

CRAWLEY BOROUGH LOCAL PLAN EXAMINATION

Crawley Borough Council Response to
Inspector's Matters, Issues and Questions

Matter 5: Character and Environment

Issue 1: Crawley's Character

February 2015



Issue 1: Whether the policies for maintaining Crawley's distinctive character are proportionate, effective and consistent with NPPF.

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**MATTER 5: CHARACTER AND ENVIRONMENT; ISSUE 1: CRAWLEY'S
CHARACTER APPENDICES**

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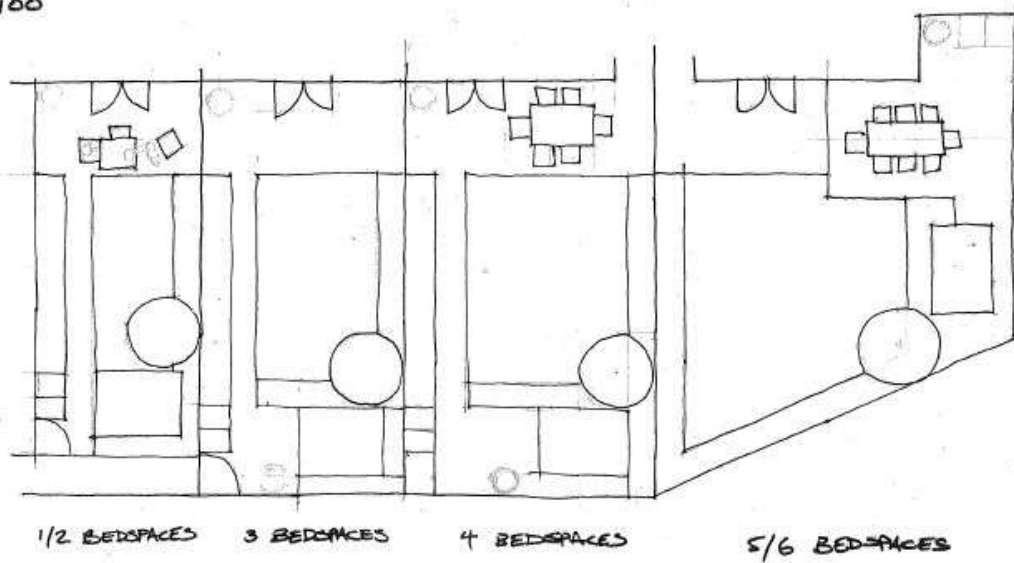
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Appendix A: EXTERNAL SPACE STANDARDS SKETCH

The original sketch is drawn at 1:100 on A3 size paper. The copy below is not to scale.

EXTERNAL
SPACE STANDARDS
SAMPLE LAYOUTS
SCALE 1:100



APPENDIX B: CABINET REPORT PS/0372

Crawley Borough Council

	Report No: PS/0372	
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Report to Cabinet

25th March 2009

Proposed Conservation Area at Brighton Road, Southgate.

1. Key Points

- 1.1 The purpose of this report is to seek approval to designate a new conservation area in Brighton Road, Southgate.
- 1.2 An independent assessment of the Borough by consultants identified that the area proposed represents a significant period in the evolution of the town, and contains noteworthy buildings from both Victorian and Edwardian architecture.
- 1.3 Based on this study, and work already underway in accordance with the Council's Heritage Strategy, the Council appointed The Conservation Studio to undertake a detailed Conservation Area Appraisal of the area. The Conservation Studio concluded that Brighton Road contains a high proportion of historic buildings which are considered to make a positive contribution to the area, and therefore recommended that it should be designated as a conservation area.

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- 1.4 A consultation exercise is taking place which is due to conclude on 20 March 2009. The results of this exercise shall be summarised and presented to Cabinet members at the meeting on 25 March 2009.

