

5. PRE NEW TOWN EXPANSION

This character area includes a number of locations where expansion occurred during the Victorian period through to the period immediately before the New Town commenced development in the late 1940s.

It includes geographic sub-areas within Ifield, West Green, Southgate, Northgate, Three Bridges and Pound Hill / Worth. Development is ribbon in nature following the route of rail lines and important road links, and is varied in built character.

Similarities across the sub-areas include the broad mix of house types and sizes ranging from older artisan / railway cottages in Three Bridges / West Green to the larger villas around the park in Southgate. Pound Hill and Worth were developed in the early C20th with larger properties influenced by the arts and crafts movement. Across most sub-areas, streets are generally leafy and well maintained and properties are predominantly in private ownership.

5.1 Ifield

Location:

Pockets of development along Ifield Green and Rusper Road, to the north and south of the historic settlement of Ifield.

Character:

Designations include a number of listed houses, covered in part by designation as an Area of Special Environmental Quality. Housing is the predominant landuse with a limited number of small scale retail units and local businesses. Houses are generally large and detached 'one-offs' with sizeable gardens and large plots. Frontage onto the street is good and generally 2 storey. Materials are varied and include brick and timber. There is some later infill housing (1960s) but the predominant character sits within the pre-New Town age band.

Continuity and enclosure:

Regular street frontage with predominantly soft hedged boundaries and good definition between public and private spaces. Gaps in built development provide views to the open landscape to the west.

Public realm and landscape:

The public realm of the streets varies - Langley Lane has a lane character with no pavements whereas Ifield Green is wider with pavements. Large mature trees are found within gardens and along footpaths leading westwards to the countryside. Allotments at the corner of Ifield Green and Langley Lane provide a green break. Houses with large gardens back onto the open countryside.

Ease of movement:

Langley Lane is a no-through road whereas Ifield Green is a relatively busy road servicing nearby villages. Public transport is relatively limited due to the edge of town location. Parking is in plot with many houses having garages set back from the building frontage.

Legibility:

No significant landmarks, but overall the area is distinctive as a varied piece of pre-new town development. Langley Lane is a long no-through road which impacts on permeability.

Adaptability and diversity:

The large private plots have successfully accommodated residential extensions and adaptations over time.

Opportunities and threats:

The area currently forms the low density edge of Crawley and the character could be impacted on by potential future expansion to the west of the existing town. View corridors to open landscape should be retained where possible and any future development should be sensitively designed.

5.2 West Green

Location:

Located within West Green ward, the sub-area includes the St Peter's Conservation Area which covers the small medieval hamlet and C19th church of St Peter, and land to the south and west bounded by the railway and including Albany Road and Ifield Road and Snell Hatch cemetery.

St Peter's Conservation Area was designated in 1996. The area has medieval origins and remained a small hamlet until the mid 19th century. The architecture of the area is Victorian in style, reflecting the period of growth. St Peter's was erected on the village green in 1892 and remains a fine example of a late 19th century chapel.

A Conservation Area Statement has been prepared which provides further detail.

Character:

The area is predominantly residential but contains a small local shopping area, pub, church on Church Street /Horsham Road and small offices in converted houses on Albany Road. Residential character is mixed and represents development from medieval to the Victorian / Edwardian periods combined with smaller areas of later C20th infill. Small runs of workers terraces and semi-detached properties on small plots are common with occasional detached properties, generally of 1-2 storeys in height, of brick with pitched roofs and occasional tile hanging.

Unlike Worth and Ifield the character of the pre-Victorian village is much less evident here and the area has an urban feel, due to its location in close proximity to the town centre, considerable Victorian growth and encapsulation within later neighbourhood development. The area is distinctive in that it is a pocket of older development integrated into the heart of the New Town and the considerable infill over the years has resulted in a range of property ages, more typical of organic town development than New Town growth.

The layout is focused around St Peter's Church which sits in a village green, and the local pub and shops at the corner of St Johns Road and Ifield Road, forming the village centre. Later Victorian development is in long straight roads adjacent to the railway – Spencer's Road and Albany Road, with C20th infill creating smaller perimeter blocks and cul-de-sacs.

The area includes what appears to be 1940s early social housing on Snell Hatch. Houses are semi-detached and terrace, of red brick, with steeply pitched roofs in a cottage style. The layout is garden suburb with cul-de-sacs and curving perimeter blocks.

