

Crawley ASEQs and Locally Listed Buildings Heritage Assessment Prepared for Crawley Borough Council April 2010



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Executive summary

1. Introduction

Crawley Borough Council appointed Alan Baxter & Associates to produce a heritage assessment of Areas of Special Environmental Quality (ASEQ) and locally listed buildings in Crawley, as part of its Core Strategy Review. The purpose of the study is to examine whether the ASEQ designation should be retained and, if so, to define the criteria according to which ASEQs should be designated. We assessed the eight existing ASEQs as well as 12 areas proposed as potential ASEQs by the recent Crawley Baseline Character Assessment (AECOM 2009) and others, to establish which ones meet the criteria for designation.

We also reviewed the criteria for local listing and assessed the c.60 existing locally listed buildings and advised which buildings should be retained or de-listed. In addition, we identified buildings for potential local listing, and made proposals for updating the existing list descriptions.

This study was carried out through both fieldwork and desk-top study.

2. ASEQs

Criteria and purpose of designation

ASEQs are designated under saved Policy BN10 of the Crawley Local Plan, but criteria for their designation have never been defined. We have concluded that there is merit in the designation, which is paralleled in Bracknell – another New Town – and which can preserve the character of low density residential areas which have a special landscape character. We recommend that, in order to qualify as an ASEQ, an area should be characterised by one or more of the following qualities:

- (i) Homogenous areas recognisable as possessing an identifiable, distinctive and cohesive character.
- (ii) Areas where historic landscape features are evident and affect the character of the place, such as banks created by drover's roads.
- (iii) Areas of landscape value with mature trees, hedges and a high proportion of non-equipped public green space e.g. grass verges.
- (iv) Mature lower density developments of substantial houses with

spacious landscaped settings where the landscaping dominates the buildings. They are likely to be characterised by large detached houses with significant gaps between the buildings, set back from the street, with large gardens, mature trees, hedges and green verges.

(v) Areas of architectural quality. (However, if the interest of an area is primarily architectural or historic then it should be designated as a conservation area instead.)

The purpose of ASEQ designation is to:

- a) Protect features of the historic and natural landscape such as mature trees, hedges, green verges, historic banks.
- b) Protect the low density character of the area and control the size of building extensions and infill development.
- c) Protect the variety of different types of residential development in the Borough.
- d) Control demolition of buildings and the character of development in areas of architectural quality.

We recommend that consideration be given to renaming ASEQs as Areas of Special Character (ASCs). However, for the purposes of this report, we continue to refer to them as ASEQs.

ASEQs and Conservation Areas

The relationship of ASEQs to Conservation Areas (defined as 'areas of special architectural or historic interest, the character or appearance of which it is important to preserve or enhance') is important when defining the purpose of ASEQs and criteria for their designation. There should be a clear distinction between the purpose of ASEQ and Conservation Area designation, and the types of area that they protect. There is no point in ASEQs being 'second rate' Conservation Areas: it would be confusing and inefficient to create a secondary designation that has the same purpose as Conservation Area designation. So if an area is of architectural or historic interest in the Crawley context then it should be designated as a Conservation Area.

This has led to recommendations that some ASEQs are more appropriately designated as Conservation Areas (see below). It is worth noting that the distinction between conservation areas and ASEQs is not always entirely neat: some conservation areas have

attractive landscape features, while some ASEQs have buildings of some quality. We therefore recommend that:

- areas which are primarily of historic and architectural interest should be protected as conservation areas; and
- areas that are special because they are low density areas of landscape value should be protected as ASEQs, even where they contain buildings of some architectural quality.

Summary appraisal of ASEQs

The existing and proposed ASEQs were assessed according to the proposed designation criteria. As noted above, some are primarily of architectural and historic interest in which case we recommend that these are designated as conservation areas instead of ASEQs. This includes:

- Hazlewick Road (2)
- West Street, Southgate (5)
- Malthouse Road (9)
- Langley Lane (12)
- Gossops Green neighbourhood centre (13)
- Southgate neighbourhood centre (19)

The following existing areas meet the ASEQ criteria and should be retained as such:

- Rusper Road (8)
- Goff's Park Road (9)
- Church Road (10)
- Barnwood Close/Mount Close (17)
- Blackwater Lane, (22)
- Milton Mount (25)

We recommend that one ASEQ is de-designated: Orde Close (19).

The following areas do not meet the ASEQ criteria and should not be designated:

- Three Bridges Road (1)

- Tushmore Lane (3)
- Albany Road (4)
- Queen Street and the Boulevard (12)
- Tilgate Parade (14)
- Langlely Green (21)
- Ifield Drive (16)
- West Green (17)
- Northgate (18)
- Pound Hill neighbourhood centre (20)
- Peterhouse neighbourhood centre (21)
- Norwich Road (23)
- Green Lane (24)

In some cases these areas benefit from mature trees; however, it is our view that these are better protected with tree preservation orders (TPOs) than by ASEQ designation.

3. Locally listed buildings

Locally listed buildings are designated under saved Policy BN16 of the Crawley Local Plan as being 'of particular local architectural or historic interest'.

All existing locally listed buildings were visited and their condition assessed against the following criteria:

- Historic interest
- Architectural interest
- Group and townscape value
- Intactness
- Communal value

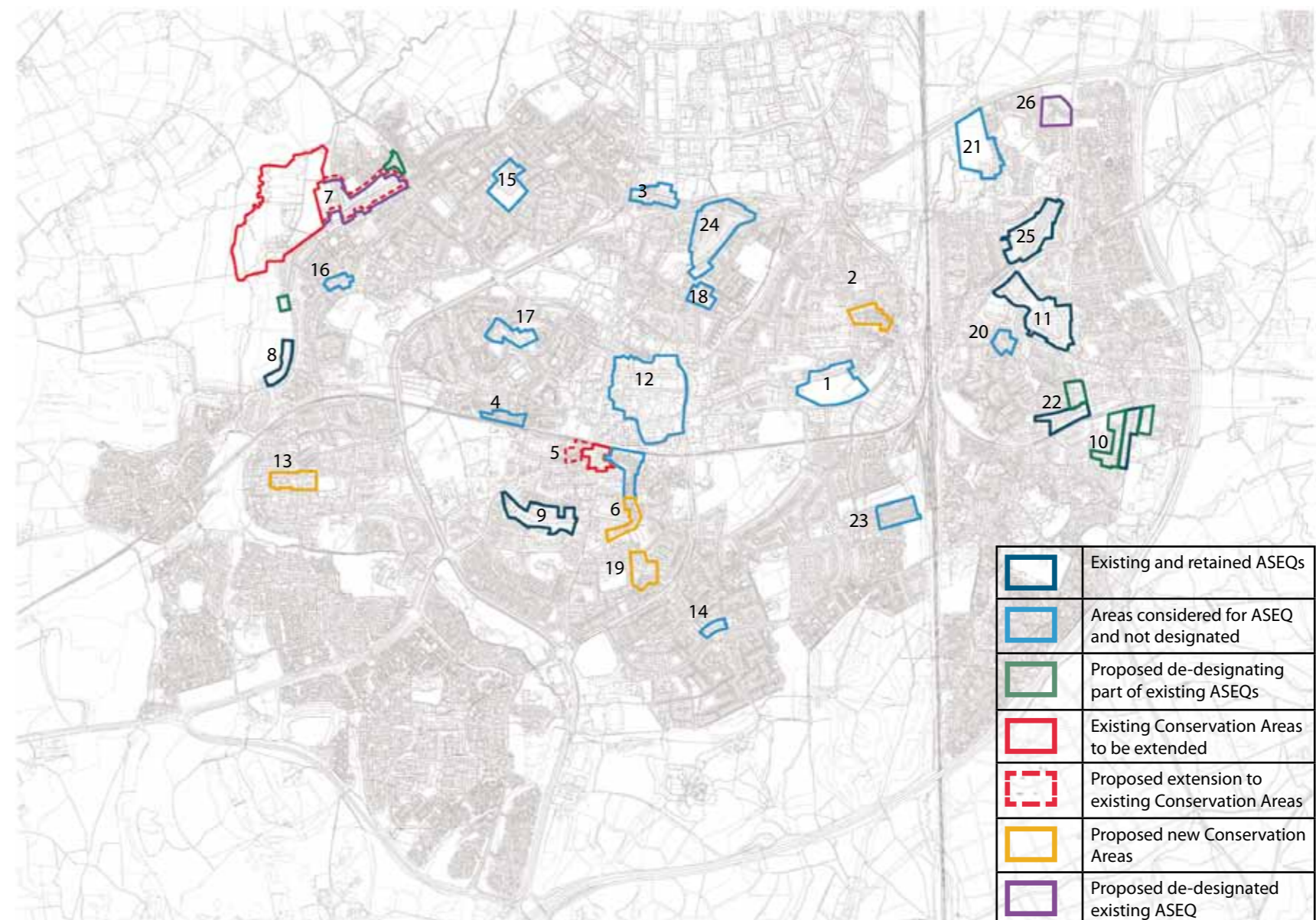
As a result, we recommend that 11 buildings are removed from the local list. However, during fieldwork, we identified 13 new buildings which should be considered for addition to the local list. These include a number of New Town churches.

Finally, we recommend that two buildings are considered for statutory listing as buildings of potentially national architectural and historic importance.

4. Conclusion

The study has proved a positive opportunity to review not just ASEQs and locally listed buildings in Crawley, but also to clarify the relationship between ASEQs and Conservation Areas. This has led to the recommendation that consideration be given to the designation of a number of new Conservation Areas.

The study has also highlighted the importance of the New Town Heritage of Crawley, with recommendations for Conservation Area designation for two of the Neighbourhood Centres and for local listing of several New Town buildings, including churches. This is a recognition of the interest now being taken in the New Towns, of which Crawley is a particularly good, and successful example.



Crawley ASEQs and Locally Listed Buildings Heritage Assessment

Part 1 Introduction

1.0 Introduction

Crawley Borough Council appointed Alan Baxter & Associates to produce this heritage assessment of Areas of Special Environmental Quality (ASEQ) and locally listed buildings in Crawley. It follows and is informed by a study produced by AECOM, which characterised the development of the Borough and identified potential new ASEQs.

The purpose of this study is to:

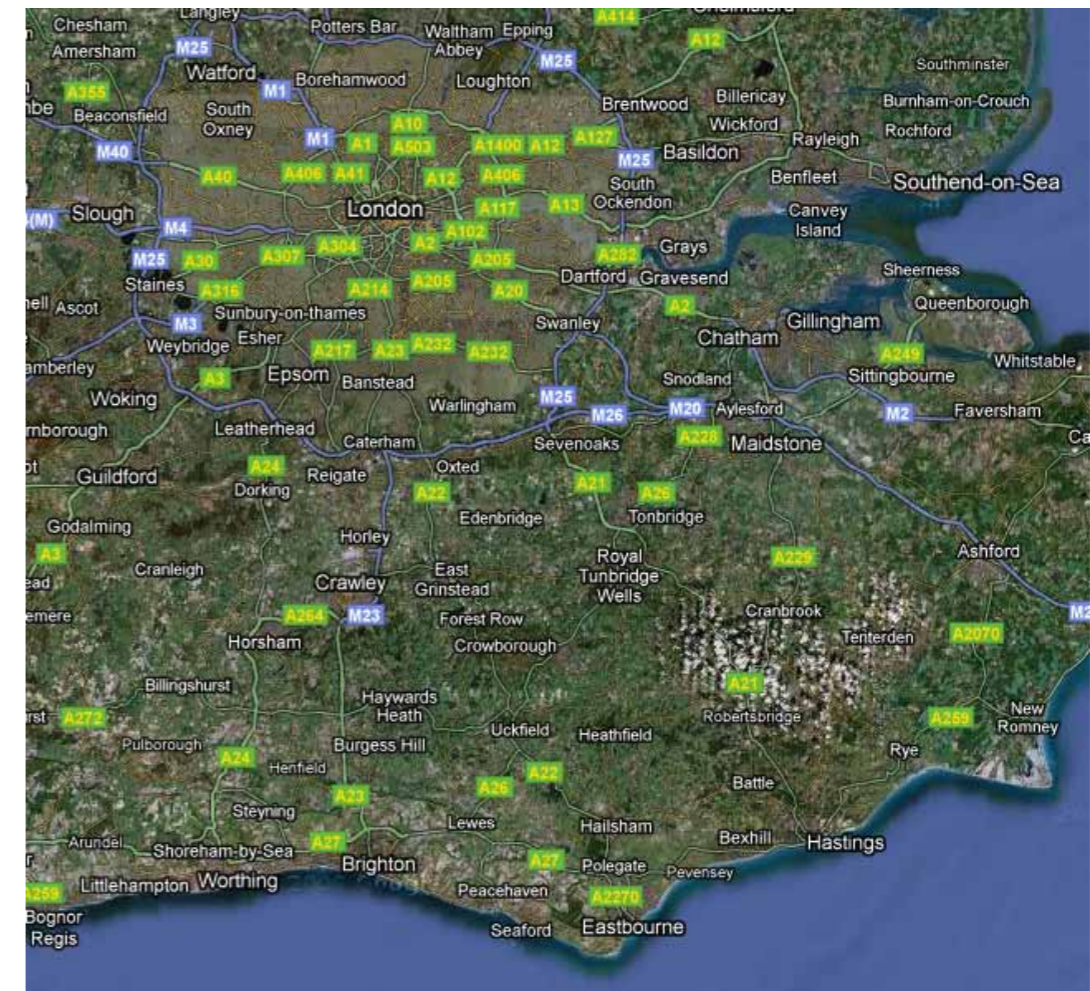
- examine whether ASEQ designation should be retained;
- explain the benefit of ASEQs;
- if they should be retained, define the selection criteria for ASEQs, and potentially a new name;
- assess the existing ASEQs in light of these criteria and make recommendations as to whether they should be retained as ASEQs or not;
- assess potential new ASEQs, identified by the Council and AECOM's study, and recommend whether they should be designated or not;
- define selection criteria for locally listed buildings;
- assess the existing locally listed buildings in light of these criteria and make recommendations as to whether they should be retained or de-listed;
- update the local list descriptions;
- identify potential new locally listed buildings (however, this is not a comprehensive survey of the whole Borough).

The study has been informed by a series of site visits undertaken between November 2009 and January 2010; analysis of historic maps; research into the history of Crawley, and in particular its development as a New Town, using articles from the contemporary trade press. It is also based on a sound understanding of the national and local planning policy context, including recent appeals on proposed development in ASEQs.

A workshop was held on 14 December 2009 with councillors and council officers to present the initial findings and to understand better how ASEQs are currently regarded and protected. The results of this have been fed into this document. This draft incorporates comments from Crawley Borough Council officers on an earlier draft report (of February 2010). The report is still in draft and we welcome further feedback to refine the recommendations and produce a truly useful document for the Council and for the people of Crawley who live or work in ASEQs and locally listed buildings. Public consultation on the final draft will be held in connection with the LDF in due course.

The study is structured in four parts:

1. Introduction, including summary of relevant planning policy (chapters 1–2).
2. Appraisal of ASEQs, including borough wide analysis of existing ASEQs, definition of selection criteria and detailed analysis of each ASEQ (chapters 5–7).
3. Appraisal of locally listed buildings, including definition of selection criteria, proposed changes to the local list and revised local list descriptions (chapters 8–10).
4. Conclusion and next steps (chapter 11).



Map showing location of Crawley between London and Brighton

2.0 Planning policy context

This chapter sets out national and local planning policy relevant to the assessment of the ASEQs and locally listed buildings in Crawley. This includes reference to Article 4 Directions because this may inform the Council's decision whether to designate areas as conservation areas or ASEQs, as well as to adopted policy for the redevelopment of the Town Centre.

Locally listed buildings

PPS5 and Planning Practice Guide

PPS5 is the Government's planning policy on the historic environment. PPS5 aims to unify the protection of different types of heritage assets; it defines common policies to guide the determination of planning applications affecting listed buildings, conservation areas, scheduled ancient monuments, Registered Parks and Gardens, World Heritage Sites, Protected Wreck Sites and Registered Battlefields. It also increases protection of non-designated heritage assets, such as locally listed buildings. It encourages local authorities to make and maintain a list of buildings of local interest. Policy HE2 relates to the evidence base for plan-making:

HE2.3

Locally planning authorities should use the evidence to assess the type, numbers, distribution, significance and condition of heritage assets and the contribution that they may make to their environment now and in the future. It should also be used to help predict the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future.

The *Planning Practice Guide* on PPS5 suggests that in collecting and collating evidence for plan-making, planning authorities may find it useful to:

consider compiling a 'local list' of heritage assets in partnership with the local community and on the basis of objective criteria of heritage interest that have been tested through public consultation. The type of assets included in such a list may be as varied as those designated at the national level. Information on these assets can be included in the relevant HER.

English Heritage is currently drafting further guidance on the designation of locally listed buildings, although this is not available yet.

Crawley Local Plan (1996-2006)

In 2007 Policy BN16 from the Local Plan was 'saved' for use until the Development Control Policies DPD is adopted. This states that:

The Borough Council will seek to secure the retention of a building recognised as being of particular local architectural or historic interest. Planning permission may be refused for proposals for development, extensions, alterations or changes of use which will lead to the demolition of such a building, cause the removal of features of interest or detract from the character or setting of the building.

Area of Special Environmental Quality (ASEQ)

ASEQs are a designation specific to Crawley so are not described in national planning policy guidance, although other local authorities have similar designations, which are discussed in chapter 4. Policy BN10 from the Crawley Local Plan (1996-2006) was 'saved' in 2007 for use until the Development Control Policies DPD is adopted. This states that:

In Areas of Special Environmental Quality, development will not be permitted if it will, individually or cumulatively, result in adverse changes to the character and appearance of the area or lead to the loss of important features such as trees and landscaping.

Other relevant local planning policies

Crawley Borough Council LDF Core Strategy, October 2008 revision

The Local Development Framework Core Strategy was adopted in November 2007, and revised in October 2008. This sets out the overarching strategy for the Borough.

EN2 concerns neighbourhood centres and states that the Council will:

- maintain the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features;
- support and encourage development and improvements which would strengthen the ability of neighbourhood centres to serve their local communities and contribute to vitality and viability;
- identify Bewbush, Langley Green and Furnace Green as

neighbourhood centres in need of major regeneration and improvement which could be achieved through redevelopment and environmental enhancement schemes; and

- undertake smaller scale environmental improvements for other priority (neighbourhood centres and in residential areas in accordance with Council's on-going programme.

EN4 relates to landscaping in new development:

Landscape proposals should be an integral part of all new development schemes. Schemes must demonstrate how existing landscape assets, nature conservation assets, including historic landscape features, and rights of way have been integrated, protected and enhanced and opportunities taken to introduce new landscape, biodiversity and recreational assets. The landscape proposals for new neighbourhood-scale developments should define the edges of the schemes using substantial green landscaped areas and deliver a network of green spaces and corridors.

EN5 sets out the policy on the built environment:

All new development should be based on a thorough understanding of the context, significance and distinctiveness of its site and surroundings and be of high quality in terms of its urban landscape and architectural design and materials. To assist in this aim, the Council will continue to prepare supplementary planning documents and encourage pre-submission discussions. The Council will also encourage design reviews, where appropriate, undertaken by Commission for Architecture and the Built Environment (CABE), The South East Regional Design Panel or another suitable body.

Crawley Borough Council Corporate Heritage Strategy 2008

The aims of the Corporate Heritage Strategy are to:

- a. Develop a comprehensive approach to defining heritage, which considers built, natural and social heritage.
- b. Ensure that there is a good understanding, appraisal and assessment of heritage.
- c. Develop appropriate recording methods.

- d. Protect and enhance heritage, through improving existing practices, creating new mechanisms, regular monitoring, and introducing enhancement schemes.
- e. To improve the communication of the role of heritage within the Council and to external agencies and to engage schools and residents.

Aims b and d are most relevant to this project, because it will help the Council achieve these aims by providing an appraisal of the existing ASEQs and locally listed buildings and recommendations for new ASEQs, conservation areas and locally listed buildings.

Crawley Town Centre Wide Supplementary Planning Document May 2009

Crawley Borough Council wants to improve the quality and range of shopping and leisure provision as well as the quality of the environment in the town centre. This SPD provides detailed planning guidance for the redevelopment of the town centre, and is part of a suite of LDF documents. It develops objectives and policies for the town centre identified in the Core Strategy, and builds upon the vision and Concept Plan in the Town Centre Strategy. It sets out development principles for particular areas of the town centre and identifies the Council's likely requirements for planning applications.

Crawley Town Centre North Development Principles. Revised Supplementary Planning Document. Adopted January 2009

Town Centre North is a comprehensive major retail-led mixed use development. Grosvenor Ltd has been appointed by the Council as a developer partner in the scheme. This SPD sets out the planning guidance for the redevelopment of the northern part of the town centre.

Article 4 Directions

In the workshop with councillors and officers on 14 December 2009, the question of when Article 4 Directions apply was discussed, and is relevant because it could inform the decision as to whether a building should be protected by designation as a locally listed building, ASEQ or conservation area. Article 4 Directions are a rather technical area of planning policy. Charles Mynors, who is a barrister specialising in heritage, provides a good explanation of Article 4 Directions which is summarised here (*Listed Buildings, Conservation Areas and Monuments*, 4th edition, section 7.4).

Small alterations to buildings are automatically granted planning permission by the TCP (General Permitted Development) Order 1995; this is known as 'permitted development'. Local authorities can

restrict permitted development through Article 4 Directions. Article 4 Directions do not necessarily prohibit development but mean that permission is no longer automatically granted, but must be sought through a planning application.

There are three types of Article 4 Directions:

1. Article 4(2) directions affecting conservation areas
2. Article 4(1) directions affecting only listed buildings
3. Article 4(1) directions affecting other land

The third category affecting other land requires the approval of the Secretary of State where the others do not. The first and third categories are most relevant to this project.

Article 4(2) directions affecting conservation areas

Article 4(2) directions control permitted development of dwelling houses in conservation areas fronting highways, waterways and open spaces (this excludes houses converted into flats and other building uses). They can control:

- the enlargement, improvement or other alteration of a dwellinghouse; any alteration to its roof; the construction of a porch; the provision within its curtilage of a building, enclosure, swimming pool, etc; the provision of a hard surface; or the installation etc of a satellite antenna;
- the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure within the curtilage of a dwellinghouse; and
- the demolition of all or part of a gate, fence, wall or other means of enclosure within the curtilage of a dwellinghouse.

They can also control the erection, alteration or removal of a chimney on a dwellinghouse or on a building in the curtilage of a dwellinghouse anywhere in the conservation area (not just those fronting a highway, waterway or openspace).

Article 4(1) directions affecting other land

A direction made under article 4(1) in relation to unlisted buildings requires the consent of the Secretary of State. This would apply to directions controlling development of:

- dwellinghouses in conservation areas not fronting highways, waterways or openspaces;
- other types of property in conservation areas; and

- properties not in conservation areas.

This last category is most relevant to this project because it could apply to locally listed buildings or buildings in ASEQs. Mynors explains that Article 4 directions can be used to control the demolition of locally listed dwellinghouses (in section 7.2.2).

The government's general approach to Article 4 Directions is that permitted development rights should only be withdrawn in exceptional circumstances, where there is a real and specific threat of development being carried out that would damage an interest of acknowledged importance. PPS5 policy HE4 states:

Local planning authorities should consider whether the exercise of permitted development rights would undermine the aims for the historic environment. If it would, local planning authorities should consider the use of article 4 direction to ensure any development is given due consideration.

PPS5 defines policies for all heritage assets, which implies that policy HE4 could also apply to locally listed buildings and ASEQs and other local heritage designations.

In summary, it is easier for Council's to apply Article 4(2) Directions on dwellinghouses in conservation areas because it does not require consent from the Secretary of State. However, it is possible to apply for Article 4 Directions for locally listed buildings and buildings in ASEQs with the agreement of the Secretary of State.

Crawley ASEQs and Locally Listed Buildings Heritage Assessment

Part 2 Appraisal of ASEQs

Part 2

Appraisal of ASEQs

Twenty-six different areas in Crawley were considered as part of the appraisal of ASEQs.

There are eight existing ASEQs:

- Rusper Road, Ilfield (8)
- Goffs Park Road, Southgate (9)
- Church Road, Pound Hill South (10)
- Langley Lane, Ilfield (7)
- Barnwood Close/Mount Close, Pound Hill South (11)
- Blackwater Lane, Pound Hill South (22)
- Milton Mount Avenue, Pound Hill North (25)
- Orde Close, Pound Hill North (26)

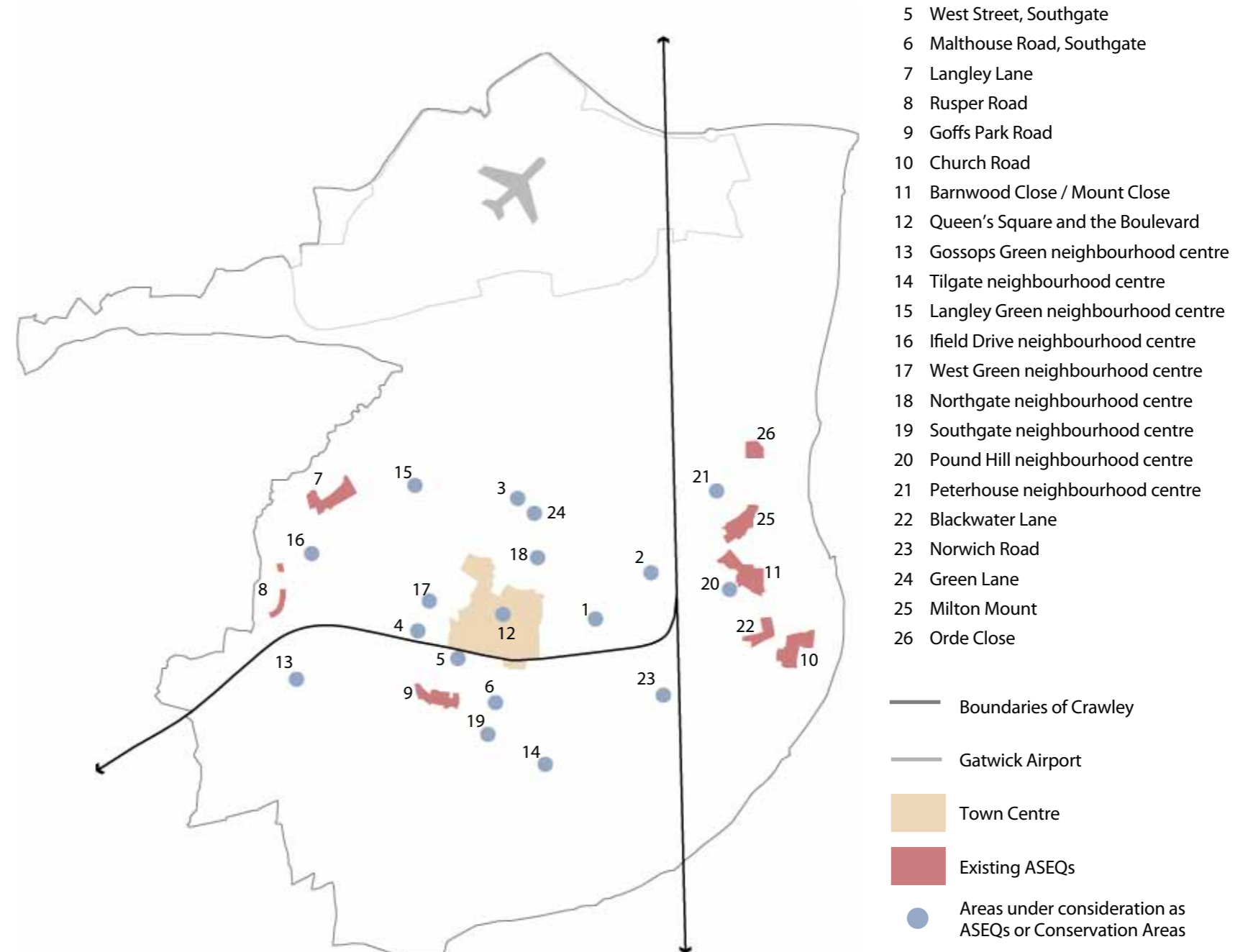
In the brief for the project, Crawley Borough Council requested that a further twelve areas were considered as potential ASEQs:

- Three Bridges Road, Three Bridges (1)
- Hazelwick Road, Three Bridges (2)
- Tushmore Lane, Northgate (3)
- Albany Road, West Green (4)
- West Street, Southgate (5)
- Malthouse Road, Southgate (6)
- Queen's Square and the Boulevard (12)
- Gossops Green neighbourhood centre (13)
- Tilgate, Parade (14)
- West Green neighbourhood centre (17)
- Norwich Road, Furnace Green (23)
- Green Lane, Northgate (24)

Whilst undertaking the study it became apparent that it would also be worthwhile to consider six additional New Town neighbourhood centres as potential ASEQs:

- Langley Green neighbourhood centre (15)
- Ifield Drive, Ilford (16)
- Northgate neighbourhood centre (18)
- Southgate neighbourhood centre (19)
- Pound Hill neighbourhood centre (20)
- Peterhouse neighbourhood centre (21)

The following plan shows the location of the existing and potential ASEQs in Crawley. They are grouped by type: those numbered 1 to 11 are pre-New Town areas, and are described in chapter 5; those between 12 and 21 are New Town centres, and are considered in chapter 6; and 22 to 26 are New Town residential areas, examined in chapter 7. The following chapter provides an analysis of some broad patterns in the distribution of existing ASEQs in Crawley, and chapter 4 identifies criteria for the designation of ASEQs and summarises the conclusions of the appraisal of the ASEQs.



3.0 Borough Wide Analysis of Existing ASEQs

The existing eight ASEQs are mainly clustered to the east of the London-Brighton railway line. Five ASEQs are located there (from north to south: Orde Close, Milton Mount Avenue, Barnwood Close/ Mount Close, Blackwater Lane and Church Lane) and three others are scattered towards the east of the borough (from north to south: Langley Lane, Rusper Road and Goffs Park Road).