2. Recommendations

2.1 It is RECOMMENDED that the Cabinet:

- a) After considering this report, the appendices and the results of the consultation process, make a decision as to whether the Brighton Road area (as identified in the plan in Appendix One to this report) is an area of special architectural or historical interest the character or appearance of which it is desirable to preserve or enhance.
- b) If the Cabinet decides that the area identified in the plan in Appendix One to this report is an area of special architectural or historical interest the character or appearance of which it is desirable to preserve or enhance, the Cabinet approve the designation of that area as a conservation area pursuant to s.69(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- c) The Cabinet authorise the Head of Planning Services to take such steps as necessary, on behalf of Crawley Borough Council as the local planning authority, to give notice of the designation as is required by legislation.

Ted Beresford Knox

Head of Planning Services

3. Background

- 3.1 Local planning authorities have a duty to identify which parts of their area are "areas of special architectural or historical interest the character or appearance of which it is desirable to preserve or enhance". This duty is placed upon LPA's by section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Once a LPA has identified such an area, it **must** designate that area as a "conservation area". Planning Policy Guidance Note 15: Planning and the Historic Environment states, in para 4.2, that "it is the quality and the interest of the area, rather than that of individual buildings, which should be the prime consideration in identifying conservation areas".
- 3.2 In December 2008 the Crawley Historic Character Assessment Report was produced by West Sussex County Council. The Report stated that the buildings along the Brighton Road frontage were noteworthy with medium vulnerability. The

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Conservation Studio, a well-regarded specialist conservation consultancy who assisted in developing English Heritage's guidance on Conservation Areas, were appointed to undertake an independent assessment of Brighton Road and its surrounds and advise whether the area is of special architectural or historical interest meriting designation as a conservation area. The Council took this action so that an informed decision about whether to designate the area as a conservation area could be made as a matter of urgency. This was considered necessary following recent planning applications and other development pressures in the Brighton Road area, which could significantly alter and adversely affect the special historic character and appearance of the area.

- 3.3 Separately, another consultancy, EDAW, has been commissioned by the Council to prepare a character assessment of present day Crawley. One element of the assessment is to provide advice as to which areas of the Borough may have special architectural or historic interest. The final report is due in April 2009 and subsequently officers will consider whether it would be desirable for any other areas identified in the report to be preserved or enhanced and if so, recommendations for designation of those areas will be submitted to Cabinet. This work will form part of the Core Strategy Review and will complement the work being done through the Corporate Heritage Strategy (June 2008).
- 3.4 The Conservation Studio undertook a site and desktop study of a broad area to the south of the Brighton Road railway crossing. This study is contained in a document entitled the Brighton Road Conservation Area Character Appraisal and Management Plan ("The Conservation Studio Report") and identified a number of character areas which are of special architectural and historic interest. The Conservation Studio Report is in two parts – an appraisal of the proposed conservation area (and other areas) and a management plan for these areas and a full copy is available in the Members' Room or on request.
- 3.5 Some of the buildings at the northern end of Brighton Road, which were identified as making an important contribution to the special interest of the area, are the subject of redevelopment proposals. Given this potential threat to an area of Brighton Road, the proposal to designate this area has been brought forward for Cabinet consideration. All other character areas identified in The Conservation Studio Report or by EDAW consultants will be considered at a later date.
- 3.6 The area proposed for designation is shown on the attached plan in Appendix One ("the proposed conservation area").
- 3.7 Relevant references from the appraisal section of The Conservation Studio Report have been collated by Council officers, with some minor clarifications, into an abridged report entitled the Proposed Brighton Road Conservation Area Character

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Appraisal and Management Plan ("the Abridged Report"). The Abridged Report is attached as Appendix Two. The Abridged Report, rather than The Conservation Studio Report, is attached because the latter is lengthy and covers areas outside the proposed conservation area. The Abridged Report includes an amended version of The Conservation Studio's suggested Management Plan (a summary of which is also included within the appraisal section), although officers will be seeking approval of a management plan at a later date should the Cabinet decide to approve the recommendations in this report. The Abridged Report was circulated to properties within the proposed boundary and made available on the Council's website as part of the consultation exercise.

