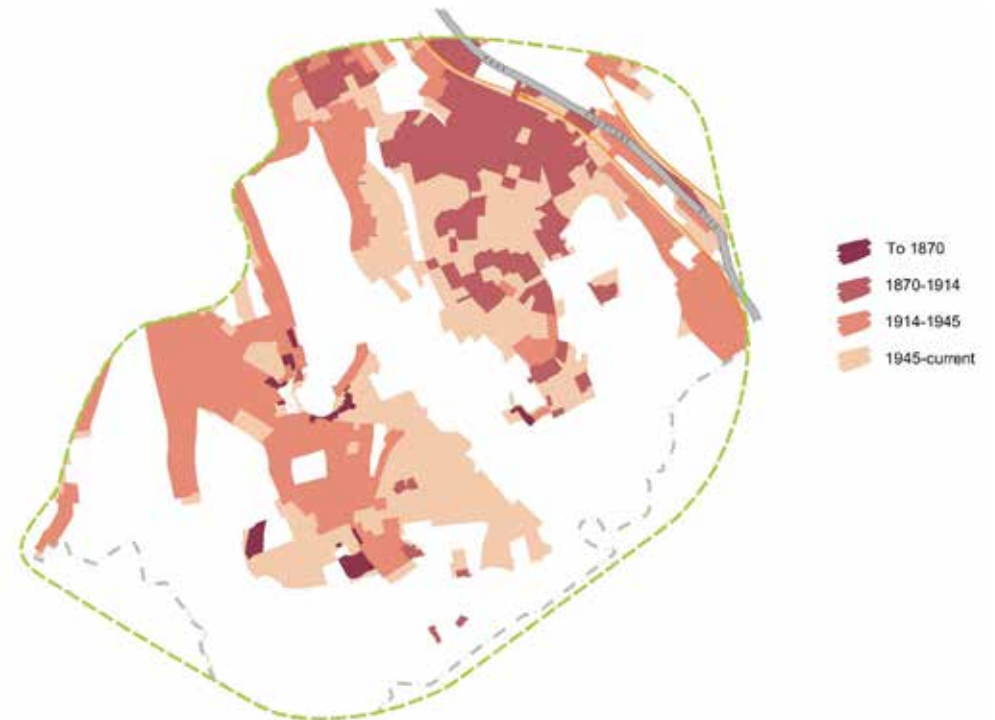
## GEOLOGY

- Kenley & Old Coulsdon are formed of Upper Chalk with drifts of clay with flints to the south including Old Coulsdon's centre, the Whyteleafe area and to the west centred on Hayes Lane.

## HISTORICAL DEVELOPMENT

### ORIGINS

- Kenley was originally part of Coulsdon Manor which covered a large area, including Coulsdon, Old Coulsdon, Purley and Kenley.
- There is evidence of early settlements at Old Coulsdon in the form of ancient burial mounds on Farthing Downs, and the Church of St. John was mentioned in the Domesday Book. A monastic range was located near Canon' Hill, to the rear of the present Grange. The Grange was built in the sixteenth century at the dissolution of the monasteries.



Map 48. Historical development of Kenley and Old Coulsdon

- Settlement in Kenley was limited to agriculture, with Old Lodge Farm, Hayes Farm, and Welcomes Farm distributed across the area.
- In medieval times Kenley Common and Riddlesdown formed part of the waste land of the Manor of Watendone.
- Garston Manor was a sizeable property to the south west of the area, identified as Waddington by 1868, with Elm Tree Farm and the Wattenden public house

#### UP TO 1880S

- The Byron family became major landowners in Coulsdon from 1782 purchasing the 385 acre Coulsdon Manor.
- The original station at Kenley opened in 1856 on the Caterham-Purley branch of the South Eastern Railway.
- One of the directors of the Caterham Railway, George Drew, had previously built himself a grand home at Kenley House in 1844. He donated land for a church in Kenley in 1879.
- The presence of the railway encouraged the development of large new houses in Kenley, initially on the western hillsides, and many of which remain.

#### 1880S TO 1940S

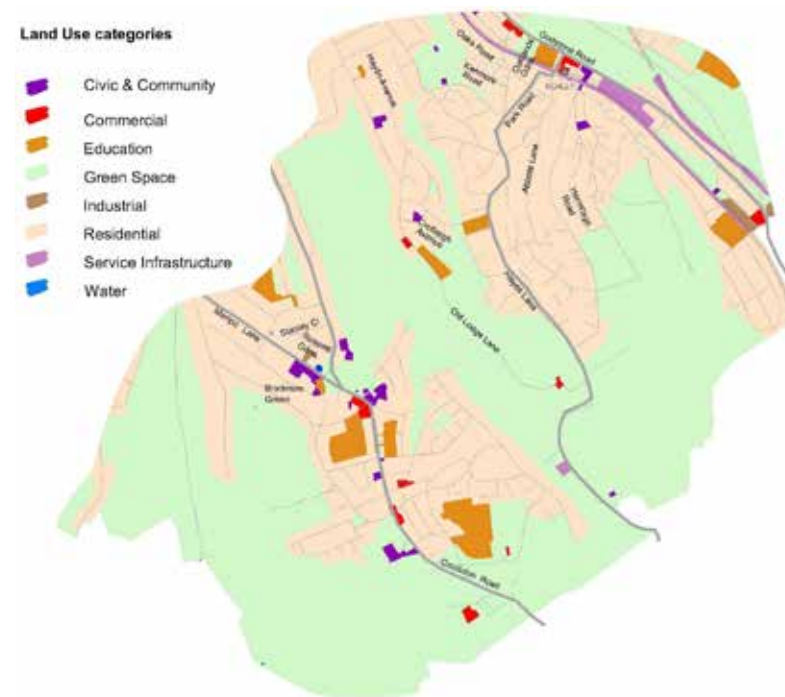
- In the early 1900s Old Coulsdon consisted of little more than a group of old cottages, the National school and farm buildings clustered around a green.
- The Byrons continued to own the Manor of Coulsdon until 1921 when the land passed to the Purley and Coulsdon Urban District Council and land began to be developed for housing on the hillsides.
- A separate parish of Kenley was formed in 1888.
- Also in the 1880s development was centred on Godstone Road, comprising of slightly smaller houses than on the upper hillsides, as well as some shops.
- The Corporation of London purchased Kenley Common in 1883 to protect for 'public recreation and enjoyment'.

#### 1940S TO PRESENT DAY

- RAF Kenley formed for the First World War, rose to prominence as a key strategic site in the Battle of Britain.
- Further public open land was acquired for the airfield during the war, and all entrances to the common were closed until 1947/8 when the common was derequisitioned and restored. It was designated as a Conservation Area in 2006.
- Development continued in the south and east of Old Coulsdon, but Old Coulsdon retains its village character around Bradmore Green, designated as a Conservation Area in 1968.

#### LAND USE

- The majority of land in Kenley is in residential use or part open land, including Kenley Common and the Aerodrome.
- The area has a general lack of facilities due to its proximity to Purley town centre.
- There is a mini centre based around Kenley Station on Godstone Road, which has some retail and a community space at Kenley Memorial Hall.
- Kenley has three primary and one senior school. Old Coulsdon has two senior schools, two primaries and one nursery.
- Old Coulsdon has a library at Bradmore Green, whilst Kenley has a mobile library that visits the area.



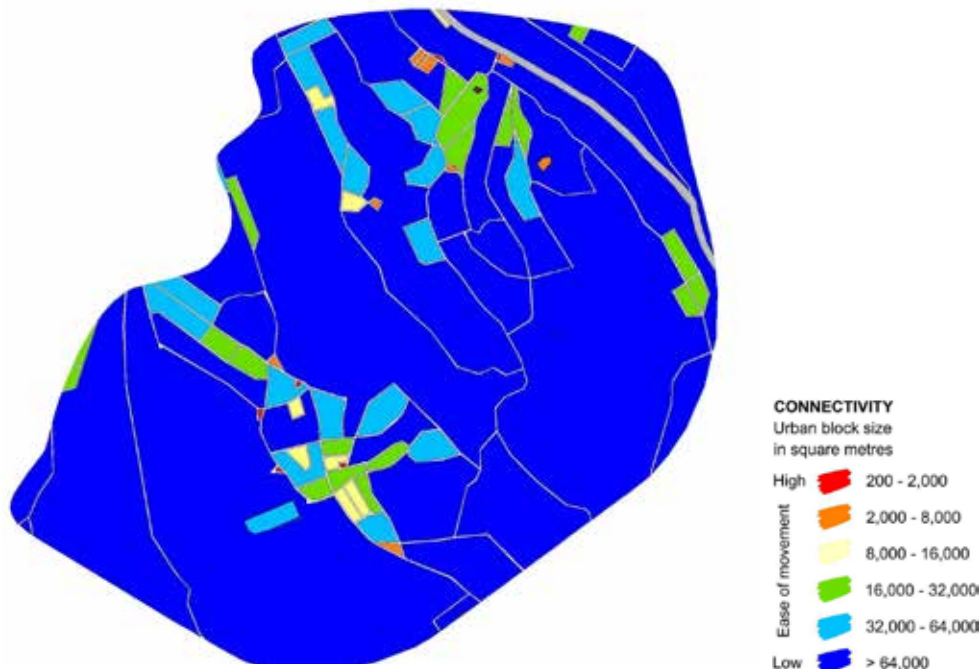
Map 49. Land use in Kenley and Old Coulsdon

## SOCIO ECONOMIC MIX

- Kenley and Old Coulsdon have a population of approximately 24,000 with proportionally more older people over sixty than the average for Croydon.
- There is a lower level of ethnic and faith diversity than other places in Croydon.
- The place has a highly affluent social mix of highly skilled, career professionals and high home ownership. There are also a large proportion of established close knit communities with family ties in the area.
- All of Kenley and three areas of Old Coulsdon fall within the 20% most deprived areas nationally for the 'Barriers to Housing and other service' domain. This means the households are not located in walking distance of essential
- local services and shops, and, or cannot easily access home ownership or have social housing waiting lists.

## MOVEMENT

- Connecting routes are poor in this area although the London Outer Orbital Loop footpath links Kenley to Old Coulsdon.

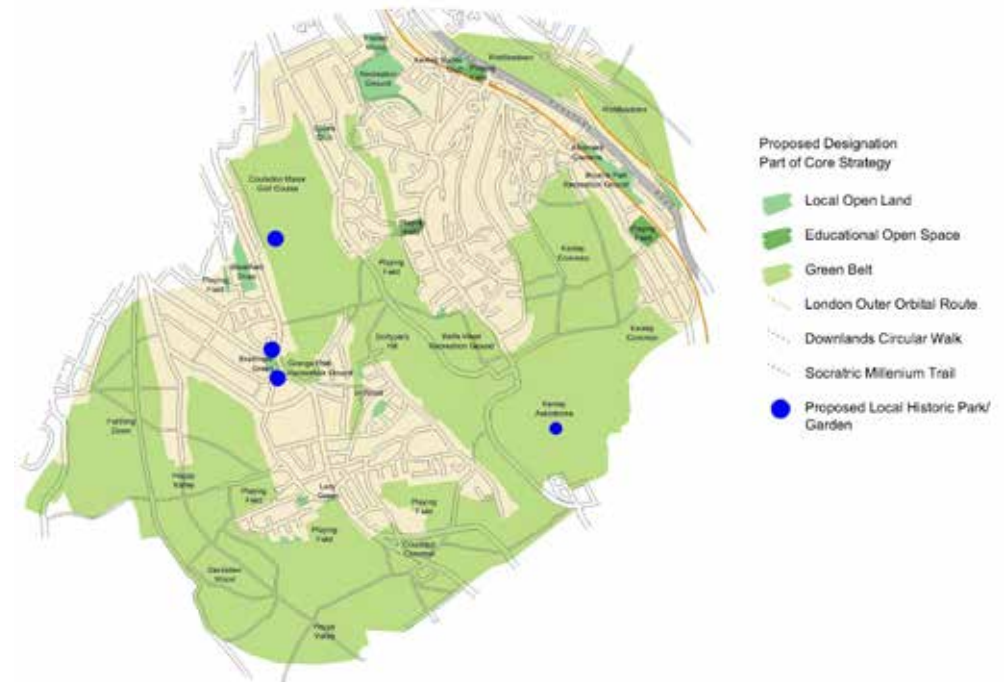


Map 50. Connectivity in the movement network of Kenley and Old Coulsdon

- The topography and lack of east west links increases the difficulty of access and links between, local shops, residential areas and open spaces.
- The north to south orientation of local roads along the hillside of Kenley together with a lack of linking east /west roads causes additional congestion on Godstone Road and Brighton Road, particularly in the north direction with commuter traffic at peak times.
- Old Coulsdon is surrounded on three sides by open space that compounds the sense of separation from neighbouring Kenley, and Caterham on the Hill.
- Connectivity from Old Coulsdon to Coulsdon is poor with only two main routes, Marlpit Lane and Coulsdon Road directly linking to Brighton Road.
- There are insufficient bus routes that provide single journeys from Coulsdon eastwards to the south of Bradmore Green.

## OPEN SPACE AND LANDSCAPE CHARACTER

- Kenley is dominated by the wooded hillside of the North Downs to the south west and the chalk escarpment to the north east of Riddlesdown and the Bourne Valley defining its north east boundary.



Map 51. Open space in Kenley and Old Coulsdon

- With planting to front and rear gardens, the residential areas on the hillside in Kenley all add to the character of the wooded suburbia on the side of a valley with more buildings visible and a less tree dominated character in the valley in the areas closest to Godstone Road.
- The west side of Old Coulsdon is less wooded with housing more visible on hillsides and has a more suburban character.
- Old Coulsdon's edge of suburbia/rural landscape character is contributed to by Farthing Downs and Happy Valley to the south, Dollyper's Hill to the north east and Coulsdon Common to the south east.
- The open green spaces of Grange Park and Bradmore Green with its pond, contribute to the country village character of the centre of Old Coulsdon.
- Although there is not always open space within walking distance for most residents, many houses have large gardens.
- Higher Drive, Foxley Woods and Sherwood Oaks form a large tract of open space including woodland, meadows and a sports field with tennis court, games area and children's playground.
- Kenley Common, Farthing Downs Riddlesdown, and Coulsdon Common are large areas of downland and common owned and managed by City of London.



Map 52. Green corridors in Kenley and Old Coulsdon

## RESIDENTIAL CHARACTER

Predominant residential housing types in Kenley & Old Coulsdon

- **Detached houses on large plots:** Accounts for the majority of housing in the area. There is some uniformity in layout and relationship to the street, although irregularity of streets reflects variations in topography. There are relatively large gardens with space for car parking. Houses are Victorian through to late twentieth century, with more recent developments following a similar pattern yet often arranged in closes and cul de sacs, particularly on the hillsides at Kenley.
- **Low density scattered houses on large plots in Kenley:** focused between Abbots Lane and Hermitage Road, running south from the station and on the western hillsides. This type of housing was the original pattern of development in Kenley commencing from the second half of the 19th century when the railway station was built. Houses have no consistency in style or layout, and do not have a uniform relationship to the street. Gardens are large, and there is generally ample provision of off street parking.
- **Planned estates of semi detached houses:** located to the west of Old Coulsdon and west of Kenley focused on Old Lodge Lane and Haydn Avenue. Also around the Kenmore Road and Oaks Road area. Estates are partly development of historic roads, with additional streets laid out between 1900 and 1940. The houses are in a regular arrangement with rectangular plots, and integral driveways. Houses are very consistent in design and appearance with very few street trees, but large number of smaller trees in long back gardens.
- **Mid rise blocks of flats and compact houses on relatively small plots:** located across the area, mainly as redevelopment of earlier large houses/gardens, but focused on areas such as Croftleigh Avenue and Oaklands in Kenley and Stanley Close and Rossetti Gardens west of Bradmore Green. There are a large variety of building forms and layouts, but often arranged as small terraces or blocks in closes. Many are groups of housing with communal gardens/garage blocks.

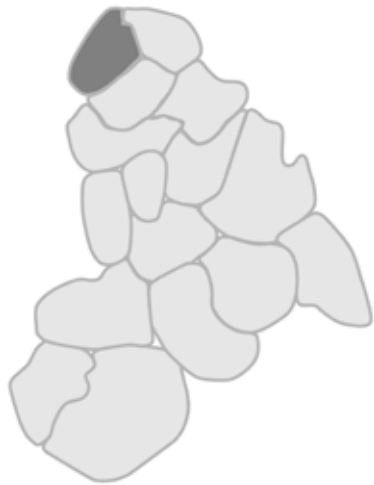


Photo 50. Court Avenue in Old Coulsdon



Photo 49. Victorian house near to Kenley Station

# NORBURY



## SUMMARY

Norbury is a suburban town, with a spatial structure organised along the dominant corridor of the London Road, where Norbury District Centre and Pollards Hill Local Centre are located.

Norbury has a predominantly residential character that consists of *Terraced Houses And Cottages*, *Large Houses On Relatively Small Plots* and *Local Authority Housing With Public Realm*.






Scattered amongst the residential areas are a number of green spaces and parks such as Norbury Park, Norwood Grove, Biggin Woods, and Pollards Hill. These green spaces positively contribute to the character of the place.



### PREDOMINANTLY RESIDENTIAL

-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

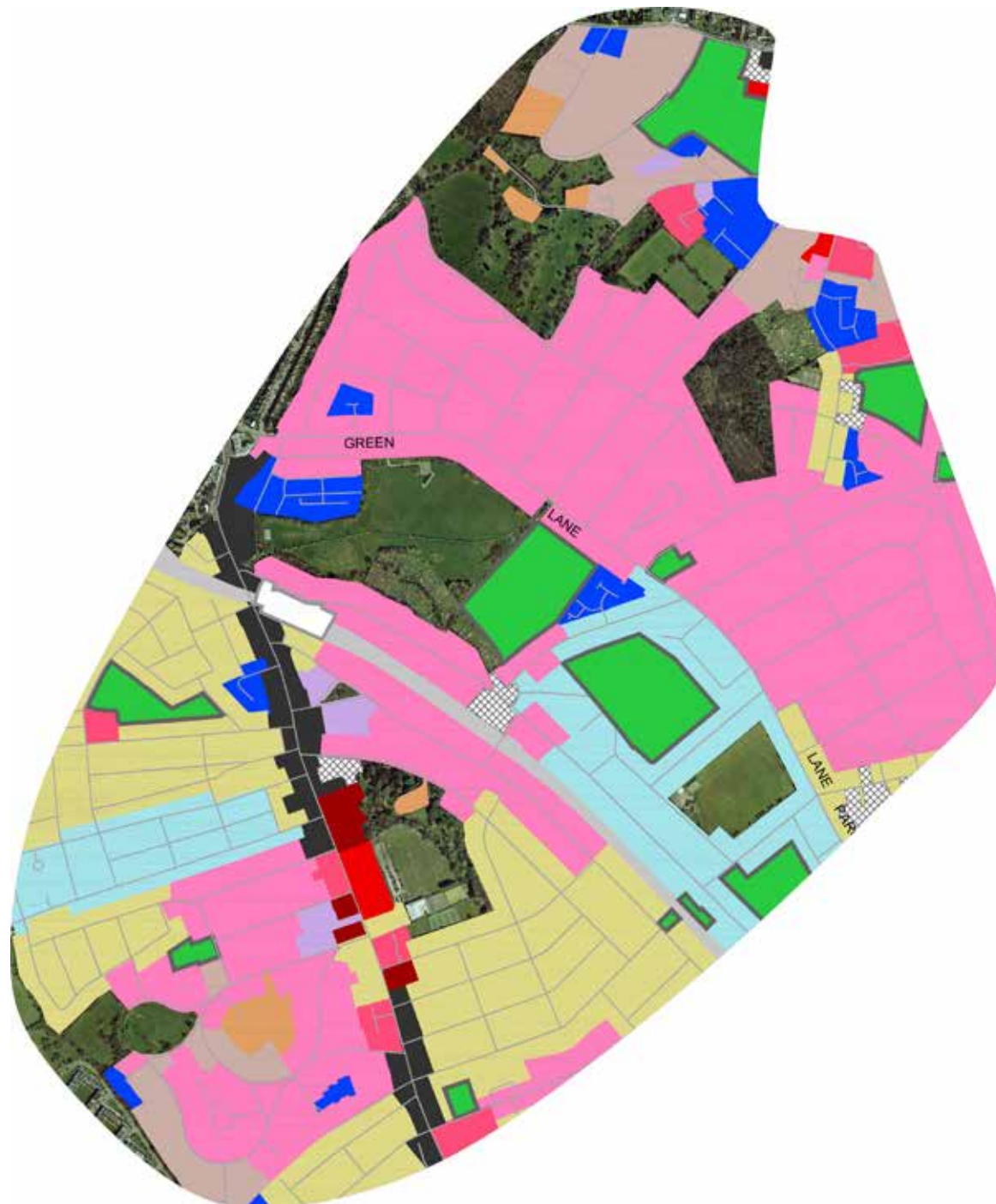
### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure





Map 53. Local character of Norbury

## CONTEXT

- Norbury lies to the north west of Croydon, bordering the boroughs of Lambeth to the north and Merton to the west. The town centre is focused south of the railway station on London Road, which also serves as the main transport corridor through the area

## TOPOGRAPHY

- The view from Gibson's Hill is of Merton and Sutton.
- Pollard's Hill provides panoramic views across the borough to the south, with a range of other views from the Upper Norwood Ridge.