We have overlaid different types of GIS data with the location of the ASEQs in order to see the features that they have in common. Figure 3.1 shows the distribution of detached houses across the borough and it appears that ASEQs located to the east of Crawley are largely characterised by a high proportion of detached housing. Although it appears to be more balanced in the western ASEQs, on site analysis reveals that Langley Lane and Rusper Road are in fact characterised by the predominance of detached houses.

Figure 3.2 illustrates the level of deprivation in Crawley and shows that the ASEQs tend to be located within the least deprived areas. As previously, this is predominantly the case for ASEQs located to the east and there seems to be a greater balance for the three remaining ASEQs. This is to some extent unsurprising as there generally is a correlation between the proportion of detached housing and the index of multiple deprivation.

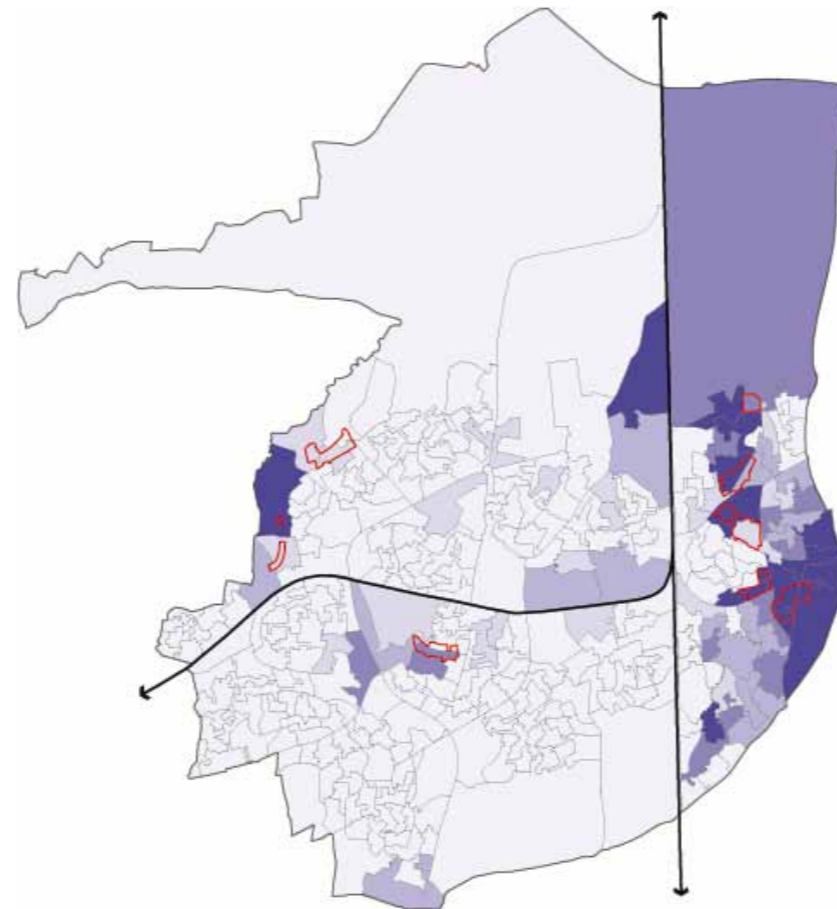


Figure 3.1 – Distribution of detached houses

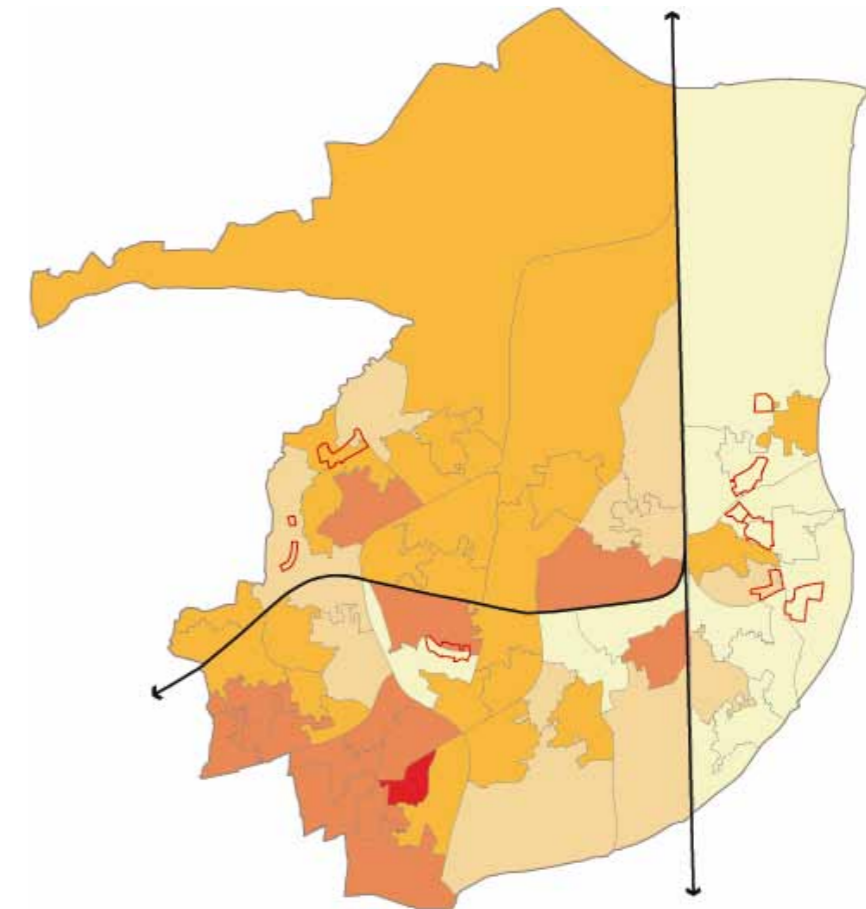
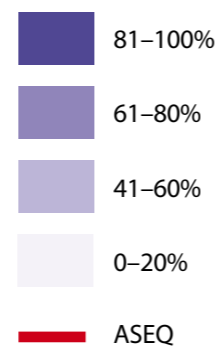


Figure 3.2 – Percentage of multiple deprivation

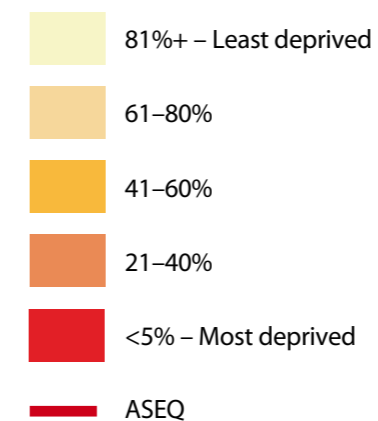


Figure 3.3 illustrates the proportion non-equipped green spaces (NEGS) and above average garden size. Figure 3.4 shows the location of ancient woodland within the borough and just outside its boundaries. Figure 3.3 indicates clearly that all eight ASEQs are characterised by gardens that are of a size above than average that of Crawley.

Figure 3.4 shows that there is no direct correlation between ASEQs and the location of ancient woodland. Only Orde Close, to the northeast, is located adjacent to a patch of surviving ancient woodland. However, the site visits have revealed that there are mature trees in many of the ASEQs, particularly in Milton Mount Avenue and Barnwood Close/Mount Close, as well as in other parts of Crawley. These trees are likely to be the remains of ancient woodland, however they are too few to be represented on a map of this scale. These areas are also characterised by their landscape and leafiness, which is only partly represented in Figure 3.3.



Figure 3.3 – Urban landscape

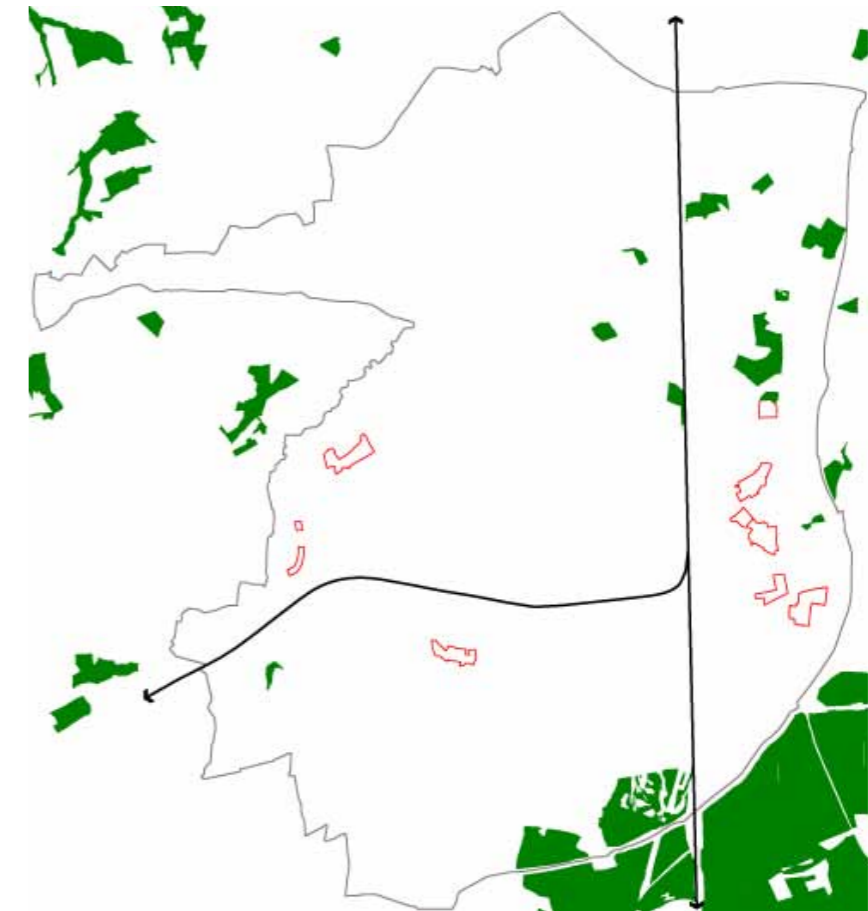
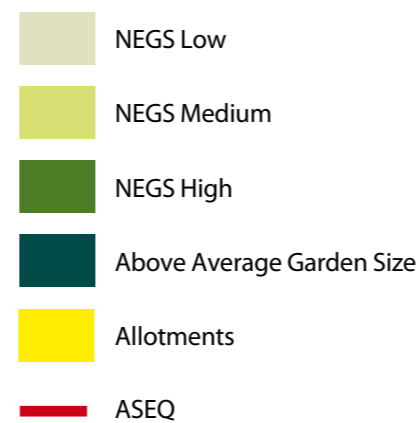
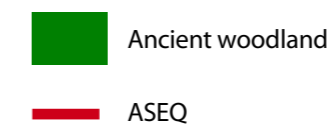


Figure 3.4 – Location of ancient woodland and ASEQs as recognised in 2009



4.0

Criteria for designation of ASEQs

Selection criteria and purpose of ASEQs

ASEQs are low density residential areas of special landscape character. We recommend that ASEQs are renamed to reflect this refined definition as: 'Areas of Special Character' (ASC). However, for the purpose of this report, we have continued to use the current ASEQ designation.

We recommend that in order to qualify as an ASEQ, an area should be characterised by one or more of the following qualities:

- (i) Homogenous areas recognisable as possessing an identifiable, distinctive and cohesive character.
- (ii) Areas where historic landscape features are evident and affect the character of the place, such as banks created by drover's roads.
- (iii) Areas of landscape value with mature trees, hedges and a high proportion of non-equipped public green space e.g. grass verges.
- (iv) Mature lower density developments of substantial houses with spacious landscaped settings where the landscaping dominates the buildings. They are likely to be characterised by large detached houses with significant gaps between the buildings, set back from the street, with large gardens, mature trees, hedges and green verges.
- (v) Areas of architectural quality. (However, if the interest of an area is primarily architectural or historic then it should be designated as a conservation area instead.)

The purpose of ASEQ designation is to:

- a) Protect features of the historic and natural landscape such as mature trees, hedges, green verges, historic banks.
- b) Protect the low density character of the area and control the size of building extensions and infill development.
- c) Protect the variety of different types of residential development in the Borough.
- d) Control demolition of buildings and the character of development in areas of architectural quality.

Justification of criteria and purpose

Methodology

The criteria for the designation of ASEQs have partly been defined through fieldwork. We visited the existing and proposed ASEQs, and photographed, described and analysed them. The results of this are presented in the following chapters. In summary, we found that existing ASEQs are predominantly areas of low density detached housing set in large gardens, with mature trees and hedges, where the landscape contributes to the quality of the public realm, for example with large green verges and historic banks (selection criteria ii, iii and iv).

The quality and character of the architecture was variable. Some areas such as Rusper Road and Barnwood Close/Milton Close were very cohesive in character with buildings of some quality (selection criteria i and v); where the buildings in other areas, such as Goff's Park Road, were of mixed age and quality. Some areas have no architectural quality but are of interest because of historic landscape features, such as Blackwater Lane and Church Road where the bank of an historic drover's road is of some interest (selection criteria ii but not v).

The criteria have also been defined through desk-top study. GIS data has been used to understand the distribution patterns of ASEQs in the borough. Analysis of recent appeals in ASEQs explains how the designation is currently used by the Borough Council, and of precedents explains how similar designations are used by other local authorities. Comparison with the criteria for the selection of conservation areas has also been very instructive when defining the purpose and criteria for the selection of ASEQs. The results of this are set out below.

Crawley Borough Council officers and councillors were consulted on the selection criteria in a workshop held on 14 December 2009, and their feedback incorporated. Following this officer comments on the selection criteria in a draft report (February 2010) have also been incorporated.

Existing pattern of ASEQs

The broad pattern of existing ASEQs in the borough is instructive. As described in the previous chapter, ASEQs are currently concentrated in areas where there is:

- more detached housing;
- a high proportion of non-equipped public green space;
- above average garden size;
- low deprivation; and
- on the outskirts of the town.

In other words ASEQs currently protect leafier areas where there are large detached houses set in expansive gardens. This has been reflected in selection criteria iii and iv.

Recent ASEQ appeals

Analysis of recent appeals is also relevant; development has been refused in ASEQs for the following reasons:

- Impact on appearance and character of ASEQ due to visibility of development from the public realm and loss of visual continuity.
- Density of proposed development that is not in keeping with existing density of ASEQ.
- Form and layout of the proposed development:
 - Roof different in style;
 - Different size of plots or plot pattern;
 - Space between properties different from that of the ASEQ.
- Development would constitute an undesirable precedent within the ASEQ.
- Impact on landscape and the protection of landscape features.
- Loss or impact on the local amenities, in the broad sense of the term, so could be tree cover or spacing between properties.
- Typology of development not fitting with the ASEQ's typology.
- Style, form, materials, massing, design or proportions not in keeping or complementing the existing character of the ASEQ.

The impact of development on existing size of plots, plot pattern, spaces between buildings and landscape quality emerge as the most important considerations when protecting the character of existing ASEQs. This is therefore reflected in selection criteria i–v.

Precedents of similar designations in other local authorities

There are precedents for other local authorities protecting a typology of detached houses set in large gardens, and the definition of these in adopted Local Plans has informed the purpose and criteria of ASEQs set out above.

Mole Valley District Council has designated six low density areas as ‘Residential Areas of Special Character’; these are generally areas of attractive large early 20th century houses with mature trees, gardens and hedges, often with grass verges and street trees. Paragraph 4.81 of the Mole Valley Local Plan defines the criteria for selecting these as:

- (i) They are located within defined built-up areas but outside designated Conservation Areas where other special controls already operate.
- (ii) They are generally homogenous areas recognisable as possessing one identifiable, distinctive and cohesive character.
- (iii) They are mature lower density developments of mostly substantial houses that generally have spacious arcadian landscaped settings where the landscaping dominates the buildings.
- (iv) They possess a character and high level of residential amenity that should not be undermined by unsympathetic new development.

Mole Valley District Council notes that there is a tendency for building owners to individually and collectively propose the subdivision of land to create new housing plots. Trees and shrubbery are removed to create space for new buildings and to provide vehicular access them, and also to provide more light to the new houses and their smaller gardens. Policy ENV17 of the Mole Valley Local Plan therefore seeks to protect these residential areas of special character from insensitive development:

In such areas development will only be permitted where it reflects the particular character of the area in terms of density, the space about buildings, scale, design, materials, and degree of landscaping. Alterations and extensions to existing building will only be permitted if their location, scale and design are in keeping with the character of the area, particularly if seen from the public highway.

Much of this could equally apply to ASEQs in Crawley, and has informed the selection criteria i and iv for ASEQs.

Similarly, Bracknell Forest Council protects five ‘Areas of Special Housing Character’. These are low density areas with large dwellings in extensive grounds, are often wooded and form a transition zone between the urban area and countryside. They form part of green corridors to help the free movement of wildlife. Paragraph 5.29 of the Local Plan explains that there is pressure for development at a higher density in these areas and the purpose of the designation is to control the density and layout of new development, to protect trees and the variety of different types of residential development in the Borough. Policy H4 states that:

- residential development will be permitted only where it would not:
- (i) undermine the quality of the area as a low density development with dwellings generally set in spacious surroundings; and
 - (ii) result in a material loss of trees, other vegetation, natural features and wildlife habitats; and
 - (iii) in any other respect, prejudice the established residential character of the area.

The Bracknell example is particularly pertinent: like Crawley it is a New Town, created by extending an existing small town in 1949. As a result of its rapid growth it is also characterised by homogenous housing, which is likely to be behind the desire to preserve the variety of residential development in the town. This same rationale applies to Crawley and is reflected in ASEQ selection criteria iii and iv and in definition of the purpose of ASEQ designation (objectives a, b and c).

Comparison with conservation areas

Conservation areas are:

- areas of special architectural or historic interest in the context of the borough, the character or appearance of which it is desirable to preserve or enhance. (Crawley Local Plan Saved Policy BN1).

Conservation areas are a long established local designation, introduced by the 1967 Civic Amenities Act to protect areas of architectural and historic interest. The purpose of conservation area designation is to control the demolition and development of buildings and to protect trees.

The relationship of ASEQs to conservation areas is important when defining the purpose of ASEQs and criteria for their designation. There should be a clear distinction between the purpose of ASEQ and conservation area designation, and the types of area that they protect. There is no point in ASEQs being ‘second rate’ conservation areas: it would be confusing and inefficient to create a secondary designation that has the same purpose as conservation area designation. So if an area is of architectural or historic interest in the Crawley context then it should be designated as a conservation area.

It is worth noting that the distinction between conservation areas and ASEQs is not always entirely neat: some conservation areas have attractive landscape features, while some ASEQs such as Rusper Road and Barnwood Close have buildings of some quality. We therefore recommend that:

- areas which are primarily of historic and architectural interest should be protected as conservation areas; and
- areas that are special because they are low density areas of landscape value should be protected as ASEQs, even where they contain buildings of some architectural quality.

This distinction is reflected in selection criteria v.

5.0 Pre-New Town ASEQs

This section of the report examines the existing and proposed ASEQs in parts of Crawley that were developed before it was designated as a New Town. It begins with a brief description of the pre-war history of Crawley, then goes on to analyse and provide recommendations for each of the areas in turn.

Summary history

The Forest of Anderida, a dense forest of oak and ash, once covered the area where Crawley is today. Remnants of this landscape survive as pockets of ancient woodland along the northern stretches of Balcombe Road and in Tilgate. There is evidence of human habitation of Crawley in the Neolithic period, and of extensive iron working in Broadfield in the Roman period. There was a Saxon settlement at Worth, and St Nicholas Church is a rare survival from this period. The Domesday Book of 1086 records this settlement at Worth, and another at Ifield.

The extraction and processing of iron ore was an important local industry and led to the growth of villages, and in particular Ifield, in the medieval period. Langley Lane, Ifield (12) contains medieval buildings. Crawley was located on the trading route between London and Shoreham which encouraged the development of inns such as the George on the High Street, which dates from c.1450. Moated houses, farms, estates and deerparks punctuated the open countryside, some of which are still evident today: historic estates have become public parks at Worth Park and Tilgate Park, and an historic moat survives between Mount Close and Barnwood Close (11), as well as at Pound Hill and Ewhurst Place, Ifield. There is also evidence of drover's roads, historic routes used to drive animals to market, now discernible in wide banked roads: Blackwater Lane (22) and Church Road (10) are examples, although it is difficult to date them.

Despite the decline in the iron industry in the Sussex Weald in the 18th century, Crawley continued to prosper. Encouraged by the Prince Regent, Brighton developed as a seaside resort for the aristocracy in the 18th century, and as a result Crawley became a major centre for inns, coaching and stabling because it was a logical place to break the journey between London and Brighton.

The next major stimulus for growth was the advent of the railways. The London and Brighton Railway reached Three Bridges in 1841, and as result it developed as a settlement for railway workers. Hazelwick Road (2) is an example of railway housing laid out in this period. Three Bridges became an important railway junction when in 1848 a branch line was added to Horsham and Portsmouth to the west, and in 1855 another branch line to East Grinstead to the east. The Portsmouth line passed through Crawley, which was a further stimulus for the development of the town: Albany Road (4), East Park (6) and West Street (8) are examples of 19th century railway terraces. East Park was extended as Malthouse Road (6) in the Edwardian period which was developed with grander semi-detached houses. Goff's Park Road (14) also contains a few larger Victorian houses.

This pattern of moderate residential growth continued in the early 20th century and interwar period, perhaps encouraged by the potential to commute to London by train. Tushmore Lane (3), Rusper Road (8) and Barnwood Close/Mount Close (11) are examples of private residential development of this period.

A commercial airport was established at Gatwick in 1934 on the site of the former racecourse. This is likely to have encouraged the decision to construct a bypass to avoid the centre of Crawley in 1939.



Church on Ifield Street



Building associated with the Quaker community in Langley Lane



Timber-framed building on the High Street



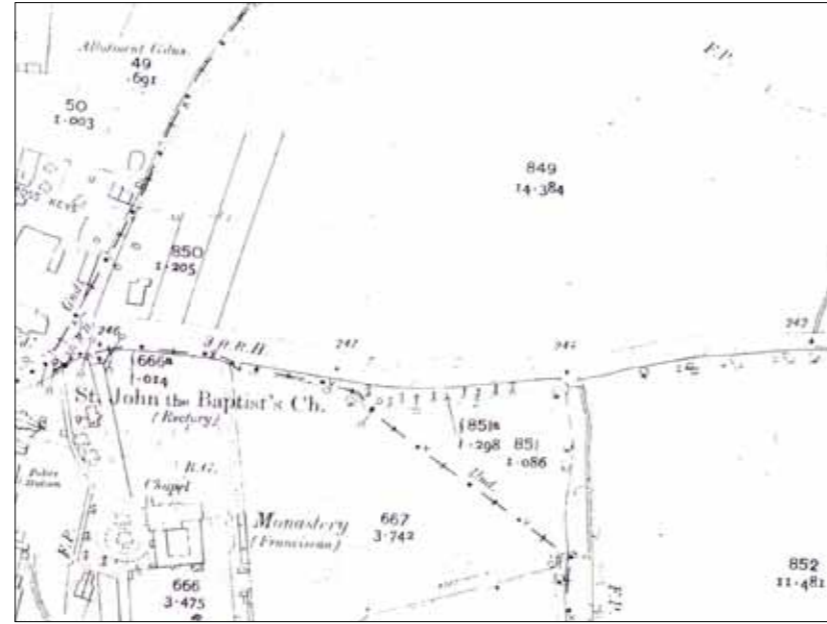
Hazelwick Road

1. Three Bridges Road

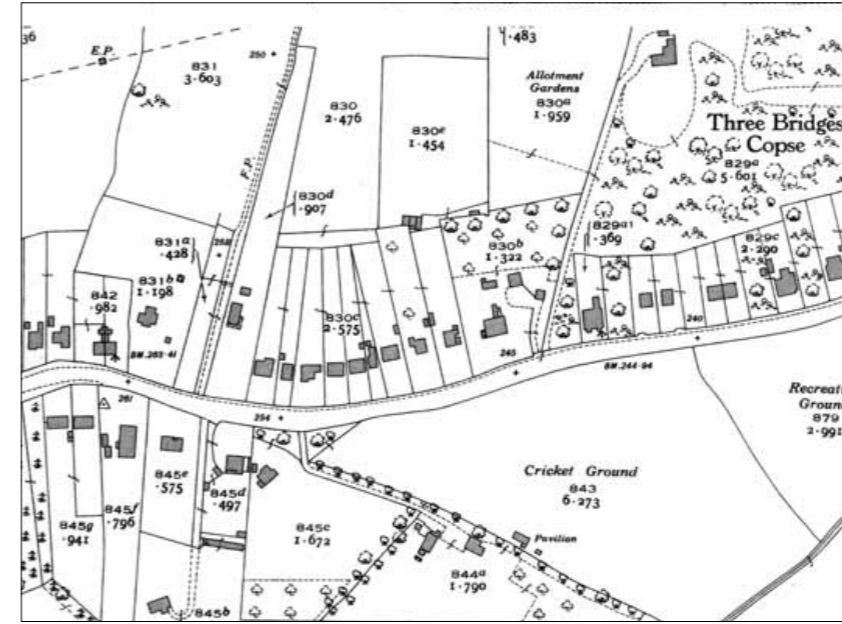


Location Plan

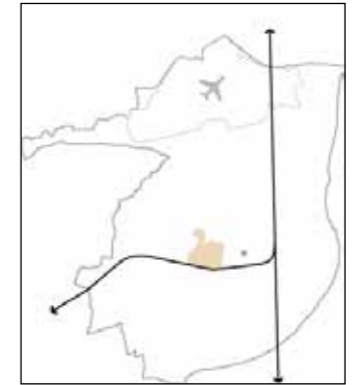
— Area considered for ASEQ



Historic Map, 1910



Historic Map, 1948



Key Plan



The cricket pitch with mature trees and hedges forms the context of Three Bridges Road



The buildings along Three Bridges Road are detached houses of mixed ages and styles

Historic development

Three Bridges Road is an historic road connecting Crawley and Three Bridges. Despite the construction of railway stations at Crawley and Three Bridges in 1855 and 1841, Three Bridges Road remained largely undeveloped in the 19th century; the 1910 OS map shows that the road passed through open fields at this date.

By the mid-20th century, the northern side of Three Bridges Road had been mostly developed with detached and semi-detached houses of a range of dates, set in individual plots and large front and even larger back gardens. The fields on the southern side remained undeveloped but were converted into a cricket and a recreation ground. As such, the character of Three Bridges Road, of large houses opposite undeveloped space, is relatively unaltered in the last 60 years, although there has been some infill.

Street layout	Linear development along a passing street and overlooking a cricket field
Structure	Formal with homogeneous property edges and building lines along the street
Frontages	Discontinuous frontage, interrupted by more or less thick hedges marking the edge of properties
Uses	Residential
Typology and block layout	Mostly detached houses, with some semi-detached, set back from the street by generous front gardens and with large back gardens. Rather large and homogeneous perimeter blocks defined by hedges and with parking in curtilage
Building Heights	2 storeys
Streetscape and public realm	Semi-rural streetscape with well-maintained landscape. Public realm benefits from mature vegetation but is poorly overlooked.

Urban form

Recommendation

Although the cricket pitch provides an attractive setting for the detached houses along the north side of Three Bridges Road, with mature trees and a hedge along its boundary, saved Local Plan Policies BN22, BN23 and RL2 provide sufficient protection of the cricket pitch as a recreational open space. Although the houses are detached and set back from the road, gaps between the buildings are narrow and they do not possess 'spacious landscaped settings where the landscaping dominates the buildings' as a result of infill since 1948 (criteria iv). The houses are of mixed ages and architectural styles so the area does not have a homogenous or cohesive character (criteria i and v). No historic landscape features are evident (criteria ii).

Assets	Weaknesses
Detached or semi-detached houses set in large perimeter blocks and overlooking the cricket field	Reduced natural surveillance of the street, due to setback of buildings and shielding hedges
Well-maintained landscape and public realm	No architectural homogeneity
Good permeability	Infill and small gaps between buildings
Homogeneity of block sizes	

Assets & weaknesses

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/ townscape value	
✗	✗	✓	✗	✗	✗	✗	Not to designate as an ASEQ or conservation area

Tick denotes area strongly fulfils criteria, and cross that it does not; a tick in brackets indicates that an area slightly fulfils the criteria..

2. Hazelwick Road

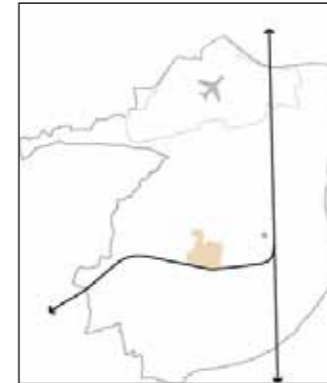


Location Plan

— Proposed conservation area



Historic Map, 1946



Key Plan



Hazelwick Road is a relatively well preserved street of Victorian housing associated with Three Bridges Station



There is a mixture of building types: some are semi-detached while others are traditional railway terraces



Many buildings are characterised by variegated brickwork and bay windows



Historic shopfronts survive in some buildings

Historic development

Hazelwick Road was developed in the Victorian period, with detached, semi-detached and terraces of red brick construction. Its development is associated with the opening of the Three Bridges Railway Station in 1841, reinforcing the links between Crawley and London and Brighton. The road layout was straightened to the east after 1946 to link it with Hazelwick Avenue, running on a north-south axis and probably laid out at the same time. The previous eastward connection of the road with the old High Street brought a degree of mixed uses on the street, which is still reflected in the surviving shop fronts to the east.

Street layout	Curved street branching off the local centre
Structure	Formal with homogeneous property edges and building lines along the street
Frontages	Continuous frontages along both sides of the street, allowing for good natural surveillance
Uses	Predominately residential with some retail
Typology and block layout	Semi-detached housing slightly set back and separated from the public realm by fences or boundary walls. Homogeneous perimeter blocks defined by boundary wall or fence, back garden and side lanes to the back of the houses. On-street parking
Building Heights	2 storeys
Streetscape and public realm	Streetscape defined by a good sense of enclosure and Victorian houses and townscape. Well overlooked public realm but dominated by on-street parking

Urban form

Tick denotes area fulfils criteria, and cross that it does not.