4. Justification for Conservation Area designation – historical and architectural interest

- 4.1 The Conservation Studio has undertaken a full Conservation Area Appraisal in line with best practice guidance set out by English Heritage. The consultants have strongly recommended that the northern section of Brighton Road be designated as a conservation area as soon as is practically possible.
- 4.2 The proposed conservation area represents a significant period of change for the town following the arrival of the railway in the 1840s. This in turn led to houses, and banks and shops being built and these are all still evident in the frontage of Brighton Road as we know it today. Brighton Road is also the principal road in the historic development of the town. The turnpike road, which is relatively wide and straight, forms the principal spatial feature of the conservation area, and is a notable focal point defined by a concentration of historic buildings around the railway crossing.
- 4.3 The Conservation Studio Report highlights four important focal buildings in the proposed conservation area (para 4.3). These are:
- the railway signal box, a listed structure dating to the 19th century, and of significant interest to the development of Crawley;
 - Nightingale House, a prominent and locally listed building of 1901 which makes a major contribution to views along Brighton Road and Springfield Road;
 - the Railway Public House, dating to the 1850s, which is a notable historic building;
 - the former Imperial Cinema, now part of the Peugeot site, which retains its overall form and also makes a contribution to the street scene.
- 4.4 The Conservation Studio Report also identifies other buildings of merit that positively contribute to the area's character. These include two semi-detached villas (17-19 Brighton Road), which date back to the mid to late 19th century and are good examples of relatively unaltered buildings whose style, detailing and building materials add interest and variety to the street scene. Other positive features include The Crawley Club (1896) and St Andrew's House (1880), including the trees and

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hedging around these buildings, and the two groups of purpose-built shops (1890 and 1910).

5. Justification for Conservation Area designation – desirability of preserving and enhancing

5.1 By designating the Brighton Road area as a conservation area the Borough Council will be able to better manage change within the area and ensure that sensitive development occurs that respects the character and appearance of the historic area.

5.2 Designation of a conservation area gives the Local Planning Authority more control over development, requiring owners within the boundary to gain consent for works that might have otherwise fallen under their permitted development rights. These include demolition, works to trees, erection of satellite dishes and extensions to residential properties. For a more detailed explanation see Appendix Three: Frequently Asked Questions. Designation does not prevent all development, but ensures that the key characteristics of the area are appropriately considered to guide future development proposals and potential enhancements to the area.

5.3 Areas of special architectural and historic interest are a limited resource. They are an important record of the evolution of the town and add to the community's quality of life by enhancing the local street scene and maintaining local identity and a sense of place. By designating the proposed conservation area as a conservation area, the Borough Council can build on its commitments – set out in the Heritage Strategy and through the statutory planning framework – to identify and protect special features of the town's historic environment. This will ensure that the area is sustainably managed and, where possible, enhanced for future generations. Following detailed survey work backed up by research, specialist consultants have concluded that conservation area status is justified for the proposed conservation area, and this is supported by officers.

6. Ward Members' Views

6.1 Meetings have been undertaken with all Ward Members, the Conservative Group and Portfolio Holders for both Planning and Economic Development and Leisure and Cultural Services.

6.2 Following these discussions, a formal three week consultation exercise is being undertaken with letters sent to properties both within and surrounding the proposed boundary. A press release has been issued and the consultation documents have been made available on the Council's website and in Crawley Library and the Town Hall. Consultation with key stakeholders such as Museum Society and the Central

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Conservation Area Committee has also been carried out. The consultation period concludes on 20 March 2009.

6.3 At the Cabinet meeting on 25 March 2009 a verbal presentation of the representations received will be made so that the input from consultation process can form part of the information upon which the Cabinet makes its decision.