Continuity and enclosure:

Street frontage is generally strong with active fronts facing the street (except in Alpha Road), and properties arranged in a regular manner, with either a small set back / front garden or back of pavement arrangement. There are some small infill opportunities on sites currently used for garaging / light industrial which could come forward over time, but the area has already seen the majority of gaps plugged with new development.

Boundaries are generally hard i.e. fence or wall but are of mixed quality.

Public realm and landscape:

Car parking dominates many streets along with telegraph poles and a generally poor quality public realm. Housing on Albany Road backs onto the railway and Goff's Park to the south providing green views.

There are very few street trees and virtually no green spaces, however the church yard contains mature trees in an amenity grassland setting. Houses have small to average sized gardens to the rear and small gardens to the front.

In Snell Hatch many front gardens have been paved to the detriment of the street scene although some have retained hedged front boundaries which soften and green the street.

Ease of movement:

The area is well connected to the east and west by Ifield Road and a permeable network of local streets. A level crossing on Horsham Road connects the area to Goffs Park / Southgate. Car parking is generally on street which can cause problems on narrow roads with some surface car parking serving the pub.

The historic Ifield Road route has been severed by the ring road creating a no-through road and poor connection with Ifield. Public transport routes and the Town Centre are within walking distance.

Legibility:

Landmarks within the area include St Peter's Church, viewed from Horsham and Ifield Roads, Snell Hatch cemetery and two corner pubs. The conservation area has a well maintained quality however the wider setting has a detrimental effect on some streets e.g. the negative views to Crawley hospital and town centre edge superstores.

Adaptability and diversity:

Adaptations are already visible where residential properties have been converted to business use. The area has a diverse mixed use and residential character and proximity to the town centre suggests the area will continue to develop a mix of uses.

Around Snell Hatch, larger gardens have accommodated rear extensions. The street frontage remains intact and consistent.

Opportunities and threats:

Schemes to reduce detrimental car parking and improve the quality of pavements could be beneficial for much of the area. Further infill or redevelopment in the area should be guided by the historic context including the Victorian areas outside the Conservation Area boundary. Due to the relatively mixed character of the housing however, it is unlikely that

the extension of the conservation area boundary would be appropriate however we recommend that this is explored in more detail.

5.3 Southgate

Location:

Immediately south of the railway line and to the east of Goff's Park public open space. To the west and east of Brighton Road and along Horsham Road. Includes part of the newly designated Brighton Road Conservation Area around the railway crossing.

Character:

This area of Southgate was known as the Victorian New Town having grown up rapidly during the late C19th in response to improved rail connections to the town. The area is predominantly residential with smaller Victorian terrace and semi-detached properties (East Park) along the railway and much grander villa properties which were developed later in the southern part of the area (Southgate Road /Goff's Park). These latter streets also include a proportion of mid C20th detached properties, although pockets of infill development are evident across the whole area.

Houses are generally of red brick with timber detailing and pitched roofs. Many of the Victorian properties have bay windows.

Goff's Park Road is an Area of Special Environmental Quality and Goff's Park House is a listed landmark building set in parkland now open to the public.

Continuity and enclosure:

Varied - stronger to the north on terrace streets and weaker but regular on Goff's Park Road / Southgate Road. Considerable infill to date so limited opportunities for gap site development.

Public realm and landscape:

Relatively hard urban character with street trees increasing towards the south of the area. Large gardens front and back in Goff's Park Road. Goff's

Park forms a major town park and gives the Horsham Road an open and green character. The park contains playing fields, children's play and a variety of recreation activities including a small golf course.

Ease of movement:

Wide streets and permeable layout with excellent proximity to the railway station. Traffic is relatively busy on Horsham and Brighton Roads limiting pedestrian connectivity. From the north, the area is accessed by two level crossings on Horsham and Brighton Roads.

Legibility:

Legibility is good with Goff's Park House and the park forming the major landmarks in the area.

Adaptability and diversity:

Where there are larger plots these have allowed for residential extensions and adaptation over time. The area as a whole has accommodated considerable residential infill of varying quality. To the north some office uses have been introduced, but the area is dominated by housing and parkland.

Opportunities and threats:

Some degree of protection to the Victorian New Town could be considered to prevent inappropriate infill. The Victorian New Town represents an important layer in the overall history of Crawley's growth.