Assets	Weaknesses
Relatively well preserved Victorian street predominately residential with some retail	Public realm dominated by on-street parking
Good quality townscape with homogeneous massing, scale and the street layout	Alteration of fenestration
Some good examples of Victorian semi-detached houses	
Good sense of enclosure and permeability	

Assets & weaknesses

Recommendation

Hazelwick Road illustrates the Victorian expansion of Three Bridges associated with the construction of the railway and a major junction there so is of local historic interest. The presence of detached and semi-detached houses, the use of variegated bricks and integration of bay windows suggest that the street was not conceived purely as working class railway housing, although terraced railway cottages are also present. This variety of building typology and detailing such as historic shopfronts is of architectural value. The continuous frontages and sense of enclosure are of townscape value. Although the majority of sash windows have been replaced with uPVC, the street is of sufficient historic and architectural interest in the Crawley context to merit conservation area designation.

Hazelwick Road does not display features of the historic landscape (criteria ii), is not of landscape value (criteria iii), nor a low density development (criteria iv), so it would be inappropriate to designate it as an ASEQ.

Management recommendations

- Article 4 (2) Direction to control replacement of historic windows e.g. sash, bay and shopfronts
- Encourage replacement of uPVC windows with timber sash windows
- Demolition of buildings that make a positive contribution should not be allowed
- Development and alterations should be in keeping with the character and appearance of the area

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/ townscape value	
✓	✗	✗	✗	✓	✓	✓	Designate as a conservation area

3. Tushmore Lane



Location Plan

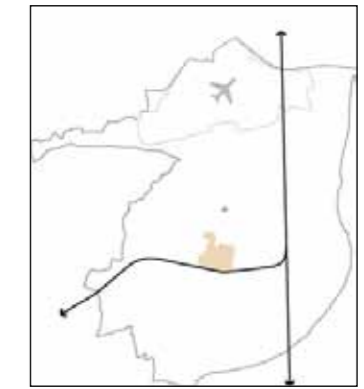
— Area considered for ASEQ



Historic Map, 1813



Historic Map, 1948



Key Plan



This style of semi-detached house is typical of the 1930s but they are not evident on the 1948 map so must be old fashioned semis of the early 1950s. Likely to have been privately developed



This semi is much altered with side extensions



This area is also characterised by post war bungalows



It seems likely that these weatherboarded houses on the south side of the Lane were built by the Development Corporation

Historic development

Tushmore Lane is located to the north of Crawley and marks the edge of the residential areas surrounding the town centre. It is an historic road dating from at least 1813, and branching off London Road, the ancient London-Brighton route. The road cut across fields and connected with other villages eastwards. In the early 1950s, some semi-detached houses were built on Tushmore Lane, probably by a private developer, but in an old fashioned style more typical of the 1930s.

The area was also developed as the Northgate neighbourhood between 1951–5, and the two storey weatherboarded houses on the south of the Lane are likely to have been built by the Development Corporation. A vast industrial estate has been laid out to the north.

Street layout	Linear development connecting a primary and a secondary road, on the edge of an industrial estate
Structure	Formal
Frontages	Continuous frontages, with gaps between houses
Uses	Residential
Typology and block layout	Detached and semi-detached houses set in separate plots with front gardens and setbacks from the street
Building Heights	2 storeys
Streetscape and public realm	Poor quality of the public realm, which dominated by the road and which is rather bare due to the poor landscaping

Urban form

Assets	Weaknesses
Detached and semi-detached typology with generous back gardens	Road dominating the public realm
	Non-existing landscaping of the public realm and poor landscape value
	No sense of streetscape
	Non homogeneous architecture, except for three similar semi-detached but one has been heavily altered

Assets & weaknesses

Recommendation

Although the houses in Tushmore Lane are set back from the road, with gaps between the buildings, they are mostly semi-detached or bungalows, and do not possess 'spacious landscaped settings where the landscaping dominates the buildings' (criteria iv). The houses are of mixed ages and architectural styles, so the area does not have a homogenous or cohesive character, nor is of architectural quality (criteria i and v). No historic landscape features are evident, nor does the area have landscape value (criteria ii and iii).

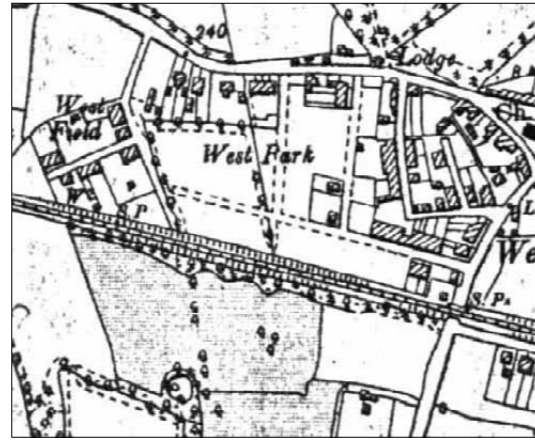
ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
✗	✗	✗	✗	✗	✗	✗	Not to designate as an ASEQ or conservation area

4. Albany Road



Location Plan

— Area considered for ASEQ



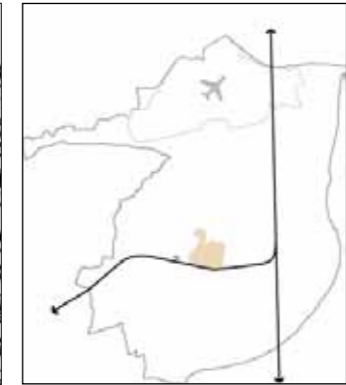
Historic Map, 1899



Historic Map, 1910



Historic Map, 1932



Key Plan



The terraces on the south side of the street have variegated brick but the quality of the architecture is unexceptional and the windows have been replaced with uPVC



There is one detached house in the road with an attractive porch and original sash windows; this is the only building like this in the street



The character of the north side of the street has been eroded by replacement uPVC windows and concrete render

Historic development

Albany Road runs parallel to the railway line to the west of Crawley Town Centre. It reflects the urban expansion of Crawley during late Victorian times and Edwardian times, associated with the railway. The map of 1899 show the road being laid out but as yet largely undeveloped with buildings. By 1910, about two thirds of the street has been built with a series of terraces. The western part of the street is developed at a later stage, after 1932.

The terraces on Albany Road are characterised by a regular building pattern, with bay windows and boundary walls which, for the most part, have been retained. The houses, all slightly set back from the adjacent ones, are plain and are not characterised by any particular architectural detail except for the ground floor bay windows. The terraces on the north side of the street haven been concrete rendered.

Street layout	Linear Victorian development near the town centre of Crawley
Structure	Formal
Frontages	Continuous frontages characteristic of Victorian streets
Uses	Residential
Typology and block layout	Terraced housing with narrow setback and boundary wall. Gardens at the back of houses
Building Heights	2 storeys
Streetscape and public realm	Regularity of housing on the major part of the street. Public realm with good sense of enclosure enabling good natural surveillance. No landscaping or vegetation

Urban form

Assets	Weaknesses
Homogeneous architecture, typical of Victorian streets	Weak townscape character (townscape is the relationship of buildings to the street and public realm)
	House facades rendered diminishing the character of the street
	Substantial amount of fenestration has been replaced with PVC, altering the historic character of individual houses and the street
	Alterations of boundary walls on several instances

Assets & weaknesses

Recommendation

Although Albany Road illustrates the late Victorian/early Edwardian expansion of Crawley associated with the railway, it is not of sufficient historic or architectural interest to merit conservation area designation. With the exception of one detached house with an attractive porch, the buildings are unexceptional terraced houses, which have been heavily rendered on the north side of the street, and where the windows have been replaced throughout. By comparison Hazelwick Road dates from slightly earlier, has more varied typologies and is better preserved so merits conservation area designation where this, in our opinion, does not.

Albany Road does not display features of the historic landscape (criteria i), is not of landscape value (criteria ii), nor a low density development (criteria iv), so it would be inappropriate to designate it as an ASEQ.

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
✓	✗	✗	✗	✗	(✓)	✗	Not to designate as an ASEQ or conservation area

5. West Street, Southgate



Location Plan

- Proposed Extension to Brighton Road Conservation Area
- Brighton Road Conservation Area



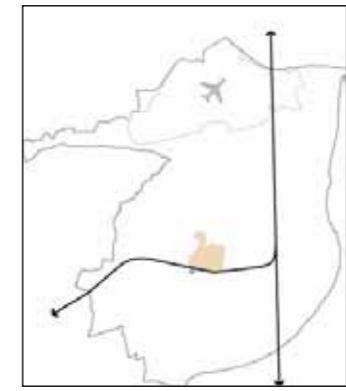
Historic Map, 1874



Historic Map, 1897



Historic Map, 1910



Key Plan



The survival of historic features falls away as one moves west



The buildings are modest but of pleasing proportions with variegated brickwork



There are larger buildings on Springfield Road



There are large well-preserved houses on Springfield Road with decorative barge boards, original sash windows and decorative brickwork

Historic development

The development of West Street and Springfield Road was associated with the construction of Crawley Railway Station, which opened in 1848. The map of 1874 shows that West Street partially laid out and still surrounded by open fields. West Street was completed by 1910. The 90 degree bend in the street is likely to have resulted from field ownership boundaries.

Today much of the eastern part of Springfield Road and West Street has retained the character of Victorian railway housing. The urban grain has not been altered nor the proximity to the railway track. The houses have been altered, particularly in terms of fenestration and boundary walls but the ensemble has broadly survived in its original form without infill.

Street layout	L-shaped Victorian street near the railway
Structure	Formal
Frontages	Continuous frontages characteristic of Victorian streets
Uses	Residential
Typology and block layout	Terraced housing with narrow setback and boundary wall. Gardens at the back of houses
Building Heights	2 storeys
Streetscape and public realm	Regularity of housing on the major part of the street. Public realm with good sense of enclosure enabling good natural surveillance. No landscaping or vegetation

Urban form

Assets	Weaknesses
Homogeneous architecture on most part of the street, typical of Victorian streets	uPVC replacement windows
Good sense of enclosure and townscape value deriving from 90° bend in the street	
Architectural value especially buildings on Springfield Road	Alterations of boundary walls

Assets & weaknesses

Recommendation

West Street illustrates the Victorian expansion of Crawley associated with the construction of the railway, which is of local historic interest. The street is also of architectural interest: the buildings date from the late 19th century and are generally terraced railway cottages of variegated brick, with occasional semi-detached houses. There are larger houses on Springfield Road, one with a decorated barge board on the gable end and sash windows intact. West Street is narrow with a 90° bend which creates a pleasing sense of enclosure and townscape interest. Unfortunately many sash windows have been replaced with uPVC, some buildings have been rendered and porches added, however the street is of sufficient historic and architectural interest in the Crawley context to merit conservation area designation. West Street is an earlier development and has more townscape value than Albany Road, so merits additional protection by extending Brighton Road Conservation Area to encompass it. We recommend that the Conservation Area is extended as far as Denne Road but no further because the survival of historic features and architectural quality diminishes as one moves to the west.

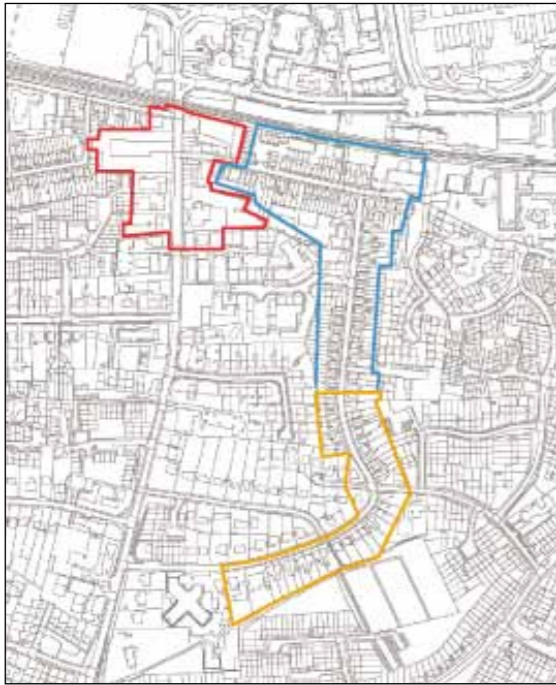
West Street does not display features of the historic landscape (criteria i), is not of landscape value (criteria ii), nor a low density development (criteria iv), so it would be inappropriate to designate it as an ASEQ.

Management recommendations

- Article 4 (2) Direction to control replacement of historic windows e.g. sash and bay
- Encourage replacement of uPVC windows with timber sash windows
- Demolition of buildings that make a positive contribution should not be allowed
- Development and alterations should be in keeping with the character and appearance of the street

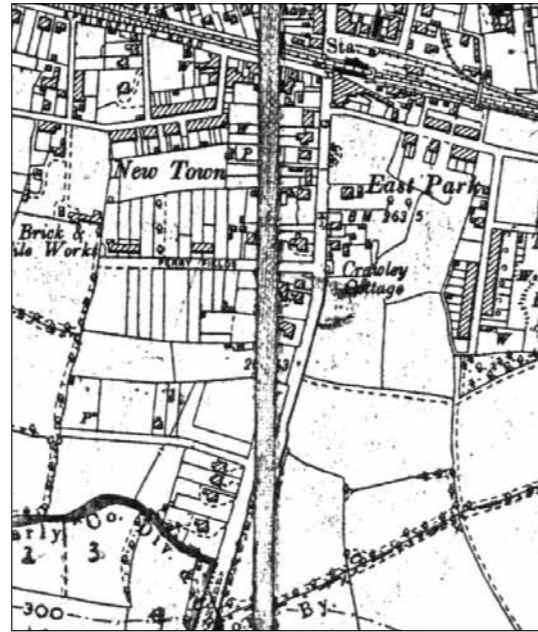
ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/ townscape value	
✓	✗	✗	✗	✓	✓	✓	Extend Brighton Road Conservation Area to include West Street

6. Malthouse Road



Location Plan

- Area considered for ASEQ
- Proposed conservation area
- Brighton Road Conservation Area



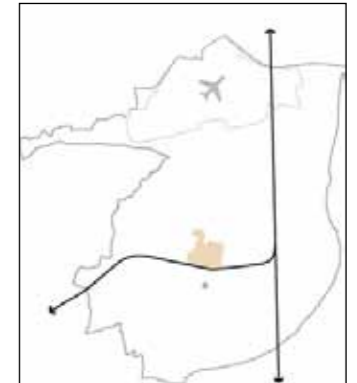
Historic Map, 1899



Historic Map, 1910



Historic Map, 1932



Key Plan



The architectural quality and character of East Park is more varied than in Malthouse Road. Windows have been replaced with uPVC and the buildings have been rendered



Postwar infill in East Park



Historic development

Like Springfield Road, East Park runs parallel to the railway track, close to Crawley Railway Station, and Malthouse Road branches off it and loops back onto Brighton Road. The development of East Park and Malthouse Road is also associated with the railway.

This side of Brighton Road was developed slightly later than its western counterpart. In 1874, East Park had only been partially built up with terrace houses. The latter have been retained but have also been heavily altered and infilled. By 1899, Malthouse Road (taking its name from Malthouse Farm further east) had only been partially laid out with terraces on both sides. The street was completed in the early decades of the 20th century and curved to fit within the boundaries of the fields. The street was developed with high quality detached and semi-detached houses, which are characterised by their larger scale, homogeneity throughout the street and architectural detailing which has been well preserved. It is possible these were developed as middle class housing for London commuters.



The quality of architecture in Malthouse Road is high, with good survival of historic features such as sash windows and porches





Street layout	Victorian and Edwardian development near the railway, with East Street leading to Malthouse Road
Structure	Formal
Frontages	Continuous frontages characteristic of Victorian streets
Uses	Residential
Typology and block layout	Terraced housing with narrow setback and boundary wall on East Street with a few detached. Semi-detached housing on Malthouse Road. Gardens at the back of houses
Building Heights	2 storeys
Streetscape and public realm	Regularity of housing on both East Park and Malthouse Road. Public realm with good sense of enclosure enabling good natural surveillance. No landscaping or vegetation

Urban form

Assets	Weaknesses
Homogeneous architecture, typical of Victorian streets	Weak townscape in East Park
Stronger townscape on Malthouse Road, due to consistent development along the street and curve in road	Substantial amount of fenestration has been replaced with uPVC, altering the historic character of individual houses and the streetscape on East Street
Quality of architecture and architectural details (porches and roofs) of houses on Malthouse Road	Alterations of boundary walls on several instances
Good condition of houses on Malthouse Road	Postwar infill on East Park Rendered buildings in East Park

Assets & weaknesses

Recommendation

Although East Park illustrates the late Victorian expansion of Crawley associated with the railway, so is of some historic interest, it is not of sufficient architectural interest to merit conservation area designation. The buildings are unexceptional terraced houses, which have been heavily rendered and the windows have been replaced throughout. There is also substantial postwar infill so the area does not have as homogenous or cohesive character as other Victorian streets. Hazelwick Road has more varied typologies and is better preserved so merits conservation area designation where this, in our opinion, does not.

Malthouse Road was developed later, in the Edwardian period, with large high quality semi-detached houses, often with decorative porches. These buildings are well-preserved with a higher concentration of original windows than elsewhere. The fact that Nos. 108–122 are already locally listed illustrates their historic and architectural interest. There is a strong case for designating Malthouse Road as a conservation area because of its historic and architectural interest.

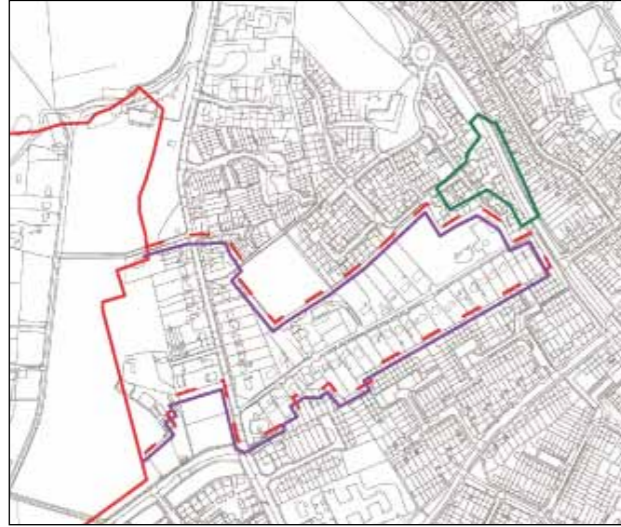
East Park and Malthouse Road do not display features of the historic landscape (criteria ii), are not of landscape value (criteria iii), nor low density developments (criteria iv), so it would be inappropriate to designate them as an ASEQ.

Management recommendations

- Article 4 (2) Direction to control replacement of historic sash windows and porches, and rendering of brickwork.
- Encourage replacement of uPVC windows with timber sash windows.
- Demolition of buildings that make a positive contribution should not be allowed.
- Development and alterations should be in keeping with the character and appearance of the street

Street	ASEQ criteria					Conservation Area criteria		Recommendation
	(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
East Park	✗	✗	✗	✗	✗	(✓)	✗	Not to designate as an ASEQ or conservation area
Malthouse Road	✓	✗	✗	✗	✓	✓	✗	Designate as a conservation area

7. Langley Lane

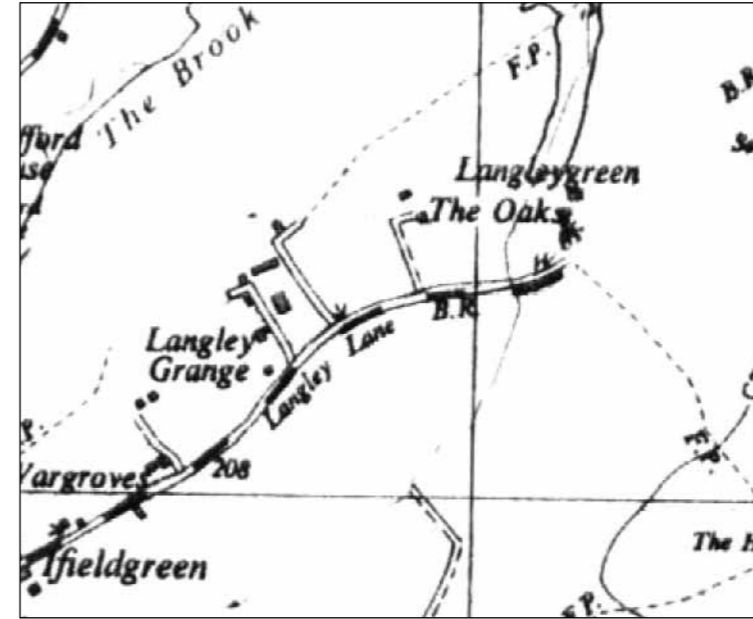


Location Plan

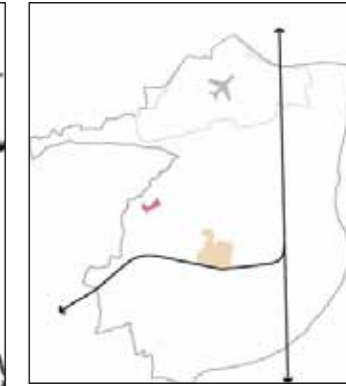
- Proposed Extension to Ilfield Conservation Area
- De-designated area of Langley Lane ASEQ
- Excluded from Langley Lane ASEQ
- Ilfield Conservation Area



Historic Map, 1813



Historic Map, 1948



Key Plan



There are a number of ancient timber framed buildings in Langley Lane which are listed



C17 Quaker meeting house



The majority of buildings on Ilfield Green are Victorian or Edwardian and well-presented

Historic development

Langley Lane is situated in the north-east of Crawley. There has been a village at Ifield since the 11th century at least (it was recorded in the Domesday Book), and there are some ancient buildings in Langley Lane, including a cottage of c.1475 and four 17th century buildings. There are historic associations with the Quaker religion; two Friend's meeting houses are located in the lane. Ifield Green developed later: most of the buildings date from the Victorian or Edwardian Period, although the Oak Public House is older. There has been some postwar infill in Langley Green, which was probably privately developed.

Presently Langley Lane maintains much a historic character. It is leafy with detached houses, set back from the road and each with large gardens. Despite the presence of a Playgroup much of the street is for residential use, and it terminates in a dead end towards the north.





The Royal Oak PH is a vernacular iron stone building



Many Victorian houses on Ilfield Green are characterised by bay windows



This building on Ilfield Green may have C18 origins

Street layout	Edge of town historic development
Structure	Semi-formal
Frontages	Regular on Ifield Green and irregular on Langley Lane
Uses	Mostly residential with some communal
Typology and block layout	Detached houses with narrow setback and boundary walls or hedges on Ifield Green and large setbacks from the street and back gardens
Building Heights	2 storeys
Streetscape and public realm	Dominated by mature vegetation, which gives the properties a strong sense of privacy

Urban form

Assets	Weaknesses
Mature vegetation dominating the street and conferring a strong sense of privacy as well as a rural character	Poor permeability
Historic buildings of architectural quality including ancient buildings in Langley Lane and Victorian/Edwardian development on Ifield Green. Many are listed	Poorly overlooked public realm
Good condition of historic buildings	Postwar infill in Langley Lane
Association with local history due to the location of the Quaker community	

Assets & weaknesses

Recommendation

Extend Ifield Conservation Area to include Langley Lane.

The Domesday Book recorded a settlement at Ifield in 1086, and although the original nucleus of the village is to the west, Langley Lane and Ifield Green also contain ancient buildings; a cottage of c. 1475 and four 17th century buildings survive in Langley Lane. There are five listed buildings in Langley Lane, including one at grade I and another at grade II*, which indicates that this area possesses buildings of national interest. There are also historic associations with the Quaker religion. The buildings on Ifield Green are later but there are some good, well-preserved examples of Victorian and Edwardian domestic architecture; the Royal Oak P.H. is an earlier, vernacular building in ironstone. Although the character is more mixed in Langley Lane where that has been some postwar infill, there is a strong case for extending the Ifield Conservation Area to protect the historic and architectural interest of the area. However, we recommend that the postwar housing at the north east end of Langley Lane (currently protected by the ASEQ) is excluded because it has a different character from the rest of Langley Lane and is not of equal historic and architectural interest; this area should not be retained as an ASEQ either.

Langley Lane has clear landscape value: it is an unpaved lane with mature trees and hedges (criteria iii). Many of the houses are detached, well-spaced, set back from the road, in spacious landscape settings (criteria iv). However, the area is primarily of historic and architectural interest, so we suggest that designation as a conservation area is more appropriate than as an ASEQ; conservation areas can protect landscape character, and it is easier to apply Article 4 Directions in conservation areas than ASEQs.

Management recommendations

- Article 4 (2) Direction to control replacement of historic sash windows and rendering of brickwork.
- Encourage replacement of uPVC windows with timber sash windows.
- Demolition of buildings that make a positive contribution should not be allowed.
- Control infill development and the size of extensions to retain gaps between the buildings and the spacious character of the landscaped setting.
- Infill development and alterations should be in keeping with the character and appearance of the area
- Protect trees and hedges

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
(✓)	✗	✓	✓	✓	✓	✗	Extend Ifield Conservation Area to include Langley Lane

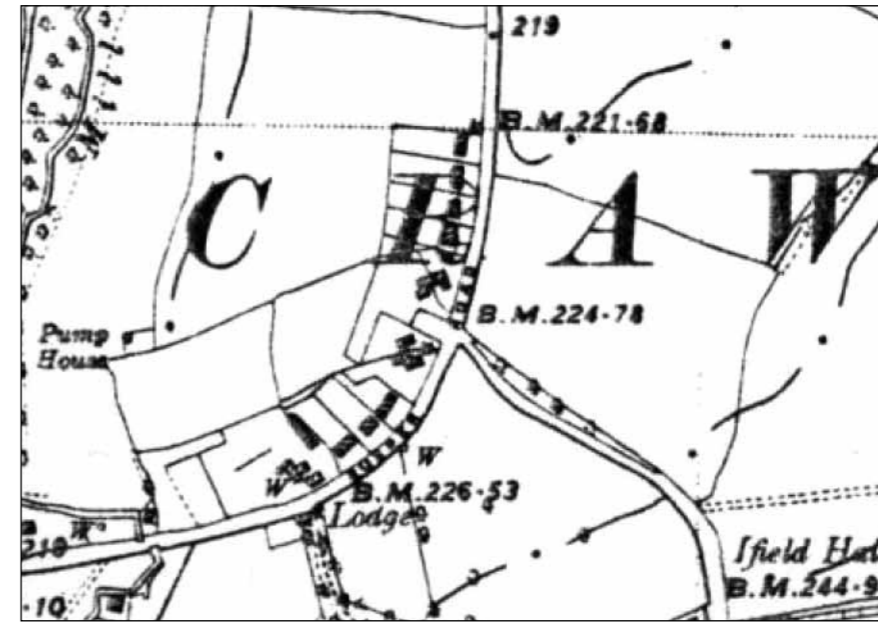
8. Rusper Road



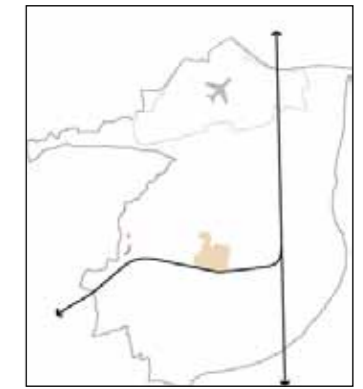
Location Plan
 — Retained as ASEQ
 — Excluded from ASEQ



Historic Map, 1795



Historic Map, 1948



Key Plan



There is a group of detached houses in Rusper road designed in the Arts & Crafts style and built in the early C20. They have a coherent palette of materials but the design of each house differs slightly



These two detached houses in the north of the ASEQ are of a markedly different architectural style than the group in the south



The buildings in the northern part of Rusper Road are detached but of different architectural styles and dates, so are not homogeneous with the rest of the ASEQ



Historic development

Rusper Road is located to the east of Crawley and forms parts of its eastern, built boundary. Rusper Road is an historic road visible on maps as early as 1795. By 1813 there were sparse developments along the road, most likely farmhouses dating back to the late 18th or early 19th century, but which no longer remain. The nearest railway is Ifield Rail Station, which was opened in 1907. This is likely to have encouraged the development of large detached Arts and Crafts houses, from this date; we know that Blunden Shadbolt designed the Elms on Rusper Road in 1908 which is consistent with this (see biography of Shadholt on page 97). Four houses located in the separate northern part of the ASEQ are of a later date, likely to have been privately developed in the 1930s and 1950s, in a variety of architectural styles.

Street layout	Outer fringe linear development, backing open space
Structure	Semi-formal
Frontages	Discontinuous due to gaps between houses
Uses	Residential
Typology and block layout	Detached houses with large setbacks from the street and back gardens
Building Heights	2 storeys
Streetscape and public realm	Characterised by landscaping and homogeneous massing of houses and type of architecture

Urban form

Assets	Weaknesses
Good quality of architecture, characterised by a similar building materials but design varying slightly	Four houses of different architectural styles, which are not consistent with the character of the ASEQ
Good condition of houses	
Good quality of landscaping, e.g mature trees and hedges	
Homogeneous massing throughout the street	

Assets & weaknesses

Recommendation

Retain as an ASEQ but change boundary

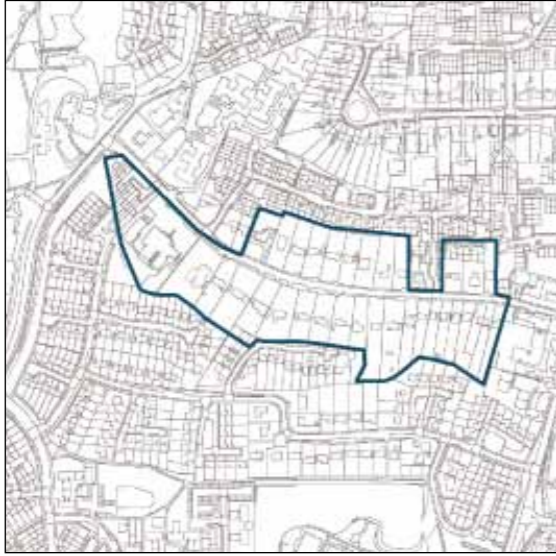
In Rusper Road there are large, detached, well-spaced houses set back from the road in a spacious landscaped setting, with mature trees and hedges (criteria iii and iv). The houses are designed in the Arts and Crafts style with a consistent palette of materials, although each is slightly different. The Elms was designed by Blunden Shadbolt and built in 1908, although it has been difficult to date the others, which may be later. Although the buildings are of some architectural interest (criteria v), in our opinion this is not sufficient to merit conservation area designation; the existing designation as an ASEQ protects the landscape character and spaces between the buildings. We recommend that the northern part of the ASEQ is de-designated because the four houses here are of a later date with a different architectural character so are not part of the homogenous and cohesive group of houses to the south (i).