## GEOLOGY

- Norbury is formed of London Clay to the western part, gravel and sand for the remainder, with clay/silt and a drift of Kempton Park gravel along the route of the Norbury Brook.



Map 54. Topography of Norbury

## HISTORICAL DEVELOPMENT

### ORIGINS

- London Road was an important thoroughfare between London and the south.
- Earthworks on Pollards Hill indicate the location of a prehistoric hill fort.
- Norwood Grove and Streatham Common, were recorded in the Domesday Book as Lime Grove, and later enclosed by the Duke of Portland as shooting land.

### UP TO 1880S

- The Georgian mansion at Norwood Grove developed into a grand house with landscaped gardens and service buildings by the 1830s, whilst other houses and cottages were being built around the junction of Arnulls Road and Gibson's Hill.
- Pollard's Hill, the highest point in the area and formerly part of the ancient Manor of Benchesham (Bensham), was laid out with roads and avenues of trees around the middle of the century.



Map 55. Historical development of Norbury

### 1880S TO 1940S

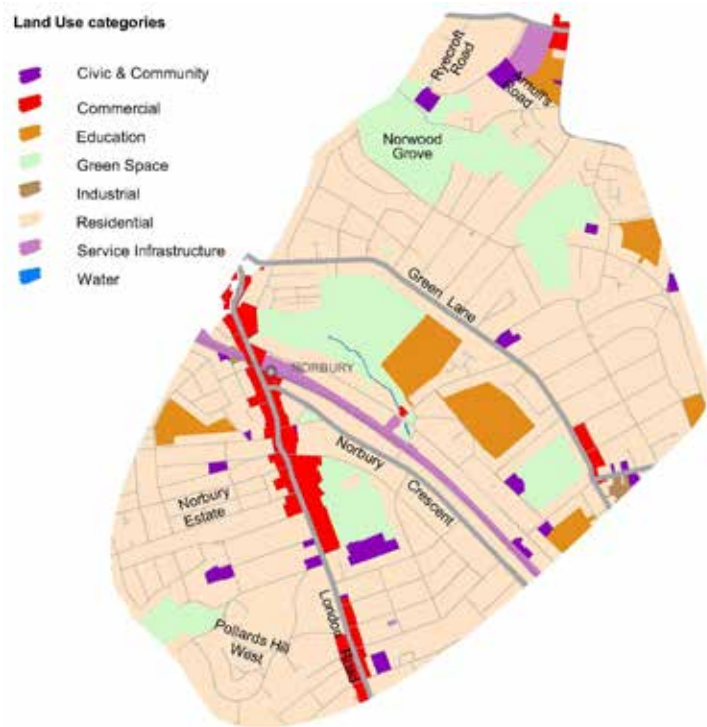
- Norbury Station had opened by 1890, with a range of new housing developed nearby, served by a grand shopping parade along London Road.
- The first London County Council estate outside the borough boundary was built to the west of London Road between 1905 and 1921.
- Further suburban spread meant that the area became continuous with adjoining boroughs and other parts of Croydon.

### 1940S TO PRESENT DAY

- A section of London Road was developed during the office boom of the 1960s, and was the most significant concentration of new buildings outside Croydon town centre.
- The area largely retains its character, with good public transport accessibility along London Road contributing to an increase in popularity for new residential development.

### LAND USE

- With the exception of London Road, Norbury is mainly a residential area serving London with good transport links.



Map 56. Norbury land use.jpg

- There are office blocks on London Road which form an employment area.
- There is a library to the south of Norbury Town Centre which serves the wider suburban population, and a community centre at the sports ground off Highbury Avenue.
- There are six schools in the area. The Town Centre runs from the borough boundary with Lambeth down London Road through Norbury, and is centred on the railway station.
- There is a primary shopping area designated to the south of the area, on London Road.

### SOCIO ECONOMIC MIX

- The place of Norbury includes the electoral ward of Norbury. This has a population of 15,777, an average population ward size for Croydon.
- There is a slightly larger proportion of older people aged over sixty than the average of Croydon.
- The population of the place is ethnically diverse, with just over half from a minority ethnic background and a higher proportion of residents from a Hindu or Muslim faith than the average for Croydon.
- Norbury is an affluent area with upwardly mobile families to the south of the area.

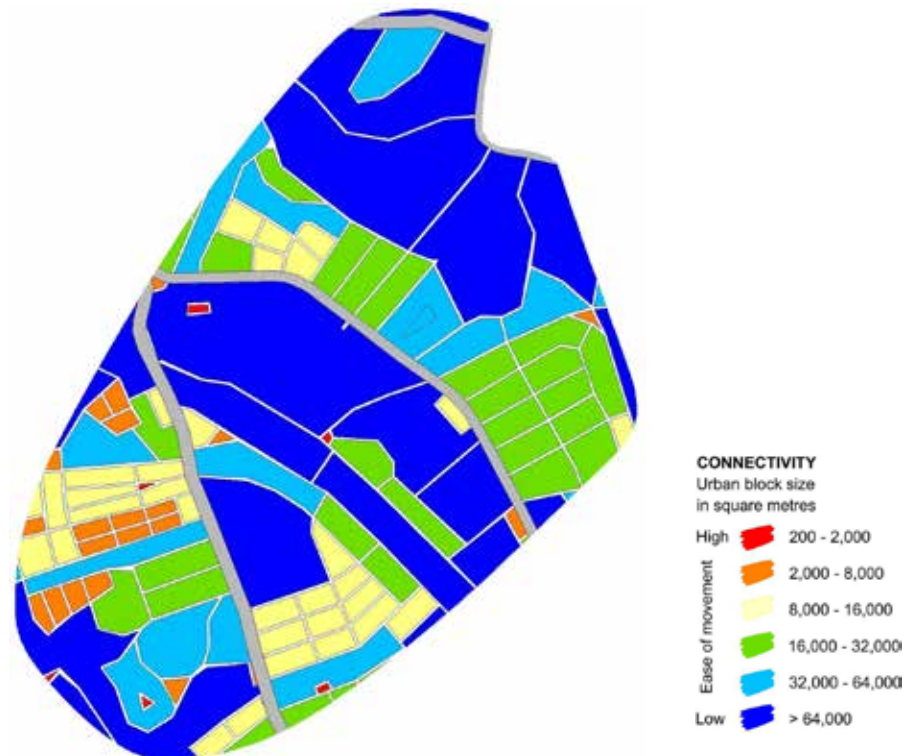


Photo 51. View from Pollard's Hill

- The heart of the area, focused on London Road, is occupied by a close knit inner city community.
- The north of Norbury is occupied by mature families, with career professionals living towards Lambeth and West Norwood station.

## MOVEMENT

- East/west is restricted by the presence of the railway with only two crossings south of the station. There are only three main roads running in parallel, roughly north/ south from the valley to the top of Norwood Ridge, which limits the connectivity between the east / west roads going up the hill.
- Norbury is less car dependent than places further south in the borough due to the proximity of inner London and high accessibility to bus and rail.
- The London Capital Ring walk runs through Norwood Grove on the route from Crystal Palace to Streatham.
- Most of the parks and woodland are accessible with good links to public transport, although steep hillsides discourage pedestrians.



Map 57. Connectivity in the movement network of Norbury

## OPEN SPACE AND LANDSCAPE CHARACTER

- Norbury is well provided with open spaces and woodland, with playing fields at Norbury Hall and Highbury Avenue.
- Norwood Grove, Norbury Park, Pollards Hill, Norbury Hall and Biggin Wood all originated as part of large estates from the eighteenth century or considerably earlier. Biggin Wood is reputed to be a surviving segment of the Great North Wood.
- The landscape reflects the topography with the designed landscape of Norwood Grove and Pollards Hill making the most of their scenic location. Norwood Grove's historic significance is recognised by English Heritage's Register of Historic Parks and Gardens with a Grade 2 Listing. On the boundary of Streatham Common it was purchased by public subscription in the 1920s by residents to preserve open space from development.
- Norbury Park, the site of a former golf course is flat and featureless with the Norbury Brook flowing beneath in a culvert.
- Norbury Park Allotments, lie adjacent to Norbury Park



Map 58. Open space in Norbury

## RESIDENTIAL CHARACTER

Norbury also has a number of Georgian and Victorian properties of varying sizes which do not fall into any specific category and are in a Conservation Area. These earlier properties are generally centred around Norwood Grove on Ryecroft Road and Arnalls Road, and most are statutorily and locally listed buildings.

### PREDOMINANT RESIDENTIAL HOUSING TYPES IN NORBURY

- **Victorian Terraced houses and cottages:** located east and west of London Road. With a compact, tight knit building form, on narrow streets, there is little space for trees, and on street parking is a dominant feature. The Norbury Estate is a notable example of an Edwardian cottage estate and is designated as a Conservation Area.
- **Large interwar detached houses on relatively large plots:** mainly focused on the streets around Pollards Hill taking full advantage of landscape and topography. They have large gardens and provision for car parking.

- **Interwar semi detached houses on planned estates:** concentrated on the former North Surrey Golf Course, between the railway line and Green Lane. The houses tend to be of a regular building form with car parking and some integral garages. Some streets have rear service alleys, and are generally more compact than similar examples further south in the borough.



Map 59. Green corridors in Norbury



Photo 52. Detached Houses on relatively large plots at Norwood Grove area



Photo 53. Planned estates of semi detached houses along Norbury Crescent



Photo 54. Terraced houses along Granden Road



Photo 55. Norwood Grove



Photo 56. Urban Shopping Area on London Road



Photo 57. Victorian villas at St Helen's Road

# PURLEY



## SUMMARY

Purley is a suburban market town, located within the valley. Its spatial structure is organised along the dominant corridor of the Brighton Road and Godstone Road where a wide variety of character types coexist. There are areas of Urban Shopping Areas, Industrial Estates, Retail Estates / Business / Leisure Park and higher density residential areas such as *Terraced Houses And Cottages*, *Mixed Type Flats And Compact Houses* and *Planned Estates Of Semi Detached Houses*.

The residential character outside of Brighton Road is fairly uniform and consists of *Large Detached Houses On Relatively Large Plots* with minimal public realm and *Low Density Scattered Houses On Relatively Small Plots*.






Purley has two Conservation Areas protecting the most consistent built environment of Webb Estate and Woodcote Village.



### PREDOMINANTLY RESIDENTIAL

-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure



Map 60. Local character of Purley

## CONTEXT

- Purley lies to the south west of the borough, bordering the borough of Sutton. Its large residential areas are generally located on the hillsides, with the town centre focused on Brighton Road lying in the valley.

## TOPOGRAPHY

- Russell Hill is one of the highest points in the area, although views are limited due to the number of trees.
- There are also views, looking south from Furze Hill, but the majority are from back gardens.
- Local landmarks include the former Council offices, the United Reform Church on Brighton Road and the Thomas More School at the top of Russell Hill.

## GEOLOGY

- The residential areas of Purley are largely built on Upper Chalk, with gravel in the valley bottom along Brighton Road and beneath the town centre.



Map 61. Topography of Purley

## HISTORICAL DEVELOPMENT

### ORIGINS

- Evidence of Bronze Age settlement has been found on Promenade de Verdun in the Webb Estate, and Brighton Road is a historic thoroughfare with Roman origins.
- Despite these early associations, Purley existed only as a quiet agricultural area of Surrey until well into the nineteenth century.
- Purley House, now called Purley Bury and surrounded by Lexington Court, dates from the eighteenth century with earlier origins.

### UP TO 1880S

- The Surrey Iron Railway ran through Purley until its closure in 1838.
- A railway station was opened at Purley in 1841, originally named Godstone Road but this only lasted for six years and was replaced by the new station at Coulsdon.
- In 1856 the station reopened as Caterham Junction, with its principle function to transport materials from the sandstone quarries at Caterham.
- A large Venetian Gothic school was built on Russell Hill in 1863, originally for Royal Warehousemen, Drapers and Clerks Livery Company, now Thomas More Catholic school.



Map 62. Historical development of Purley



### 1880S TO 1940S

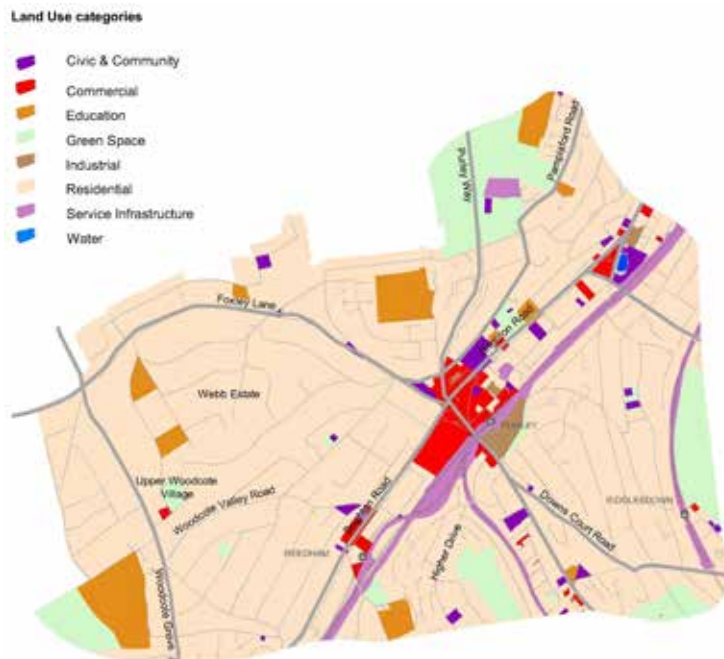
- The station, by now called Purley Railway Station, was reopened as a passenger interchange on the London and Brighton line in 1888, encouraging the development of suburban housing on the wooded hillsides.
- An innovative new estate was laid out between 1901 and 1925 according to the 'Garden First' principles of William Webb.
- The town centre grew rapidly over the next thirty years to serve the expanding local population.
- In 1925 Purley Way opened as a bypass for Croydon town, with the centre of Purley consequently becoming a busy crossroads.

### 1940S TO PRESENT DAY

- The area has continued to be a popular residential area, with the town acquiring additional facilities.

### LAND USE

- Purley is a town centre surrounded by areas of suburban housing.
- The town centre has a swimming pool, gym and library, as well as a range of shops. There is a large supermarket separated from the town by the main road and gyratory.



Map 63. Land use in Purley

- There are two primary schools in the area, with one senior school.
- There are no significant areas of employment outside the town centre, with only a few additional scattered shops and offices in the vicinity of Reedham station.
- A waste management facility lies to the east of the town centre next to the railway.

### SOCIO ECONOMIC MIX

- The place of Purley includes the electoral ward of Purley with a slightly below average ward population of 12,998.
- The population is less ethnically diverse than the borough average of 36%, with 26% from a minority ethnic background.
- Purley has approximately the same proportion of residents from a Hindu and Muslim faith as there are across Croydon, (4% of each) with 68% of a Christian faith.
- Purley is a sought after location to live, and its main population is of career professionals with their families.
- The town centre has a concentration of educated younger people.
- The area is a popular place to retire, and there are a number of retirement homes on the edges of the town.



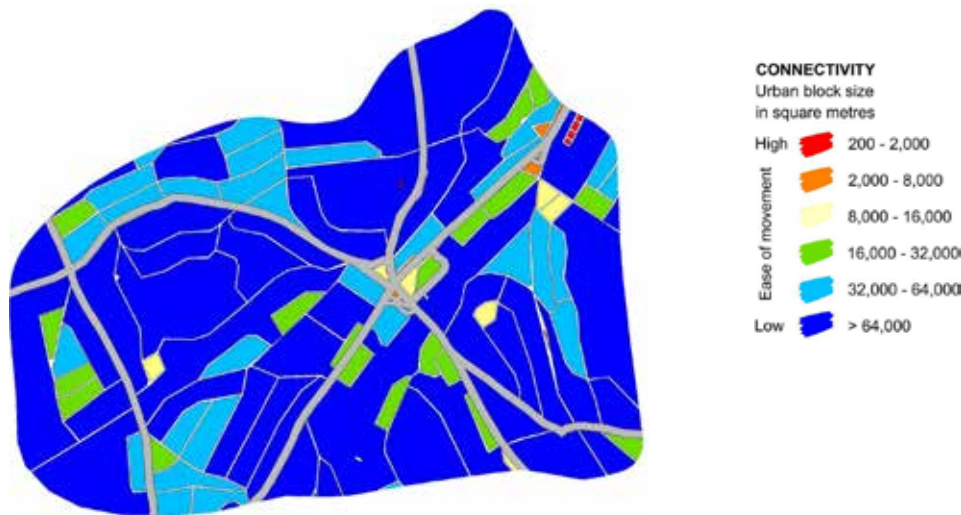
Photo 58. High street in Purley

## MOVEMENT

- Brighton Road is the main road link from north to south with its intersection with Purley Way and Banstead Road/Foxley Lane forming a major traffic system adjacent to the town centre. The negative impacts of this road junction upon the town are considerable.
- Two railway stations are in the area: Purley station on the London and Brighton line, and Reedham station on the Tattenham Corner line. Purley Oaks station is to the north of the area.
- The railway line restricts movement east/west.
- The residential areas of Purley are more car dependant than places further north in the borough as is typical of twentieth century suburbs, although the town is well served by public transport.

## OPEN SPACE AND LANDSCAPE CHARACTER

- This area has a high proportion of homes with gardens, with the majority larger than average and many tree lined streets in the wooded hillsides creating a verdant suburban character.
- The only open spaces within walking distance of the town centre are Rotary Field Recreation Ground and Foxley Wood.