5.4 Northgate

Location:

Directly north of the town centre on Green Lane and Hollybush Road. Includes the Almshouses of Northgate Road and Cobbles Crescent.

Character:

A mix of detached houses dating from early 20th century on Hollybush / Green Lane to smaller cottages in a garden suburb layout on Cobbles

Crescent. The Dyers Almshouses form a set piece (dating from the 1940s) and are protected by Conservation Area status - a Conservation Area statement provides further detail. Houses are predominantly 1-2 storeys, brick built with pitched roofs. Listed building Blackdog Farm at the junction of Hollybush Road and Green Lane is a remnant farm house pre-dating Crawley town development.

Continuity and enclosure:

Fairly regular frontage. Green Lane has a landscape edge on its western side with houses set back behind creating an attractive leafy character.

Public realm and landscape:

Hedges and planted edges to many property boundaries. Large front and rear gardens in the northern streets, with smaller front gardens (some paved over) in Cobbles Crescent. The landscape setting of the Almshouses is a formal garden with houses arranged in a half quadrant. Mature trees in gardens and on the street give the area a mature green character.

Ease of movement:

Parking is on street and within plot. In Green Lane and Hollybush Road on-street parking is less common and many houses have on-plot parking. Hollybush Road is relatively narrow. The ring road limits connectivity from this area to the industrial area to the north and access is via subway and cycle link.

Legibility:

The area integrates old and new development well. Northgate Primary School is a point of orientation and activity. Blackdog Farm House and the Almshouses form local landmarks.

Adaptability and diversity:

Large gardens have accommodated rear extensions. Frontage generally remains intact and consistent.

Opportunities and threats:

Hollybush Road / Green Lane areas could be considered for designation as an Area of Special Environmental Character due to their tree lined streets and attractive built character. Connections north could be improved to provide links to the employment areas.

5.5 Three Bridges

Location:

Ribbon development along Three Bridges Road and North Road to the east of the town centre. Three Bridges Road is a historic route out of Crawley. The area grew following the arrival of the railway (London to Brighton line).

Character:

A Victorian core around Three Bridges Road / North Road junction and Hazelwick Road which contains a tighter urban form, with a wide range of Victorian detached / semi-detached styles and later infill.

Three Bridges Road contains larger, later Victorian and 20th century villas and semi-detached properties. The junction of Three Bridges Road and Hazelwick Avenue contains a small local centre with short Victorian parade of local shops, churches and a cricket pitch / pavilion on Three Bridges Road. The area is adjacent to the rail line, edge of town retail and industrial which detract from the character of the area.

Continuity and enclosure:

Street frontage and enclosure are good with a variety in house styles and set backs resulting in an interesting street scene. Hazelwick Road and New Street have small set backs and streets are more enclosed, in comparison to Three Bridges Road which has a more open character with large front gardens.

Public realm and landscape:

The cricket pitch forms an open green area and there are mature trees on Three Bridges Road and within large rear gardens to properties. Hazelwick Road has a more urban character with no street trees and small front gardens. Public realm towards the station and industrial area to the east and south is poor quality and strongly affected by traffic volume.

Ease of movement:

Haslett Avenue East bypasses the area so through traffic is reduced on Three Bridges Road. The area is close to Three Bridges station on the main London to Brighton route and within walking distance of Crawley town centre. Within the neighbourhood, permeability is relatively good although New Street forms an unexpected dead end. Pedestrian connectivity to areas outside Three Bridges is limited by major road and rail corridors.

Legibility:

Traditional ribbon development with good legibility leading towards the local centre/ station.

Adaptability and diversity:

Considerable infill in the area including some commercial uses. Larger plots on Three Bridges Road have potential for property expansion over time.

Opportunities and threats:

The cricket pitch is an important green break which should be protected. Commercial expansion in nearby areas (e.g. Tesco at Hazelwick Avenue) has the potential to impact on the residential / mixed use character of this area and should be controlled. Due to the age and layout of the properties on New Road and Hazelwick Road we would recommend that further assessment is undertaken to assess the areas potential for designation as a Conservation Area to limit inappropriate development.

5.6 Pound Hill / Worth

Location:

Discrete pockets of pre-New Town houses north of the dismantled railway line in Pound Hill and including the area north of Worth Village. Includes Blackwater Lane, Church Road, Mount Close and St Mary's Drive.