Management recommendations

- Control infill development and the size of extensions to retain gaps between the buildings and the spacious character of the landscaped setting.
- Alterations, extensions and infill should be in keeping with the character and appearance of the area.
- Demolition of buildings that make a positive contribution should not be allowed.
- Protect trees and hedges.

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/ townscape value	
✓	✗	✓	✓	✓	✗	✗	Retain as ASEQ but change boundary to remove separate group of houses to north which of different date and style

9. Goffs Park Road

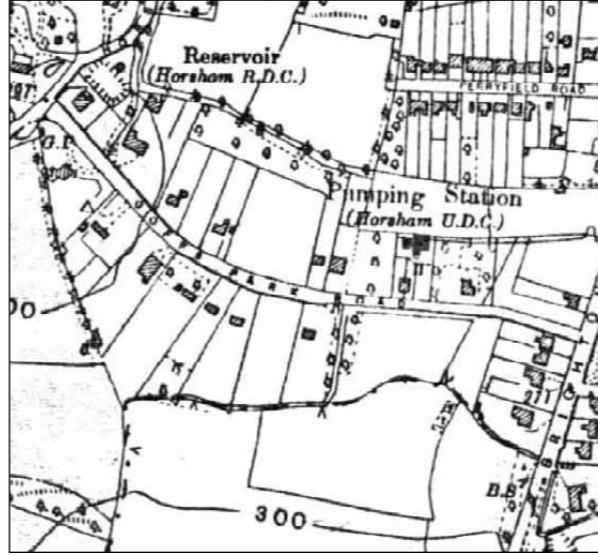


Location Plan

— Retained as ASEQ



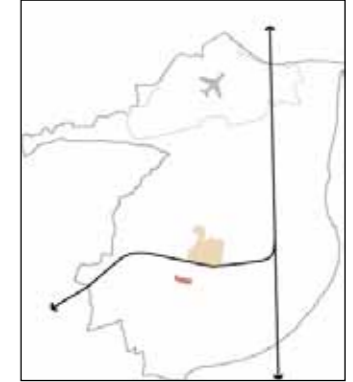
Historic Map, 1874



Historic Map, 1899



Historic Map, 1932



Key Plan



There are a number of houses in the Arts & Crafts style, dating from the early C20, similar to those in Rusper Road



More restrained interwar detached houses



Occasional Victorian villas punctuate Goff's Park Road

Historic development

Goffs Park Road is located to the south of the town centre and branches off Brighton Road. As evident from the 1874 map, the road follows the line of an historic field boundary, but not developed until late into the 19th century, when detached houses were built in large plots of land. During the 20th century, development along the road became denser with infill development but the typology and density were in keeping with the first developments, ie detached or semi-detached housing with generous setbacks from the road and large back gardens. This sense of space is perhaps one of the reasons why it used to be dubbed “Millionnaires’ Road” by the local community.

Today the back gardens have reduced in size and the road exhibits a variety in architecture and a rather suburban character, despite the proximity of the town.

Street layout	Linear development, near the town centre
Structure	Semi-formal
Frontages	Discontinuous due to gaps between houses, but good overlooking of street
Uses	Residential with some offices
Typology and block layout	Detached and semi-detached houses with large setbacks from the street and back gardens
Building Heights	2 storeys
Streetscape and public realm	Characterised by landscaping and homogeneous massing of houses and typology

Urban form

Assets	Weaknesses
Good quality architecture of some buildings although character and quality is varied	Massing not always homogeneous along the street
Good condition of remaining Victorian houses	Some poor quality post war infill
Good quality of landscaping, e.g. mature trees and hedges	

Assets & weaknesses

Recommendation

Retain as an ASEQ.

There are large, detached, well-spaced houses in Goff’s Park Road, set back from the road in a spacious landscaped setting, with mature trees and hedges (criteria iii and iv). The houses are of mixed ages and architectural styles, with earlier 20th century buildings in the Arts & Crafts style (similar to those on Rusper Road) as well as more restrained interwar houses. Although this means that the road is less homogenous and cohesive than Rusper Road for example (it does not qualify for criteria i), the landscape and typology is worthy of protection against overdevelopment by designation as an ASEQ. There are some buildings of architectural quality (criteria v), which are worth protecting

Management recommendations

- Control infill development and the size of extensions to retain gaps between the buildings and the spacious character of the landscaped setting.
- Alterations, extensions and infill should be in keeping with the character and appearance of the area.
- Demolition of buildings that make a positive contribution should not be allowed.
- Protect trees and hedges.

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/ townscape value	
✗	✗	✓	✓	(✓)	✗	✗	Retain as ASEQ

10. Church Road

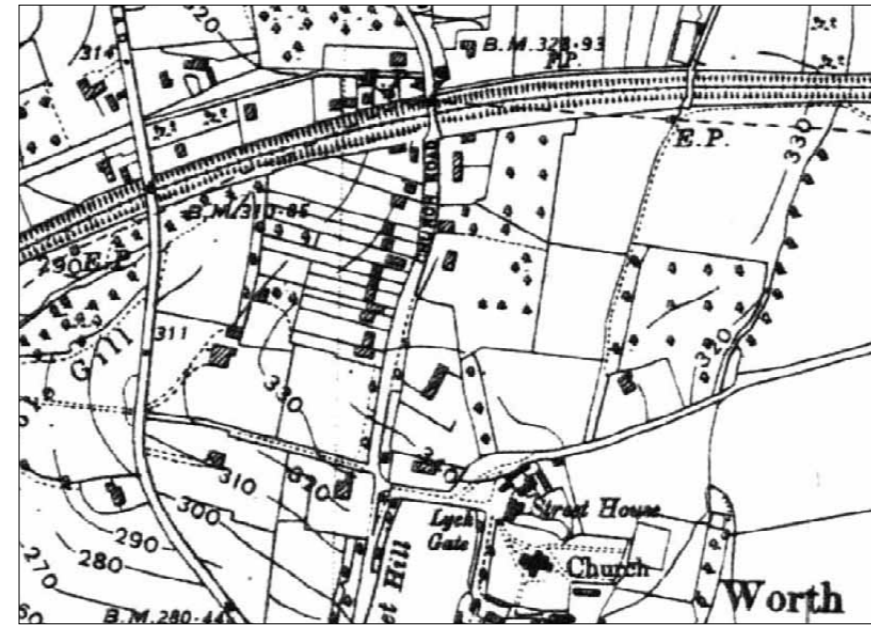


Location Plan

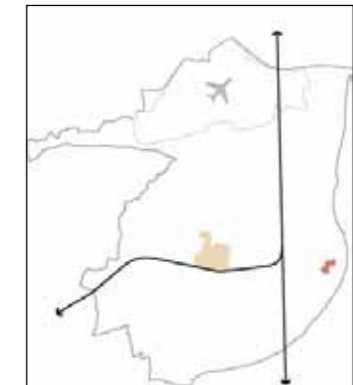
- Retained as ASEQ
- Excluded from Church Road ASEQ



Historic Map, 1813



Historic Map, 1946



Key Plan



Church road was an historic drover's road so is characterised by banks on either side of the road with mature trees and hedges



Church Road is characterised by detached houses set far back from the road behind hedges



Modern buildings making use of knapped joint in cul de sac



Interwar building originally set far back from road, now in cul de sac



Recent cul de sac development of large rear gardens

Historic development

Church Road derives its name from St Nicholas Church, Worth, a Saxon church which leads to it. Church Road is an historic drover's road, used for driving livestock to market; as a result it is a sunken road with noticeable banks on either side, which now constitute property boundaries and creates a rural character. The 1946 map indicates that by this date the northwestern part of the road had been developed with detached housing with very long rear gardens, set back from the road.

The borough boundaries were re-defined in 1983 to incorporate Worth, which included Church Road. It is likely that this was a further stimulus to growth, and there are a number of recent cul-de-sac developments in the ASEQ, two of which have been created by developing the rear gardens of older houses.

Street layout	Pre-1946 detached houses in north. 1980s and 1990s series of cul-de-sac developments, branching off Church Road
Structure	Informal
Frontages	Mostly discontinuous due informal structure of the development. No active frontage on Church Lane at is fronted by the rear gardens of houses
Uses	Residential
Typology and block layout	Detached houses set in individual plots with back gardens
Building Heights	2 storeys
Streetscape and public realm	Within the cul-de-sac developments, good quality material but poor sense of streetscape and public realm dominated by the road. Mature vegetation on Church Road

Urban form

Assets	Weaknesses
Historic interest of sunken lane and banks	Series of cul-de-sac developments with no particular sense of place
Mature vegetation, e.g. trees and hedges	Difficulty of wayfinding due to similarity of houses and convoluted layout
	Poor permeability
	No architectural quality

Assets & weaknesses

Recommendation

Retain as an ASEQ but change boundary.

Church Road contains some large detached houses, set back from the road with long gardens (criteria iv); however, the gaps between the buildings are not as pronounced as in other ASEQs, and some cul de sacs have recently been laid out in rear gardens. This development to the rear of the houses is largely not visible from the street so it should not necessarily be precluded in the future. The buildings are a wide range of styles and dates so there is no architectural coherence or quality to the area (the area does not qualify under criteria i and v). It is instead the historic landscape feature of the banks associated with the drover's road (criteria ii), and the landscape value of matures trees and hedges (criteria iii) that mark this area out for protection. We recommend that the boundary of the ASEQ is amended to focus on these banks, trees and hedges and that the cul de sacs and rear gardens are excluded.

Management recommendations

- Control levelling of banks fronting street.
- Protect trees and hedges.

Designation as an ASEQ should not preclude development of rear gardens where it has minimal visual impact on Church Road.

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/ townscape value	
✗	✗	✓	(✓)	✗	✗	✗	Retain as ASEQ but change boundary to focus on banks of drover's road

11. Barnwood Close/Mount Close



Location Plan

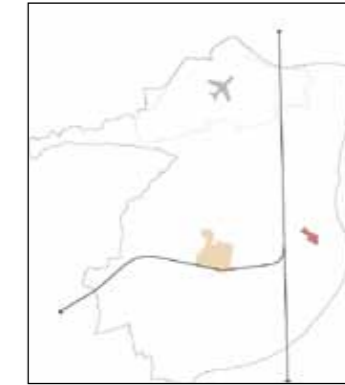
— Retained as ASEQ



Historic Map, 1946



Historic Map, 1946



Key Plan



Mount close is characterised by detached houses in the Arts & Crafts style hidden behind large hedges, with expansive green verges and mature trees



The architectural character of the houses in the closes is very coherent because they were built at the same time: they are built from traditional materials with half-tipped roofs, gabled dormer windows and prominent porches



The eastern part of Mount Close was constructed later so the buildings here have a different architectural character

Historic development

In 1795 the general area was predominately agricultural/woodland, named Round Hill. Until 1813 there was still no development, although the area had by then been renamed Pound Hill, the name that it is known by to date. These two areas have a very distinctive character, which is more reclusive and green when compared to other areas of interest. Barnwood Close terminates in a dead end, while Mount Close forms a triangle with curved corners.

Today the two closes are picturesque and some of the houses are good examples of large, detached, late Art and Crafts homes well set back from the road with ground that are richly landscaped with natural and planted vegetation. The closes had been mostly laid out by 1946, and were probably privately developed in the 1930s as commuter housing due to their proximity to Three Bridges Station. The eastern part of Mount Close was developed later in the 1950s and 1960s. Although they are laid out on either sides of the moat, both developments essentially turn their back on it although the gardens of some of the houses reach down to it.

The moat probably dates of 16th century or perhaps even from the Tudor period. It is a Scheduled Ancient Monument.



Barnwood Close has a similar character to Mount Close with detached Arts & Crafts houses set behind prominent hedges. It has an unpaved gravel road which adds to the rural charm



This building is also likely to date from the 1930s



Some hedges are less formal than others



The scheduled moat forms the setting of the closes but is not visible from the street





Sketch of Barnwood Close



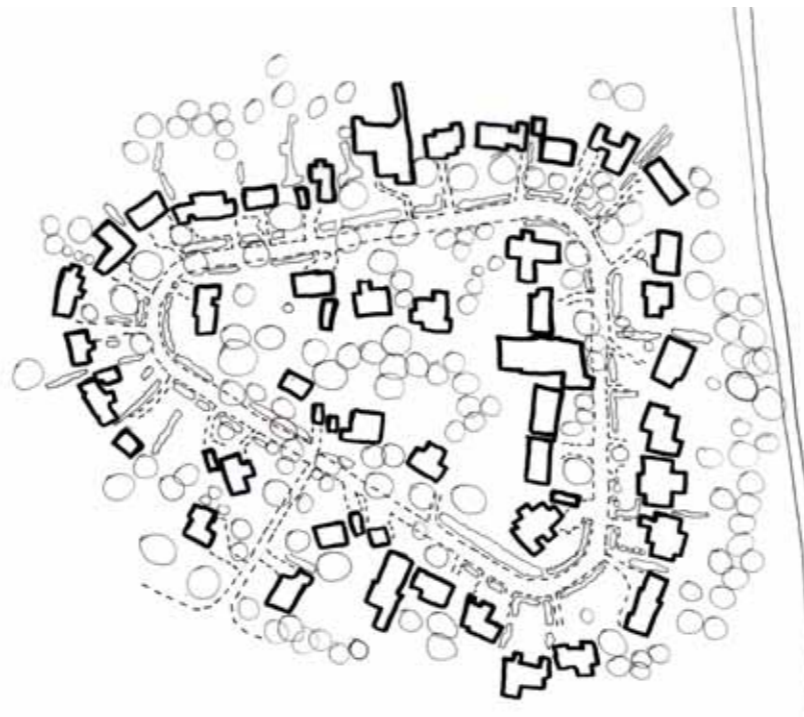
Plan of Barnwood Close



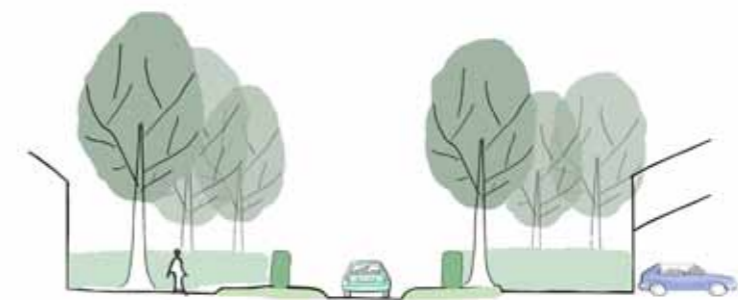
Section of Barnwood Close



Sketch of Milton Close



Plan of Milton Close



Section of Milton Close

Barnwood Close

Street layout	L-shaped cul-de-sac development, off a main road
Structure	Semi-formal
Frontages	Discontinuous frontage reducing natural surveillance as houses are set back from the street and sometimes separated from it by thick hedges
Uses	Residential
Typology and block layout	Detached houses with garages separate or in curtilage. Perimeter blocks varying in size, defined by hedges and the carriageway
Building Heights	2 storeys
Streetscape and public realm	Very green and private character reminiscent of rural setting as skyline dominated by distant roofs set within mature vegetation and road is made of gravel. Public realm limited to the road and occasional verges, as there are no pavements.

Urban form

Assets	Weaknesses
Strong sense of place, with rural character shaped by mature vegetation and gravelled street	Large setback reducing natural surveillance
Strong sense of privacy due to setback from the street and, in some cases, prominent hedges	Poor vehicular permeability due to the cul-de-sac layout
Gravelled street enabling speed reduction and acting as shared surface for pedestrians	

Assets & weaknesses

Milton Close

Street layout	Self-contained loop-shaped development, off a main road and responsive to the topography
Structure	Semi-formal
Frontages	Discontinuous frontage reducing natural surveillance as houses are set back from the street and separated from it by thick hedges
Uses	Residential
Typology and block layout	Detached houses with garages separate or in curtilage. Perimeter blocks varying in size, defined by hedges and the carriageway
Building Heights	2 storeys
Streetscape and public realm	Very green and private character reminiscent of rural setting as skyline dominated by distant roofs set within mature vegetation. Public realm limited to the actual road looping around the development and the green verges, as there is no pavement.

Urban form

Assets	Weaknesses
Strong sense of place, with rural character shaped by mature vegetation	Public realm not catering for pedestrians but for cars (but little traffic)
Strong sense of privacy due to setback from the street and, in some cases, prominent hedges	No overlooking on the street, reducing natural surveillance
Good, well-maintained landscape	Poor permeability due to street layout
Good response of built environment to topography	Streets 'turn back' on moat
Historic moat	
Picturesque architecture	

Assets & weaknesses

Recommendation

Mount Close and Barnwood Close have a very coherent character (criteria i) deriving from the fact that they were developed at the same time (with the exception of the eastern part of Mount Close). The closes contain picturesque detached houses and garages constructed in the Arts & Crafts style, probably in 1930s, with traditional materials and detailing including half-hipped roofs, gabled dormer windows and prominent porches (criteria v). As the drawings illustrate the buildings are set far back from the road and are very well-spaced (criteria iv). Thick front hedges create a sense of privacy and seclusion, and numerous mature trees and wide grass verges without pavements add to the landscape character (criteria iii). The closes are set either side of a scheduled moat, a historic landscape feature (criteria ii), now heavily wooded, which provides a waterside setting for some gardens. Although the architecture of the closes is of interest, it is not sufficient to merit conservation area designation, and given the historic moat and strong landscape character its status as an ASEQ is appropriate.

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/ townscape value	
✓	✓	✓	✓	✓	✗	✗	Retain as ASEQ

6.0 New Town ASEQs

Summary history and significance of Crawley New Town

The concept of new towns emerged partly in response to the problems of the 19th century city, which were frequently overcrowded, polluted and lacking in proper sanitation. The concept grew out of the Garden City Movement of the early 20th century which promoted low density towns carefully planned on concentric circles with a high proportion of parks and greenspace. New towns were created as part of the reconstruction effort following the Second World War. The 1946 New Towns Act adopted a 'top down' approach where development corporations were appointed and financed by central government to build substantial new towns to accommodate the war ravaged population.

Crawley was amongst the first of 16 British new towns created immediately following the War between 1947 and 1950. Crawley was selected as an appropriate location for a new town because of its accessibility and existing infrastructure:

- It is close to London, which made it easier to re-house the population here.
- There was an existing north-south highway between London and Brighton;
- with an existing bypass, around which the town could expand;
- There were three existing railway stations at close intervals.

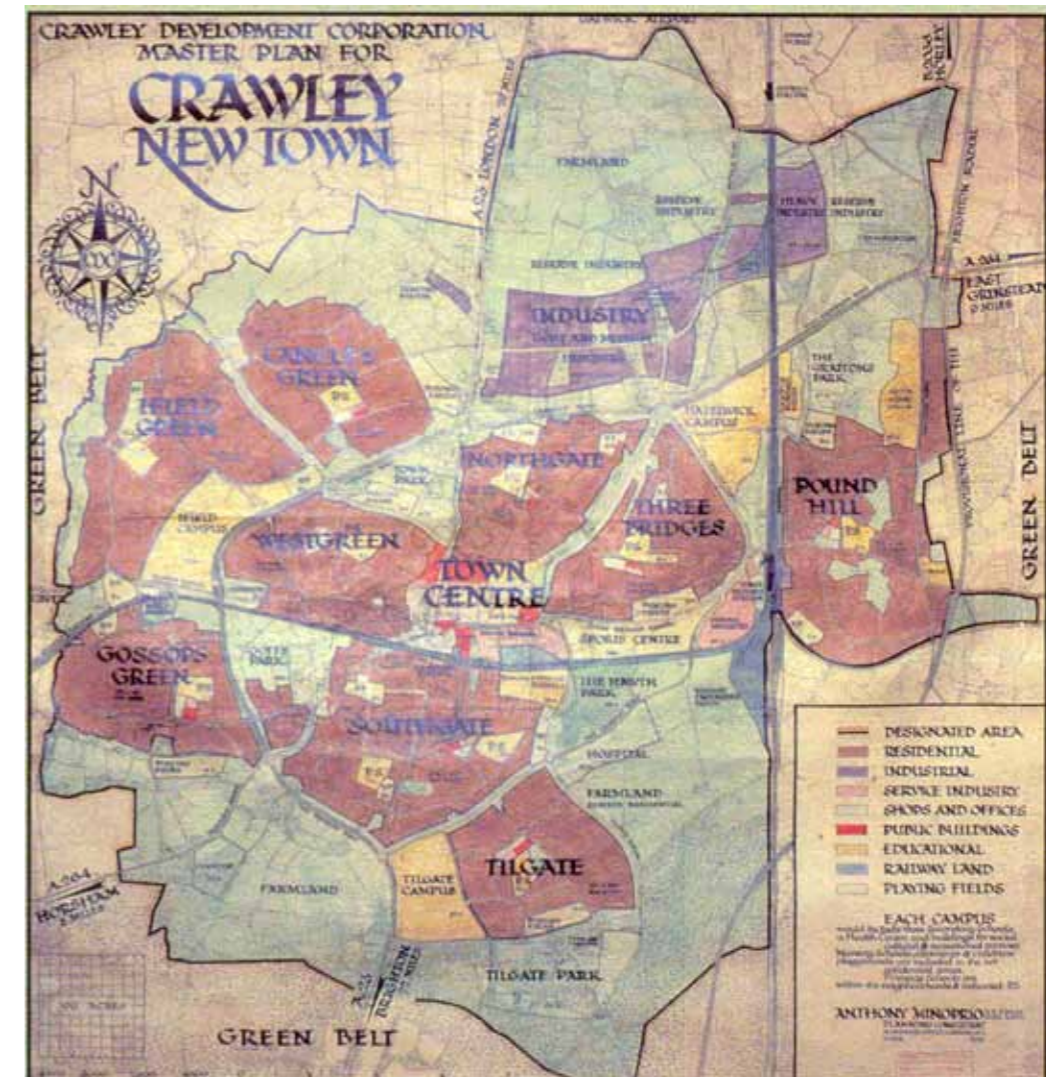
In January 1947 6,047 acres were designated for development. Dr Thomas Sharp was first appointed to produce the masterplan but left within a year and was replaced with Anthony Minoprio. The masterplan accommodated a population of 50,000 over 4,000 acres; the remaining designated land was left as farmland for future growth. The Ministry of Town and Country Planning approved the masterplan in February 1950.

The masterplan formed nine neighbourhoods, each with a population of between 4.1k and 7.6k, located either side of a ring road, created by extending the existing bypass. Minoprio retained existing placenames to create a sense of identity for the new neighbourhoods. It was

planned so that each neighbourhood would be no more than 1.5 miles from the town centre, and that each dwelling no more than a 10 minute walk from a local centre. Each neighbourhood centre was provided with a primary school, parade of shops, pub, church, and perhaps a hall and green; a modern interpretation of a village. In 1948 the Sussex Churches Joint Planning Committee advised on the number of religious buildings required: there were 11 existing religious buildings and churches and they concluded a further 13 were needed. At least 7 were built.

As is typical of new towns, Crawley was conceived as a low density town, with densities of 29 people/acre living in the inner residential areas, of 26 people/acre living in the outer residential areas, and an average density of 12.5 people/acre across the whole town. The preference was for houses with gardens over flats, and 64% of the residential buildings were 3 bedroom houses (by 1953 this increased to 75%). The majority were for working class people: 80% were Housing Manual Standard, 15% rather larger, and 5% managerial/executive housing.

Three educational campuses were proposed close to the ring road at Hazelwick, Tilgate and Ifield, to accommodate secondary schools and technical colleges. It was also proposed that cinemas, clubs and swimming pools should be clustered in these locations. An industrial area was located in the north.



Anthony Minoprio's Masterplan for Crawley - 1948

The nine original neighbourhoods were constructed in the following order, with the inner neighbourhoods to the north of the railway first:

- West Green – 1949-54
- Northgate – 1951-55
- Three Bridges – 1951-55
- Langley Green – 1951-56
- Pound Hill – 1952-56
- Ifield – 1953-57
- Southgate (east) – 1955-57
- Tilgate – 1956-8
- Gossops Green – 1958-61

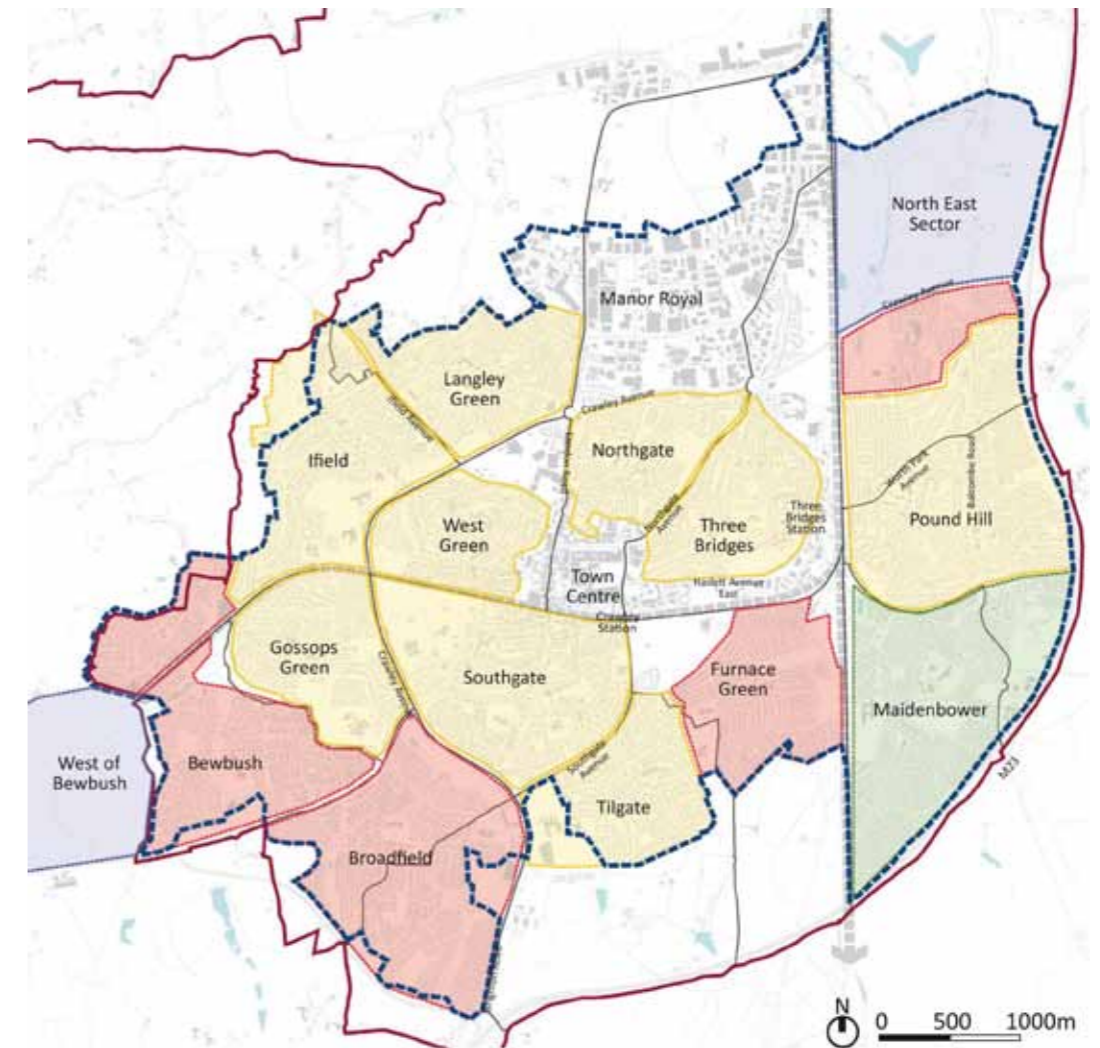
More houses were privately developed in the later neighbourhoods, but this was still very limited: for example in January 1957 *The Builder* recorded that the Development Corporation had built 6,500 houses and 3,000 more were planned, and that private enterprise had contributed 650 houses and a further 780 were planned.

Shopping streets in the town centre (Queen Square) were completed in 1958 to designs by the chief architect, A. G. Sheppard. The civic buildings of the Boulevard were completed throughout the 1950s and 1960s. The construction of the industrial area at Manor Royal began in 1951 and continued into the 1980s.