Map 64. Connectivity in the movement network of Purley

- Rotary Field sits on the side of a hill and has a remnant of the Surrey Iron Railway on the edge of the park.
- There are two areas of public open space in the Webb Estate; a garden dominated private estate. Upper Woodcote Village green is laid out as a typical village green for the residents and Promenade du Verdun. The Promenade is the only straight road in the estate and was created as an Anglo- French memorial to those who died in the First World War. Lombardy poplars line the road and a granite obelisk stands at one end.
- The large wide exposed expanse of playing fields of Purley Way and Pampisford Road allotments lie on the hill and slope to the north of the area.

## RESIDENTIAL CHARACTER

Predominant residential housing types in Purley

- **Detached houses on relatively large plots:** the majority of these lie between Brighton Road and Woodcote Valley Road, and around the Riddlesdown area. Medium/large houses are built in a consistent style with a similar relationship to each other and the street. The majority of the houses and streets were built between 1910 and 1940 around the earlier Webb Estate. There are some street trees, but often minimal front boundaries which allow gardens to contribute to a generally green environment. Architecture of houses is generally in a neo-vernacular style, often referred to



Map 65. Open space in Purley

as 'Tudorbethan'. Private driveways leading to a detached or integral garage and parking areas mean that on street parking is less of a problem than other housing types. Architectural quality is recognised by the designation of three Local Areas of Special Character.

- **Low density scattered houses on large plots:** focused on the Upper Woodcote Village and Webb Estate (see historical development), where houses and gardens are large and arranged less regularly than other housing types. Houses are of a variety of styles, but generally historically referenced. Original Webb houses are modest and rustic in appearance. Large gardens allow space for detached garages/parking and a variety of other outbuildings, as well as mature trees and planting which contribute strongly the area's character. The importance of the Webb Estate and Upper Woodcote Village is recognised in their designation as Conservation Areas.



Photo 59. Box Ridge Avenue



Photo 60. Peaks Hill



Photo 61. Upper Woodcote Village



Photo 62. Rotary Fields



Map 66. Green corridors in Purley

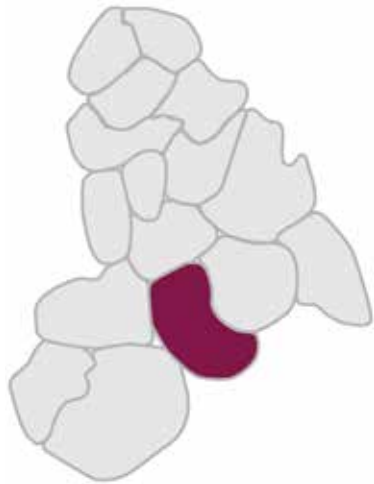


Photo 63. House on the Webb Estate



Photo 64. Oakwood Avenue

# SANDERSTEAD



## SUMMARY

Sanderstead is a suburban place located on a hilltop, with residential areas surrounded by large scale green open spaces such as Mitcheley Wood and Kings Wood.






The predominant residential character consists of *Detached Housing On Relatively Large Plots* on the hillsides leading to the local centre, *Planned Estates Of Semi-Detached Houses* on the top of the Sanderstead Hill, and some *Local Authority Planned Estates With Public Realm* toward Hamsey Green.



### PREDOMINANTLY RESIDENTIAL

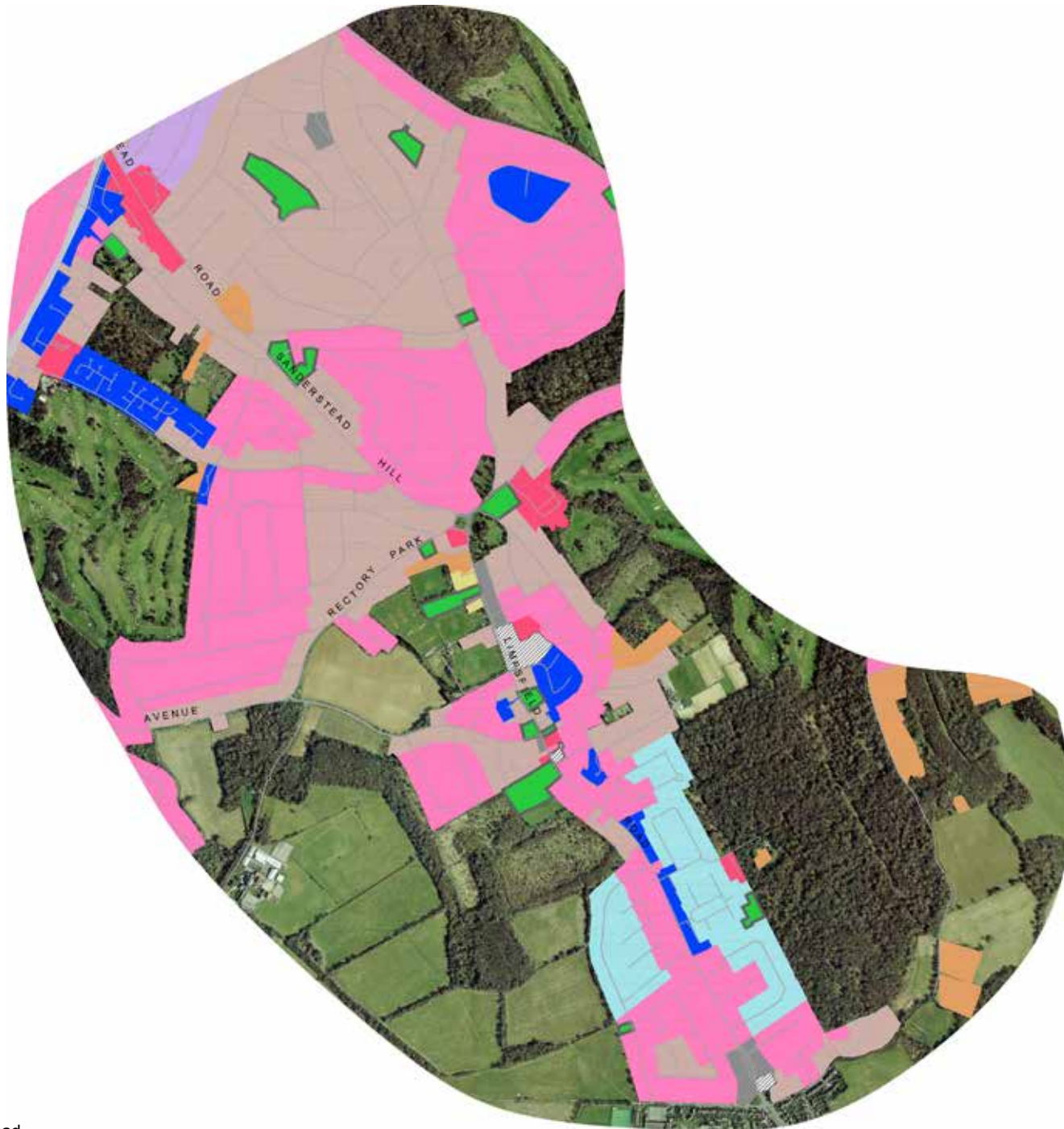
-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure



Map 67. Local character of Sanderstead

## CONTEXT

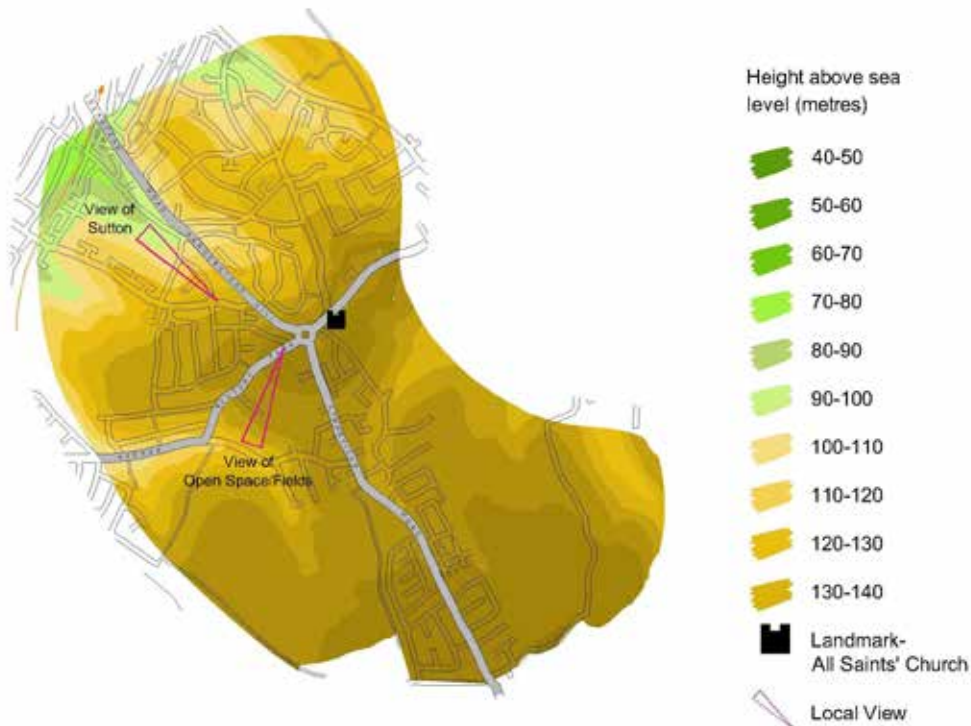
Sanderstead is situated to the south east of the Borough bordering the district of Tandridge. The historic settlement is focused on Addington Road, and the junction with Limpsfield Road.

## TOPOGRAPHY

- There is a view westwards from Sanderstead Hill, and a shorter view from Rectory Park looking southwards at fields and woodland.
- All Saints Church with Sanderstead pond at the junction of Limpsfield Road and Addington Road are a local landmark.

## GEOLOGY

- Upper chalk forms the hillsides of Mitchley Hill to the west of, and Sanderstead Hill to the north of the junction of Limpsfield Road with Addington Road. Thanet Sand covers the top of Sanderstead Hill with a drift of Clay with Flints to the south.



Map 68. Topography of Sanderstead

## HISTORICAL DEVELOPMENT

### ORIGINS

- Evidence of Iron Age and Romano British farmsteads and settlements has been discovered in Kings Wood, which was historically referred to as Sanderstead Wood.
- Excavations at Atwood School in the 1960s also uncovered the remains of several round huts.
- The Domesday Book of 1086 refers to 'Sanderstede'.
- A village at Hamsey Green developed on a plateau of land between Sanderstead and Warlingham, and its pond is believed to date from Neolithic times.
- The earliest surviving buildings are All Saints Church on Addington Road which has 13th century origins, and the White House which was the centre of a farm of the same name and has origins in the 14th century.



Map 69. Historical development of Sanderstead

- Sanderstead Court was a large Manor House located near the church, and home of the Atwood family for 300 years. A part of the building remains in the form of Doble Court, although it was mainly destroyed by fire in 1944.
- Kings Wood was laid out with a range of hunting routes in a strict grid pattern which survives to this day.

#### UP TO 1880S

- Kingswood Lodge was built to the south of Kings Wood in the early 18th century, possibly as a hunting lodge.
- By 1870 the area remained almost entirely rural with the main settlement continuing to be centred on the junction between Addington Road and Limpsfield Road.
- Farms in the area included White House Farm, Fox Farm, Borough Farm, and Briton Hill Farm.

#### 1880S TO 1940S

- New residential development towards the north of Sanderstead began towards the end of the 19th century following the opening of the station in 1884. Large houses were built along Sanderstead Hill, and later on the slopes of Hooks Hill.
- Shopping parades were built on Limpsfield Road and at Hamsey Green, as well as other facilities such as a fire station and memorial hall.
- Suburban housing spread over the area north of Addington Road and Rectory Road.

#### 1940S TO PRESENT DAY

- The spread of housing continued into the second half of the twentieth century.
- Purley Downs and Sanderstead golf courses were formed on remaining farmland, whilst Kings Wood was purchased under the Green Belt Act for public open space.

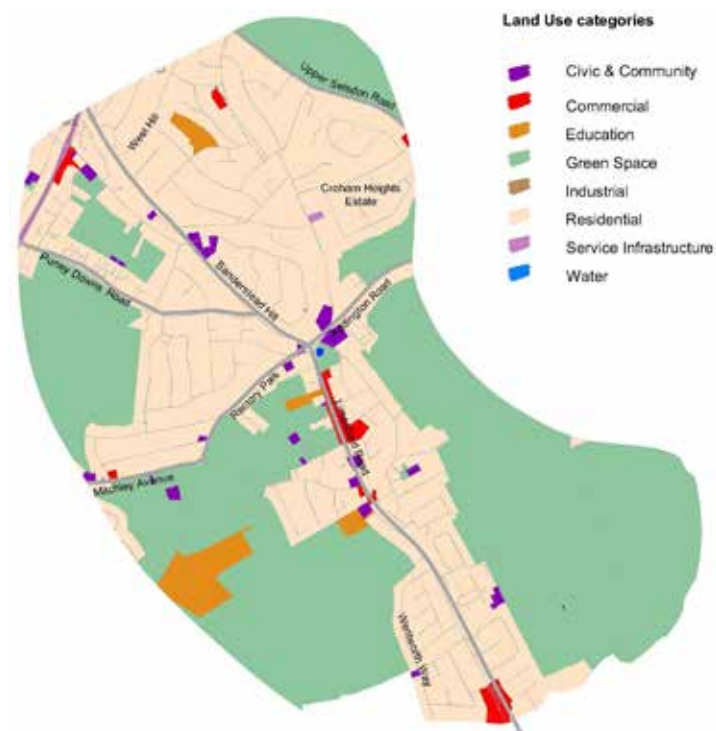
#### LAND USE

- There is a shopping parade at the north of Limpsfield Road, near the junction with Addington Road.
- At the southern end of Limpsfield Road, known as Hamsey Green lies a twentieth century shopping parade.
- There are some offices and other scattered shops on Limpsfield Road.

- A medical centre is located on Addington Road. Most other facilities are provided in nearby Purley and Selsdon.
- Sanderstead has three primary schools and one senior school.

#### SOCIO ECONOMIC MIX

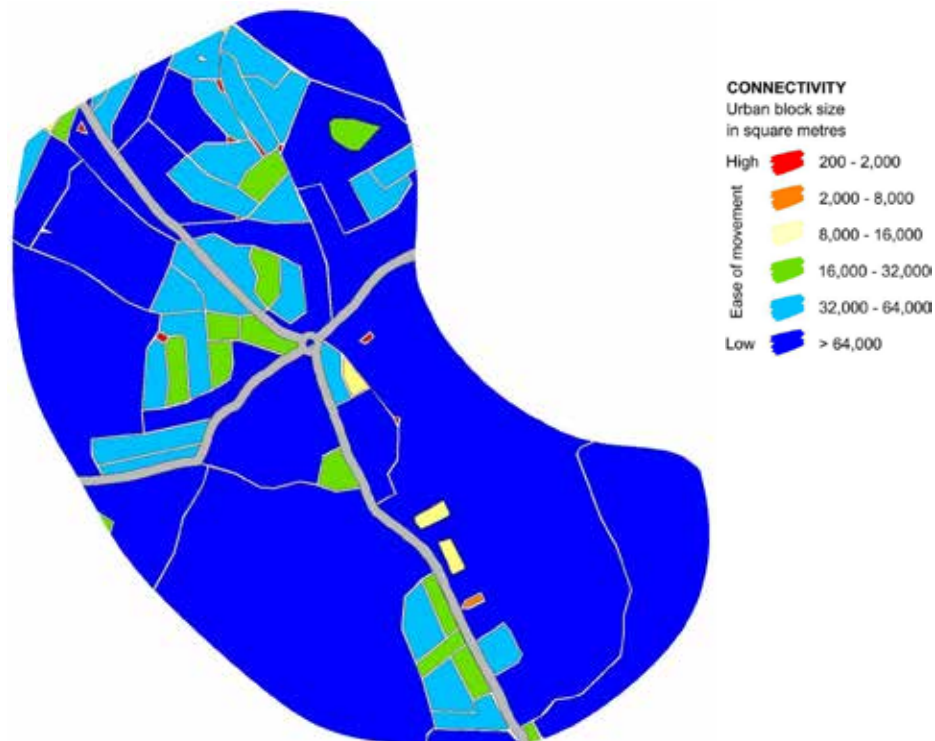
- The electoral ward of Sanderstead has one of the lowest ward populations in Croydon, but a higher proportion of people over sixty, and a smaller proportion of working age people in comparison with the Croydon average.
- It is not an ethnically or religiously diverse ward and Christians represent the largest faith community.
- Sanderstead is one of the most affluent places in the borough with over half of the households with high incomes.



Map 70. Land use in Sanderstead

## MOVEMENT

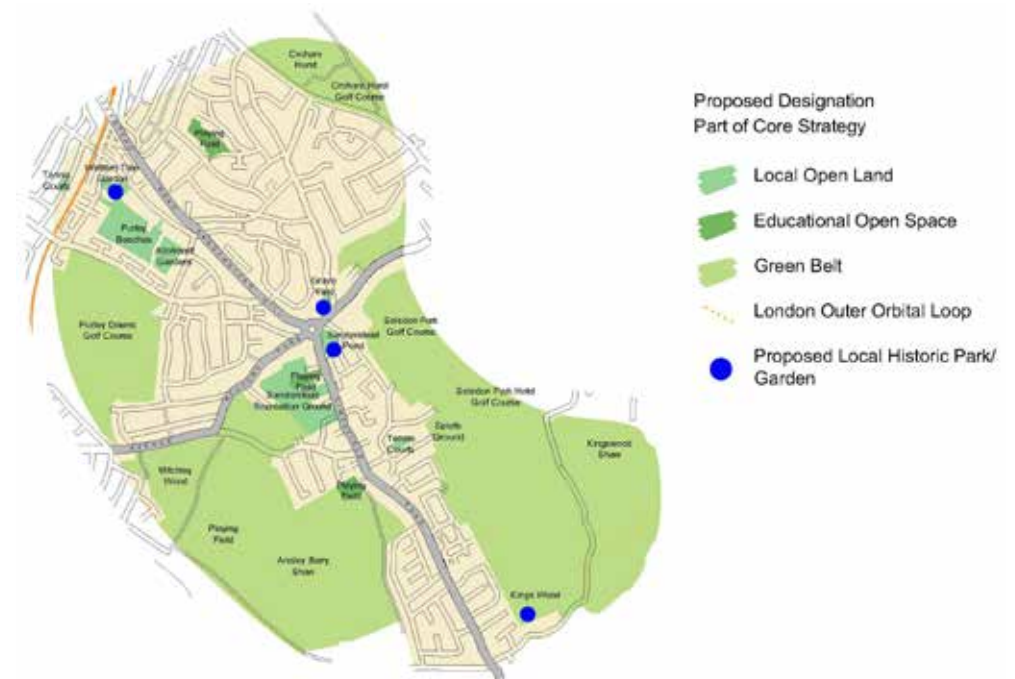
- Access varies with railway stations sited outside the area.
- The lack of links east to west causes pressure on the routes that are available and leads to congestion at peak times on the main routes, Limsfield Road, and Addington Road.
- Protected open space adjacent to twentieth century housing and estates on minor roads off Limsfield Road has led to Limsfield Road being the main link north south, compounding the congestion.
- At peak times, some of the minor roads towards the valley bottom running parallel to Brighton Road are used as alternative routes.
- Access varies to open space sites but most are on or close to bus routes.