7. Staffing, Equalities, Financial and Legal Implications/Powers

7.1 There are no staffing, equality or financial implications from the designation of the Conservation Area.

7.2 By assessing the area for designation the Borough Council is fulfilling its statutory duty under section 69 of the Planning (Listed Buildings and Conversation Areas) Act 1990.

7.3 The designation will have legal implications for land owners within the proposed conservation area, as it will affect their permitted development rights as defined by the General Permitted Development Order 2008. Information about this is summarised in Appendix Three: Frequently Asked Questions.

8. Risk Implications

8.1 If the Council did not consider the area for designation, or adopt it as a conservation area, then significant works could be undertaken to buildings within the area, including the demolition of key landmark buildings and important features. This could adversely affect the special architectural or historic character and appearance of the area.

9. Other Implications

9.1 There are no other implications.

10. Links to the Sustainable Community Strategy and Corporate Plan

The proposals contained in this report relate to the following key areas of the Sustainable Community Strategy

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Community Cohesion	y	Community Safety	y
Young People and Children	y	Health and Well Being	y
Older People	y	The Environment	y
The Local Economy	y	Social Inclusion	n

The following key principles are applicable:-

(i) Working together	y
(ii) Dignity, respect and opportunities for all	y
(iii) Involving People	y
(iv) Making it last	y

The report relates to the following areas in which the Council operates to enhance the town and the quality of life of local people:-

(i) <u>Our Communities</u> : (ensuring they are safe, healthy, cohesive and enjoyable)	y
(ii) <u>Our Environment</u> : (ensuring that it is attractive, clean, protected and sustainable)	y
(iii) <u>Our Economy</u> : (ensuring it is thriving, vibrant and prosperous)	y
(iv) <u>Our Council</u> : (ensuring it is engaging, transparent,	y

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business-like with a social conscience, cost-effective

and a place-shaping community leader)

11. Reasons for the Recommendation

11.1 The designation will ensure that the Borough Council can protect and enhance a key area in the evolution of the town and best manage how the area changes for the benefit of future generations.

11.2 By designating the Brighton Road area as a conservation area the Borough Council is fulfilling its commitment to protecting our local heritage as identified in our Heritage Strategy, and through our function as a Local Planning Authority.

12. Background Papers

Planning Policy Guidance Note 15 (PPG15): Planning and the Historic Environment – DCLG

Guidance on Conservation Area Appraisals – English Heritage

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Appendix One

PROPOSED BRIGHTON ROAD CONSERVATION AREA

Issue 1: Whether the policies for maintaining Crawley's distinctive character are proportionate, effective and consistent with NPPF.