In 1961 a second generation of new towns was proposed, and Milton Keynes for example was created in 1967. At this time West Sussex County Council also proposed a substantial urban extension at Crawley to increase the population from 54,000 to 70,000. The 1961 plan involved further development of Pound Hill, Southgate, and new neighbourhoods at East Tilgate (Furnace Green) and on the greenbelt to the southwest of the town (Broadfield and Bewbush). The latest designated neighbourhood was created at Maidenbower in 1986. The four later neighbourhoods were constructed in the following order:

- Furnace Green – 1986-80s
- Broadfield – 1969-80s
- Bewbush – 1973-80s
- Maidenbower – 1986-90s

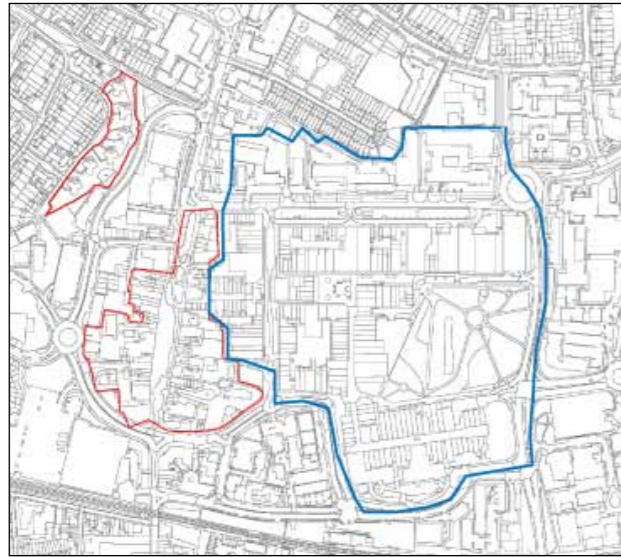
So what is the significance of Crawley New Town? It relates to the interest of the ideas behind the planning of the town. There was great aspiration and optimism, and although the 'top down' approach was somewhat overconfident and didn't always work in reality, what they were attempting to achieve is very interesting and expressive of that point in history. For example the planning of neighbourhood centres as modern 'villages' with a church as a focal point reveals how much has changed in the last 60 years: nowadays new urban extensions rarely include religious buildings and if they do they are more likely to be for non-Christian religions. The neighbourhood centres were created at the tipping point between more traditional ways of living and the modern globalised world we know today. This said, it could be potentially damaging to protect parts of the town that do not work, even if the ideas behind them are interesting, such as the Radburn layout at Norwich Road (23). We therefore recommend that two of the most successful neighbourhood centres (Gossops Green and Southgate) are preserved as conservation areas but that the town centre is not protected. The proposed redevelopment of the Boulevard suggests that the town centre needs to be rethought, as in other new towns like Harlow. There are some good examples of postwar architecture in Crawley, in particular the New Town churches, as well as some shopping parades and schools; chapters 9 and 10 set out our recommendations to local list the best examples.



Map showing the phasing of the masterplan (from EDAW's (AECOM) Crawley Baseline Character Study - May 2009)

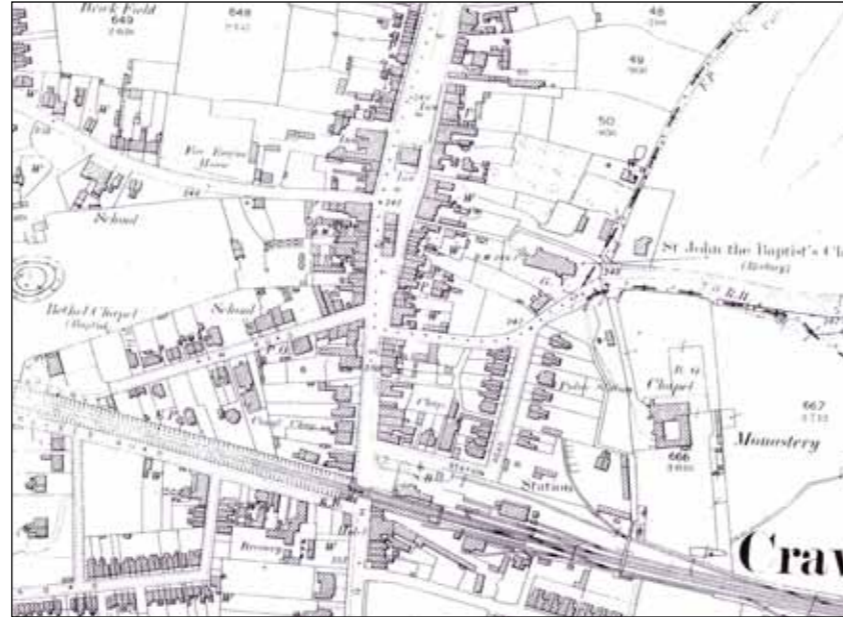
- Borough boundary
- Built up area boundary (study area)
- 9 Original Neighbourhoods (planned 1948)
- 1961 development plan
- 1986 extension
- Potential future expansion areas

12. Queen Square and Boulevard

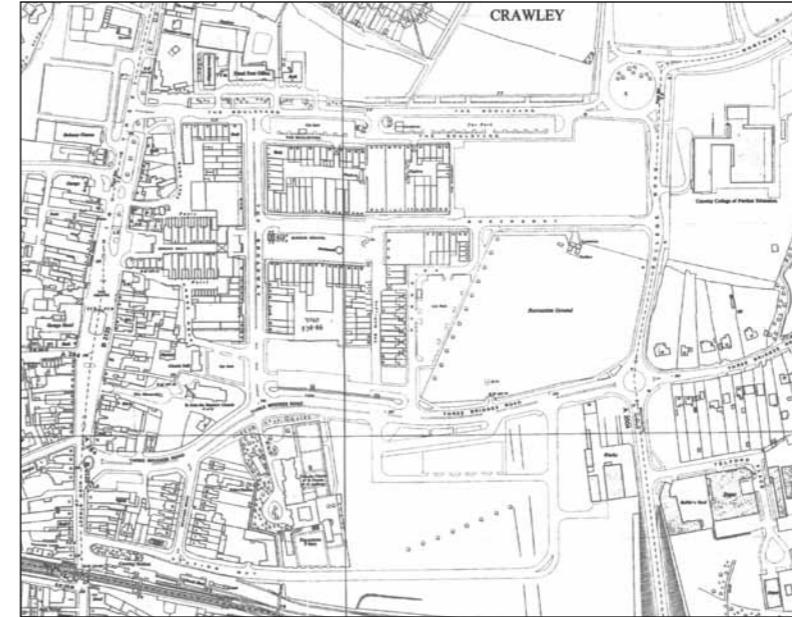


Location Plan

- Area considered for ASEQ
- Existing conservation areas



Historic Map, 1897



Historic Map, 1961



Key Plan



View from the corner of the Broadway and Boulevard. Note the tiled detailing on the buildings



View of Central Sussex College from Boulevard with landscaping in foreground



Mature trees in front of parade of shops on the Boulevard



Memorial Gardens are a large green space in the town centre



View of Post Office on Boulevard with landscaping in foreground



View east along Boulevard, which features large well-spaced civic uses



View north along Broadway to Boulevard

Historic development

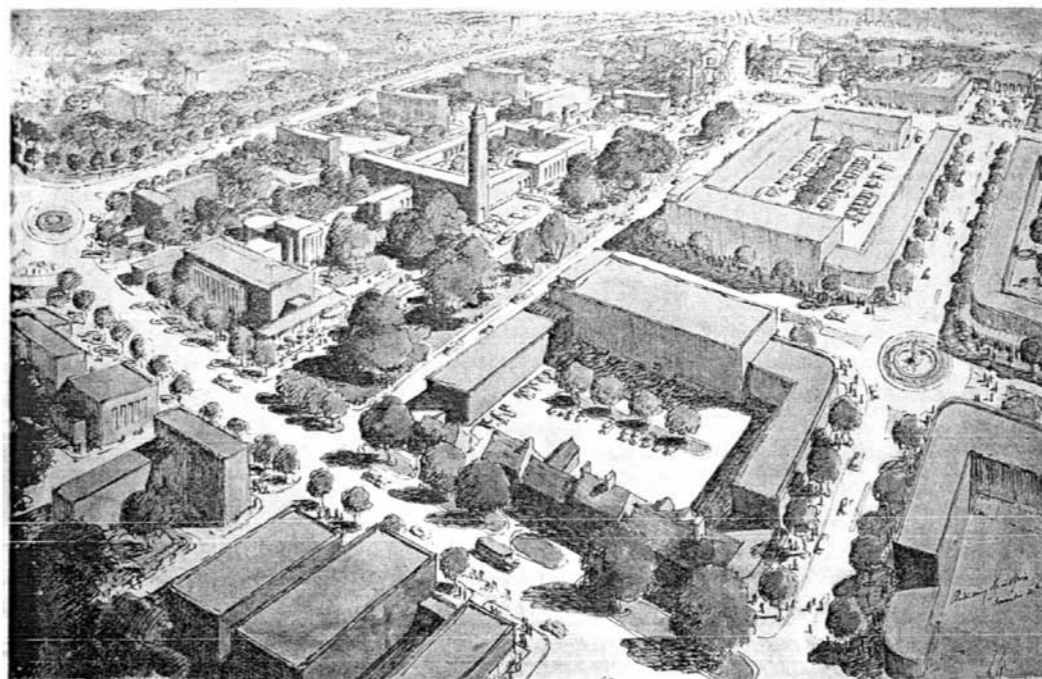
Crawley is an ancient settlement located on the road between London and Brighton. The fine urban grain of the High Street is reflected in the map of 1897. The latter shows the High Street well enclosed by buildings on both sides and with a few streets branching off it and the railway cutting across in south end. This map also highlights the predominantly rural character of Crawley in spite of the construction of two railway stations (Crawley and Three Bridges) by the mid-19th century. Development, though dense on the High Street and around the railway station, remained contained to a small area and, where scattered, surrounded by and interspersed with open fields. The historic origins of Crawley High Street is reflected in the number of listed buildings there and by the fact that it is a conservation area.

Crawley remained a small sized settlement until it was designated a New Town in 1947. Minoprio's masterplan entailed major changes to the existing town as well as its surrounding areas. The plans for the town centre were to develop a new shopping centre to serve Crawley's new population as well as the residents of the wider area. The masterplan showed an eastern extension of the town centre connected to the High Street and Crawley Railway Station.

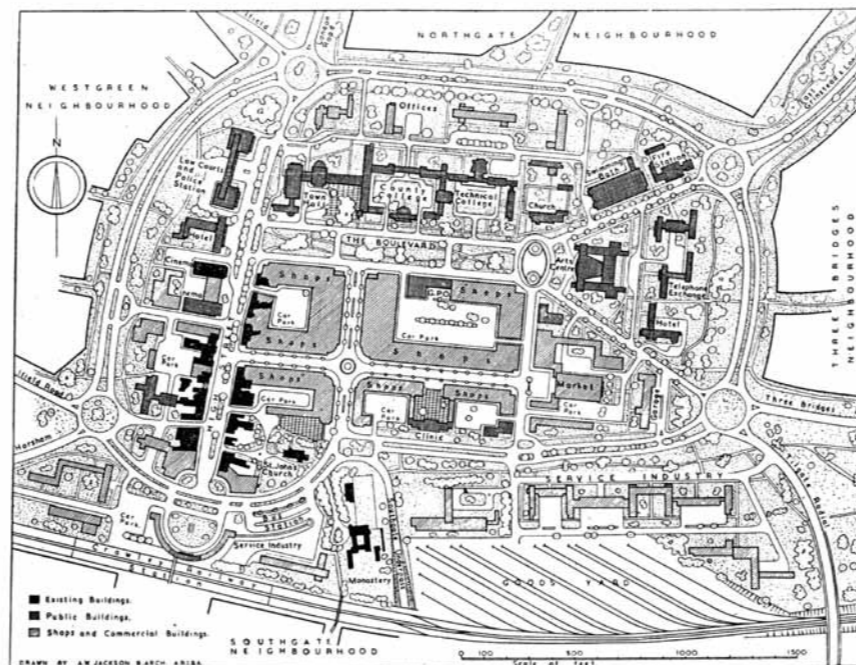
The Chief Architect of the Development Corporation, A.G. Sheppard, produced the detailed masterplan. As illustrated by the adjacent images and masterplan, the designs of this new shopping centre was of a large tree lined boulevard with shopping premises on the southern side and civic uses to the north. Retail uses were arranged in a series of four blocks set out at the junction of two roads. Parking facilities were located within the blocks. However, the outcome does not reflect this original plan as much of it consists of pedestrian areas, though it maintains some of its design principles.

The first phase, ie the Broadway and Queensway, was achieved in December 1954 and inaugurated by Mr. Duncan Sandys, then Minister of Housing and Local Government. The Boulevard was also laid out and the civic uses for its northern side identified. They included amongst others the new Town Hall and the Post Office but were built at a later stage. The 1961 map shows the beginning of development on the northwestern end of the Boulevard.

Over the years, the shopping centre has experienced some changes in its layout and buildings. The most significant change is the more recent erection of a building filling in the western half of Queen Square.



Original illustration by Anthony Minoprio, published in *Town and Country Planning*, 1948-49



Original masterplan by Anthony Minoprio, published in *Town and Country Planning*, 1948-49



Sculpture on a building on the Broadway indicating the purpose of Crawley New Town to accommodate families



Tiled pilotis on Queensway



Attractive tiled detailing on Queensway



Tiles pilotis on Queensway



This infill building was constructed on Queen Square because it was originally too big

As explained in chapter 2, Crawley Borough Council intends to redevelop the town centre to improve the quality and range of shopping and leisure provision as well as the quality of the environment. There are two adopted SPDs for the town centre. Town Centre North is a comprehensive major retail-led mixed use development. Grosvenor Ltd has been appointed by the Council as a developer partner in the scheme. This SPD sets out the planning guidance for the redevelopment of the northern part of the town centre, which involves demolition of a number of buildings on the Boulevard and redevelopment with a large department store, food store and other retail uses.

Street layout	Town centre laid out along a few large roads such as the Boulevard and with a more intricate network of pedestrian streets and public spaces. The centre is surrounded by large vehicular avenues connected by roundabouts. Overall good pedestrian permeability
Structure	Informal, with no particular spatial pattern
Frontages	Mostly continuous, however the park is overlooked by the back of buildings and some servicing areas
Uses	Mainly retail and civic, with some residential
Spatial planning	Sets of large retail or office blocks fronting the street or set around public spaces and pedestrianised streets
Building heights	Minimum height is 3 storey in parts of the shopping parade. Tall buildings along the Boulevard.
Streetscape and public realm	Public realm benefitting from mature trees along the Boulevard and from large open and green spaces within or near the retail area. Streetscape of varying quality, good streetscape along the Boulevard and in some of the pedestrianised areas

Urban form

Assets	Weaknesses
Example of a New Town centre	Pedestrian areas poorly overlooked at night
Good provision of open and green spaces, e.g. landscaping Boulevard	Irregular architectural quality with some buildings erected later
Some architectural interest of shopping parades, e.g. tiled detailing	Alteration of the original masterplan
	Park set at the back of the shopping parade and not overlooked by the other uses
	Buildings on Boulevard too spaced out
	Queen Square originally too large

Assets & weaknesses

Recommendation

Not to designate as an ASEQ or conservation area.

Crawley New Town Centre is of some interest because of its urban planning: it was located adjacent to and connected with the historic High Street, with shopping streets in the south and civic buildings to the north of the Boulevard, which is wide and tree lined with some landscape value. However, the town centre is not altogether successful. It is perhaps too spread out and dispersed, hence part of Queen Square was infilled. Although there is attractive tiled detailing on some buildings in Queen Square and the southern side of the Boulevard, the architectural quality, especially of the later buildings at the east end of the Boulevard, is lacking. The case for conservation area designation is further weakened by the fact that there is adopted SPD for the redevelopment of Town Centre North, which involves demolition of numerous buildings on the Boulevard. This extensive redevelopment suggests that the town centre is not working as well as it could, even if the original plan was interesting. To sum up, the town centre is not of sufficient architectural and historic interest to merit conservation area designation.

Although the trees and planting in the Boulevard has some landscape value (criteria ii), this is not sufficient to merit ASEQ designation. Nor does the town centre display features of the historic landscape, nor is a low density development in a spacious landscape setting, so it would be inappropriate to designate it as an ASEQ.

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/ townscape value	
✓	✗	(✓)	✗	✗	(✓)	✓	Not to designate as an ASEQ or conservation area

13. Gossops Green Neighbourhood Centre

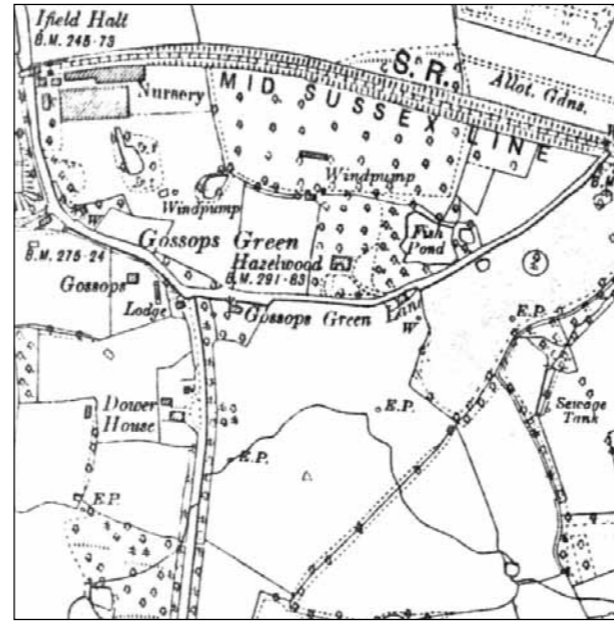


Location Plan

— Proposed Conservation Area



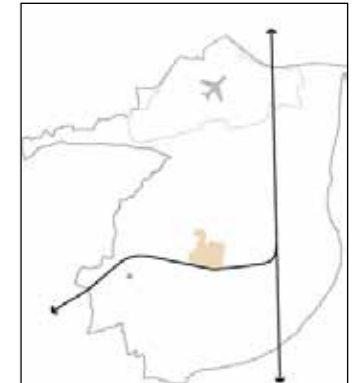
As completed 1961



Historic Map, 1932



As completed 1961



Key Plan



View of the pub and parade from across the street. The parade fronts the open space, which is well overlooked by the flats



View of the residential areas, which are organised in series of open space with terraced houses around them. The areas are characterised with good pedestrian facilities and permeability, and attention has been given to spatial and architectural details



The church is located opposite the shopping parade. The entrance faces a small square on one side of the street and green verge



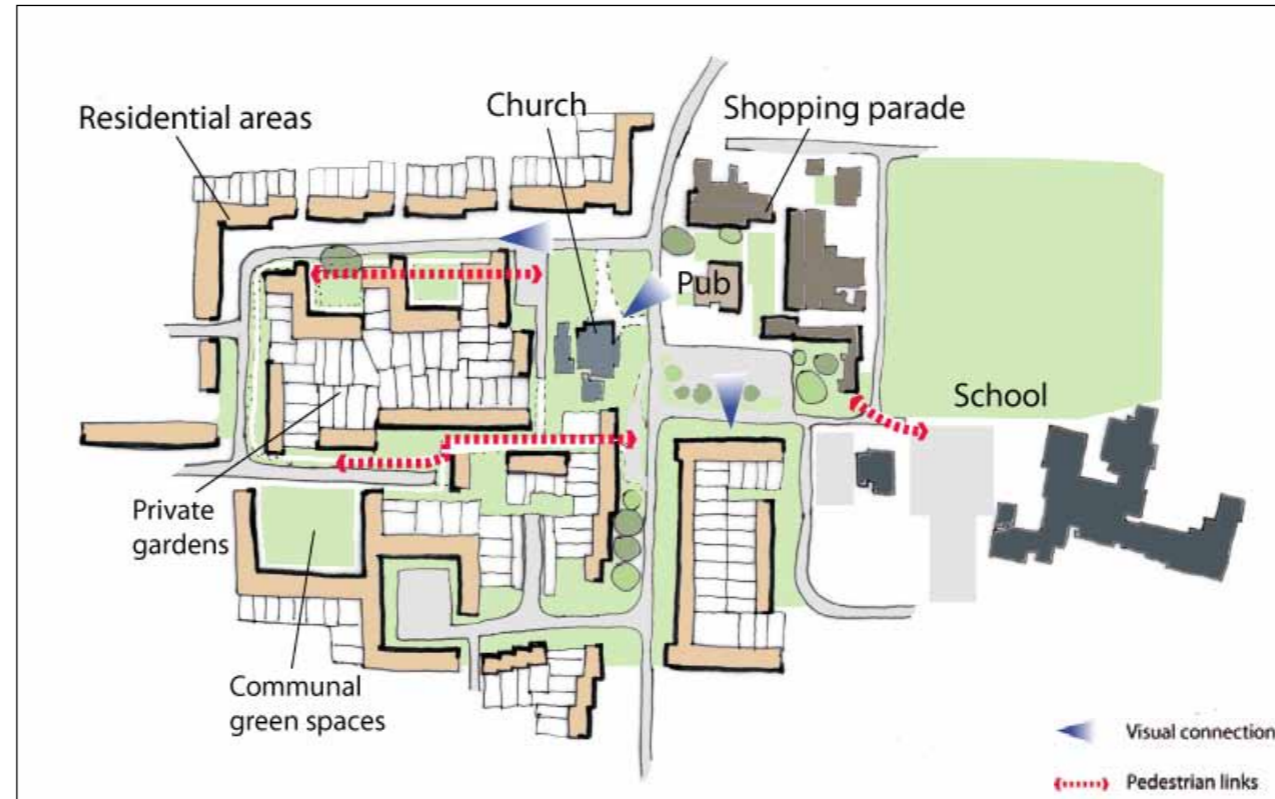
Example of communal greens space which are well overlooked by houses

Historic development

Gossops Green is the name of an old hamlet situated to the west of the village of Crawley. It was constituted of a small cluster of buildings at the junction of three roads and surrounded by agricultural fields. The maps also clearly show that there was virtually no development taking place in the area well into the mid-20th century, when the New Town was built.

Gossops Green, originally one of nine neighbourhood centres, was one of the last local centres to be built as part of the New Town programme and was completed early in 1962. It is bisected by Gossops Drive, which appears to be following the path of the historic roads found in the 18th and 19th century maps. The different community facilities of the neighbourhood units are found to the east of Gossops Drive. The shopping parade and the pub border the road and the school and its playground are located to its southeastern corner. There are also some houses near the parade and around the school's playground. St Alban's Church, consecrated in 1962, is located just off the road to the west and is located across the parade and the pub and together they constitute the core of the neighbourhood unit.

The west of Gossops Drive is largely occupied by housing, taking the form of a modern interpretation of terraces and placed around well overlooked green squares. The houses and squares are laid out along a main curving street connected to Gossops Drive from both ends and to a network of smaller closes and streets, as if the street layout was gravitating from community facilities. Overall the area is quite permeable, despite some dead end streets, and relates well to the church and the shopping parade across Gossops Drive. In addition, the development responds well to the topography which gently slopes down to the west. The low heights of the houses provides for views across roofs into the woods further west as well as a better view and presence of the shopping parade from the residential areas, reinforcing the sense of focus of the neighbourhood unit.



Street layout	Main street bisecting the neighbourhood with residential areas articulated around a looping road to the west and closes branching off it. School located to the back of shopping parade. Good pedestrian permeability
Structure	Semi-formal. Blocks organised around public green spaces and with small rear gardens
Frontages	Continuous frontages over the green spaces and most streets. Shopping parade set back from the street, overlooking the pub and its terrace
Uses	Retail, residential and religious/communal
Spatial planning	20th century interpretation of the terrace houses. Block of houses with rear gardens. No boundary treatment
Building heights	3 storeys for the parade. 2 storeys for the residential areas
Streetscape and public realm	Good quality of public realm, which is permeable and provides plenty of overlooked green and open spaces. Green squares and successful relationship between church and houses as well as good response to topography create a pleasant streetscape. Public realm of shopping parade could be improved and is not sufficiently overlooked

Urban form

Assets	Weaknesses
Successful planning of a neighbourhood unit, with the different components relating to each other spatially, and strong sense of place	Shopping parade not overlooking the street and public realm sufficiently
Good response to topography with shopping parade on slightly higher grounds and enabling view on and beyond the residential areas	Restricted vehicular access for some of the houses
Spatial and visual relationship between the parade, pub, church and residential area	
Well overlooked green squares providing amenities for residents	
Good pedestrian permeability within the residential areas	
Better architectural quality than other neighbourhood centres	

Assets & weaknesses

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/ townscape value	
✓	✗	✗	✗	✓	✓	✓	Designate as a conservation area

Recommendation

Gossops Green is probably the best example of a neighbourhood centre in Crawley. It was completed in 1962, so was one of the last centres of the original nine. This perhaps explains why the planning was more successful – because lessons learnt from earlier centres were applied at Gossops Green; car parking was not located adjacent to the parade as elsewhere. Gossops Green has a good sense of place deriving from the location of the parade and pub near the top of a hill, and the way these buildings address the road, St Alban's Church and the green opposite, with the primary school slightly hidden to the north. The architectural quality was also slightly improved, perhaps as the austerity of the immediate postwar years faded; the parade is already locally listed and we recommend that the church is added to the local list. Gossops Green should be designated as a conservation area as an example of New Town planning and architecture at the neighbourhood level.

Gossops Green does not display features of the historic landscape (criterion ii), is not of landscape value (criterion iii), nor a low density development in a spacious landscaped setting (criterion iv), so it would be inappropriate to designate it as an ASEQ.

Management Recommendations

- Encourage enhancement of public realm of shopping parade
- Demolition of buildings that make a positive contribution should not be allowed
- Development and alterations should be in keeping with the character and appearance of the Neighbourhood Centre

14. Tilgate Parade

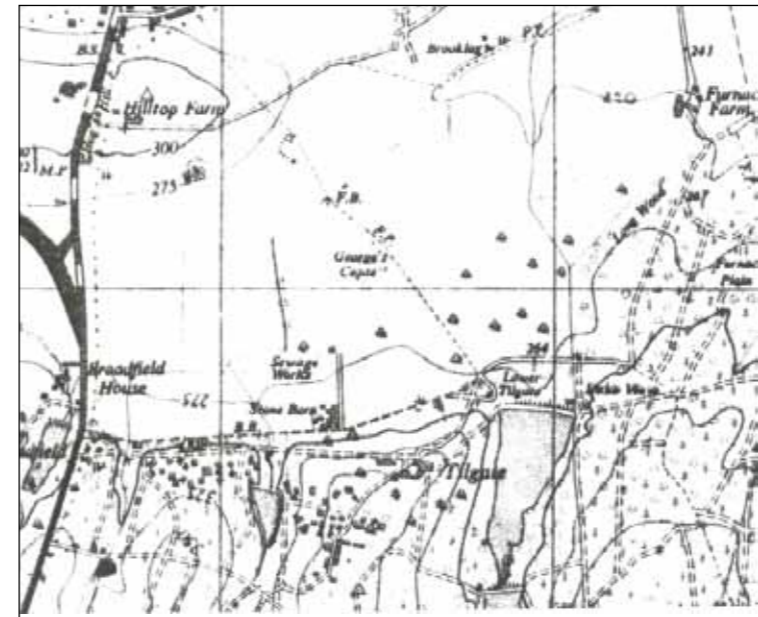


Location Plan

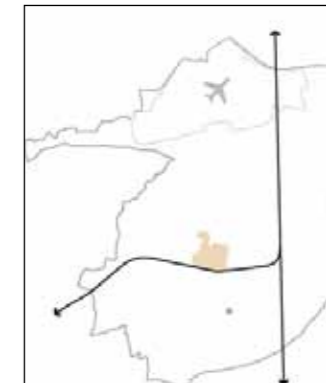
— Area considered for ASEQ



Historic Map, 1795



Historic Map, 1948



Key Plan



The shopping parade is very successful as a local amenity centre. Its architecture and the space it creates are characterised by its recognisable curved shape.



The shops relate well to the public realm which is generous and raised from the level of the car park. It is also well overlooked by the shops and flats above.



The balconies are in the festival of Britain motif, which gives adds to the architectural interest of the building.



The areas to the side and back of the parade have not benefited from the same care in terms of design. They tend to be poorly overlooked and unattractive.

Historic development

Tilgate refers to a place found in both historical maps of 1795 and 1813. In both these instances, it is recorded as "Tilgate F.", referring to Tilgate Farm as the area was largely rural. A small cluster of buildings is illustrated next to it. The buildings were located at the junction of two roads, one of which branched off Three Bridges Road and the other off London Road.

Neither roads leading to Tilgate Farm exist today as the current road pattern has changed significantly with the development of this New Town neighbourhood.

The area remained largely rural until the development of the New Town, as it is originally fairly isolated from Crawley. Extracts from Anthony Minoprio's masterplan state that: "The area is rather flat, with a group of farm buildings, no houses and comparatively few trees."

The appellation of Tilgate is also associated with a large estate, which included a mansion as well a lodge. The latter is still present in the vicinity of Three Bridges Railway Station. It has been converted into a bank and is locally listed. Tilgate Park and Tilgate Lake are also situated further south of the present shopping parade.

The development of Tilgate as a neighbourhood unit took place during the later phases of the New Town programme and completed in 1958. Like other New Town centres, several community facilities are located nearby, such as a school, a church, a pub and a community centre. Although built at a later stage, the plan of this neighbourhood unit is rather scattered. The shopping parade is designed in crescent form and seems to be rather successful as a local centre. The other community facilities are poorly connected, both visually and physically, to the parade and tend to be further away.

Street layout	Neighbourhood centre located at junction of streets, with other residential streets branching off. No particular pattern to the street layout but quite permeable.
Structure	No sense of focus of the neighbourhood centre onto the shopping parade, which seems to exist on its own. Formal structure of housing nearby, with blocks of terraces.
Frontages	Retail uses fronting the street and public realm. Entries into flats fronting back area, mostly used for servicing
Uses	Retail and residential
Spatial planning	Mid-20th century shopping parade with residential flats above it. Gently curved block with retail fronting the street and servicing and flat entrances to the back. Poor visual and spatial relationship with other elements of the neighbourhood, ie churches, post office, community centre and school which is further away.
Building heights	3 storeys for the shopping parade, 1 to 2 storeys for the nearby area
Streetscape and public realm	Good public realm within the precinct of the shopping parade, with raised pedestrian area and benches. Poor quality of streetscape and public realm in nearby areas.