Map 71. Connectivity in the movement network in Sanderstead

## OPEN SPACE AND LANDSCAPE CHARACTER

- Sanderstead has a variety of open spaces, and tree lined streets including the stately line of mature beech trees lining Sanderstead Hill.
- Open space in the area also includes significant amounts of agricultural land creating a landscape of suburban estates mixed with edge of countryside character on the top of Sanderstead Hill and particularly to the south of Rectory Grove, and to the west of Limsfield Road.
- The original village character of Sanderstead is retained around the junction of Limsfield and Addington Road with All Saints Church, Sanderstead Pond and the open space next to it know as the Ruff.
- Hamsey Green's pond survives but is not visually prominent. At the junction of two roads and with the green in front of the public house, it does reflect its' original use as a watering hole for cattle.
- Sanderstead Recreation Ground provides sports fields, games court, bowling green and children's playground.



Map 72. Open space in Sanderstead

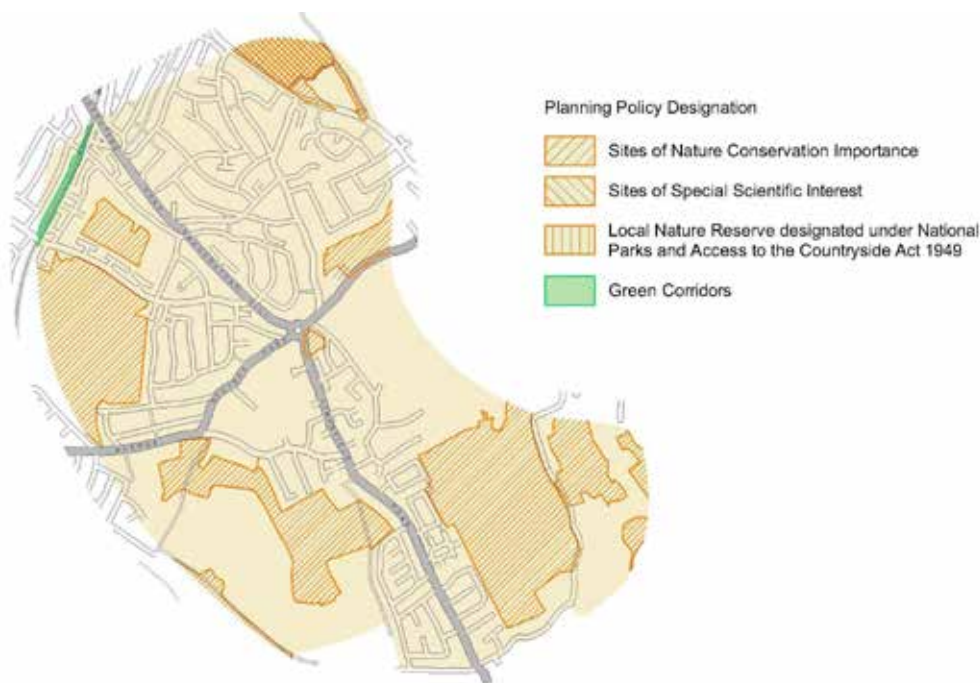


- Kings' Wood, of sixty hectares, was originally laid out for shooting with wide rides forming a grid pattern unlike the informal path network common in other woodlands such as Purley Beeches, a mature woodland of beech trees.
- Weytern Tree Garden, an ornamental garden contains a collection of trees and shrubs from around the world.
- Sanderstead Allotments serves the local community and is situated next Purley Beeches.

## RESIDENTIAL CHARACTER

Predominant residential housing types in Sanderstead

- **Detached houses on relatively large plots:** the majority of this type lie between Upper Selsdon Road and Sanderstead Hill. Medium/large houses built in a consistent style with a similar relationship to each other and the street. The majority of houses and streets are laid out and built between 1910 and 1940 on former farmland. There are some street trees, but often minimal front boundaries which allow gardens to contribute to a generally



Map 73. Green corridors in Sanderstead

green environment. Architecture of houses is generally in a neo-vernacular style, often referred to as 'Tudorbethan'. A range of other styles are evident on West Hill, which is designated as a Local Area of Special Character. Private driveways leading to a detached or integral garage and parking areas mean that on street parking is less of a problem than other housing types.

- **Planned estates of semi detached houses:** mainly between Sanderstead Hill and Mitchley Avenue, and also at the Croham Heights Estate off Upper Selsdon Road. Medium sized semi detached houses are regularly arranged with small front gardens with off street parking, and long rear gardens with small ornamental trees and other planting.
- **Local authority built housing:** between Limpsfield Road and Wentworth Way. Housing is semi detached or in small terraces with detached garages in between. Buildings are laid out in a regular arrangement with some provision for parking, but no public space or street trees.



Photo 65. Detached houses on East Hill



Photo 66. Detached houses in West Hill



Photo 67. Hamsey Green Pond



Photo 68. All Saints Church in Sanderstead

# SELSDON



## SUMMARY






Selstdon is a suburban residential area with a well defined district centre, surrounded by large scale green open spaces such as: Selstdon Wood, Heathfield and Littleheath Woods. The predominant residential character types consist of: *Planned Estates Of Semi-Detached Houses*, some *Local Authority Planned Estates With Public Realm* and *Mixed Type Compact Houses And Flats On Relatively Small Plots*.



### PREDOMINANTLY RESIDENTIAL

-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure



Map 74. Local character of Selsdon

## CONTEXT

Selsdon is situated to the south east of the borough, bordering the district of Tandridge in Surrey. The area is focused on Addington Road / Selsdon Park Road.

## TOPOGRAPHY

- Due to the hilly nature there are a number of local views of adjacent countryside and woodland and some longer distance ones of Croydon town centre and south west London.

## GEOLOGY

- Selsdon lies mainly on Upper Chalk with an outcrop of Harwich Sand laid on Lambeth Sand and Clay onto Thanet Sands in the vicinity of the Ballards estate, north of Addington Road and east of Littleheath Road.



Map 75. Topography of Selsdon

## HISTORICAL DEVELOPMENT

### ORIGINS

- The early history of Selsdon relates to the area around Selsdon Hill, with 'Selesdun' referred to in an Anglo Saxon charter.
- There was a medieval farm on the site of the current Selsdon Park Hotel, with lands extending across the area.
- Selsdon Wood, Littleheath Woods, and Gee Woods covered the land not used for agriculture.

### UP TO 1880S

- A new farm, Selsdon Park Farm on Addington Road, was built from the beginning of the 19th century, with symmetrically arranged buildings and cottages, some of which survive. A semi-circular green on the northern side of Addington Road was formed at the same time, and has since been developed to form Selsdon Crescent.
- Stones Farm to the north of the area was developed to form the Heathfield Estate between 1866 and 1872 by Henry Goschen, second son of the Viscount Goschen.



Map 76. Historical development of Selsdon

### 1880S TO 1940S

- Selsdon Park was enlarged firstly in the late nineteenth century, and then again in 1925 to form a hotel. The design of the new building was carried out in a Neo Jacobean style.
- Housing was built to the north of Addington Road from the 1920s by developer Richard Costain, as a part of what was labelled ‘Selsdon Garden Village’.
- Costains went as far as to construct a narrow gauge steam railway to allow for the completion of a new road, Farley Road, which would improve connections into Croydon town.

### 1940S TO PRESENT DAY

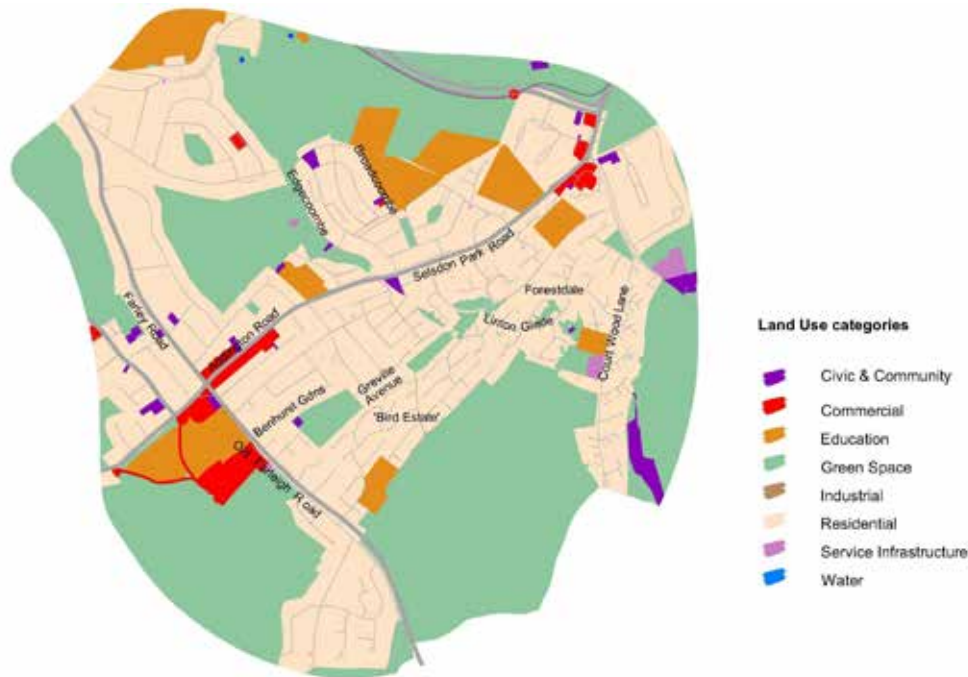
- Several schools formed in Selsdon during the twentieth century serving the wider area.
- Extensive new areas of housing were developed later in the twentieth century at the Bird Estate and Forestdale.

### LAND USE

- Selsdon District Centre has a concentrated retail area on Addington Road, with a range of shops and other services.
- There is also a large supermarket on the junction with Old Farleigh Road.
- Other facilities centred on Addington Road include a library and community centre.
- In addition to the District Centre, Forestdale has a small local shopping area.
- Selsdon has two senior and five primary schools, as well as one independent school.

### SOCIO ECONOMIC MIX

- Selsdon has a larger proportion of older people than the borough average and a smaller proportion of working aged people.
- The population is significantly less ethnically diverse than the borough average with 16% from a minority ethnic background.
- Selsdon is one of the most affluent places in the borough with over half of the households living in suburban homes, with a high proportion in home ownership, and with increasingly independent children.



Map 77. Land use in Selsdon



Photo 69. Heathfield House

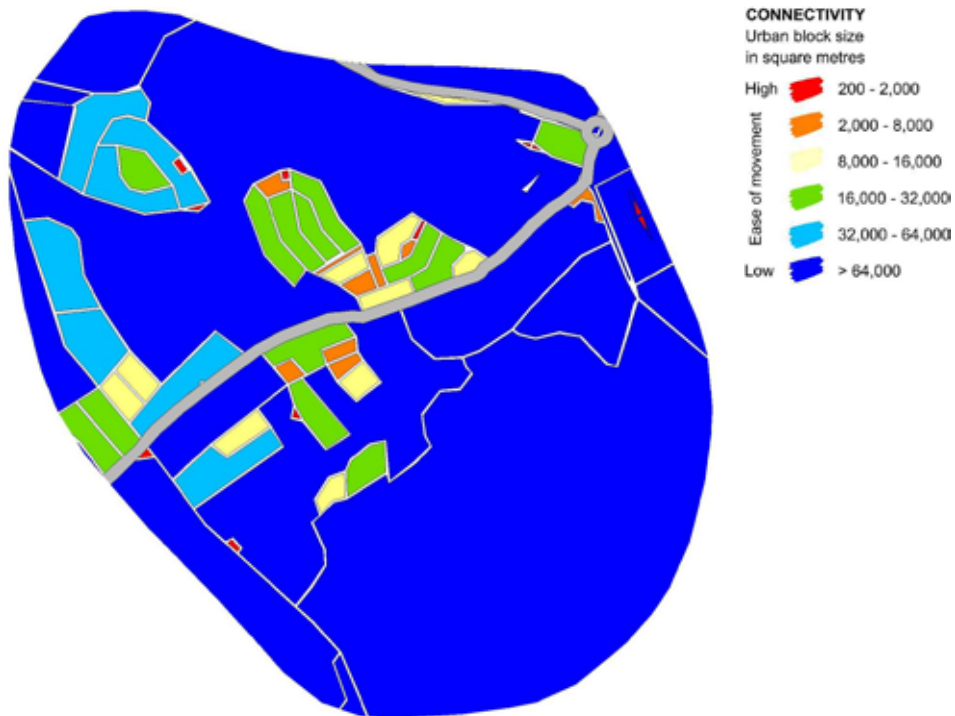
- Four areas fall into 20% most deprived areas nationally for the 'Barriers to Housing and other service' domain. This means the households are not located in walking distance of essential local services and shops, and, or cannot easily access home ownership or have social housing waiting lists.

## MOVEMENT

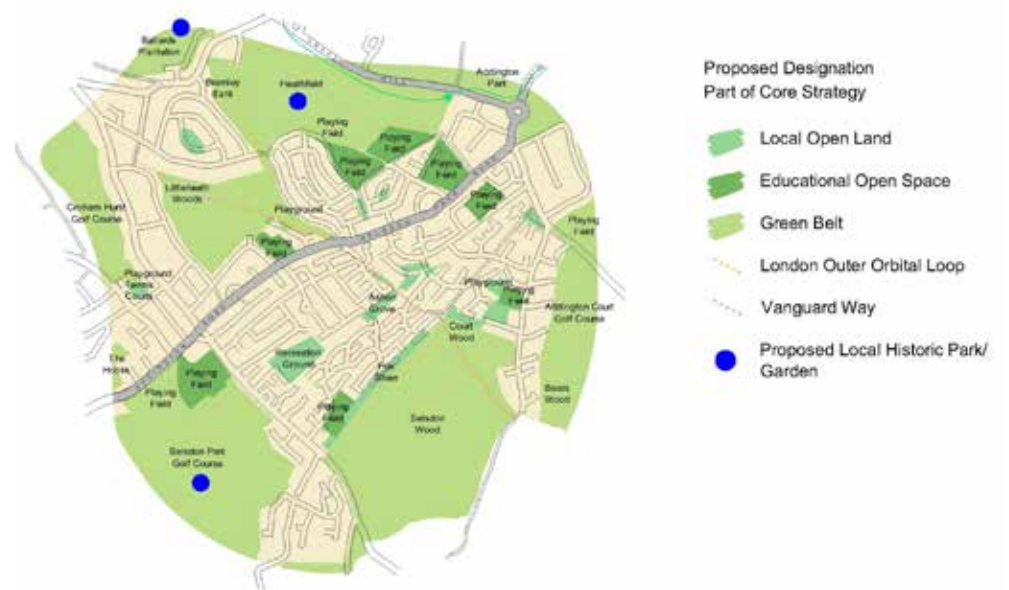
- Accessibility to open space varies with a tram stop on the eastern side of the area and a bus route through Selsdon.
- Access to the smaller open space areas is via road and footpaths.
- Car dependency is high due to the lack of public transport and convenient rail stations in the area.
- The newer estates of Forestdale and Selsdon Vale along with parts of the Ballards estate, are more difficult to navigate with less choice of routes. Isolation, in some cases is compounded by adjacent open space

## OPEN SPACE AND LANDSCAPE CHARACTER

- Selsdon's landscape character is essentially 'edge of suburbia next to countryside'.
- The housing estates around Selsdon tend to have small street trees, and where they are on hillsides, have views of woodland, agricultural land and/or Croydon town centre
- Open space in the area includes two large areas of woodland at Littleheath Wood and Selsdon Wood Nature Reserve, the latter being owned by the National Trust but managed by Croydon Council.
- There are significant amounts of school playing fields and agricultural land.
- Forestdale and Selsdon Vale are set amongst a mature landscape with small open spaces Courtwood Playground, Lady Grove and Falcon Wood Meadow.
- Heathfield Estate on the hillside to Addington and Shirley Hills, forms a significant land holding, including the ornamental gardens set around Heathfield House, agricultural land and Bramley Bank Nature Reserve, all adding to the verdant landscape character.'



Map 78. Connectivity in the movement network of Selsdon



Map 79. Open space in Selsdon

## RESIDENTIAL CHARACTER

Predominant residential housing types in Selsdon

- Planned estates of semi detached houses:** main areas between Benhurst Avenue/Greville Avenue and Addington Road, and between Broadcombe and Edgecombe. Medium sized semi detached houses, or small symmetrical terraces, regularly arranged with small front gardens with off street parking, and long rear gardens with small ornamental trees, and other planting are typical of this type with a consistent layout and relationship to each other and the street. Houses are simply detailed, generally plainly rendered with tiled roofs. The design of some streets is loosely based on the art deco style.
- Mixed type compact houses and flats on relatively small plots:** a large concentration at the 'Bird Estate', between Linton Glade and Old Farleigh Road, and a large area between Selsdon Park Road and Court Wood Lane, known as Forestdale and Selsdon Vale. Houses are arranged on distinctive curved streets and are mainly semi detached or in small terraces. As is typical of late twentieth century housing, the buildings have small enclosed

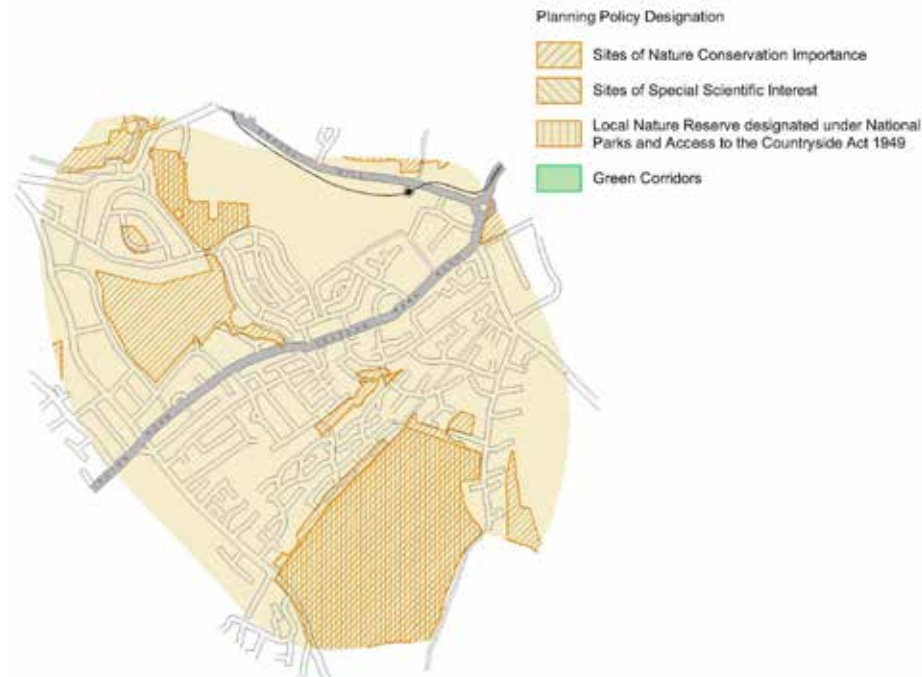
back gardens with open garden/parking space to the front. Many of the houses are dormer bungalows. Architectural style is simple, with mainly red brick and timber clad elevations. There are small trees and shrubs in front garden areas. Public space is incorporated into Forestdale and Selsdon Vale, but, is limited to some grass verges in the newer estate between Linton Glade and Old Farleigh Road.