Character:

Generally large, detached properties with substantial gardens in an informal landscape setting some of which have swimming pools. St Mary's Drive has smaller 20th century semi-detached and bungalow properties in a garden suburb layout. Church Road, Mount Close and Blackwater Lane are all covered by Area of Special Environmental Quality designations. Properties in Worth Close and Barnwood Close back onto a moated island which is a Scheduled Ancient Monument.

Building materials include brick, render and vernacular tile hanging.

Continuity and enclosure:

High hedge boundaries and verges dominate Mount Close and Blackwater Lane with buildings set back from the street/ lane. St Mary's Drive and Church Road have a more urban feel with regular frontage onto the street.

Public realm and landscape:

Extremely well treed green streets with hedges and verges at boundaries. The moat forms a notable, though hidden, landscape feature in Mount Close. Blackwater Lane and Mount Close have a shared surface / laneway characters with no raised pavement on one or both sides. St Mary's Drive has a more urban character with mature trees in groupings within cul-de-sacs and some on the street. The rail line to the west has a wooded edge which provides an added green character to the rear of properties.

Ease of movement:

Parking is generally within plot. Cul-de-sac and looping road alignments

limit through traffic and legibility. St Mary's Drive provides one of the few vehicle links across the railway line to the west connecting to Three Bridges School and is therefore relatively busy at peak times. The road takes public transport. Blackwater Lane and Church Road are historic routes between villages. Church Road currently has no link to Turners Hill Road limiting vehicle connectivity, increasing pedestrian / cycle priority and protecting the lane character.

Legibility:

The old school at the top of Church Road forms a local landmark. Listed buildings on Balcombe Road adjacent to the Mount Close and the moat itself form local landmarks. The relatively wooded character limits long range views.

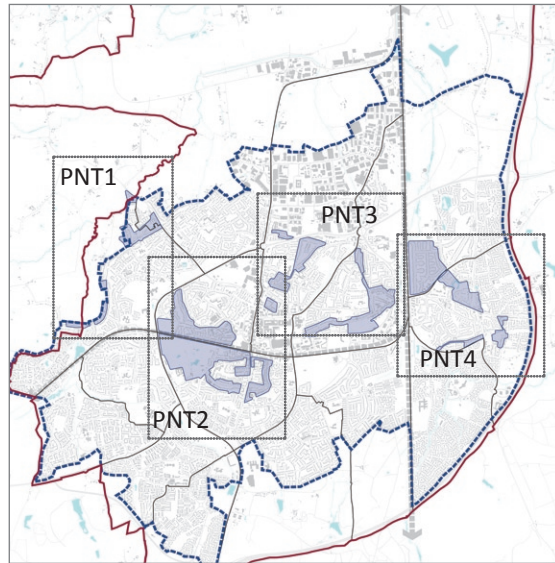
Adaptability and diversity:

Large gardens have accommodated rear extensions. Frontage remains intact and consistent. Almost entirely residential.

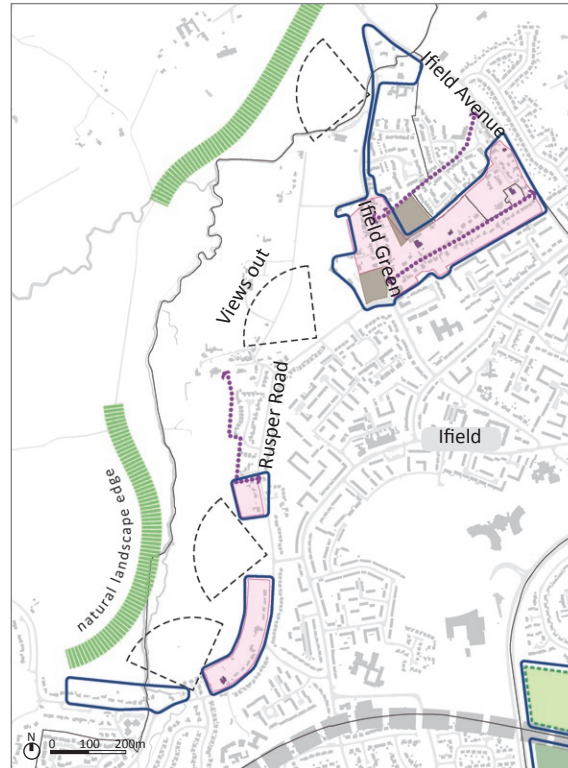
Opportunities and threats:

Much of the area is recognised as having Special Environmental Quality and this should be protected.