Urban form

Assets	Weaknesses
Architectural interest of the shopping parade, following the curve of the street and with good architectural detailing such as Festival of Britain type of balconies	Poor design of back of shopping parades, ie entrances to flats which are poorly overlooked from service areas
Good public realm in the precinct of the parade	Planning of the neighbourhood unit not most successful as different facilities are too scattered and bear little relationship to each other

Assets & weaknesses

Recommendation

Like Gossops Green, Tilgate was also one of the last of the original nine neighbourhoods to be completed (in 1958). It is the best example of a New Town shopping parade in Crawley, a crescent with ground floor shops set behind a colonnade, and slightly projecting balconies in the upper residential storeys, irregularly curved in a Festival of Britain style. However, the parade is not part of a coherent planned centre: although there is an adjacent pub, there is no church or green nearby, and the community hall and Oaks Primary School are isolated from it. So although it is of clear architectural interest, the planning is not typical of other neighbourhood centres. Tilgate Parade is already locally listed and because the surrounding buildings are of no special interest we suggest that this offers sufficient protection; conservation area designation protects areas rather than individual buildings so would not be appropriate.

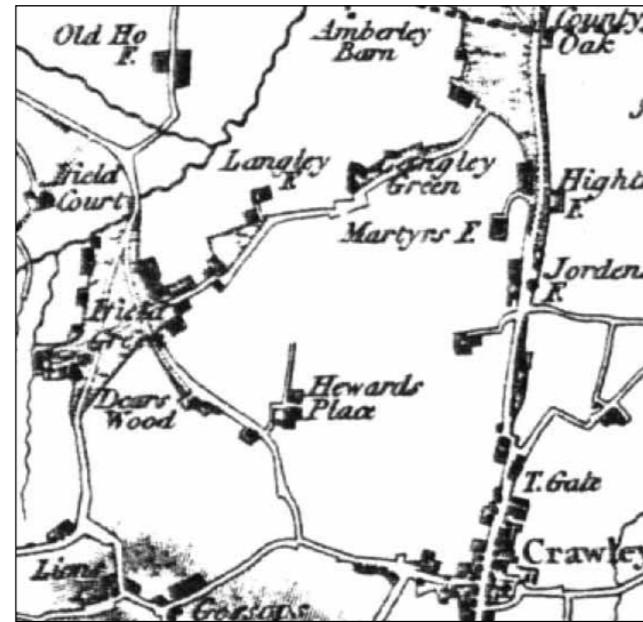
Other than the parade itself, the neighbourhood centre is not of great architectural interest and it is not particularly cohesive or homogenous (criteria i & v). It does not display features of the historic landscape (criterion ii), is not of landscape value (criterion iii), nor a low density development in a spacious landscaped setting (criterion iv), so it would be inappropriate to designate it as an ASEQ.

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
N/A	✗	✗	✗	(✓)	✓	✗	Not to designate as an ASEQ or a conservation area

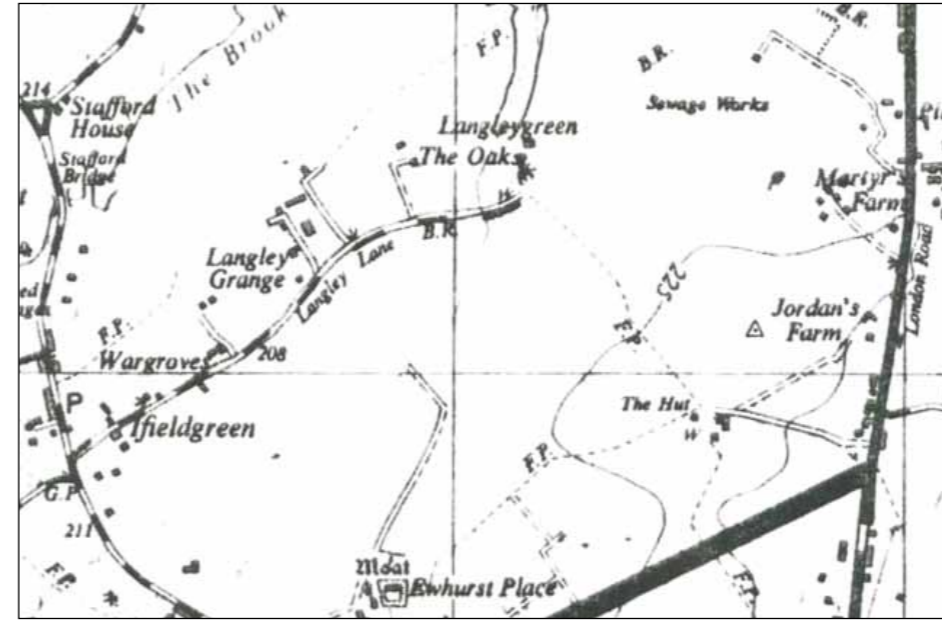
15. Langley Green Neighbourhood Centre



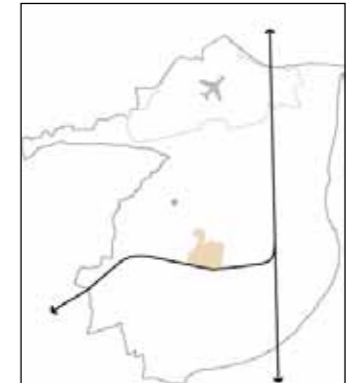
Location Plan
 — Area considered for ASEQ



Historic Map, 1813



Historic Map, 1948



Key Plan



The shopping parade fronts the car park and a small green space. There are also some mature trees near the parade and on the green.



The public realm and the car park have been re-designed to be better integrated and enhance the sense of place.



Architectural details such as the shape of balconies and the alternating colours of the first floor window frames add value to the place.



The new design ensures that the public realm connects the parade to the pub, which is located near the shops.

Historic development

Langley Green is an historic place as it is already visible in the 1813 map in the form of an elongated green verge flanking the road connecting lfield to London Road. Slightly further to the south of the green was Langley Farm. The area remained largely rural well into the mid-20th century. The 1948 map shows that a few buildings have been erected, such as Langley Grange or The Oaks, as well as some streets laid out branching off the main road. Strangely, the map also shows the main road no longer connected on its eastern end.

Langley Green neighbourhood constitutes one of the early neighbourhoods of the New Town programme in Crawley. It was completed between 1951 and 1956. The shopping parade is located off Stagelands. Stagelands, which extends eastwards as Martyrs Avenue, follows the path of the historic route visible in the 1813 and 1948 maps.

The shopping parade has an L-shape and is separated from Stagelands, a rather busy road, by the car park.

At the time of the site visit, the whole development was being upgraded. The shopping parade has also been restored, which emphasises its architectural details. The public realm is also better integrated to the overall space, whilst still marking a boundary between the pedestrian area and vehicular area. The latter has been re-organised with a circular car park.

The road junction near the parade has also been re-designed to enable users to get in and out with less difficulty and without creating congestion on Stagelands. The mature trees have been retained throughout and constitute the only remains of the ancient green.

Street layout	Shopping parade located off the main road. Residential areas located on secondary streets, with closes branching off. No particular street pattern visible
Structure	Semi-formal, with houses organised around open green spaces
Frontages	Mostly continuous on residential streets. Discontinuous on the main road
Uses	Retail, residential and communal
Spatial planning	Blocks of terraced houses of different size with rear gardens. Flats above the shop on the linear parade
Building heights	3 storeys for shopping parade. 2 storeys for residential areas
Streetscape and public realm	No particular sense of place, residential areas seem repetitive. Public realm of the shopping parade has been upgraded to accommodate better circulation and more parking spaces

Urban form

Assets	Weaknesses
Recently upgraded public realm of the shopping parade to improve facilities	Shopping parade set back too far and separated by a large street which severs its connection with the church and the school
Some mature trees	Poor visual relationship with the residential areas
Some architectural interest of the shopping parade	Lack of overall sense of place

Assets & weaknesses

Recommendation

Langley Green neighbourhood was completed between 1951-6, and the planning of its centre is typical: a parade of shops and pub are set back and on the opposite side of the road from a church and primary school. The parade is of some architectural interest: the use of yellow and green panels in the upper storeys with diminutive balconies adds visual interest. There are also mature trees. However, the church is mean in its materials and architectural style, and a busy road divides the parade and pub from the church and school. Langley Green is of some historic interest as an example of the planning of a New Town neighbourhood centre, but on balance is not of sufficient architectural interest to merit conservation area designation. Gossops Green and Southgate Parade are better examples.

Although there are some mature trees Langley Green is not of special landscape value (criterion ii). It does not contain historic landscape features (criterion iii), its sense of cohesion and architectural interest are low (criteria i & v) and it is not a low density development in a spacious landscaped setting (criterion iv), so it would be inappropriate to designate it as an ASEQ.

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
✓	✗	✗	✗	✓	(✓)	(✓)	Not to designate as an ASEQ or a conservation area

16. Ifield Neighbourhood Centre



Location Plan

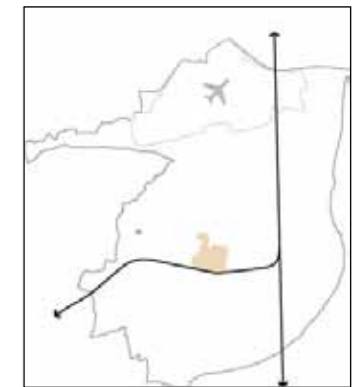
— Area considered for ASEQ



Historic Map, 1795



Historic Map, 1948



Key Plan



The shopping parade is linear and fronts the main road. Whilst it is relatively well-preserved and the public realm is being improved, this neighbourhood centre is not one of the best examples in Crawley.



The pub, adjacent to the shops, is the only other elements of the neighbourhood unit to be located near the parade.

Historic development

Ifield Drive is located to the northwest of Crawley town centre. As in other instances, the name of Ifield is historically linked to the area. It appears in historic maps and records the presence of Ifield Wood, Ifield Court as well as just Ifield, probably referring to a small hamlet, located near a watercourse. The 1948 plan also shows several places named Ifield and scattered over a rather large area. The wood reduced in size and there used to be a moat near Ifield Court and Ifield Court Farm. Until then, the area remained largely rural and the watercourse still ran across it.

The Ifield neighbourhood unit was one of the first ones to be laid out as part of the New Town programme and was completed in between 1953 and 1957. According to Minoprio’s masterplan, the “neighbourhood has been planned as an extension of the ancient settlement at Ifield and has the existing Green as its centre.” However, it does not seem to have been executed as described as there are no elements of the previous settlement which have been retained. The shopping parade is located off the main street and consists of a linear block of three storeys, with shops bordered by a colonnade. The pub is a separate building located immediately to the west. Unlike other neighbourhood centres typical of the New Town, it does not include the other community facilities, such as the school or the church, found elsewhere.

The layout of Ifield Drive today does not seem to follow that of the historic route running through the area. In addition, neither the watercourse nor the moat are visible today and there are no hints of their previous existence in the landscape or layout of the area.

Street layout	Shopping parade located off the primary street. Radiating secondary streets, off which branch residential closes. Restricted vehicular and pedestrian permeability
Structure	Formal with blocks set a angles
Frontages	Mostly continuous and facing the streets
Uses	Retail and residential
Typology and block layout	Blocks of terraced houses of different size with rear gardens. Flats above the shop on the linear parade
Building Heights	3 storeys for shopping parade. 2 storeys for residential areas
Streetscape and public realm	No particular sense of place, residential areas seem repetitive. Public realm of the shopping parade currently being upgraded

Urban form

Assets	Weaknesses
Shopping parade facing the street	No particular sense of place and repetitive design of residential areas
Some historic interest	Planning did not include a church or a primary school
	Except for the pub, the different uses do not relate well with each other
	No particular architectural interest
	No relationship with previous historic landscape features

Assets & weaknesses

Recommendation

Ifield neighbourhood was completed between 1953-7. The centre is relatively small, with only a parade of shops and pub set back from the road, and no church or primary school. The parade is articulated with alternate yellow brick and rendered sections, but changes in the size of fenestration in these sections create an uncomfortable effect. There is a delicate ground floor canopy. Ifield Drive is of limited historic interest as an example of the planning of a New Town neighbourhood centre, because it does not include the full complement of uses, and is not of sufficient architectural interest to merit conservation area designation. Gossops Green and Southgate Parade are better examples. Moreover, the historic landscape features, such as the watercourse and the moat, no longer exist.

Ifield Drive has some limited architectural interest, but little sense of cohesion (criteria i & v). It does not display features of the historic landscape (criterion ii), is not of landscape value (criterion iii), nor is it a low density development in a spacious landscaped setting (criterion iv), so it would be inappropriate to designate it as an ASEQ.

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/ townscape value	
✓	✗	✗	✗	✗	✗	✗	Not to designate as an ASEQ or a conservation area

17. West Green Neighbourhood Centre

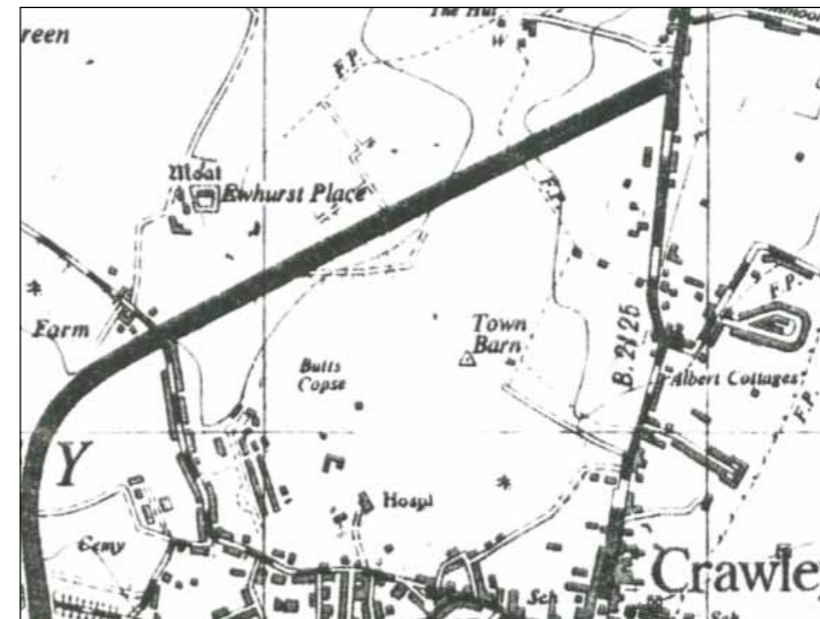


Location Plan

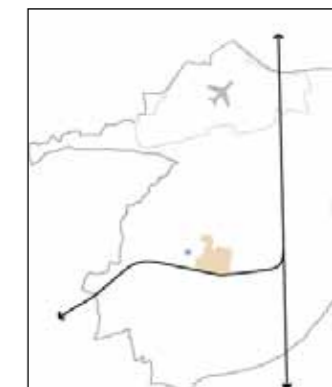
— Area considered for ASEQ



Historic Map, 1813



Historic Map, 1948



Key Plan



The shopping parade is small in size and contained within this one building. The public realm and the car park have been recently re-designed and have somewhat uplifted the place.



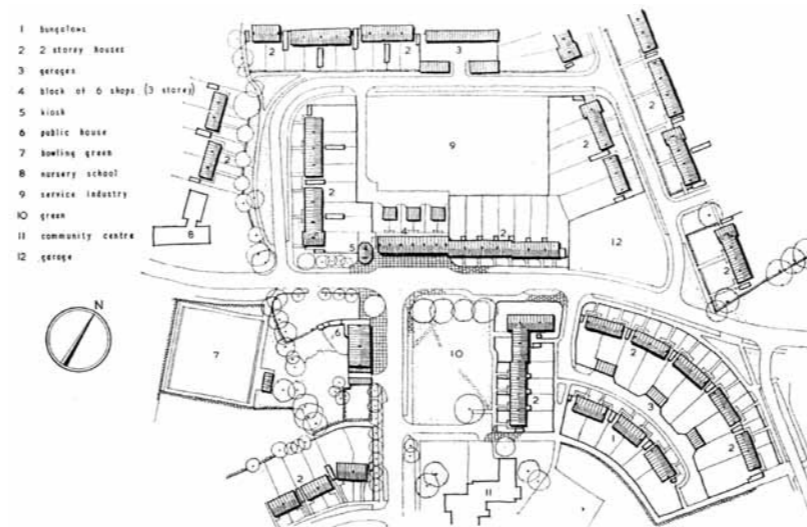
The pub is located across the road and feels disconnected from the parade due to the width and traffic on this artery.

Historic development

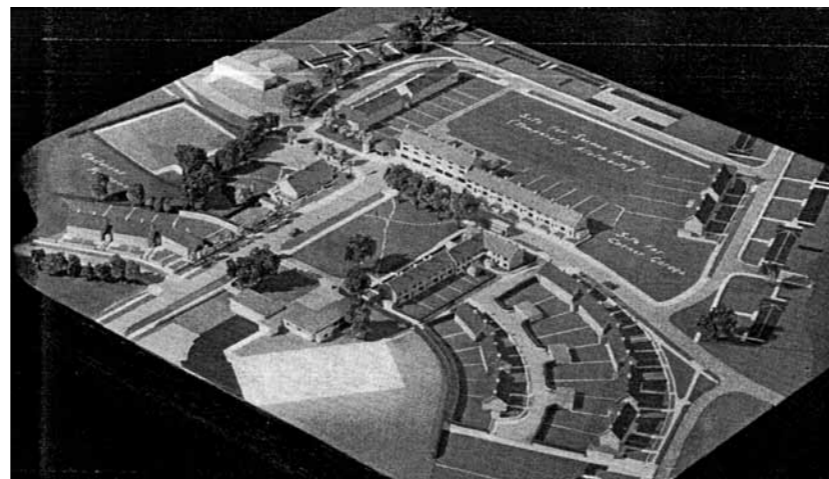
By contrast to other areas of Crawley, West Green's name does not seem to derive from a previously existing hamlet or farm located in the area. Rather it seems to have been named during the process of development of the New Town. It is located to the northwest of Crawley Town Centre and, from the information provided by the 1948 map, on or near the site Ewhurst Place and its moat. And Ewhurst Place seems to have been the successive name of Hewards Place, visible on roughly the same location in the 1813 map. Some of the history of this location has been retained by naming the main road Ewhurst Road. The moat seems to have survived and has been listed at Grade II. There is also a late 16th or early 17th century L-shaped timber-framed house known as Ewhurst Place and listed at Grade II*. It is two storeys and attics, at the northwest angle of a rectangular moated enclosure.

West Green is known to be the first neighbourhood unit to have been developed as part of the New Town programme in Crawley. According to *The Architects' Journal* dating of 26 June 1952, published shortly before West Green's completion, it is "an amalgam of housing designed by the Corporation, by private architects commissioned by the Corporation, by the local Rural District Council and of pre-war development." This statement underlines the experimental nature of designing and building local centres intended to provide facilities to the local residents in entirely new developments.

The neighbourhood unit includes a shopping parade, located just off Ewhurst Road; a pub and a primary school. Whilst the pub is located across the street from the parade and overlooks the green, the school is situated further away. There is also a college in the area, but it does not relate spatially with the parade. It seems that a hospital was originally planned but was built to the south on West Green Drive. The surrounding residential areas follow "many types of house plan ... including the well-known examples of the three-storey star blocks of flats" (*The Architects' Journal*, 26 June 1952). This type of flat is located to the back of the parade. Despite the thoughts given to the spatial arrangement, this neighbourhood does not have a strong sense of focus and, while it is understood that the parade serves the residential areas, it seems to be located just off a main road rather than to relate with the place.



Original plan of West Green Neighbourhood Centre
(Source: *The Architect*, 1952)



Photography of the model for West Green
Neighbourhood Centre (Source: *The Architect*, 1952)

Street layout	Neighbourhood unit bisected by a road with shopping parade located off the road and residential areas mostly located to its rear, along a looping road with radiating and closes connecting to it
Structure	Semi-formal with groups of houses and flats arranged around irregularly shaped open spaces
Frontages	Mostly continuous along the main and secondary roads
Uses	Retail and residential mainly, with some communal
Typology and block layout	Linear shopping parade block, with residential flats above the shops. Houses of varying typologies comprising semi-detached, terraces and flats
Building Heights	3 storeys for the parade, 1-2 storeys for the residential areas
Streetscape and public realm	Overall good quality of public realm, in a rather leafy atmosphere. Public realm and car park in front of the shopping parade have recently been re-designed to be less cluttered and more unified

Urban form

Recommendation

West Green neighbourhood was the first to be completed between 1949 and 1954. The centre contains a parade of shops, pub and primary school. The parade is utilitarian, and expressed concrete window frames at first floor level are the only architectural flourish, but this is symptomatic of the austerity of the immediate postwar years. The centre is quite dispersed with the school located some distance from the parade, and the heavy traffic on the road is divisive. West Green does not have the same sense of place as Gossops Green or Southgate Parade. West Green is of some historic interest as the first New Town neighbourhood centre, but it is not of sufficient architectural interest to merit conservation area designation, and there are other better examples.

West Green is of very limited architectural interest. It does not display features of the historic landscape (criterion ii), is not of landscape value (criterion iii), nor a low density development in a spacious landscaped setting (criterion iv), so it would be inappropriate to designate it as an ASEQ.

Assets	Weaknesses
Historic interest as the first neighbourhood centre	Shopping parade of no architectural interest
Re-design of the public realm in front of the shopping parade	Poor spatial relationship between the shopping parade and other uses, including the residential, the pub and the school located further away
Generally good and leafy public realm	No sense of focus of the neighbourhood centre; the parade and pub seem to be standing on their own
	Busy road splits area
	No particular architectural interest

Assets & weaknesses

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
✓	✗	✗	✗	✓	✗	(✓)	Not to designate as an ASEQ or a conservation area

18. Northgate Neighbourhood Centre

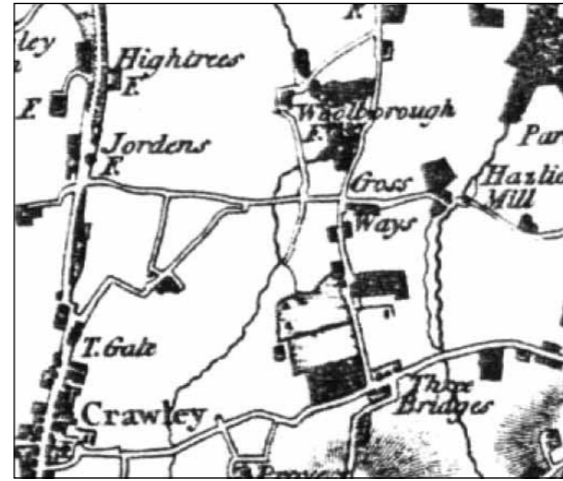


Location Plan

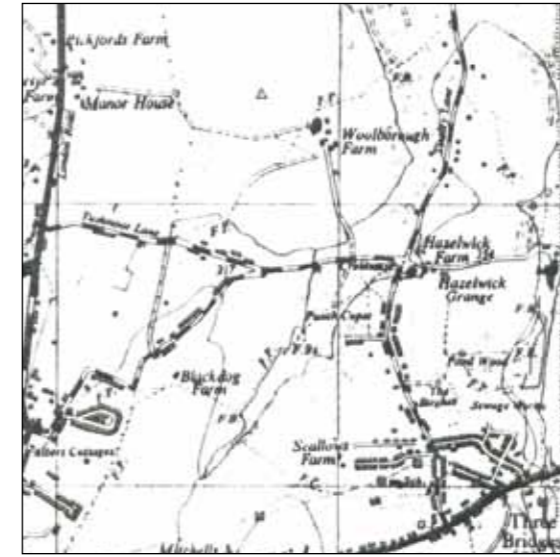
— Area considered for ASEQ



Historic Map, 1795



Historic Map, 1813



Historic Map, 1948



Key Plan



The parade fronts the car park and a green space characterised by mature trees, which separate it from the street. The pub is located at an angle from the parade.



The building is rather plain architecturally despite some interesting architectural detail such as the bay windows to the right.



The Methodist Church and related community centre are located across Woodfield Road. Due to its folded roof and glass facade, the Church constitutes a local landmark.

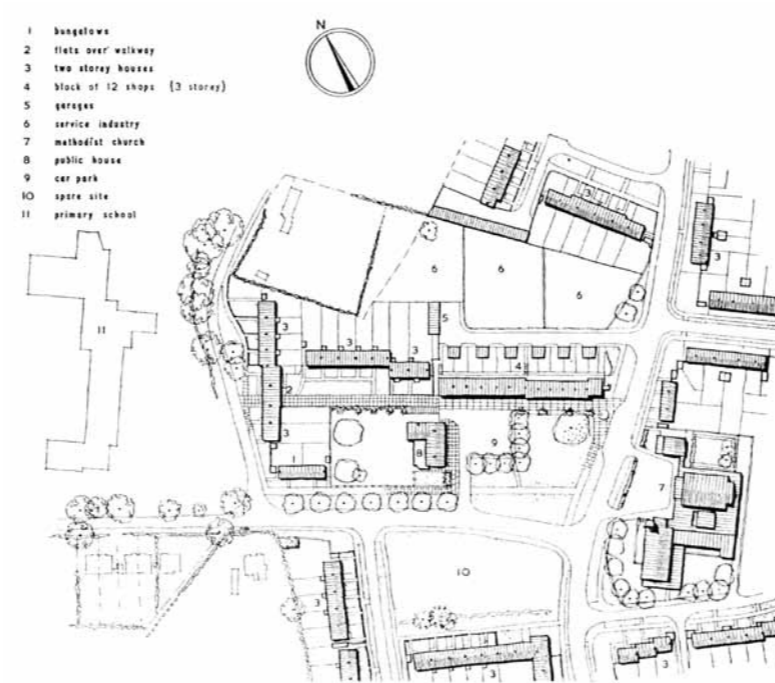


There is another Church/community centre opposite the parade on Barnfield Road. The public realm and the centre's entrance are not very legible.

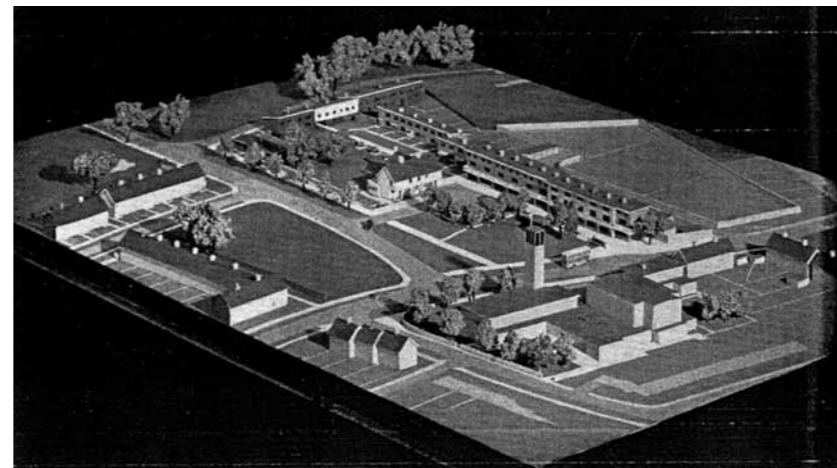
Historic development

The area of Northgate is located to the northeast of Crawley Town Centre. It is the second neighbourhood unit to have been completed in Crawley, in 1951/5. According to the historic map, the area remained largely undeveloped before the designation of Crawley as a New Town. It was dominated by agricultural fields, interspersed with a few patches of woodland and river. Likewise, there are no historic appellations that have been re-used in the New Town development and the current road network appears to have been entirely laid out in the 1950s. However, the mature trees near the shopping parade and along Barnfield Road are likely remnants of the woodland areas and provide an attractive setting to the neighbourhood.

The original plans for Northgate (shown to the right) included a school, pub and church. The shopping parade runs parallel to Barnfield Road but is largely set back from it by a generous green verge and the parking. The pub is adjacent, set at an angle from the shopping parade and therefore part of the ensemble. The Methodist Church and attached community centre are located across on Woodfield Road. It is recognisable to its folded green copper roof and as such constitutes a landmark of the area. The residential areas are mostly located to the back of the parade and the church further along the street and therefore do not relate well to them. Similarly, the primary school is located further west. The car park area has been increased by converting parts of the green verges on Woodfield Road into parking spaces.



Original plan of Northgate Neighbourhood Centre
(Source: The Architect, 1952)



Photography of the model for Northgate
Neighbourhood Centre (Source: The Architect, 1952)

Street layout	Shopping parade located at junction of streets, with other residential streets branching off. No particular pattern to the street layout but quite permeable
Structure	Formal with lines of detached and semi-detached houses as well as block of flats set at angles to the rear of the parade
Frontages	Discontinuous as the shopping parade and pub front the car park. The church and community centre front Woodfield Road
Uses	Retail, residential and religious/communal
Typology and block layout	Mid-20th century shopping parade with residential flats above it. Mature trees are intergrated into the design of the parade. A large grassy verge separates the car park from the road
Building Heights	3 storeys for the shopping parade, 1 to 2 storeys for the nearby area
Streetscape and public realm	The quality of the public realm is rather poor as it tends to be dominated by the car park and within the precinct of the shopping parade there are limited opportunities provided to dwell

Urban form

Assets	Weaknesses
Despite a couple of car parks the area sits reasonably well with its surroundings	Buildings (except for the Methodist Church) are dated, with little architectural interest
Retention of mature trees	Car park tends to dominate the public realm
Some historic interest	Poor overlooking of street

Assets & weaknesses

Recommendation

Northgate neighbourhood was completed between 1951-5, and the planning of its centre is typical: a parade of shops and pub are set back from the road and opposite a church, with a primary school further to the west. It is one of the more successful neighbourhood centres because it has a number of mature trees and St Paul's Methodist Church is of architectural interest (a striking polygonal design of 1963), despite being altered. However, the parade and pub are of little architectural interest, and the central green space has been converted to car parking. Northgate is of some historic interest as an example of the planning of a New Town neighbourhood centre, but on balance is not of sufficient architectural interest to merit conservation area designation. Gossops Green and Southgate Parade are better examples.