Photo 70. Forestdale Primary School



Photo 71. Selsdon district centre

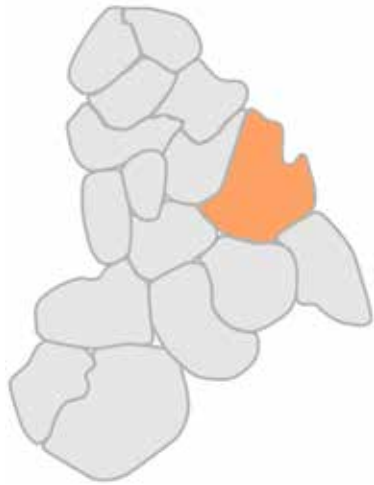


Map 80. Green corridor in Selsdon



Photo 72. Selsdon Palace set in the historic park

# SHIRLEY



## SUMMARY

Shirley is predominantly a suburban residential settlement surrounded by natural areas of Green Belt. This place is defined by the regular rhythm of well-spaced buildings with well-kept landscaped areas; to the front, that allow oblique long range views beyond the rear gardens.






Shirley's residential character predominantly consists of: *Planned Estates Of Semi-Detached Houses With Garages* and *Mixed Type Flats And Compact Houses* set in large green spaces. The southern section, dominated by *Scattered Houses On Large Plots* surrounded by expansive areas of greenery, including woodland of Addington Hills.

Shirley has three urban and one suburban shopping area characters along Wickham and Shirley Roads. The suburban feel of these shopping areas are strengthened by tree lined streets, green verges with planting and small green spaces and parking accommodated in slip roads. These features play a vital role in creating Shirley's sense of place

### PREDOMINANTLY RESIDENTIAL

-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure





Map 81. Local character in Shirley

## CONTEXT

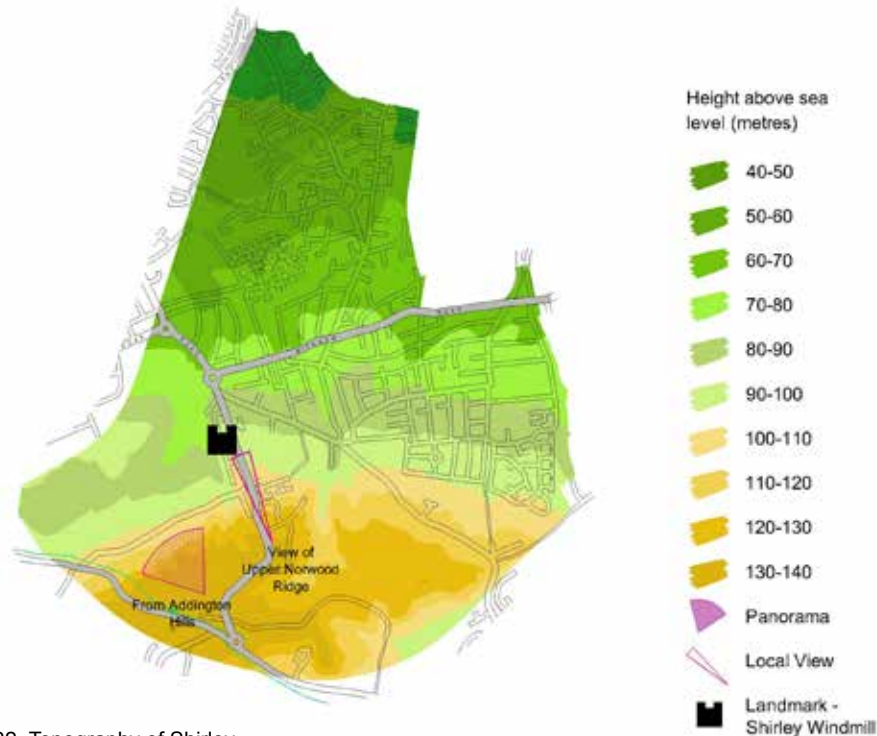
Shirley is located to the east of Croydon, bordering the London Borough of Bromley, centred on Wickham Road and Upper Shirley Road. The character of the area varies to the north and south of Shirley Church Road.

## TOPOGRAPHY

- A local historic landmark, Shirley Windmill, lies to the west of Upper Shirley Road, although there are limited views of it from local roads.

## GEOLOGY

- Addington Hills, is formed of Harwich sand laid over Lambeth Sand and Clay on Thanet Sands and rises to a plateau 460 feet above sea level, with extensive views over Croydon, and South West London. Upper Norwood with its television mast can be seen from Shirley Hills/Upper Shirley Road

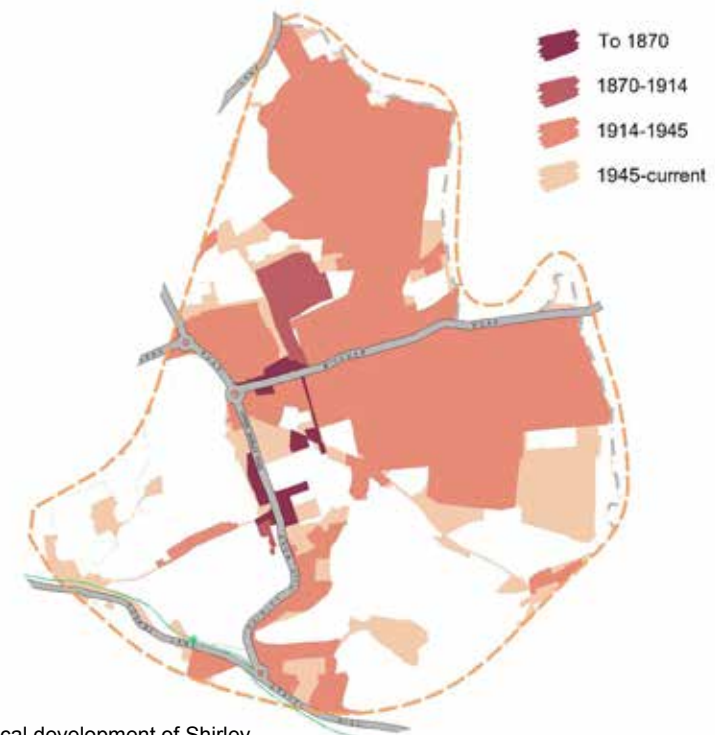


Map 82. Topography of Shirley

## HISTORICAL DEVELOPMENT

### ORIGINS

- The earliest settlement in Shirley related to 'Broadcombe', a hamlet formed around the estate which was in existence by 1221 and now the site of Geoffrey Harris House, (formerly Coombe House).
- Shirley developed from the combination of two settlements, one centred on Wickham Road, and the other on Upper Shirley Road.
- Large estates developed through the eighteenth century, with large new houses at Coombe Lodge, Coombe House, and Shirley House and Spring Park. Other Land to the east of the area related to Wickham Court and Addington Place/Palace.
- A number of farms lay within the area, including Coombe Farm and Ham Farm.



Map 83. Historical development of Shirley

## UP TO 1880S

- The area retained its rural character through the nineteenth century, with the village and each estate undergoing various levels of development. The church on Shirley Church Road was built in 1836, designed by a renowned architect, and the windmill, built in 1854.
- A large new estate at Monks Orchard was formed in the 1850s, covering 1,540 acres and stretching as far as Shirley village. The mansion was redeveloped in the early twentieth century as Bethlem Hospital.
- A short lived racecourse was formed at Stroud Green Farm in the 1860s, served by Woodside Station.

## 1880S TO 1940S

- The Shirley Oaks orphanage, or the 'Shirley Schools' had formed by 1910.
- A large new housing estate developed from the 1920s between Wickham Road and Shirley Church Road on the land of Spring Park. The estate was built on the pattern of field boundaries with many street names reflecting the area's past. Patches of woodland were retained at Stuart Crescent and Spring Park Wood, as well as the old mill pond and surrounding green space.

## 1940S TO PRESENT DAY

- The Monks Orchard and Shirley Oaks areas were the last parts of Shirley to be developed for housing, whilst Spring Park House succumbed to the development of Farm Drive.

## LAND USE

- A significant proportion of Shirley is covered by residential estates and housing.
- Retail is focused on Wickham Road and is divided into two main sections.
- A public library is located on the corner of Wickham Road/Hartland Way and there is a community hall opposite Nursery Avenue on Wickham Road.
- There are further shopping Parades on Shirley Road and Bywood Avenue.
- Shirley has eleven schools.

## SOCIO ECONOMIC MIX

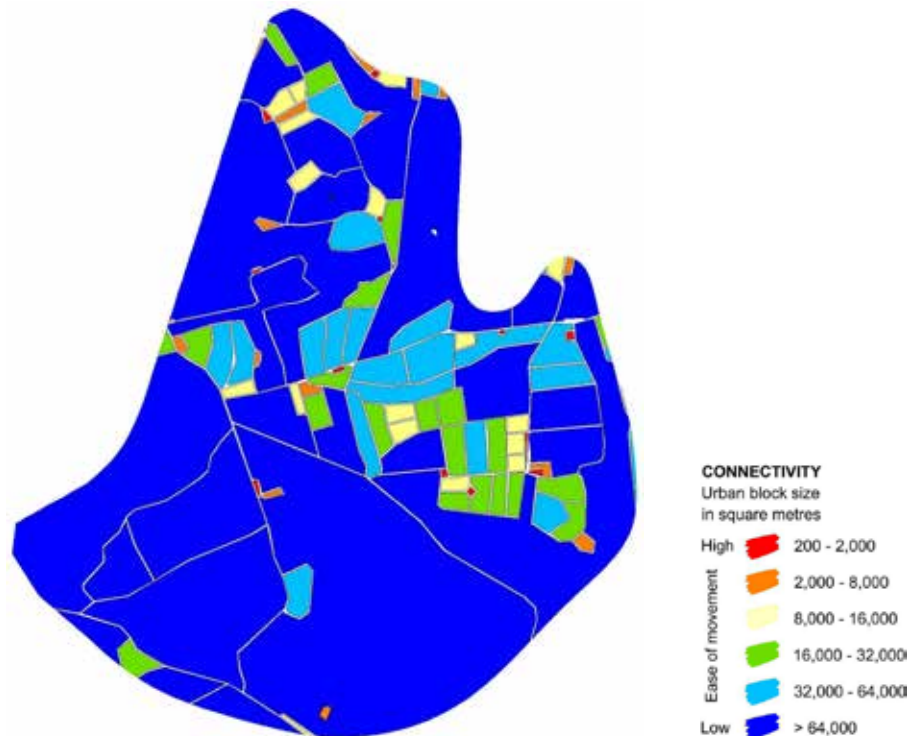
- There is a population of 13,628 in the electoral ward of Shirley, with a higher than average proportion of older people, and a smaller than average proportion of working age people compared to the borough average.
- The population of Shirley is less diverse than the borough with 23% from a minority ethnic community.
- There is a mixture of affluence and deprivation in the electoral ward of Shirley with a significant proportion of households of high incomes, and those on low incomes or in receipt of social benefits making up the majority of households in the south-east of the ward.
- Three areas of the ward fall into 20% most deprived areas nationally for the 'Barriers to Housing and other service' domain. This means the households are not located in walking distance of essential local services and shops, and, or cannot easily access home ownership or have social housing waiting lists.



Map 84. Land use in Shirley

## MOVEMENT

- Parts of the Monks Orchard area are deficient in access to public transport and with cul-de-sacs are difficult to navigate.
- There is a tram stop to the northern edge of the place on Long Lane, but no railway station.
- Tramlink also lies to the south at Coombe Lane. Whilst this provides links to open space from Croydon and New Addington it is not conveniently close to the main residential areas of Shirley.
- With a high dependency on cars there is congestion at peak times on the main roads.
- Wickham Road is the main east west commuter route and parallel residential roads are used as alternative routes at peak times.
- Some of the public open spaces in the area are accessible by bus.



Map 85. Connectivity in the movement network of Shirley

## OPEN SPACE AND LANDSCAPE CHARACTER

- Shirley is well served with open spaces supplemented by golf courses.
- The character varies from suburban tree lined streets to pine and heathland.
- The pine dominates the hillsides with a heath land plateau on top of the ShirleyHills/ Addington Hills area.
- Lloyd Park is easily reached by tram and caters for field sport, disc golf, bowls, tennis and children's play and also has valuable grassland meadows away from the more heavily used areas. Shirley Park estate links it to school playing fields and Addington Hills.
- Small local parks, Shirley Church Recreation Ground, Millers Pond and Parkfields provide easily accessible facilities
- Coombe Wood ornamental gardens and woodland, a green Flag awarded space attracts visitors from across the borough especially in the late spring when rhododendrons and azaleas dominate the lower slopes.
- Orchard Avenue Allotments is a small site providing plots for local residents.
- The majority of the housing in the areas have gardens, with tree lined streets, mostly small ornamental trees

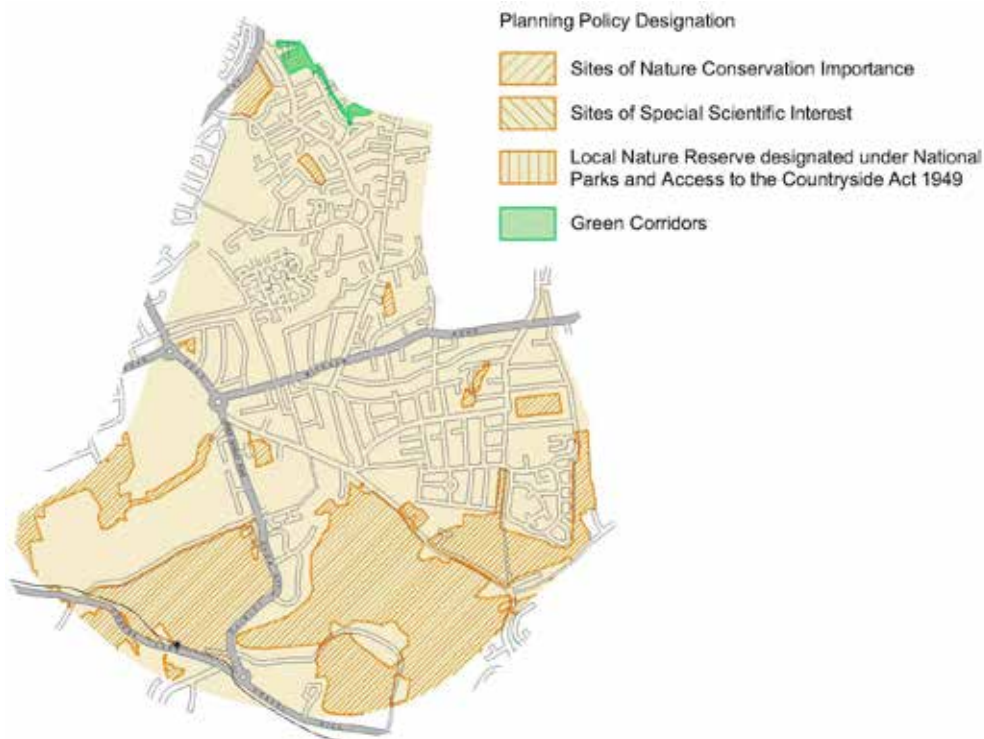


Map 86. Open space in Shirley

## RESIDENTIAL CHARACTER

Predominant residential housing types in Shirley

- **Planned estates of semi detached houses:** large area centred on the Spring Park area between Spring Park Avenue and the borough boundary to the east. Further housing of this type lies to the north of Wickham Road, covering the majority of north Shirley with exception of Shirley Oaks, the Glade and Orchard Way. Houses are designed and laid out with a high degree of consistency, in a limited number of standardised architectural designs. The Spring Park estate was laid on farmland between the 1920s and 40s by developers. Small areas of countryside were often retained during the building of estates, but no new other open spaces were incorporated. Streets are tree lined with small front gardens/driveways, whilst houses have large back gardens supporting a large amount of trees and other planting.



Map 87. Green corridor in Shirley

- **Mid-rise blocks of flats and Compact houses on relatively small plots:** main areas at Shirley Oaks and Shrublands as well as the Orchard Way area. The housing has a compact building form arranged in small closes, with individual houses in small terraces, semi detached, detached, or in small blocks. The housing has a lack of architectural detailing, and buildings are generally plain in appearance.
- **Low density scattered houses on large plots:** located on Bishop's Walk and in the Upper Shirley area, which is also in greenbelt land. Houses are large and irregularly arranged, often set back from the street and accessed via a driveway through extensive grounds. The architectural and historic importance of the historic village area of Shirley is recognised in the designation of a local area of special character.



Photo 73. Semi detached houses in Spring Farm Estate



Photo 74. Maisonettes on Cheston Avenue

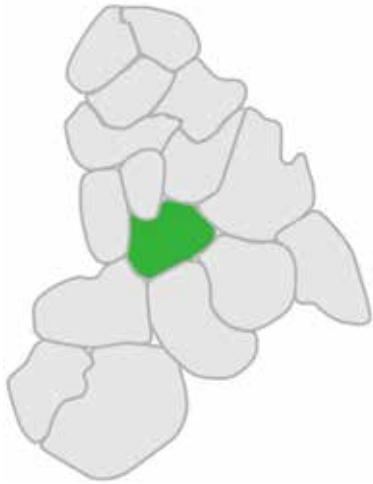


Photo 75. Scattered detached houses on Bishop's Walk



Photo 76. Compact houses on Upper Shirley Road

# SOUTH CROYDON.



## SUMMARY

South Croydon is organised from south-north along the A23. It's fragmented character can be attributed to the A23 and railway infrastructure. The areas to the East are rich in green open spaces of the Green Belt such as Lloyd Park. The *Industrial Estates* are primarily concentrated along railway infrastructure. Small pockets of *Industrial Estates* are also scattered within residential blocks.






The predominant residential character consists of *Terraced Houses And Cottages*, located within the central strip, with *Mixed Type Of Flats And Compact Houses* to the west and north and *Detached Houses On Relatively Large Plots* and *Large Houses On Relatively Small Plots* with a substantial number of locally listed properties to the East.



### PREDOMINANTLY RESIDENTIAL

-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure



Map 88. Local character in South Croydon

## CONTEXT

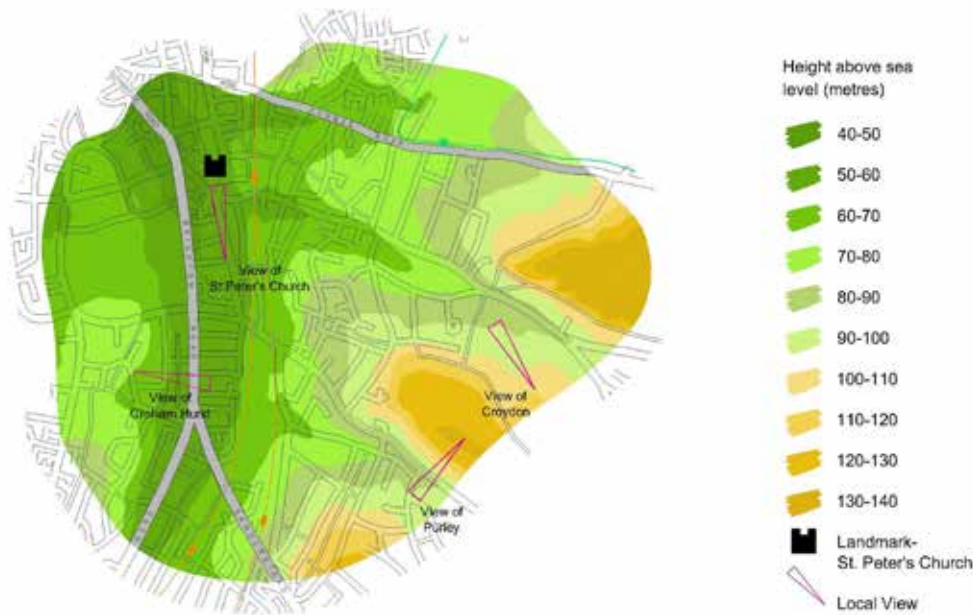
South Croydon lies immediately south of Croydon town centre with the majority of the area within 3 kilometres of the town. The area is largely residential with two local centres on Brighton Road, the main transport corridor through the area.