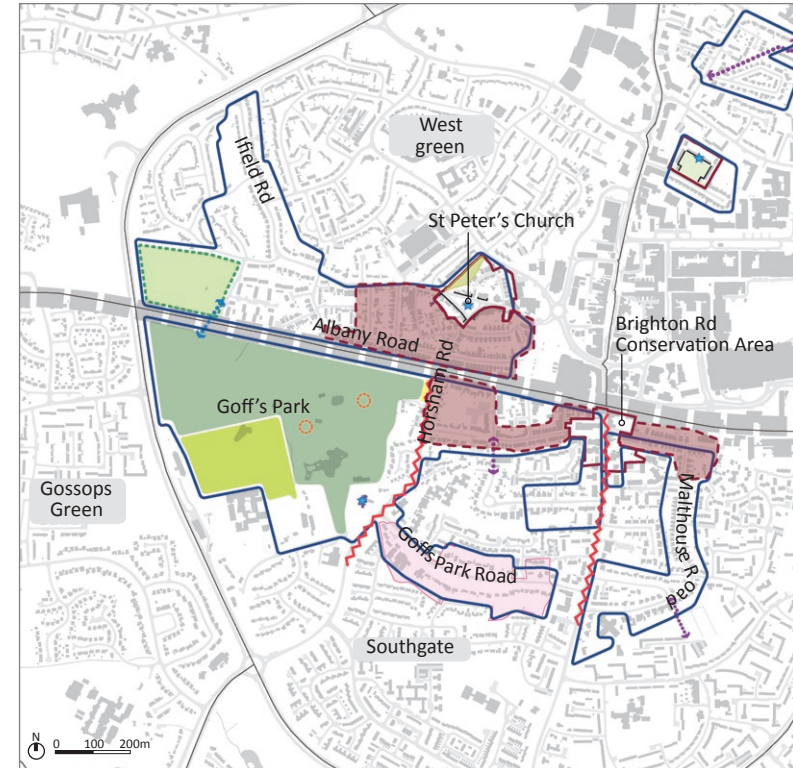
Fig 21: Character Area details: Pre New Town expansion
01: Policy & Analysis



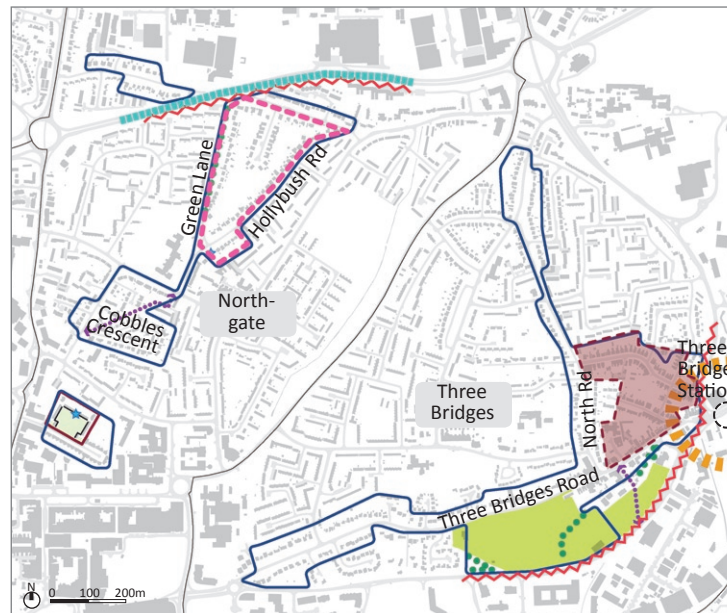
- Pre New Town expansion character area
- Potential for increased pedestrian priority
- Potential area for Conservation Area designation
- Potential area for designation as an ASEQ
- Priority area for public realm improvement
- ▲ Negative edges
- Wooded corridor
- Natural green edge to settlement
- Key frontages
- Designated footpaths
- Pedestrian only connections
- Sports pitches/recreation ground
- Amenity space
- Parks
- Cemetery
- Allotments
- Childrens Play
- ★ Landmarks
- Listed Buildings
- Conservation Areas
- Areas of Special Environmental Quality
- ★ Scheduled Ancient Monuments