As a successful neighbourhood centre, Northgate has a sense of cohesion (criterion i). However, apart from the Methodist Church, there is little of architectural interest (criterion v). Although there are some mature trees Northgate is not of special landscape value (criterion iii). It does not contain historic landscape features (criterion ii), nor is it a low density development in a spacious landscaped setting (criterion iv), so it would be inappropriate to designate it as an ASEQ.

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
✓	✗	✗	✗	✓	(✓)	(✓)	Not to designate as an ASEQ or a conservation area

19. Southgate Neighbourhood Centre



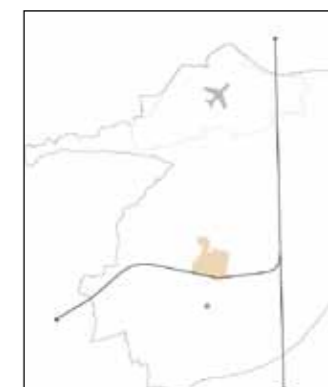
Location Plan
— Proposed Conservation Area



Historic Map, 1874



Historic Map, 1948



Key Plan



The parade and flats relate well to the public realm. Unlike other shopping parades in Crawley, flats in this instance are accessible from the front rather than the back. The shops' canopy is well integrated to the flat's entrance.



The parade relates well to nearby residential areas.



Views onto the Church have been well thought out in the design of the neighbourhood



The street adjacent to the parade leads to the school which, as in other neighbourhood centres, located to the back of the parade.



The pub is located across the street and relates well to the public realm.



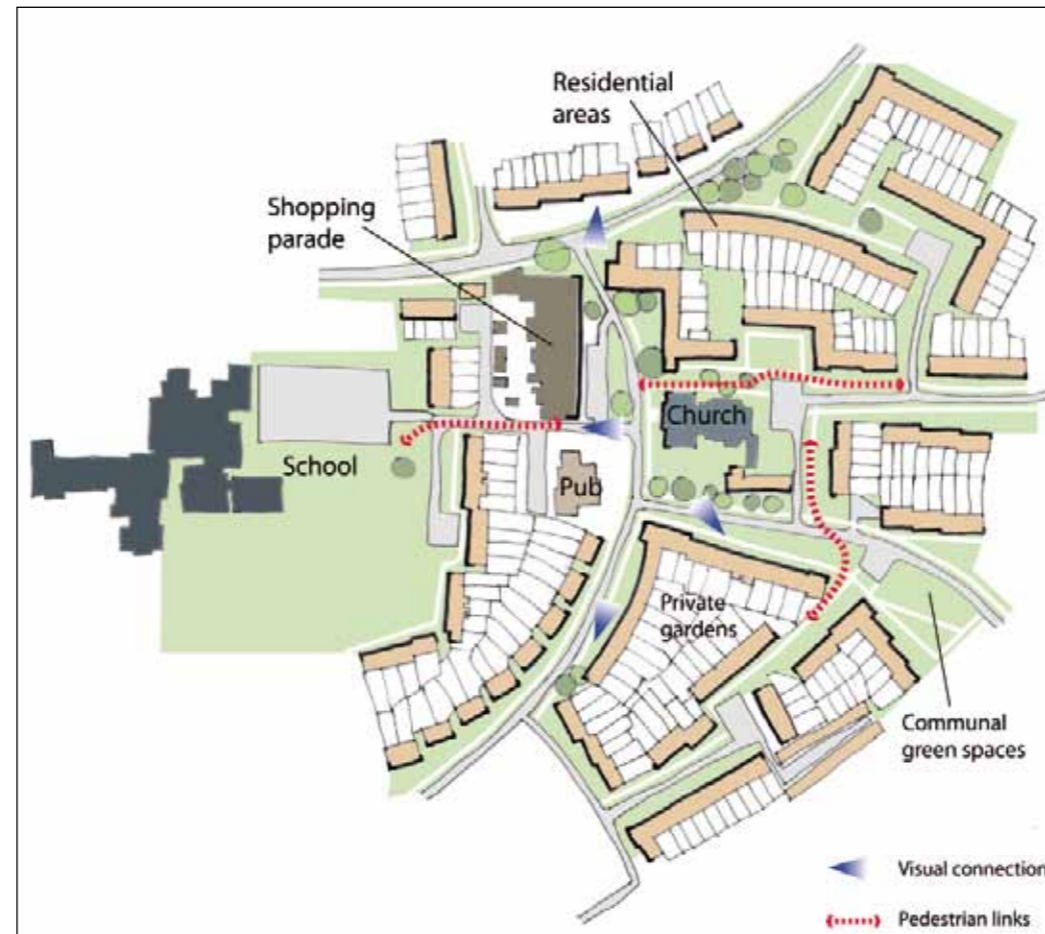
The Church/community centre has an attractive architectural composition.

Historic development

Southgate Parade is located to the south of Crawley town centre, off Southgate Drive which in turn branches off from Brighton Road. The area was developed during the New Town programme although Victorian development had already taken place north along Malthouse Road. Prior to this, it was characterised by open fields cut across by a slightly curving east-west road as illustrated in the 1874 map. The map analysis suggests that a road was laid out across the fields some time between the late 19th century and the first half of the 20th century. Southgate Drive seems to follow the path of this route.

Southgate Parade is located in one of the earlier examples of New Town neighbourhoods which was completed between 1955 and 1957. Although, according to Minoprio's masterplan, this neighbourhood was intended to be "the largest of the nine neighbourhoods", the local centre distinguishes itself from other examples in Crawley by its rather compact character. The shopping parade is located off Southgate Drive, which is the main road, and faces Wakehurst Drive. It is set back from the latter by the parking area. The shopping parade is characterised by its position on slightly higher grounds than the road and residential areas across. The church is located on the southern side of Wakehurst Drive. It is located slightly south of the parade and faces Collier Row which leads to the school, residential areas and the servicing of the parade. This position allows for good views of the church, which has an interesting architectural composition (and is proposed below as a locally listed building), which reveals itself at some distance. The pub is located on the same side of the shopping parade but across Collier Row.

The proximity of the parade, the pub and the school as well as their carefully thought out spatial relations and architecture creates a strong ensemble and sense of focus on this neighbourhood unit.



Street layout	Linear shopping parade overlooking a secondary residential road with more residential streets radiating from it and closes branching off
Structure	Semi-formal, with blocks following the layout of the streets and sometimes interspersed with public green spaces
Frontages	Continuous
Uses	Retail, residential and communal
Typology and block layout	Mostly blocks of terraced houses of different size with rear gardens. Some semi-detached and flats above the shops on the linear parade
Building Heights	3 storeys for shopping parade. 2 storeys for residential areas
Streetscape and public realm	Public realm benefitting parade overlooking the street. Sense of focus with the parade, the church and the pub located near each other. Streetscape provides a good response to topography whereby the parade is set on higher grounds

Urban form

Assets	Weaknesses
Good relationship of the parade with the church, the pub, residential areas and the school, and overall sense of focus	Non unified character of residential areas
Some mature trees	Restricted vehicular permeability in some residential areas
Good response to topography	
Some architectural interest of the shopping parade, with flats accessible from the front and collonnade by the shops. Regular composition of buildings, underlined by chimneys	
Architectural interest of the Church	

Assets & weaknesses

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/ townscape value	
✓	✗	✗	✗	✓	(✓)	✓	Designate as a conservation area

Recommendation

Southgate neighbourhood was completed between 1955-7, and the planning of its centre is typical: a parade of shops and pub are set back from the road and opposite a church, with a primary school further to the east. It is one of the most successful neighbourhood centres partly because of the architectural quality of St Mary's Church (recommended for local listing), which forms a landmark, but it also relates to the planning of the centre. Southgate is small and tight knit in comparison with earlier more dispersed centres, views outwards are terminated by terraced houses: this creates a comforting sense of enclosure and overlooking. The fact that the centre is separated from the main road adds to the atmosphere of calm and safety. The design of the parade is also different: there is deck access to the residential upper storeys from the front rather than rear, with roof gardens and garages at the back, which is a more successful solution. Southgate should be designated as a conservation area as a successful example of New Town planning and architecture at the neighbourhood level.

Southgate Parade does not display features of the historic landscape (criterion ii), is not of landscape value (criterion iii), nor a low density development in a spacious landscaped setting (criterion iv), so it would be inappropriate to designate it as an ASEQ.

Management recommendations

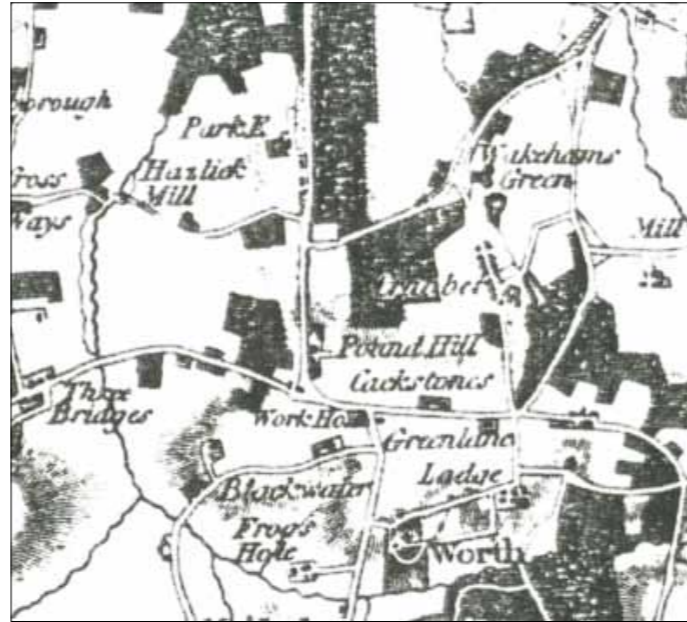
- Demolition of buildings that make a positive contribution should not be allowed
- Development and alterations should be in keeping with the character and appearance of the Neighbourhood Centre

20. Pound Hill Neighbourhood Centre

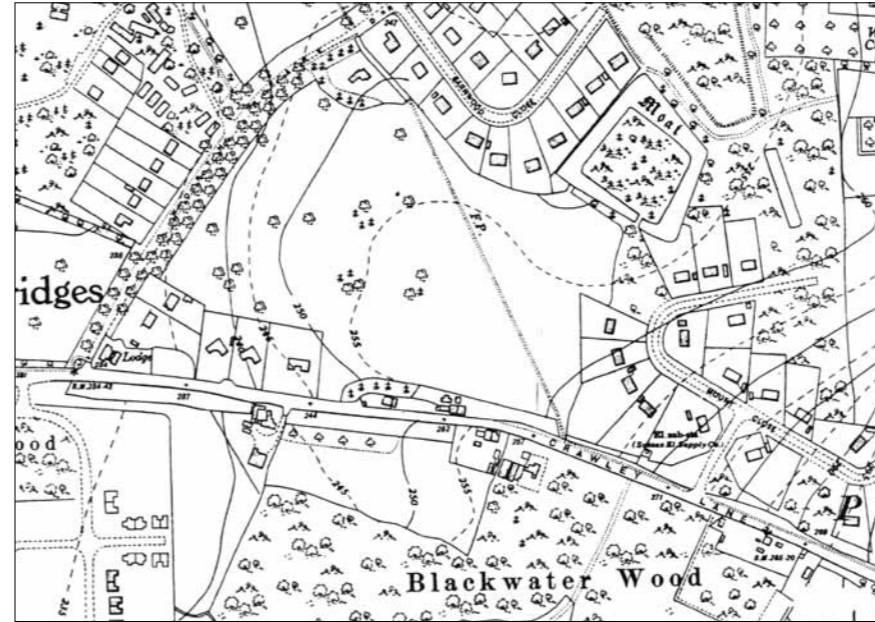


Location Plan

— Area considered for ASEQ



Historic Map, 1813



Historic Map, 1946



Key Plan



View of the shopping parade which is separated from the main road by a small green with mature trees.



The shops and flats overlook well the public realm.



The houses across the street respond well to the gently sloping topography and contribute to the townscape of the place.



The Church is located to the west of the parade and relates fairly well to it spatially and visually.

Historic development

As mentioned in the description of the historic development of Milton Mount and Three Bridges Road, Pound Hill takes the name of an ancient settlement located in the vicinity and recorded on the 1813 map. The area slowly developed with the opening of the Three Bridges Railway Station in the mid-19th century. Further private development took place in the first half of the 20th century, when Barnwood Close and Mount Close were built. This is shown in the map of 1948. However the area of the Pound Hill parade was still largely undeveloped and characterised by open fields and the Blackwater Wood. In Minoprio's masterplan, it was proposed that the wood remained undisturbed.

The Pound Hill Parade is located to the north of Worth Road which was laid out during the development of the Pound Hill neighbourhood between 1952 and 1956. The grounds are gently sloping eastwards and the development responds well to the topography, with the shopping parade, in L-shape, overlooking a green, which separates it from the main road and around which the car park area is laid out. The green is characterised by a few mature trees, which are likely to be survivors of the Blackwater Wood. Likewise, there is a green corridor of mature trees running on a north-south basis to the east of the parade.

The parade itself is well thought out, with good pedestrian links to the nearby residential area and the location of the church relates well with it, but the plan of the neighbourhood unit is not entirely successful. The pub is located to the back of the parade to the east and the school further north. Being located at a distance, they do not form an entirely coherent neighbourhood core in spatial terms. However, due to good permeability of the area, the shopping parade seems to be well used by local residents.

Street layout	Shopping parade in L-shape located off the main road. Residential located on main and secondary streets, with closes branching off. No particular street pattern visible
Structure	Varying structure, with some formal and some semi-formal, depending on whether it was privately built (as Mount Close) or by the Development Corporation
Frontages	Mostly continuous on residential streets despite large set backs. Discontinuous in Mount Close and Barnwood Close
Uses	Retail, residential and communal
Typology and block layout	Blocks of terraced houses of different size with rear gardens to the south, semi-detached and detached to the north. Flats above the shop on the linear parade
Building Heights	3 storeys for shopping parade. 2 storeys for residential areas
Streetscape and public realm	Public realm benefitting from patch of mature trees across the parade and its sense of enclosure. Streetscape provides a good response to topography whereby the parade is set on higher grounds and the houses across Worth Road step down

Urban form

Assets	Weaknesses
Good connection of the parade with the church and the school	Poor relationship with the pub, which is set to the back of the parade
Some mature trees	Lack of overall coherence as a neighbourhood centre
Good response to topography	General lack of architectural interest
Some architectural interest of the shopping parade, and survival of original windows	
Some historic interest	

Assets & weaknesses

Recommendation

Pound Hill neighbourhood was completed between 1952-6. The planning of its centre is quite effective: a parade of shops is well-located near the top of a hill with a large landscape island containing large mature trees in the foreground. A church is adjacent, but the pub is more isolated than in some centres, located to the east, with a primary school to the north. Some care was taken in the design of the parade, which is articulated by alternate brick/render and alternate first floor bay windows. Pound Hill is one of the better preserved neighbourhood centres: the critical windows survive in the parade, which is very unusual in Crawley, and the roof tiles appear to be original and serve to create coherence between the parade and houses on the opposite side of the road. The stepped pattern of the roofs of these houses due to the steep incline adds visual interest. However, the church is of little architectural value, and overall it appears that economic constraints limited the architectural expression. Pound Hill is of some historic interest as an example of the planning of a New Town neighbourhood centre, but on balance is not of sufficient architectural interest to merit conservation area designation. Gossops Green and Southgate Parade are better examples.

Although there are some large mature trees Pound Hill is not of special landscape value (criterion iii). It is of limited architectural interest and lacks overall cohesion (criteria i & v). It does not contain historic landscape features (criterion ii), nor is it a low density development in a spacious landscaped setting (criterion iv), so it would be inappropriate to designate it as an ASEQ.

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
✓	✗	(✓)	✗	✓	✗	(✓)	Not to designate as an ASEQ or a conservation area

21. Peterhouse Neighbourhood Centre

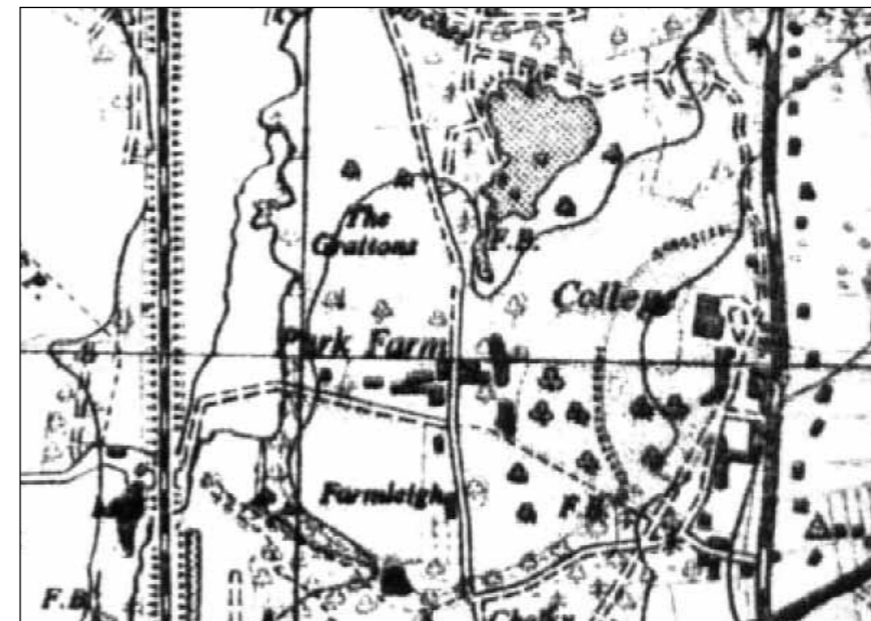


Location Plan

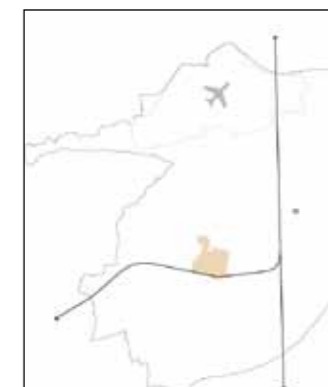
— Area considered for ASEQ



Historic Map, 1813



Historic Map, 1948



Key Plan



The parade of shops differs from other parades as it only two storeys high instead of three. It also appears to be of a later architectural style.



The pub is attached to the parade but differs markedly in height and architectural style.



Grattons Park adjacent to the neighbourhood centre. It is characterised by a small ridge and bounded by ancient woodland in the horizon.



Detached and semi-detached houses border Grattons Drive and face the park.

Historic development

Peterhouse Parade is located to the northeast of Crawley Town Centre, to the east of the railway line. It is located off Grattons Drive to the west. The area is characterised by an open field to the north of the parade, with some vegetation bounding it to the west, as well as by housing. Grattons Drive takes its name from a previously existing place in the vicinity called The Grattons and visible on the 1948 map. A pond was also created by 1948 and still exists today. It is located to the north of the area and accessible via Somerville Drive.

As in most places in Crawley, the area remained predominantly rural until the mid-20th century. As indicated in the 1948 map, there were only a few farms scattered amongst field at the time of the designation of Crawley as a New Town.

Peterhouse Parade was developed as part of the 1961 plan after the original nine neighbourhoods, and completed in the late 1970s. It is rather small in size and it sits opposite residential areas to which it relates well. However, unlike other New Town neighbourhood centres, there is no church or pub nearby. There is a school but it appears to have been built recently and it is located to the back of Grattons Drive, with its own private lane. Whilst it is connected to the parade through this route, they are clearly not planned as an ensemble and Peterhouse Parade very much sits on its own and is not architecturally appealing.

Street layout	Shopping parade located off the main road with residential areas opposite the road and beyond
Structure	Informal, housing organised in culs-de-sac, therefore restricting permeability
Frontages	Continuous
Uses	Retail, residential and communal
Typology and block layout	Detached houses. Flats above the shop on the linear parade
Building Heights	3 storeys for shopping parade. 2 storeys for residential areas
Streetscape and public realm	No particular sense of place, residential areas seem repetitive

Urban form

Assets	Weaknesses
Grattons Park adjacent to the shopping parade, creating a pleasant setting to the area	Planning of the neighbourhood seems ad hoc as the usual components of the units are not present
	Shopping parade and pub mean architecturally
	Self-standing parade of shops of some limited historic interest
	Cul-de-sac restricting permeability within residential areas and characterised by repetitive planning

Assets & weaknesses

Recommendation

Peterhouse Parade was developed as part of the 1961 plan. The centre is relatively small, with only a parade of shops and pub set back from the road, and a primary school some distance to the south. The architecture of the parade and pub is particularly poor, although the setting of Grattons Park to the north is attractive. Peterhouse Parade is of limited historic interest as an example of the planning of a New Town neighbourhood centre, because it does not include the full complement of uses, and is not of sufficient architectural interest to merit conservation area designation. Gossops Green and Southgate Parade are better examples.

Although Grattons Park is of definite landscape value, saved Local Plan Policies BN22, and BN23 provide sufficient protection of this open space (criterion iii). There are detached houses to the east of the Park, but these do not have a sufficiently spacious landscaped setting to warrant designation as an ASEQ (criterion iv). Architectural interest is limited and it lacks overall cohesion and homogeneity (criteria i & v).

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
✓	✗	(✓)	✗	✗	✗	✗	Not to designate as an ASEQ or a conservation area

22. Blackwater Lane



Location Plan
 — Retained as ASEQ
 — Excluded from Blackwater Lane ASEQ



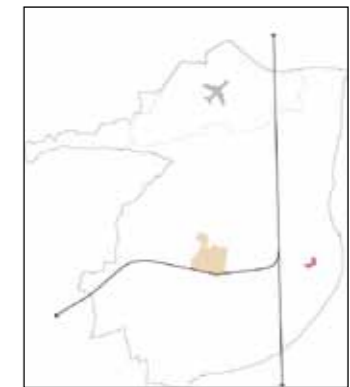
Historic Map, 1813



Historic Map, 1912



Historic Map, 1948



Key Plan



The southern stretch of Blackwater Lane is characterised by a more uniform built form and by the remains of an ancient ridge marking the boundary between the public and private realm.



View westbound along the southern part of Blackwater Lane



View into the 'roundabout' and houses around it



The northern part of Blackwater Lane is suburban in character and whilst it is attractive, it does not have any architectural or landscape features of interest



House with some architectural interest

Historic development

The southern part of Blackwater Lane is an historic drover's road, used to drive livestock to market, and is evident on the 1813 map. The stretch of the ASEQ running on an east-west axis is characterised by the remains of a bank on both its sides, associated with the sunken lane. The remains of the bank are well integrated to the built environment. They are generally used to create a 'natural' boundary, which can be more or less formal layout, between the properties and the road. The appellation of Blackwater seems to have been used to refer to a local brook or ford as well as to the woodland north of the lane, called the Blackwater Wood on the 1912 map.

Blackwater Lane is located in the Pound Hill neighbourhood which was developed between 1952 and 1956. The detached weatherboarded houses along the southern part of the Lane are exactly the same, suggesting these were built by the Development Corporation as the 'slightly larger' or 'executive' housing. Those in the northern part of the Lane are more varied and later, suggesting they may have been privately developed.

Blackwater Lane today is characterised by detached houses of mostly different architectural styles, except on its western side where there is a series of weatherboarded houses.

Street layout	L-shaped development, branching off from secondary roads at both ends
Structure	Formal
Frontages	Continuous frontages, with gaps between houses
Uses	Residential
Typology and block layout	Detached houses set in separate plots with front gardens and setbacks from the street
Building Heights	2 storeys
Streetscape and public realm	North-south part of the development rather bare and lacking in character with non-homogeneous housing. East-west part of Blackwater Lane characterised by a bank and mature trees on the north side, defining the relationship of the houses with the street. Housing is more homogeneous and there is a sense of regularity in the streetscape and public realm.

Urban form

Assets	Weaknesses
Banks are the archaeological remains of an ancient road	Poor townscape of north-south part of Blackwater Lane, with non-homogeneous housing and poor landscaping
Banks well integrated into the public realm and streetscape	Prominence of the road on north-south area of the development
Homogeneity of housing on northern side of east-west stretch of Blackwater Lane	No particular architectural value of the ASEQ
	Poor landscaping of the public realm, except on east-west stretch characterised by mature trees

Assets & weaknesses

Recommendation

The southern stretch of Blackwater Lane contains some large, well-spaced detached houses, set back from the road with long gardens (criteria i & iv). However, the buildings are of little architectural interest (criterion v). It is instead the historic landscape feature of the banks associated with the drover's road, and the landscape value of mature trees and hedges that mark this area out for protection (criteria ii & iii). We recommend that the boundary of the ASEQ is amended to reflect this, and to exclude the northern part of the lane which was not part of the drover's road.

Management recommendations

- Key elements to protect are the banks, trees and hedges fronting the street.

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
✗	✓	✓	(✓)	✗	✗	✗	Retain as an ASEQ but change boundary

23. Norwich Road

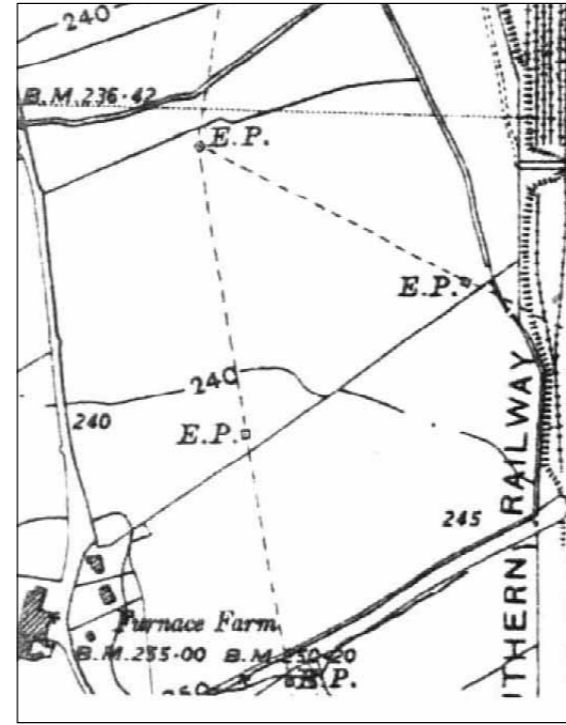


Location Plan

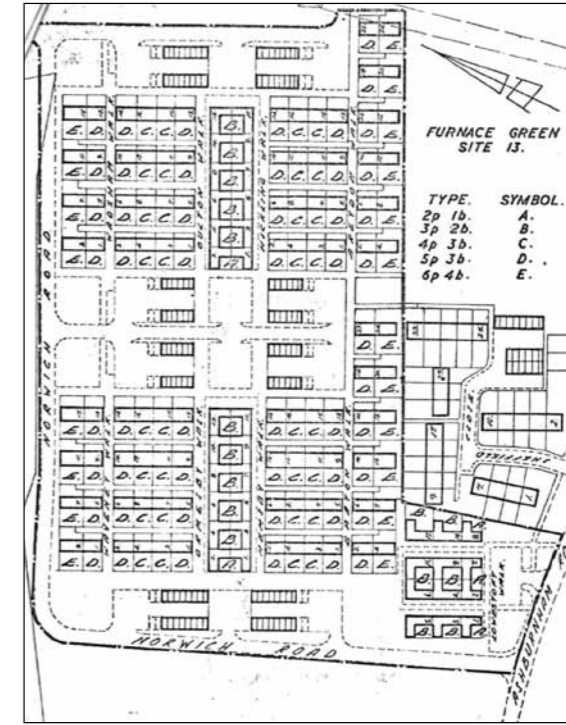
— Area considered for ASEQ



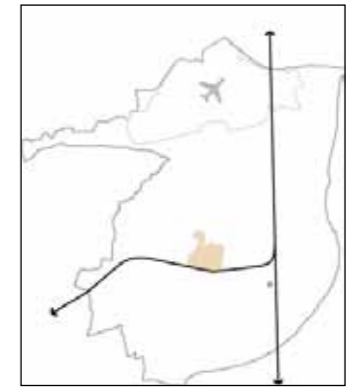
Historic map, 1813



Historic map, 1946



Site particulars, 1968



Key Plan



Entrances to houses are segregated from the street and face a blank wall



House facades overlooking the public realm are characterised by few and small windows



The pedestrian lane connecting houses is poorly overlooked



Entrance to the single-storey houses from the pedestrian lane



The parking areas are segregated from the street

Historic development

Norwich Road is in the southeast of Crawley located just to the west of the north-south railway. As one can see from the maps the area saw very little development between 1813 and 1968, despite its proximity to the Three Bridges Rail Station which opened in 1841 and despite all the development that happened during the early phase of the building of the New Town.

Norwich Road was developed in the Furnace Green neighbourhood as part of the 1961 plan, and the 1968 site particulars suggest it was completed around this date. It is a Radburn layout where vehicular access is separated from a network of pedestrian routes between the one and two storey houses.

Street layout	Radburn layout 1960s development, characterised by strong segregation of the houses and pedestrian footpaths from the road
Structure	Formal
Frontages	Dead frontages on street
Uses	Residential
Typology and block layout	Modern interpretation of terraced houses, segregated from the road and laid out in pedestrian lanes which are poorly overlooked. Small back gardens set back to back and parking concentrated elsewhere
Building Heights	1 and 2 storeys
Streetscape and public realm	Development surrounded by open land and mature vegetation

Urban form

Assets	Weaknesses
Surrounding landscape and vegetation	Repetitive development which makes wayfinding difficult
Some historic interest in its planning	Poor quality of public realm that is not overlooked and does not provide any amenities for residents
	No architectural interest and poor quality housing, which is not adaptable

Assets & weaknesses

Recommendation

The Norwich Road estate at Furnace Green was developed as part of the 1961 plan, and the site particulars indicate that it was completed c. 1968. It is a Radburn layout: carparking and vehicular access are kept separate, with a network of pedestrian paths between the houses. The architectural quality is very poor: windows are small and few, the design is stripped back and utilitarian, the buildings are ugly even. Although the planning is of some historic interest, it has been widely discredited because of safety issues associated with creating secluded pedestrian networks. This is also not an early example: Clement's Estate in Haverhill, Suffolk, dates from 1962. The estate is not of sufficient architectural or historic interest to merit designation as a conservation area.