## TOPOGRAPHY

- The hillsides provide panoramic views across the Wandle valley, to the south looking towards the North Downs and north west to the taller buildings in Croydon town centre such as Altitude 25 and the NLA tower.
- The spire of St. Peter's Church is visible from the surrounding hillsides.

## GEOLOGY

- South Croydon is formed of Upper Chalk hillsides to the sides of the gravelled Wandle Valley with an outcrop of Thanet and Lambeth sands topped with gravel and rounded pebbles on the high point of Croham Hurst.



Map 89. Topography of South Croydon

## HISTORICAL DEVELOPMENT

### ORIGINS

- Brighton Road an important thoroughfare with Roman origins, divides the area and provided a focus for settlement.

### UP TO 1880S

- Woodland belonging to Archbishop Whitgift was gradually released and cleared for large estates and farming over the course of the eighteenth and nineteenth centuries with the exception of South Croydon.
- Major development of the area between Brighton Road and the railway line commenced from 1830's with early Victorian terraced housing and localised industry.
- The construction of South Croydon station in 1865 and Selsdon Station in 1885 made the areas to the west and east of Brighton Road popular for the building of large houses focussed on for commuters.

### 1880S TO 1940S

- Further farmland and estates were developed for housing, with Croham Hurst and Lloyd Park retained as public parks in 1901 and 1927 respectively.



Map 90. Historical development of South Croydon



- Low density suburban housing continued to be built further up the hillsides, maximising the scenic location on hill sides, close to park, woodland and recreation grounds with good road and rail links and parts in walking distance of Croydon town centre.

**1940S TO PRESENT DAY**

- The area has continued as a popular commuter suburb. Many large Victorian/Edwardian houses have been converted or redeveloped to flats increasing residential density and on street parking.
- Fragmented residential and commercial development has continued along Brighton Road and the railways, the majority are small blocks of flats of three storeys.

**LAND USE**

- South Croydon, is mainly a residential area serving Croydon town centre and London with good transport links.
- There are a few employment areas with one small business park at Two Bridges off Selsdon Road.
- Due to the proximity to central Croydon there is a relative deficiency in the range of community services (library, adult education building, police, public recreation facilities).
- There are two senior and two primary schools with three independent schools/ colleges.



Photo 77. Lloyd Park



Photo 78. Haling Grove



Photo 79. St Peter's Church

- Immediately north of the South Croydon local centre is the restaurant area on Brighton Road serving central Croydon and surrounds.
- Between the two local centres there are small clusters of shops interspersed with residential property along Brighton Road.
- South of the local centre with the Red Deer public house there are clusters of shops interrupted by residential and mixed use such as car show rooms.

**SOCIO ECONOMIC MIX**

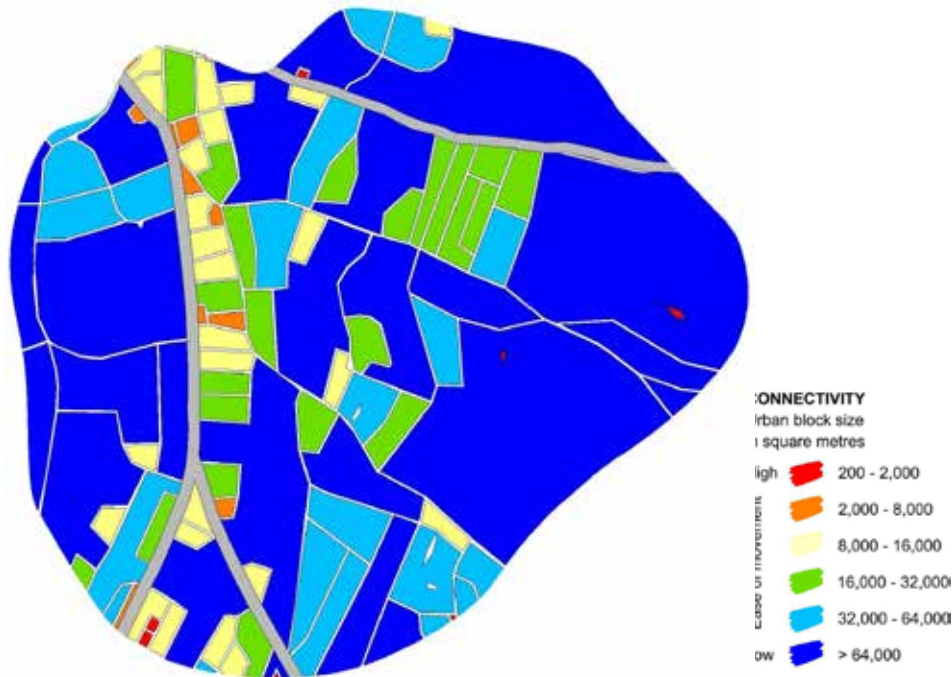
- South Croydon includes the electoral ward of Croham with one of the highest proportions of working age groups,(65%) for all the wards on Croydon.
- There are 26% from a minority ethnic background, compared to a Croydon average of 36%.
- A place with a more transient population, educated young single people predominantly occupy the part of South Croydon closest to Croydon town centre along Brighton Road and the area immediately adjacent.
- The second largest group are the career professional living on the hillsides in the area with the majority to the west side of Brighton Road and to the east around Haling Grove area.



Map 91. Land use in South Croydon

## MOVEMENT

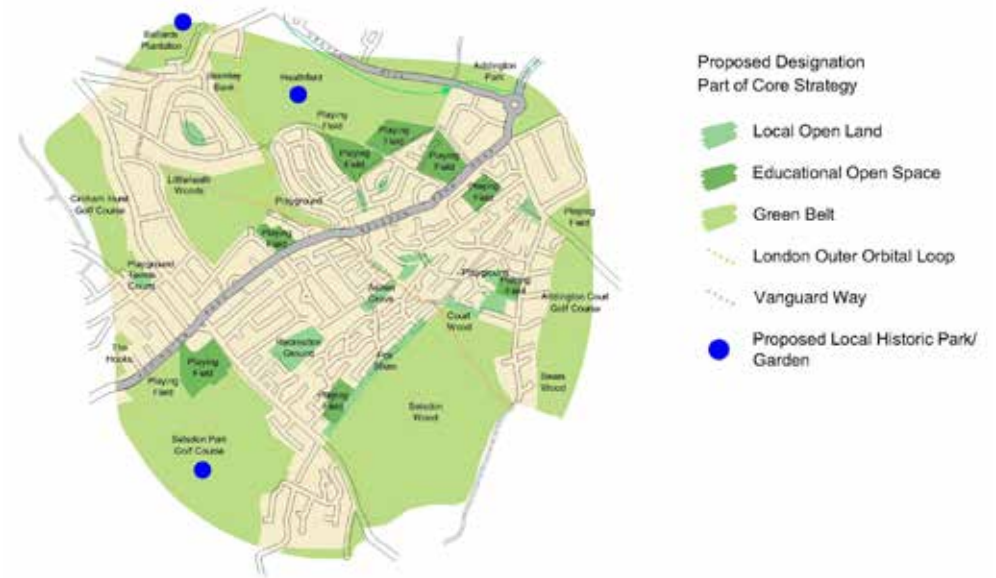
- East/west movement is restricted by the presence of the railway with only one pedestrian crossing and three major roads that link to Brighton Road and Croydon. This leads to congestion at peak times on these roads- Selsdon, Croham and Coombe Road for traffic travelling east and west and adds to that on Brighton Road.
- There are a number of through routes parallel to Brighton Road used as alternatives when the roads are congested.
- Although there is high car dependency it is less than places further south in the borough due to the proximity of Croydon town centre and high accessibility to bus, rail and tram.
- The open spaces are all accessible by public transport.



Map 92. Connectivity in movement network of South Croydon

## OPEN SPACE AND LANDSCAPE CHARACTER

- The landscape dominated suburban character of South Croydon is contributed to by the more mature and varied planting higher on the hillsides to the Wandle Valley and to the Croham 'ridge' running from the east to Wandle Valley with more limited species of street tree planting in the areas closer to the bottom of the valleys.
- South Croydon is well provided with open spaces and woodland along with play grounds situated in Lloyd Park
- Park, Haling Grove and South Croydon Recreation Ground.
- Croham Hurst, Haling Grove, Lloyd Park, and Coombe Wood all originated as part of large estates from the seventeenth century.
- These areas of parks and woodland are all accessible with good links to public transport including a tram stop at Lloyd Park.
- The landscape reflects the topography with the woodland of Croham Hurst and Coombe Wood providing a green backdrop to the housing in the valley and on the hillsides.



Map 93. Open space in South Croydon

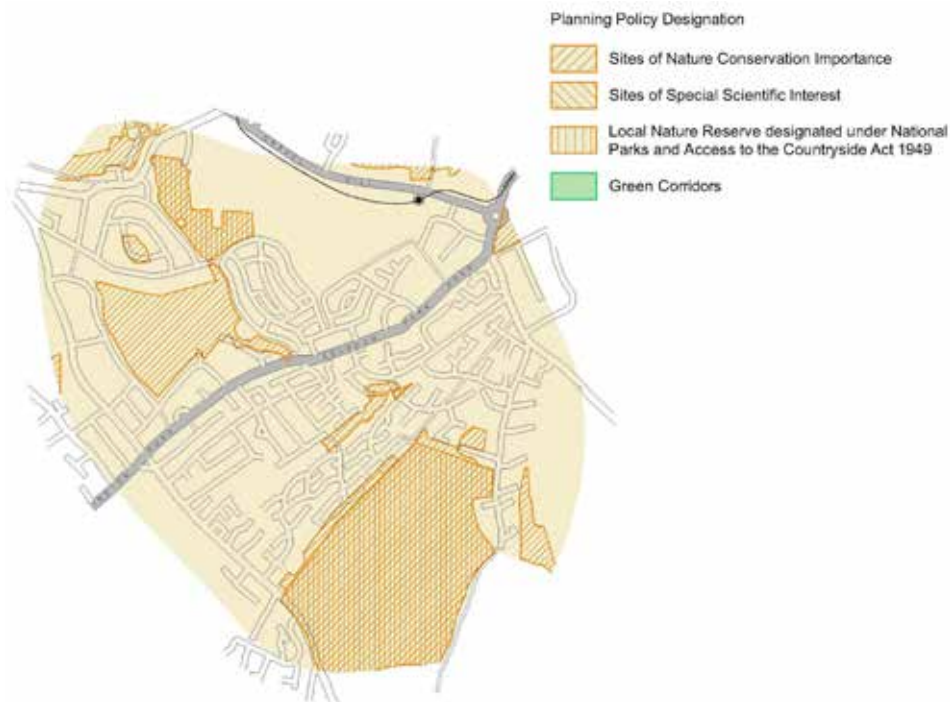
## RESIDENTIAL CHARACTER

Predominant residential housing types in South Croydon

- **Victorian Terraced houses and cottages:** mainly located close to Brighton Road and the railway, with narrow streets and any tree planting confined to footways with small ornamental species such as Cherries. On street parking is a dominant feature of these roads. Any front gardens are more likely to be paved than planted and, if of sufficient size, are used for parking.
- **Large Victorian/Edwardian houses on relatively small plots:** Located further out from Brighton Road and the town centre. - a) around St. Peter's Church, South Croydon station, west side of Brighton Road and roads closest to the Victorian terraced housing are more likely to be converted into flats. -b) Majority retained as individual houses in the streets between Croham Road and Coombe Road. With larger front gardens c) are more likely to have a boundary wall or fence or railing and gates with planting. The streets are slightly wider than those of the Victorian terraced areas. On street parking is a dominant feature with commuter parking in addition

to residents cars. High quality is recognised by Local Areas of Special Character in Dornton Road, Birdhurst Road and the Waldrons Conservation Area which includes part of Bramley Close and Bramley Hill.

- **Large interwar detached houses on relatively large plots:** Situated on hillsides/tops to the south west and east of the area. The front gardens landscaped with parking areas more likely to be integrated into the design. On street parking occurs more where there is a mix of semi detached and detached. Tree planting is a mix of small and medium size species, planted in front gardens or in grass verges on the street. Architecturally attractive, with a Conservation Area of the Chapman houses on Croham Manor Road and Hurst Way.
- **Mid-rise block of flats and Compact houses on relatively small plots:** Main area located in Park hill, an estate by Wates built in 1960-70s. The housing, flats, and garages, were planned with the landscape, with grassed open frontages and tree lined streets creating an attractive area. The earlier part is a Conservation Area. Other more recent housing in South Croydon tends to be in small pieces of land off main roads.



Map 94. Green corridors in South Croydon



Photo 80. Large houses on relatively small plots along Birdhurst Road



Photo 81. Maisonettes on Campden Road

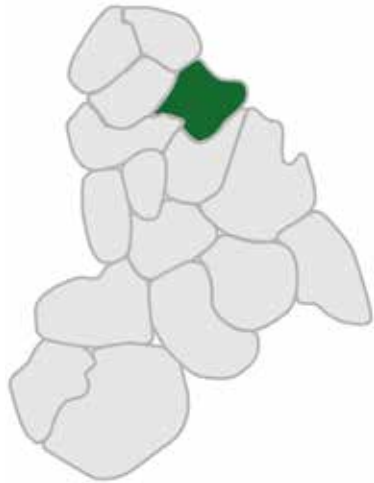


Photo 82. Large houses on relatively small plots along Birdhurst Rise



Photo 83. Mid-rise block of flats between St Peter's Road and Heathfield Road

# SOUTH NORWOOD



## SUMMARY

South Norwood is a Victorian urban centre, which has been recognised in its Conservation Area designation. It is predominantly a residential place with character types such as: *Terraced Houses And Cottages* with some patches of *Mixed Type Flats And Compact Houses*. Larger *Industrial Estates* are located along the railways and scattered within smaller residential blocks. There is one *Retail Estate / Business / Leisure Park* at the Eastern edge (Selsdon Park).






South Norwood Country Park and South Norwood Lake form the Northern boundary between this place and neighbouring boroughs. Smaller green open spaces are interlaced in urban fabric of the South.



### PREDOMINANTLY RESIDENTIAL

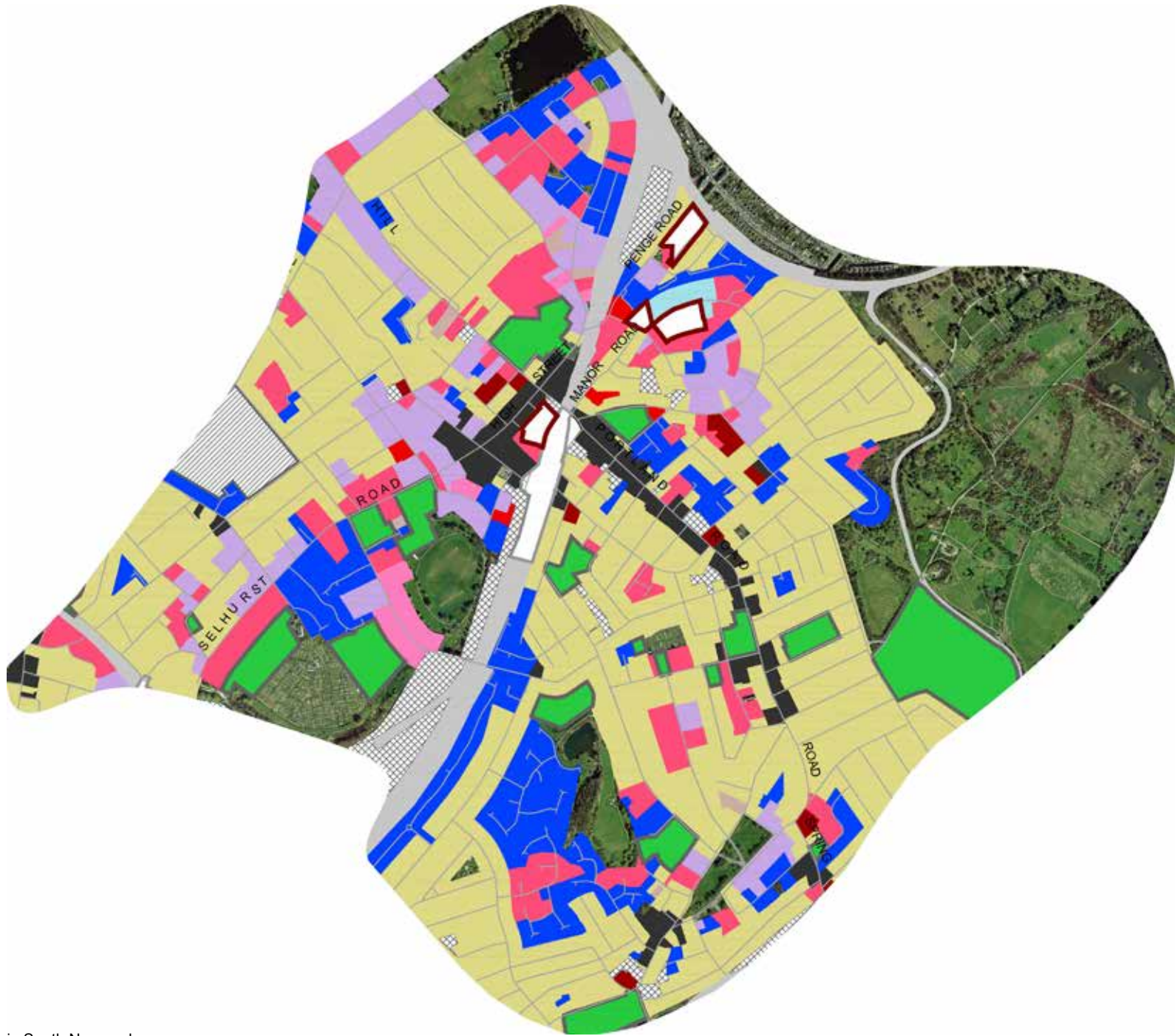
-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure



Map 95. Local character in South Norwood

## CONTEXT

South Norwood lies to north of Croydon Town Centre between Upper Norwood and Addiscombe. The area is centred around the district centre and Norwood Junction Station at the intersection of two roads (Portland Road / South Norwood Hill and High Street). The north of the area is located on the lower slopes of the Upper Norwood Ridge.

## TOPOGRAPHY

- There are local views from Goat House Bridge towards Selhurst and from Oliver Grove to the clock tower and station.
- Local landmarks include the clock tower on Station Road, Stanley Halls, St Luke's Church at Woodside Green, Holy Innocents Church on Selhurst Road, as well as several public houses. Selhurst football ground forms another significant landmark within the borough.

## GEOLOGY

- The area is built on a large expanse of London Clay.



Map 96. Topography of South Norwood

## HISTORICAL DEVELOPMENT

### ORIGINS

- The area of South Norwood was originally part of the Great North Wood, which by the end of the eighteenth century had been mostly cleared.
- An old hamlet existed around Woodside Green from the seventeenth century or earlier, with Portland Road existing as a path across Norwood Common.
- The Croydon Canal, built in 1809 and closed in 1836, originally passed through the area on its route between London and West Croydon. The canal looped around what is now Sunny Bank, with the roads still following this distinctive pattern.