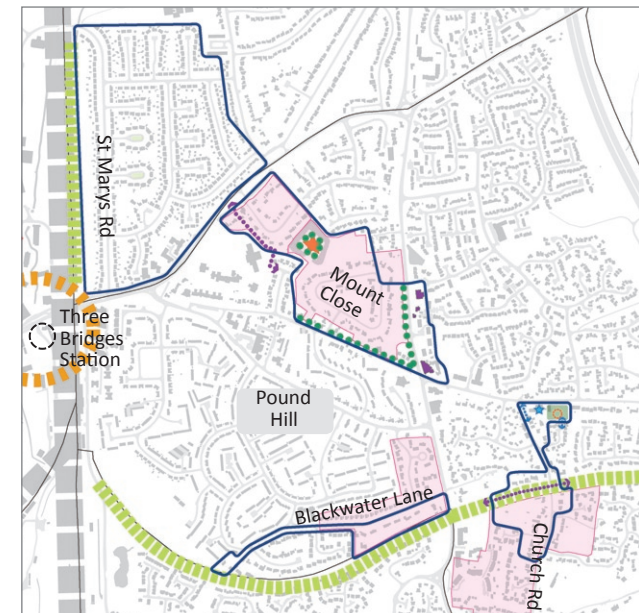
PNT1: Ifield



PNT2: West Green/Southgate



PNT3: Northgate/Three Bridges



PNT4: Pound Hill/Worth

Fig 22: Character Area details: Pre New Town expansion
Photos - PNT1 Ifield



IMG_3204
Ifield Green,
Ifield



IMG_3223
Langley Lane near Ifield Avenue
Ifield



IMG_3247
Rusper Road
Ifield



IMG_3246
Rusper Road near Tangmere Road
Ifield

Fig 22: Character Area details: Pre New Town expansion

Photos - PNT2 West Green/Southgate



IMG_3051
Albany Road near Princess Road
West Green



IMG_3054
Albany Road near Horsham Road
West Green



IMG_3063
Towards Crawley Hospital from Victoria Road/Horsham Rd, West Green.



IMG_3066
Horsham Road / Church Street
West Green



IMG_3071
Horsham Road / Ifield Road
West Green



IMG_3016
Snell Hatch
West Green



IMG_3027
Snell Hatch cemetery
West Green



IMG_3039
Goffs Lane near Ifield Road
West Green



IMG_3721
Malthouse Road / Brewer Road
Southgate



IMG_3746
Malthouse Road
Southgate

Fig 22: Character Area details: Pre New Town expansion

Photos - PNT2 West Green/Southgate



IMG_3753
Springfield Road / Oak Road
Southgate



IMG_3756
Springfield Road near Horsham Road
Southgate



IMG_3757
Park View off Horsham Road
Southgate



IMG_3765
Goffs Park Road
Southgate



IMG_3771
Goffs Park Road
Southgate

Fig 17: Character Area details: Pre New Town expansion

Photos - PNT3 Northgate/Three Bridges



IMG_3108
Almshouses, Northgate Road
Northgate



IMG_3138
Green Lane
Northgate



IMG_3142
Green lane
Northgate



IMG_3148
Green Lane / Hollybush Road
Northgate



IMG_3159
Barnfield Rd between Hollybush Rd & Woolborough Rd
Northgate

Fig 17: Character Area details: Pre New Town expansion
Photos - PNT3 Northgate/Three Bridges



IMG_4006
New Street
Three Bridges



IMG_4032
Three Bridges Road / North Road
Three Bridges

Fig 17: Character Area details: Pre New Town expansion

Photos - PNT4 Pound Hill/Worth



IMG_3843
Mount Close
Pound Hill / Worth



IMG_3977
Church Road
Pound Hill / Worth



IMG_3848
Mount Close
Pound Hill / Worth



IMG_3982
Church Road
Pound Hill / Worth

Fig 17: Character Area details: Pre New Town expansion

Photos - PNT4 Pound Hill/Worth



IMG_3898
St Mary's Drive near Byron Close
Pound Hill / Worth



IMG_3824
Blackwater Lane
Pound Hill / Worth



IMG_3860
Dene Tye
Pound Hill / Worth



IMG_3861
off Dene Tye
Pound Hill / Worth