Although Norwich Road has a homogenous and cohesive character, this is not successful (criterion i). It is of no architectural interest (criterion v), does not display features of the historic landscape (criterion ii), is not of landscape value (criterion iii), nor a low density development in a spacious landscaped setting (criterion iv), so it would be inappropriate to designate it as an ASEQ.

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
✓	✗	✗	✗	✗	✗	✓	Not to designate as an ASEQ or a conservation area

24. Green Lane



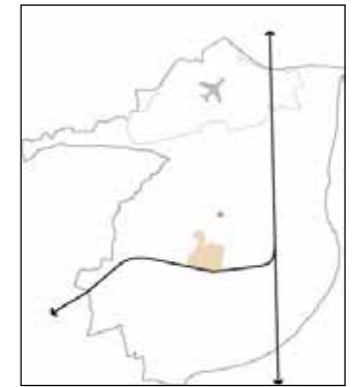
Location Plan
 — Area considered for ASEQ



Historic Map, 1899



Historic Map, 1948



Key Plan



The one-storey bungalows located on Bracken Close do not present any urban, architectural or landscape feature of interest



Example of a bungalow with side entrance



Example of a 1930s' villa to the south of Hollybush Road



Different types of architectural style co-exist on the western side of Green Lane



The streetscape lacks homogeneity



View along the northern part of Green Lane with a more homogenous and attractive landscape

Historic development

Green Lane and Hollybush Road are located in the Northgate neighbourhood of Crawley. Together they constitute a large loop which includes Bracken Close to the north. The area remained largely rural until the early 20th century, however it appears from historical maps that Green Lane is an ancient road, running parallel to London Road. It was gradually connected to London Road during the 19th century and Hollybush Road seems to have been opened around the same time following a previous field boundary line. Blackdog Farm is the earliest development in the area recorded. It appears in the northeastern corner of the 1899 map.

Some large detached housing were erected facing Hollybush Road and later Green Lane between 1932 and 1948. Green Lane and Bracken Close were further developed during the development of Northgate, between 1951 and 1955.

Today the area is characterised by a very spacious layout, with houses largely set back from the road and with deep rear gardens. However, it lacks a sense of unity as there are different housing typologies found in the area, including detached houses, modern semi-detached bungalows and modern terraces. With the exception of a few 1930s detached houses on the southeastern side of Hollybush Road, the houses do not exhibit any architectural interest. Moreover the public realm is also of varying quality and does not constitute a unifying feature across the area as in the case in Milton Mount Avenue. There are some mature trees on Hollybush Road which could benefit from a TPO.

Street layout	Loop development, with a close branching off it
Structure	Formal
Frontages	Continuous with gaps between houses
Uses	Residential
Typology and block layout	Detached houses and semi-detached bungalows
Building Heights	1 to 2 storeys
Streetscape and public realm	Some mature vegetation along Hollybush Road and rather dominated by road on Green Lane

Urban form

Assets	Weaknesses
A few good examples of detached 1930s houses	Heterogeneous housing typology and massing throughout the development
Some mature trees	Public realm dominated by road on Green Lane
	No particular architectural interest

Assets & weaknesses

Recommendation

The buildings visible along Hollybush Road in the 1946 map were privately developed before the New Town was designated: they are therefore more heterogeneous than the New Town housing, with some attractive detached 1930s houses. Bracken Close and Green Lane were developed as part of the New Town neighbourhood of Northgate between 1951-5; these buildings are much more consistent in style, for example with a series of matching bungalows in the close. None of the buildings are of sufficient architectural interest to merit conservation area designation.

Some of the houses in Green Lane are attractive, there is no overall architectural interest or cohesive character (criteria I & v). Although the houses have long gardens and are set back from the street, the majority on Green Lane are semi-detached, and they are not characterised by spacious landscaped settings so do not qualify as an ASEQ on this basis (criterion iv). There are no surviving historic landscape features (criterion ii). There is a row of large, mature trees along Green Lane, however it would be preferable to protect these with TPO designation than as an ASEQ (criterion iii).

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
✗	✗	(✓)	✗	✗	✗	✗	Not to designate as an ASEQ or a conservation area

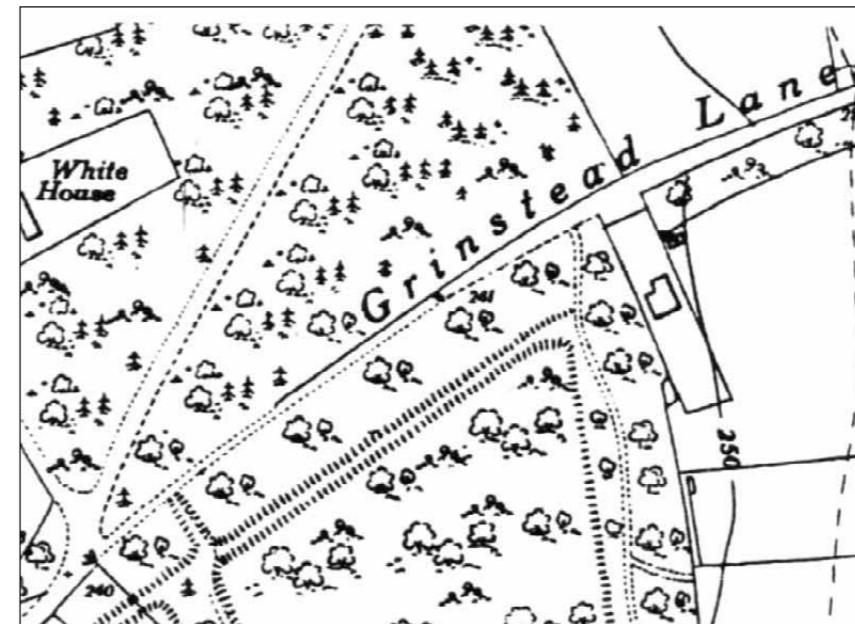
25. Milton Mount Avenue



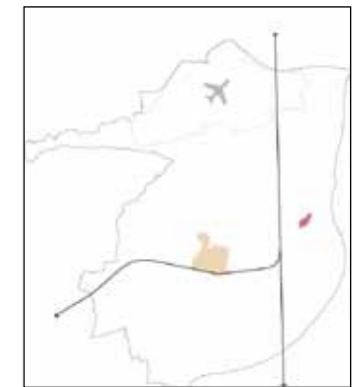
Location Plan — Retained as ASEQ



Historic Map, 1813



Historic Map, 1946



Key Plan



The linearity, sense of space and mature trees of Milton Mount Avenue makes a strong impression and gives the place a unique character



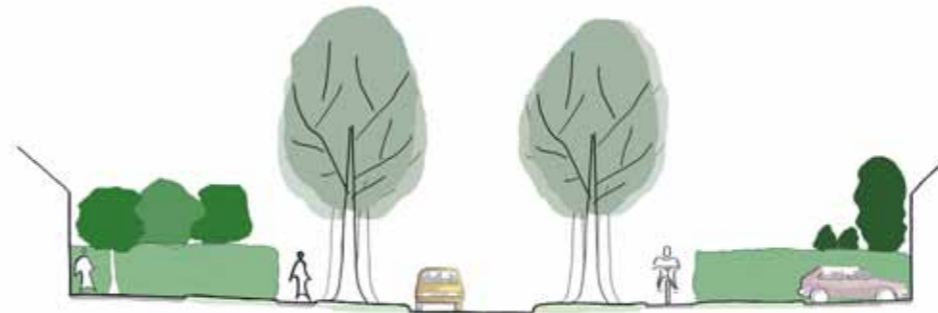
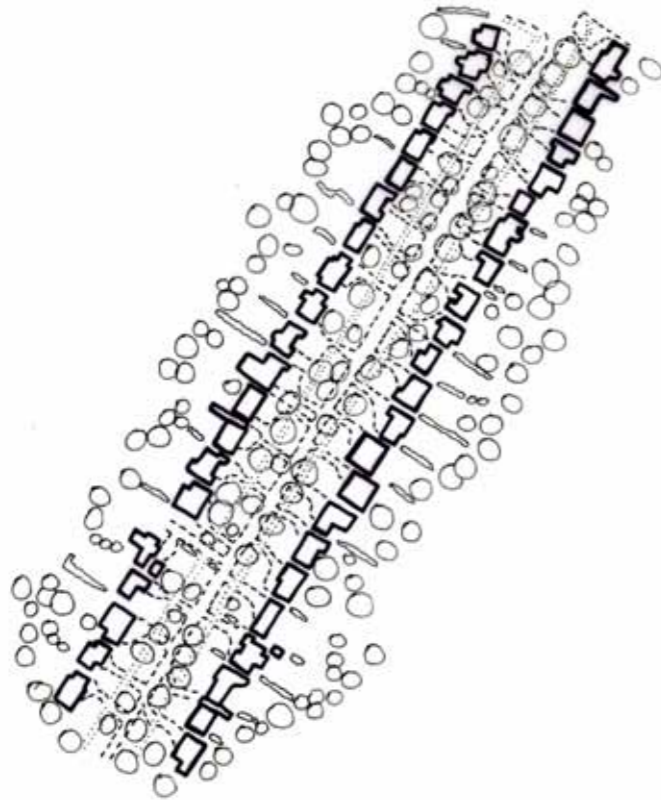
Although the houses differ in style, their height and massing is homogenous and the space in front and in-between as well as the mature landscape act as unifying elements of the landscape

Historic development

Despite close proximity to the Three Bridges Railway Station, opened in 1841, development on Milton Mount Avenue did not occur until the late 1950s. The avenue was laid out along an historic road leading to Worth Park, and is likely to retain some trees from this earlier feature. Milton Mount Avenue is located in the Pound Hill neighbourhood, which was developed in 1952-6, but given the variety of the age and style of the buildings, it seems that it was developed privately.



Milton Mount



Street layout	Linear large avenue
Structure	Formal with aligned houses
Frontages	Continuous frontage but setback from the street and with gaps between houses
Uses	Residential
Typology and block layout	Detached houses with integral parking. Defined block perimeter for each house. Variety of architecture and ages of houses
Building Heights	1 -2 storeys
Streetscape and public realm	Suburban character set in a leafy and green environment. Townscape character derived from: <ul style="list-style-type: none"> the strong linearity of the streetscape, which follows the gently sloping topography; the overall homogeneity of houses (despite variety of architecture and age) and slight variety in massing of houses; the mature trees which give a sense of privacy to houses and balances the strong presence of the road.

Urban form

Assets	Weaknesses
Overall distinctive as a place, with quality public realm	Large setback of houses from the street reducing natural surveillance
Good balance between the built areas, the road and mature vegetation and trees	
Good pedestrian facilities	
Good sense of privacy	
Good permeability	

Assets & weaknesses

ASEQ criteria					Conservation Area criteria		Recommendation
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/ townscape value	
✓	✓	✓	✓	✗	✗	✗	Retain as an ASEQ

Recommendation

Milton Mount Avenue is located in the Pound Hill neighbourhood, which was developed between 1952-6, however the architectural quality, varied style and ages of the houses suggests that the street was privately developed over some years. Milton Mount Avenue is laid out along a historic road leading to Worth Park. It is a distinctive avenue lined with large mature oak and pine trees. The detached houses are set very far back from the road, with the pavement separated from the road by a large grassy verge. Although the buildings are not of sufficient architectural interest to merit conservation area designation, Milton Mount Avenue meets all the criteria for ASEQ status: it has an overall homogeneity (criterion i), is based on a historic landscape feature (criterion ii), it contains impressive mature trees (criterion iii), and is low density development in a spacious landscaped setting (criterion iv).

Management recommendations

- Protect historic landscape features and mature trees
- Oppose unsympathetic infill and extensions

26. Orde Close



Location Plan
— De-designated ASEQ



Historic map, 1813



Historic map, 1948



Key Plan



The public realm is dominated by the carriageway and the street is poorly landscaped



View from the opposite direction



Example of a detached house on the northern side



The architectural style of houses differs markedly on the south-western side of the development

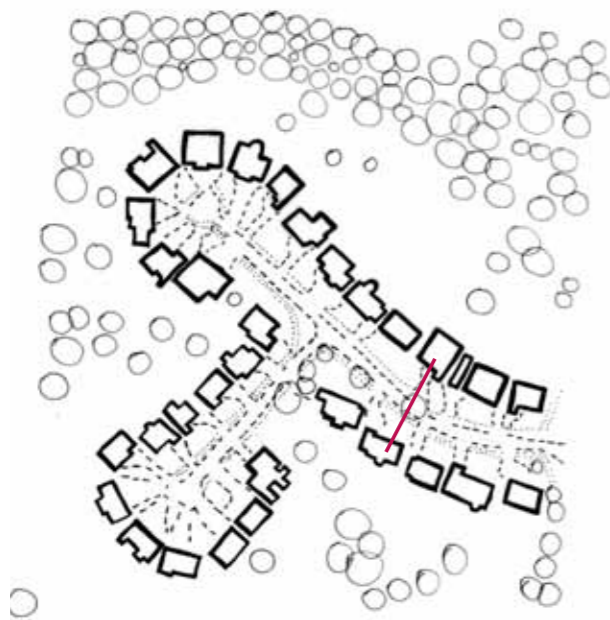


Historic development

Orde Close is situated on the northeastern border of present day Crawley with two major links, Crawley Avenue and Balcombe Road running near it. The 1813 map shows that historically it was woodland area named Bashford Wood and that two roads run parallel north-south across the wood. These are likely to be the present day Balcombe Road, on the west and the M23 to the east.

Orde Close is part of the Pound Hill neighbourhood, which was developed in 1952-6. It is a small cul-de-sac development, which seems to have been built in two stages and by different developers. The eastern and northern part are characterised by large detached houses which share the similar architectural features and use of materials whilst being different from each other. They are likely to have been developed by a private developer. The southern side of Orde Close is also characterised by detached housing but which are smaller and plain, with no architectural feature or detailing.

The public realm of Orde Close is generally bare and the little vegetation there is, such as the sometimes generous grassy verges or few trees, does not contribute to creating a sense of place or to define boundaries between the properties. As a result the road dominates the public realm.



Orde Close

Street layout	T-shaped cul-de-sac development, off a main road
Structure	Contained formal development with similar building sizes and types. Small in size.
Frontages	Continuous frontage which provide good natural surveillance, with gaps between houses
Uses	Residential
Typology and block layout	Detached houses with integral garages and defined perimeter blocks
Building Heights	2 storeys
Streetscape and public realm	Suburban character with weak townscape. Road rather prominent due to large setback of houses from street and little vegetation. Public realm providing good pedestrian facilities but dominated by the setback of houses from the street and tarmac area leading to the garages. Public realm generally empty, which makes the distinction between the public and private realms less clear

Urban form

Assets	Weaknesses
Surrounding landscape and vegetation	No strong sense of place
	Poor quality of public realm that does not provide any amenities for residents
	No architectural interest and poor quality of housing on southwestern end
	Ill-defined and general bare public realm
	Road and tarmac visually dominant
	some attractive houses but no overall architectural interest

Assets & weaknesses

ASEQ criteria					Conservation Area criteria		
(i) Homogenous and cohesive character	(ii) Historic landscape features	(iii) Landscape value e.g. mature trees, hedges, grass verges	(iv) Low density housing in spacious landscaped setting	(v) Architectural interest	Historic interest	Interest of urban planning/townscape value	
✓	✗	✗	✗	✗	✗	✗	To remove ASEQ designation

Recommendation

Orde Close is located in the Pound Hill neighbourhood, which was developed between 1952-6. The improved architectural quality and varied style of the houses in the northern part of the Close, some of which have prominent tile hung gables, suggests this may have been privately developed first, and the matching, restrained houses in the southern cul de sac were perhaps by the Development Corporation. The detached houses are set back with green verges and no boundary treatments; however the gap between the buildings is relatively narrow and there are relatively few street trees so the tarmac road predominates. Given that the houses and the cul de sac layout are of not special architectural interest and do not form a particular cohesive group (criteria i & v), do not contain any historic landscape features or elements of landscape value (criteria ii & iii), are not set in a spacious landscaped setting (criterion iv), we recommend that it is not longer designated as an ASEQ.



Section of Orde Close

7.0

Conclusion of assessment of ASEQs

This chapter summaries the assessment of existing and potential ASEQs set out in detail in the previous chapters.

Should the ASEQ designation be retained and what benefit does it bring?

Although the assessment of ASEQs has not suggested that new ASEQs should be created, there is something distinctive and special about existing ASEQs that is worth protecting. ASEQs are distinctive and special because they are:

- (i) Homogenous areas recognisable as possessing an identifiable, distinctive and cohesive character.
- (ii) Areas where historic landscape features are evident and affect the character of the place, such as banks created by drover's roads.
- (iii) Areas of landscape value with mature trees, hedges and a high proportion of non-equipped public green space e.g. grass verges.
- (iv) Mature lower density developments of substantial houses with spacious landscaped settings where the landscaping dominates the buildings. They are likely to be characterised by large detached houses with significant gaps between the buildings, set back from the street, with large gardens, mature trees, hedges and green verges.
- (v) Areas of architectural quality.

Although there is some overlap with conservation area designation, and some ASEQs such as Rusper Road, Barnwood Close/ Mount Close, Goff's Park Road have buildings of architectural quality, their interest primarily derives from the character of low density residential development in an attractive, spacious landscaped setting. The ASEQ designation should therefore be retained because it is distinct and separate from conservation area designation and for the most part protects different aspects of the built and natural environment.

ASEQ designation is beneficial because it:

- (i) Protects features of the historic and natural landscape such as mature trees, hedges, green verges, historic banks.

- (ii) Protects the low density character of areas and controls the size of building extensions and infill development.
- (iii) Protects the variety of different types of residential development in the Borough.
- (iv) Controls demolition of buildings and the character of development in areas of architectural quality.

Which areas should be protected as ASEQs and why?

Our assessment concluded that the following areas meet the ASEQ criteria and should be retained as such:

- **Rusper Road (8)**. A homogeneous group of Arts & Crafts detached houses of architectural quality set in large gardens with mature trees and hedges. We recommend that the separate ASEQ area to the north should be excluded because the buildings have a different character and this area is not cohesive with the group to the south.
- **Goff's Park Road (9)**. Although the buildings on Goff's Park Road are less homogenous in terms of their age and architectural style, the typology of large detached houses in spacious gardens with mature trees and hedges is characteristic of ASEQs; some buildings are of architectural quality and it is controlling development that affects these.
- **Church Road (10)**. Church Road is also characterised by low density housing in large gardens, with mature trees and hedges, although there has been some infill in rear gardens. The banks associated with the drover's road are a feature of the historic landscape and are of most interest in this ASEQ. We therefore recommend the extent of the ASEQ should be reduced to reflect that it is primarily the banks associated the historic drover's road that are of interest.
- **Barnwood Close/Mount Close (17)**. This is the best ASEQ in the borough. It is characterised by detached houses set in spacious gardens behind prominent hedges, with large green verges and numerous mature trees. The closes are arranged either side of an historic moat. The buildings are of some architectural interest, but the distinctiveness of the area derives more from the typology, layout and landscape than the buildings themselves so it is more appropriate to protect this area as an ASEQ than as a conservation area.

- **Blackwater Lane (22)**. Blackwater Lane is similar in character to Church Road. It features detached houses in relatively large gardens, with mature trees and hedges; however, the banks associated with the drover's road are of most interest. We therefore recommend the extent of the ASEQ should be reduced to reflect that it is primarily the banks associated the historic drover's road that are of interest.
- **Milton Mount Avenue (25)**. This is amongst the best ASEQs in the borough. It is characterised by detached houses set either side of an historic avenue lined with large mature trees. The houses are set far back from the road with expansive green verges.

Which should be protected as conservation areas and why?

We recommend that any areas which are primarily of historic, architectural or townscape/urban planning interest should be protected as conservation areas.

We identified four areas that were developed before Crawley was designated as a New Town that could potentially become conservation areas:

- **Hazlewick Road (2)** was developed in the Victorian period as a result of the construction of the railway at Three Bridges, which is of local historic interest. The variety of the building typology and detailing, for example of historic shopfronts, is of architectural value, and the continuous frontages and sense of enclosure are of townscape value.
- **West Street, Southgate (5)** was developed in the Victorian period as a result of the construction of the railway at Crawley, which is of local historic interest. The buildings are typical Victorian railway cottages, although there are larger, well-preserved buildings on Springfield Road. The sense of enclosure and 90° bend in the road create townscape value. Overall we believe the street is of sufficient architectural and historic interest to merit extension of the Brighton Road Conservation Area.
- **Malthouse Road (9)** was developed later, in the Edwardian period, with large high quality semi-detached houses, often with decorative porches. These building are well-preserved with a higher concentration of original windows than elsewhere.

- **Langley Lane (12)**, which is an existing ASEQ, is most historic, containing a number of 16th century buildings, as well as some good quality and well-preserved Victorian and Edwardian architecture on Ifield Green. The connections with the Quaker religion are of historic and social value. Although Langley Lane undoubtedly has landscape value because the buildings are set each side of an unpaved and leafy rural lane, the quality and quantity of historic buildings is of sufficient interest to merit extension of Ifield Conservation Area to include this area.

We have also considered the significance of Crawley New Town. This relates to the interest of the ideas behind the planning of the town. There was great aspiration and optimism, and although the 'top down' approach was somewhat overconfident and didn't always work in reality, what they were attempting to achieve is very interesting and expressive of that point in history. For example the planning of neighbourhood centres as modern 'villages' with a church as a focal point reveals how much has changed in the last 60 years: nowadays new urban extensions rarely include religious buildings and if they do they are more likely to be for non-Christian religions. The neighbourhood centres were created at the tipping point between more traditional ways of living and the modern globalised world we know today. This said, it could be potentially damaging to protect parts of the town that do not work, even if the ideas behind them are interesting, such as the Radburn layout at Norwich Road (23). We therefore recommend that two of the most successful neighbourhood centres (Gossops Green and Southgate) are preserved as conservation areas:

- **Gossops Green (13)**. Gossops Green is probably the best example of a neighbourhood centre in Crawley, deriving from the architectural quality of the parade (and church) and from the effective planning of the centre. It has a good sense of place deriving from the location of the parade and pub near the top of a hill, and the way these buildings address the road, St Alban's Church and the green opposite, with the primary school slightly hidden to the north.
- **Southgate neighbourhood centre (19)**. It is one of the most successful neighbourhood centres partly because of the architectural quality of St Mary's Church, but it deriving from the planning of the centre. It is small and tight knit in comparison with earlier more dispersed centres, views outwards are terminated by terraced houses: this creates a comforting sense of enclosure and

overlooking. The centre is separated from the main road which adds to the atmosphere of calm and safety. The design of the parade is also different: there is deck access to the residential upper storeys from the front rather than rear, with roof gardens and garages to at the back, which is a more successful solution.

There are some good examples of postwar architecture in Crawley, in particular the New Town churches, as well as some shopping parades and schools; chapters 10 and 11 set out our recommendations to locally list the best examples.

Which areas shouldn't be protected and why?

We recommend that one ASEQ is de-designated: Orde Close (19). Although Orde Close has relatively large detached houses set back from the road with grass verges, the gaps between the buildings are relatively narrow and the area does not have particular landscape value.

The following areas do not meet the ASEQ and conservation area criteria and should not be designated as either. A full explanation of why is included in the previous chapters, but in summary:

- **Three Bridges Road (1)**. Although there are detached houses along Three Bridges Road adjacent to a cricket ground, the buildings are not set in the spacious landscaped setting characteristic of ASEQs and the gaps between the buildings is too small. The cricket ground is protected by saved Local Plan Policies BN22, BN23 and RL2. The buildings are not of special architectural interest.
- **Tushmore Lane (3)**. Although the houses in Tushmore Lane are set back from the road, with gaps between the buildings, they do not possess 'spacious landscaped settings where the landscaping dominates the buildings' and is not of landscape value, with few trees, hedges and no green verges. The buildings are not of special architectural interest.
- **Albany Road (4)**. Although Albany Road illustrates the late Victorian/early Edwardian expansion of Crawley associated with the railway, the buildings are unexceptional terraced houses, which have been heavily rendered on the north side of the street, and where the windows have been replaced throughout. Hazelwick Road is a better example of this phase in Crawley's because it has more varied typologies and more features of architectural interest.

- **Queen Square and the Boulevard (12)**. Although Queen Square and the Boulevard are of some interest for their urban planning, the layout is dispersed and has not worked as effectively as it could have done. Hence the adopted SPD for Town Centre North proposes demolition and redevelopment of the buildings on the Boulevard. The town centre is not of sufficient historic, architectural or urban planning interest to merit designation as a conservation area, nor does it fit the ASEQ selection criteria.
- **Tilgate Parade (14)**. Although Tilgate Parade is of undisputed architectural interest, it is not part of a coherent planned centre: there is no church or green nearby, and the community hall and Oaks Primary School are isolated from it. It is best protected as a locally listed building rather than as a conservation area or ASEQ.
- **Langley Green (15)**. Langley Green is of some historic interest as an example of the planning of a New Town neighbourhood centre, but on balance is not of sufficient architectural interest to merit conservation area designation.
- **Ifield Drive Parade (16)**. Ifield Drive is of limited historic interest as an example of the planning of a New Town neighbourhood centre, because it does not include the full complement of uses, and is not of sufficient architectural interest to merit conservation area designation.
- **West Green neighbourhood centre (17)**. West Green is of some historic interest as the first New Town neighbourhood centre, but it is not of sufficient architectural interest to merit conservation area designation. The centre is quite dispersed with the school located some distance from the parade, and the heavy traffic on the road is divisive, and it does not have the same sense of place as Gossops Green or Southgate Parade.
- **Northgate neighbourhood centre (18)**. Northgate is of some historic interest as an example of the planning of a New Town neighbourhood centre, and St Paul's Methodist Church means that it has more architectural interest than others, but on balance is not of sufficient architectural interest to merit conservation area designation.

- **Pound Hill neighbourhood centre (20)** Pound Hill is one of the better preserved neighbourhood centres, for example the critical windows survive in the parade. However, the church is of little architectural value, and overall it appears that economic constraints limited the architectural expression. Pound Hill is of some historic interest as an example of the planning of a New Town neighbourhood centre, with some mature trees, but on balance is not of sufficient architectural interest to merit conservation area designation. However, the trees could be protected by TPOs.
- **Peterhouse neighbourhood centre (21).** Peterhouse Parade is of limited historic interest as an example of the planning of a New Town neighbourhood centre, because it does not include the full complement of uses, and the architecture of the parade and pub is poor, although the setting of Grattons Park to the north is attractive.
- **Norwich Road (23).** The architectural quality is very poor, and although the planning is of interest, it has been widely discredited because of safety issues associated with creating secluded pedestrian networks and it is not an early example, so does not merit protection.
- **Green Lane (24)** The buildings are of not of sufficient architectural interest to merit conservation area designation. Although the houses have long gardens and are set back from the street, the majority on Green Lane are semi-detached, and they are not characterised by spacious landscaped settings that normally characterise ASEQs. There is a row of large, mature trees along Green Lane, however it would be preferable to protect these with TPO designation than as an ASEQ.

Area	ASEQ criteria				Conservation Area criteria		
	Homogenous and cohesive character	Historic landscape features	Landscape value e.g. mature trees, hedges, grass verges	Low density housing in spacious landscaped setting	Historic interest	Architectural interest	Interest of urban planning/townscape value
Pre-New Town							
1. Three Bridges Road	✗	✗	(✓)	✗	✗	✗	✗
2. Hazelwick Road	✓	✗	✗	✗	✓	✓	✓
3. Tushmore Lane	✗	✗	✗	✗	✗	✗	✗
4. Albany Road	✓	✗	✗	✗	(✓)	✗	✗
5. West Street	✓	✗	✗	✗	✓	✓	✓
6. East Park	✗	✗	✗	✗	(✓)	✗	✗
6. Malthouse Road	✓	✗	✗	✗	✓	✓	✗
7. Langley Lane	(✓)	✗	✓	✓	✓	✓	✗
8. Rusper Road	✓	✗	✓	✓	✗	✓	✗
9. Goff's Park Road	✗	✗	✓	✓	✗	(✓)	✗
10. Church Road	✗	✓	✓	(✓)	✗	✗	✗
11. Barnwood Close/ Mount Close	✓	✓	✓	✓	✗	✓	✗

Tick denotes area strongly fulfils criteria, and cross that it does not; a tick in brackets indicates that an area slightly fulfils the criteria..

Area	ASEQ criteria				Conservation Area criteria		
	Homogenous and cohesive character	Historic landscape features	Landscape value e.g. mature trees, hedges, grass verges	Low density housing in spacious landscaped setting	Historic interest	Architectural interest	Interest of urban planning/townscape value
New Town							
12. Queen Square and the Boulevard	✓	✗	(✓)	✗	(✓)	✗	✓
13. Gossops Green	✓	✗	✗	✗	✓	✓	✓
14. Tilgate Parade	N/A	✗	✗	✗	(✓)	✓	✗
15. Langley Green	✓	✗	✗	✗	✓	(✓)	(✓)
16. Ifield Drive	✓	✗	✗	✗	✗	✗	✗
17. West Green	✓		✗	✗	✓	✗	(✓)
18. Northgate	✓		✗	✗	✓	(✓)	(✓)
19. Southgate Parade	✓	✗	✗	✗	✓	(✓)	✓
20. Pound Hill Parade	✓	✗	(✓)	✗	✓	✗	(✓)
21. Peterhouse Parade	✓	✗	(✓)	✗	✗	✗	✗
22. Blackwater Lane	✗	✓	✓	(✓)	✗	✗	✗
23. Norwich Road	✓	✗	✗	✗	✗	✗	✓
24. Green Lane	✗	✗	(✓)	✗	✗	✗	✗
25. Milton Mount Avenue	✓	✓	✓	✓	✗	✗	✗
26. Orde Close	✓	✗	✗	✗	✗	✗	✗

Tick denotes area strongly fulfils criteria, and cross that it does not; a tick in brackets indicates that an area slightly fulfils the criteria..