### UP TO 1880S

- Following the closure of the canal a railway line was laid along the same route, and a station opened at Norwood Junction in 1859.
- A commercial centre grew around the station in the following decades, extending down Portland Road and along High Street from the 1850s.



Map 97. Historical development of South Norwood

- Streets of terraced houses were laid out along Portland Road, with some larger villas built on streets such as Queen’s Road and Lancaster and Warminster Road.
- A tramway was built along High Street leading down to Selhurst Station.
- A racecourse was created at Stroud Green Farm in 1866 with a station built nearby at Woodside in 1871.

#### 1880S TO 1940S

- William Stanley was a local benefactor who built the technical trade school, art gallery and public halls between 1901 and 1909, and lived nearby at Cumberlow Lodge.
- The clocktower, built in 1907, was constructed as a new focal point for the centre on Station Road in memory of the golden wedding of Mr and Mrs WF Stanley.
- Further residential development spread up the hill towards Upper Norwood, and to the east side of Portland Road.

#### 1940S TO PRESENT DAY

- Bomb damaged areas, such Belgrave Road, were redeveloped with social housing.
- Additional facilities were provided in the 1960s, including the swimming pool on Portland Road, and the library on Selhurst Road. The Harris Academy opened in 2007 on the site of the former Stanley Technical High School for Boys.

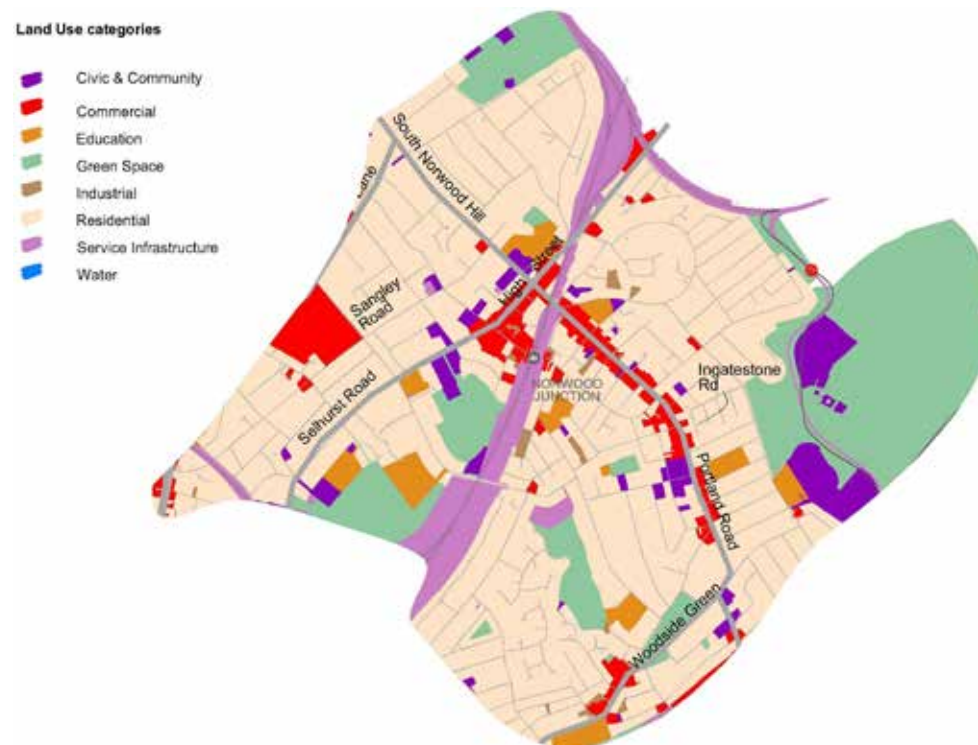
#### LAND USE

- South Norwood is a District Centre centred on a significant transport interchange, and served by a diverse residential area.
- The area has a library on Selhurst Road, as well as other facilities at the Samuel Coleridge Centre. The swimming pool is halfway between the centre and Woodside on Portland Road and was improved and reopened in 2007/8
- There are no designated employment areas outside the district centre, which has a mix of uses.
- There are six schools including the Harris Academy.
- The Stanley Halls provides a concert hall and other community facilities, but the building is in need of improvement.

#### SOCIO ECONOMIC MIX

- The place of South Norwood incorporates the electoral ward of South Norwood, with a population of 14,705.

- South Norwood ward has 15% over the age of 60, with 60% of working age.
- South Norwood has an ethnically diverse community with 44% from a minority ethnic background and a range of social groups occupying the area.
- The area has a large population of younger educated professionals in the vicinity of the station, with older families to the north.
- Deprivation is focussed around the southern areas of South Norwood.



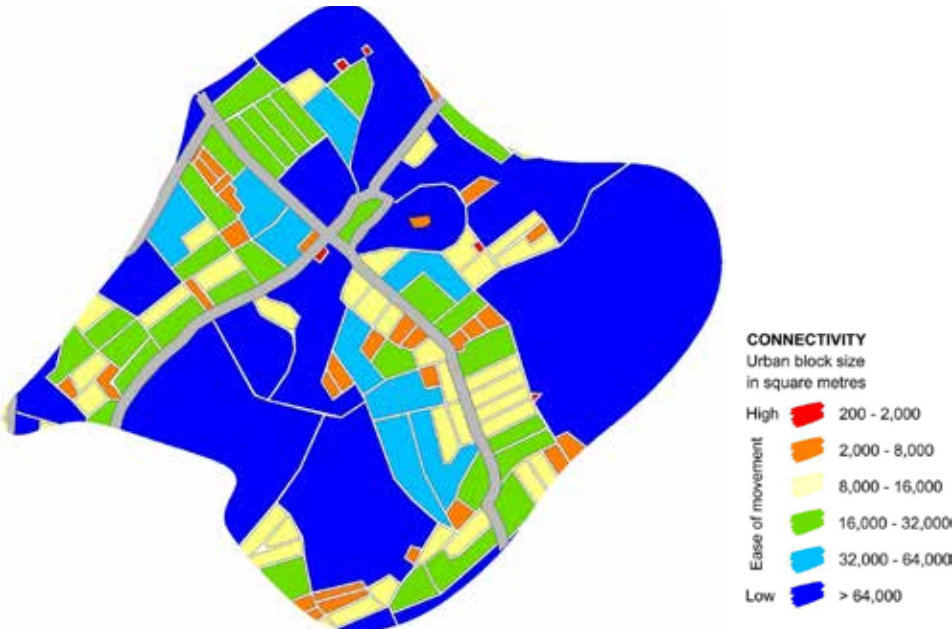
Map 98. Land use in South Norwood

## MOVEMENT

- Portland Road/South Norwood Hill forms the main north/south road link through the area.
- The main railway station and extensive Selhurst train depot bisect the area and create a major barrier to east/west movement with only three crossing points in the area. Portland Road bridge has a height restriction for buses.
- South Norwood has relatively high public transport accessibility, with tram stops at Woodside and Arena, and rail and bus links north/south.
- Most of the open spaces are within easy reach of tram, rail, or bus stops
- The area is less car dependent than areas further south in the borough.

## OPEN SPACE AND LANDSCAPE CHARACTER

- The landscape character is dominated by the built form which is interspersed by open space.
- The area is well provided with open spaces with three parks, a recreation ground, as well as other historic open spaces such as Woodside Green.
- Woodside Green retains a village green character, with tree lined greens, a boundary post and rail and war memorial, slightly eroded by the traffic dominating on the south side.



Map 99. Connectivity in the movement network of South Norwood

- There is one allotment area at Heavers Farm.
- The spaces have a various origins. For example, Brickfields Meadow was created on the land of the 'Crystal Palace Fireworks Manufactory' and brick fields, whereas
- South Norwood Country Park was created from former sewerage works.
- South Norwood Lake has origins relating to the Croydon Canal and provides the only boating facilities in the borough.
- Tree planting in streets is varied and location depends on the urban form of housing and width of streets, terraced areas with narrow footways leaving little room for trees.

## RESIDENTIAL CHARACTER

Predominant residential housing types in South Norwood

- **Victorian Terraced houses and cottages:** mainly located either side of Portland Road, south of the railway. The building form is compact and tight knit with streets varying in character according to age and architectural status. On street car parking dominates the street scene with very few street trees. Good examples of Edwardian streets, Ingatestone Road, Sangley Road and Huntly Road, are designated as Local Areas of Special Character.



Map 100. Open space in South Norwood



- Large Victorian/Edwardian houses on relatively small plots:** Located on the lower slopes of the Upper Norwood Ridge where the area adjoins Upper Norwood. Built for wealthy Victorian commuters, the houses are often of a high architectural standard. Tree lined streets, with small front gardens sometimes paved for parking. There are long rear gardens with mature trees. Many houses of this type are within the South Norwood Conservation Area, although character has been eroded over the years by minor alterations/extensions, as well as some redevelopment. Many houses are converted to flats.



Photo 84. Stanley Halls



Photo 85. Entrance to South Norwood Recreation Ground



Map 101. Green corridors in South Norwood



Photo 86. Woodside Green



Photo 87. Lancaster Road

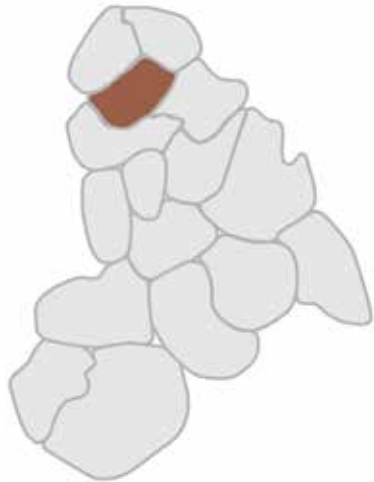


Photo 88. Kings Road



Photo 89. Ingatestone Road

# THORNTON HEATH



## SUMMARY

Thornton Heath is a heavily built up historic settlement with the district centre located around the railway station and the local centre at Thornton Heath Ponds in the A23 road corridor. Both the district and local centres are spatially clearly defined.






This place has a predominantly residential character consisting of *Terraced Houses And Cottages* with a number of Edwardian and Victorian parks interlaced within the urban fabric. Brigstock Road connecting both historic urban centres contains remains of the more prominent character type of Large Houses on Relatively Small Plots. There is a limited area of Compact Houses on Relatively Small Plots along the northern section of the railway line.



### PREDOMINANTLY RESIDENTIAL

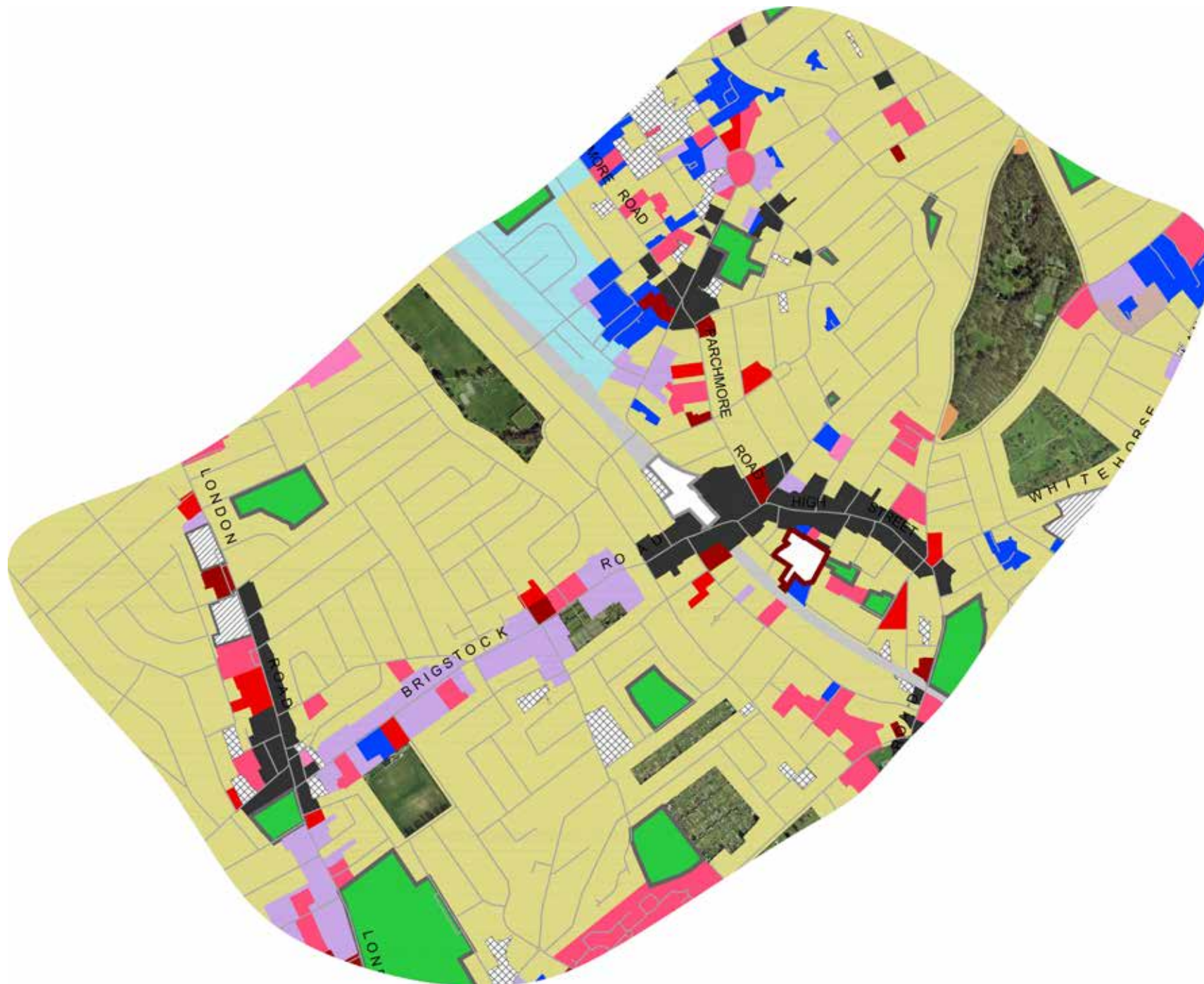
-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure



Map 102. Local character in Thornton Heath

## CONTEXT

Thornton Heath lies to the north of Croydon town centre between Broad Green and Norbury. The area is focused along Brigstock Road/High Street between London Road to the west, and the lower slopes of the Upper Norwood Ridge to the north/east.

## TOPOGRAPHY

- The area is built on a large expanse of Lambeth Sand and Clay with London Clay to the north east and including the High Street .

## GEOLOGY

- Up the hillside to the east there is a local view from the High Street towards Grangewood Park, and a designated Croydon Panorama view from the park over the south of the borough.

## VIEWS

- Local landmarks include the clock tower on the High Street and St Albans Church.



Map 103. Topography of Thornton Heath

## HISTORICAL DEVELOPMENT

### ORIGINS

- The settlement at Thornton Heath originated around the pond which lies approximately one mile to the west of the town, on London Road. The Wheatsheaf was established in the eighteenth century as a coaching inn.
- Thornton Heath itself was an area of approximately 36 acres of open land stretching north to Norbury, originally part of the manor of Norbury.
- Colliers Water Lane was an ancient route used by Charcoal burners taking water from the Thornton Heath Pond.
- The area earned a reputation in the 1700s for its dangerous highwaymen, with a number of executions carried out by the pond.

### UP TO 1880S

- Thornton Heath station was built on the established London and Brighton line in 1862, and the 'new' town quickly developed to the north and east.
- Streets of terraced houses were laid out around St Paul's church, whilst Beulah Crescent formed the focus of the new road system.
- Queen's Road Cemetery was created in 1861 to the south of area, with the Croydon Workhouse, later to become Queen's Road Hospital, built adjacent.



Map 104. Historic development of Thornton Heath

### 1880S TO 1940S

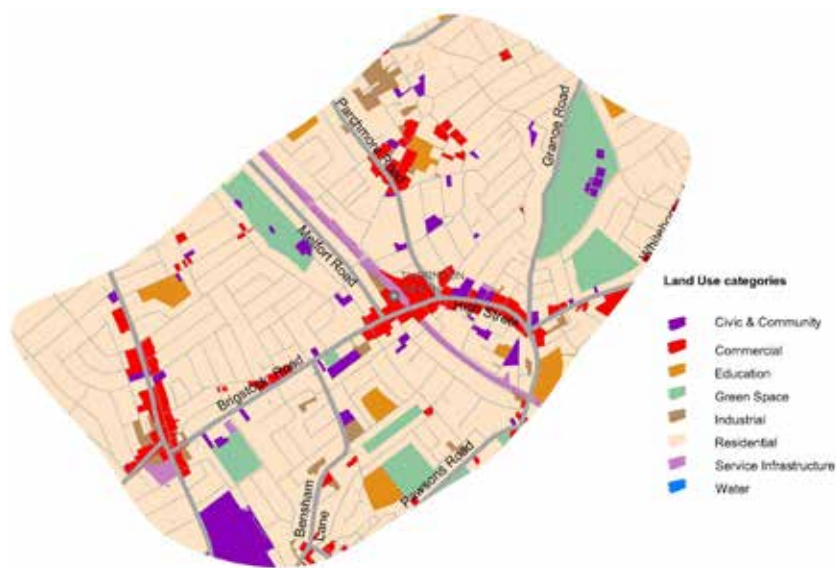
- New facilities built near the station included a library, public house, and a clock tower.
- Villas were built along Brigstock Road as the town developed west towards the end of the nineteenth century, spreading to the west of London Road in the 1890s.

### 1940S TO PRESENT DAY

- The residential streets of Thornton Heath are little changed since the early 1900s, although the town has been subject to new development.
- An area of railway sidings by the station was developed with a large mixed use building in the 1970s with Ambassador House built as offices over the railway at a similar time.
- A new leisure centre has been built on the high street in recent years.

### LAND USE

- Thornton Heath is a town centre surrounded by areas of terraced housing.
- The town has a leisure centre with swimming pool and gym, and there is a library to the west on Brigstock Road. There is a large supermarket in the centre of the town by the railway station, combined with multi storey car parking and offices.



Map 105. Land use in Thornton Heath

- There are no employment areas outside the town centre or away from London Road.
- There are two primary schools and one adult education centre in the area.
- There is an additional shopping area on London Road by Thornton Heath Pond.
- Mayday Hospital, the borough's main hospital, is situated to the south of the area on London Road.

### SOCIO ECONOMIC MIX

- The place of Thornton Heath includes the electoral ward of Thornton Heath with a population of 14,669.
- The place has a similar age structure to the borough average with 27% young up to 17 years old, 16% over 60, and a working age population of 57%.
- Thornton Heath is one of the most ethnically and religiously diverse in Croydon with 56% from a minority ethnic community.
- It has a close knit urban community and the area's multicultural population, with large Asian, Afro-Caribbean and Polish communities, is represented by the range of businesses on the High Street.
- There is a mixture of affluence and deprivation with some households, mainly in the west of Thornton Heath, on low incomes, or in receipt of social benefit.



Photo 90. Grangewood Park

## MOVEMENT

- With high public transport accessibility, Thornton Heath is less car dependent than areas further south in the borough due to
- London Road and Whitehorse Road are the main road links from north to south, with Melfort Road and Parchmore Road forming alternative north/south routes either side of the railway line. Bus routes through the borough follow these roads.
- Thornton Heath railway station is centrally placed in the district centre and is on the London and Brighton line. Selhurst station and junction are to the south of the area.
- East to west movement is restricted by the railway line with only three vehicular crossing points in the area and this does lead to additional congestion on roads in the area.
- Most open spaces are served by bus routes, or are within walking distance of public transport.



Map 106. Connectivity in the movement network of Thornton Heath

## OPEN SPACE AND LANDSCAPE CHARACTER

- The urban character of the area dominates with large areas of terraced housing.
- The area is well provided with open spaces, with one park, three recreation grounds, two allotment areas, a closed cemetery at Queens Road, and four additional sports grounds and spaces.
- Grangewood Park is historically significant in that it is reputedly the only surviving section of the Great North Wood, whereas the other open spaces were generally provided as the area was laid out in the Victorian and Edwardian period. Queens Road Cemetery originally served the whole of Croydon, but is now closed and is a haven for wildlife.



Map 107. Open space in Thornton Heath

## RESIDENTIAL CHARACTER

Predominant residential housing types in Thornton Heath

- Victorian Terraced houses and cottages:** the majority of housing across the area. It is a tight knit building form, the majority in terraces of over five houses; and some semis or smaller terraces. On street parking dominates the street scene, with many larger front gardens paved over to form parking spaces. Generally there are no street trees, but there are some on wider roads. Houses built later in the period are generally of lower density. Two terraces on Melfort Road are designated as Local Areas of Special Character due to their high architectural quality.



Photo 92. Queens Road Cemetery



Photo 93. Terraced houses on Melfort Road



Photo 94. Terraced Cottages on Furze Road



Photo 95. St. Michael and All Angels



Map 108. Green corridors in Thornton Heath



Photo 91. Thornton Heath Library

# WADDON



## SUMMARY






Waddon can be described as having a fragmented character consisting of *Retail Estates/Business/Leisure Parks* and *Industrial Estates* along Purley Way, *Local Authority Housing With Public Realm* on the Waddon Estate and large green open spaces of Duppas Hill, Wandle Park, Purley Way Playing Field and Roundshaw. The local character is most consistent in the centre of the place and scattered in areas towards the Northern and Eastern edges of Waddon.



### PREDOMINANTLY RESIDENTIAL

-  Cottages, terraced houses & close knit semi detached houses
-  Public housing with public realm
-  Large houses on relatively small plots
-  Detached houses on relatively large plots with minimal public realm
-  Planned estates of semi detached houses with garages
-  Low density, scattered houses on large plots
-  Compact houses on relatively small plots
-  Medium rise blocks with associated grounds

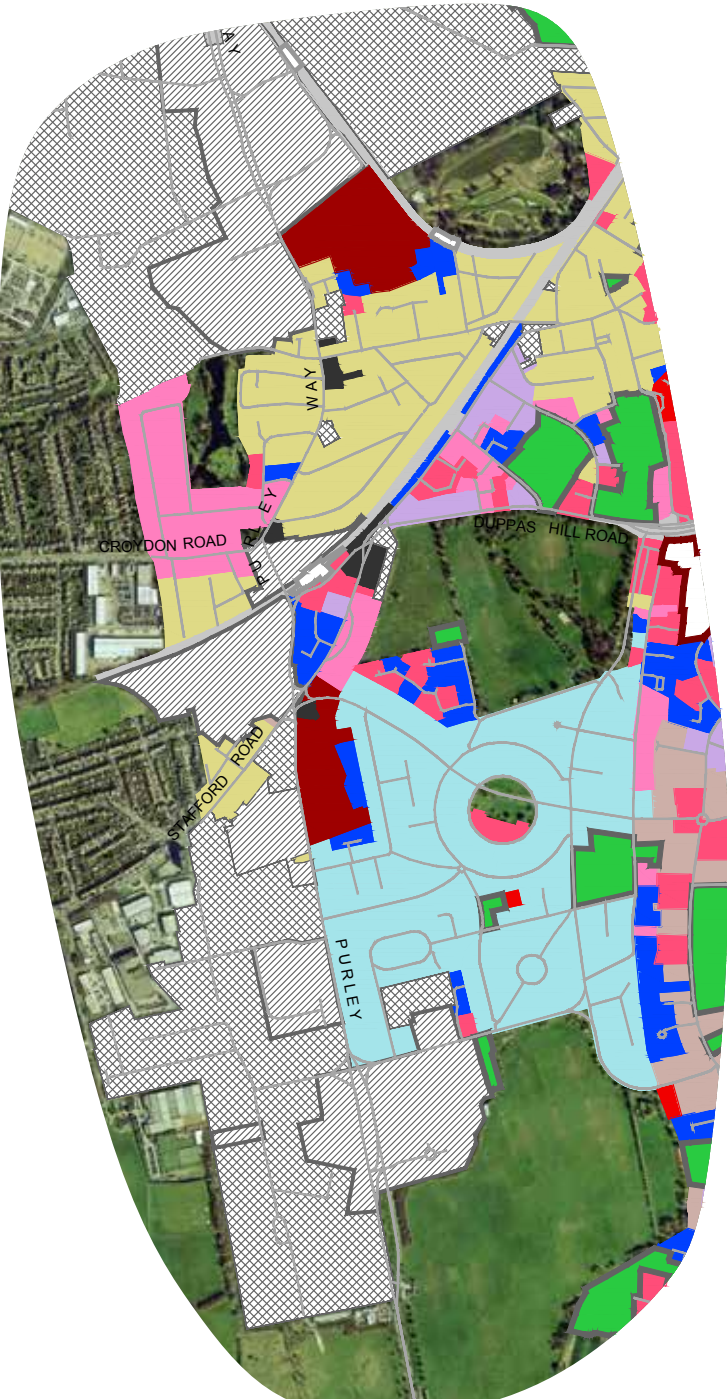
### PREDOMINANTLY MIXED USE

-  Urban shopping areas
-  suburban shopping areas
-  Large buildings with surrounding space
-  Large buildings with well defined building line and adjacent to other buildings
-  Tower buildings

### PREDOMINANTLY NON-RESIDENTIAL

-  Shopping centres, precincts
-  Retail estates / business / leisure parks
-  Industrial estates
-  Institutions with associated grounds
-  transport nodes
-  Linear infrastructure
-  Green Infrastructure





Map 109. Local character of Waddon

## CONTEXT

Waddon is located in the Wandle valley to the west of Croydon Town Centre, bordering the London Borough of Sutton. The area has no real centre, although there are a few shops at the main junction on Purley Way, known as Fiveways.

## TOPOGRAPHY

- There is a designated panoramic view to the north from Purley Way Playing Fields.
- Landmarks include Airport House on Purley Way opposite the playing fields and, in the distance, former power station chimneys at Ikea.

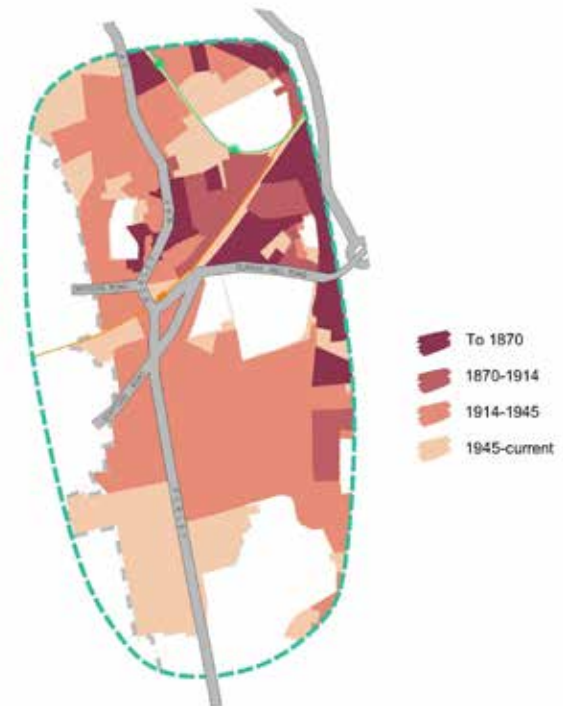
## GEOLOGY

- Waddon lies on Hackney Gravel to the north, Thanet Sand on the area north east of Waddon station, and chalk to the south.

## HISTORICAL DEVELOPMENT



Map 110. Topography of Waddon



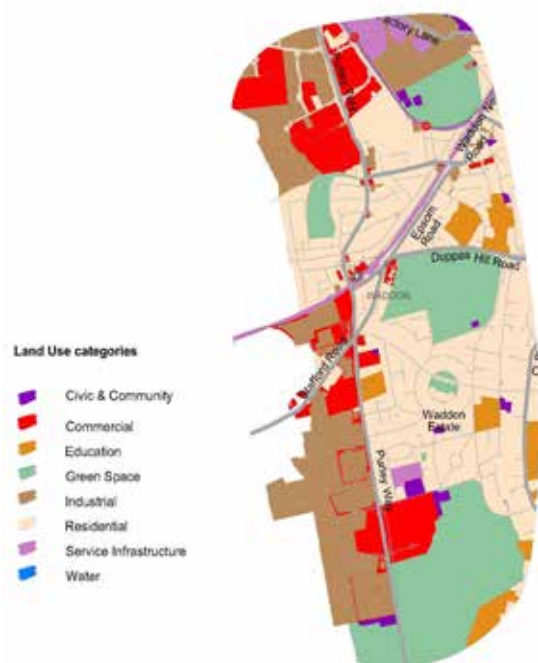
Map 111. Historical development of Waddon

## ORIGINS

- The settlement at Waddon is one of several which formed along the route of the River Wandle. Larger settlements at Beddington and Croydon developed to the west and east, with the old town of Croydon being only a short distance away.
- A corn mill at Waddon is identified in the Domesday Book, indicating the length of time that the river has been partially dammed.
- The main buildings of the settlement at Waddon were Waddon House, Waddon Lodge, Waddon Court Farm, the Hair and Hounds public house, as well as a collection of other houses and cottages all of which have since disappeared.
- Notable visitors to Waddon in the eighteenth century are said to have included Lord Nelson, who reportedly fished in the ponds.

## UP TO 1880S

- The construction of the Epsom Branch of the London, Brighton and South Coast Railway, opened 1844, had a major impact on Waddon by separating it from Croydon.



Map 112. Land use in Waddon

- Late in the nineteenth century the river was diverted to create watercress beds adjacent to the expanded mill complex.

## 1880S TO 1940S

17. Wandle Park opened in 1889, originally incorporating a boating lake formed by a widened section of the river.
18. London's first official airport opened in Waddon in 1920, formed by the combining of Beddington and Waddon Aerodromes, with a new complex of buildings subsequently added on Purley Way.
19. The Waddon estate, which accounts for the majority of housing in the area, was developed from the 1920s as social housing.

## 1940S TO PRESENT DAY

- The airport was closed in 1959, with the majority of the site turned over to industrial and commercial use.
- A new retail area grew along Purley Way in the 1980s and 90s, with several superstores building major outlets around the former power station site.

## LAND USE

- Waddon is relatively deficient in local facilities, with only a few shops on Central Parade at the Five Ways junction.
- Large retail outlets along Purley Way serve a wide area.
- A large housing development of 790 units, 'New South Quarter', is currently under construction off Purley Way.

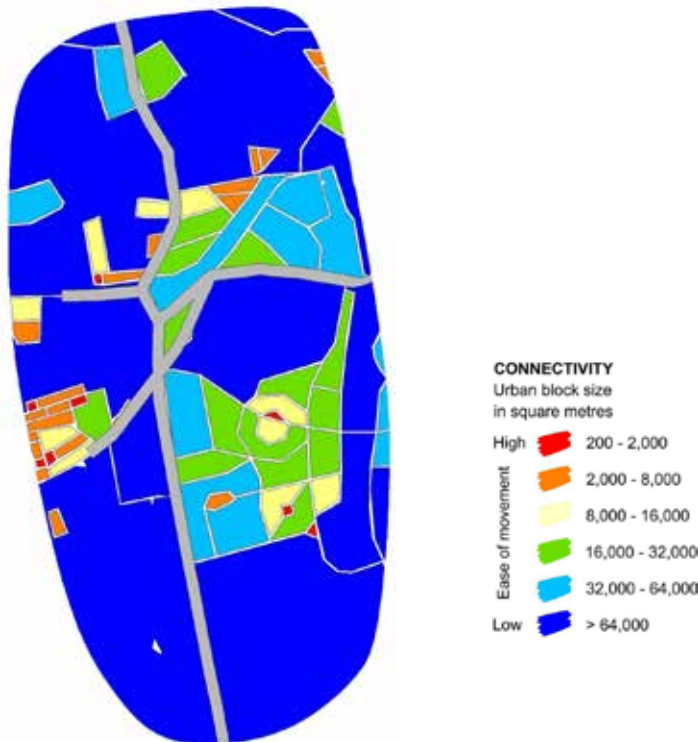


Photo 96. Wandle Park

- There are three large employment areas in Waddon at the Spitfire Business Park, Factory Lane, and the Mill Lane Trading Estate.
- The area has a relatively high number of schools, with a total of eight.

### SOCIO ECONOMIC MIX

- There are almost 14,000 people in Waddon with an age structure similar to the borough average with 17% over 60, 24% young and 59% of working age.
- Waddon is less ethnically diverse than the borough average but the school aged population is becoming more ethnically diverse.
- It has a close knit urban community
- Younger educated single people form a transient population around the western edges and into adjoining boroughs
- The eastern areas are more likely to be occupied by households of low incomes, in socially rented accommodation.

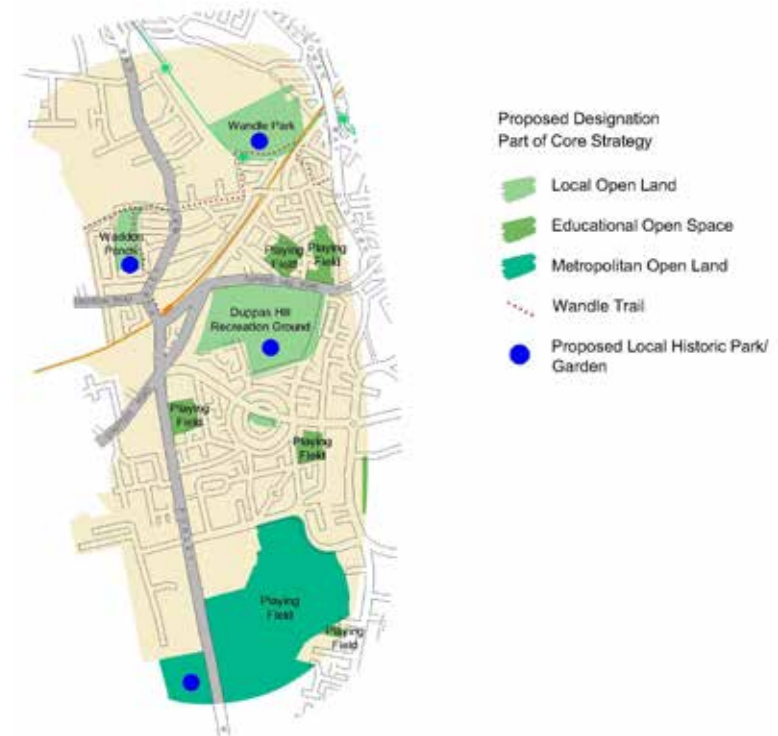


Map 113. Connectivity in the movement network of Waddon

- Residents living in Waddon are more likely to experience difficulty in accessing home ownership, have longer social housing waiting lists and not live within walking distance of local service and shops.

### MOVEMENT

- The major roads running through the area include Purley Way (A23), which restricts east / west movement, resulting in an unpleasant walking / cycling environment, although there are some footway/cycle paths being developed parallel to Tramlink, providing improved access and crossing points.
- There is a major road junction at the intersection of Denning Avenue, Stafford Road and Purley Way, known locally as 'Five Ways'.
- The place's railway station is Waddon Station, which is on the Epsom branch of the London Brighton and South Coast line.
- There are tram stops at Wandle Park and Waddon
- Marsh which connect Croydon and Wimbledon, improving
- accessibility in the area.



Map 114. Open space in Waddon

- The lack of links to neighbouring places is clear from the diagram with the dark blue areas indicating
- a lack of connectivity.

### OPEN SPACE AND LANDSCAPE CHARACTER

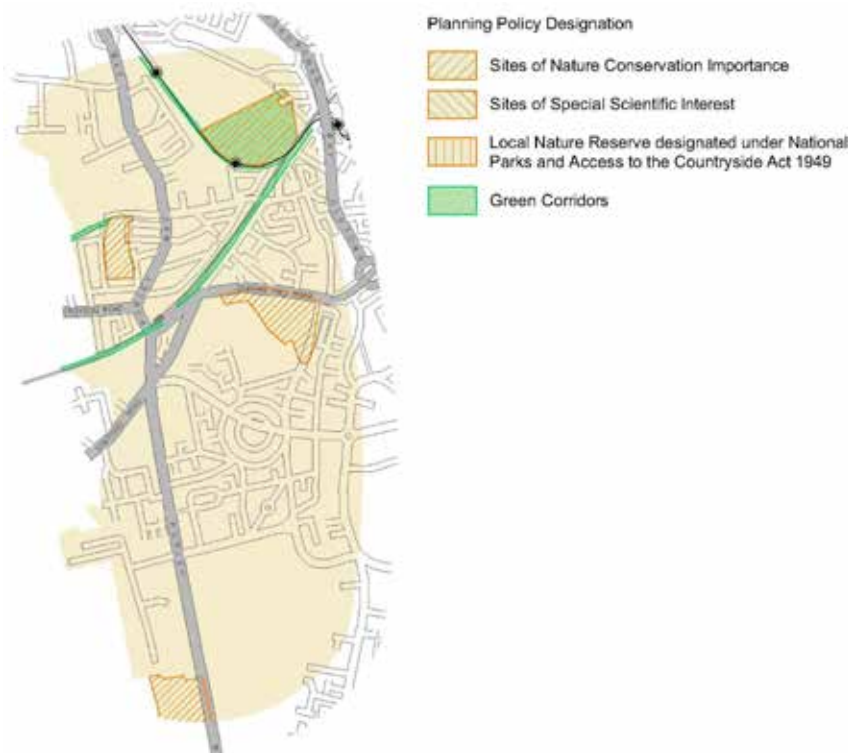
- The landscape character is one of housing and industry with playing fields, street trees some greenery, but dominated by main roads and major junctions.
- The area is well provided with open spaces, there being two parks, a large recreation ground, playing fields and other small green spaces in housing areas.
- Duppas Hill Recreation Ground was Croydon's first recreation ground with an open character of grassland and trees framing views of Croydon town centre.
- Wandle Park, opened in 1889, originally with a section of the river widened to form a boating lake. The lake is no more and the river culverted, with

only a couple of willows marking the former route. This park can be viewed from Tramlink which abuts it, however the park is relatively hidden from surrounding streets.

- The river Wandle is to be brought back to the surface through the housing development of the New South Quarter opposite the park.
- Waddon Ponds is an open space created from land formerly belonging to Waddon Lodge and Waddon House, surrounding the old mill ponds. The mill ponds remain and form an attractive landscape.
- Wandle Park is highly accessible by public transport, having its own tram stop, and is also within walking distance of Croydon town centre.
- Duppas Hill Recreation Ground is near Waddon station, or can be reached by a short walk or bus journey from Croydon town centre.

### RESIDENTIAL CHARACTER

Predominant residential housing types in Waddon



Map 115. Green corridors in Waddon



Photo 97. Airport House



Photo 98. Overbury Crescent



Photo 100. Waddon New Road



Photo 99. Cosedge Crescent