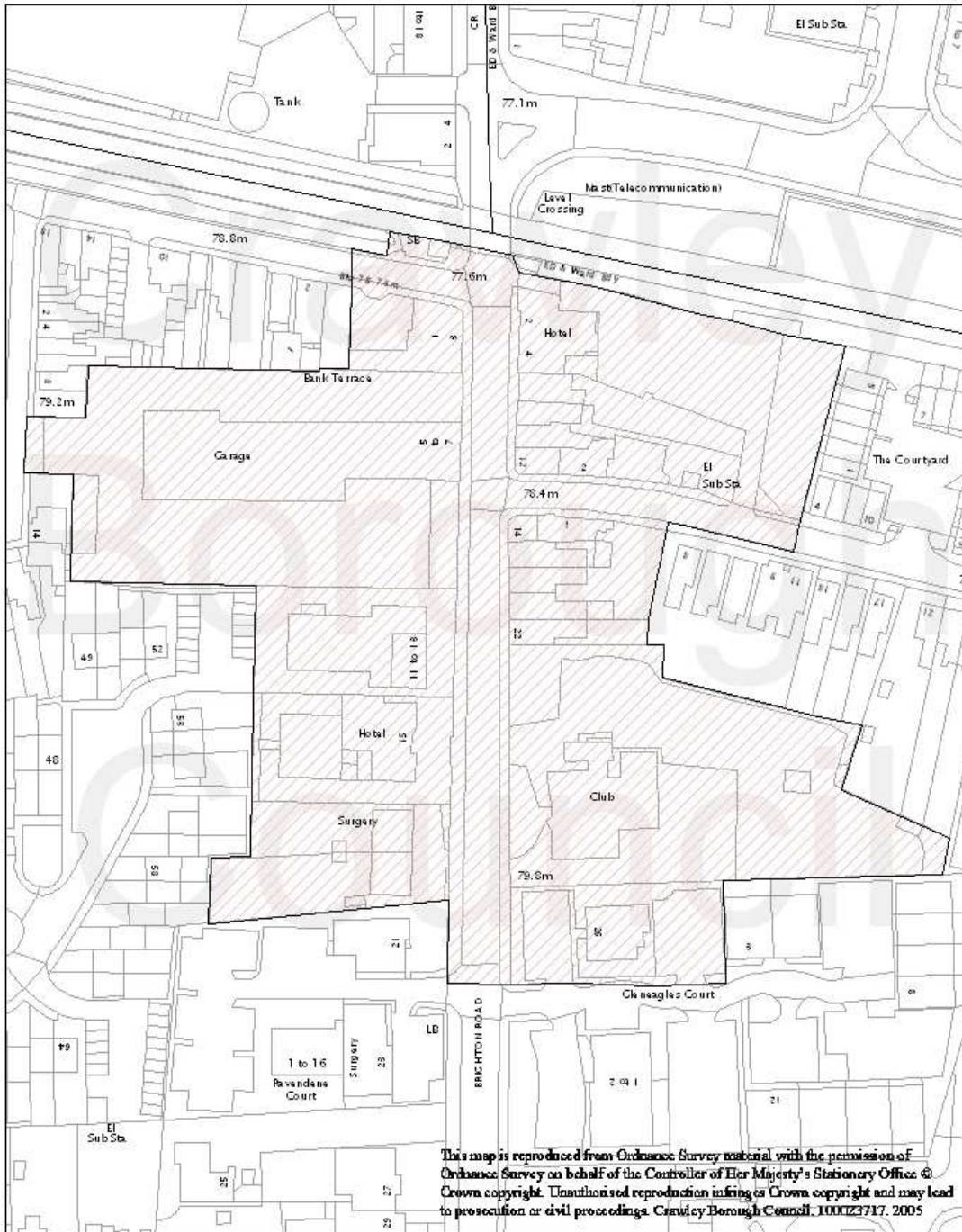
Proposed Brighton Road Conservation Area

1:1,200

26/02/2009

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Appendix Two

**PROPOSED BRIGHTON ROAD
CONSERVATION AREA**

**CHARACTER APPRAISAL AND
MANAGEMENT PLAN**

Crawley Borough Council

February 2009

Issue 1: Whether the policies for maintaining Crawley's distinctive character are proportionate, effective and consistent with NPPF.

The Conservation Studio,

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Cirencester,

Glos GL7 1RL

THE CHARACTER APPRAISAL

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- 1.1 The Brighton Road Conservation Area
- 1.2 Summary of key characteristics and recommendations
- 1.3 The planning policy context
- 1.4 The local policy framework

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3.4 Monitoring and review

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THE CHARACTER APPRAISAL

1 INTRODUCTION

1.1 The Proposed Brighton Road Conservation Area

The proposed conservation area lies to the south of the historic core of Crawley, and developed around the junction of the 1848 railway line and the old main road between London and Brighton. The conservation area is centred on the railway crossing, with its listed signal box, and a number of other properties dating to the 1850s onwards which lie in its immediate vicinity. The most significant of these are the Railway Hotel, a substantial mid-19th century building now in use as a public house, and Nightingale House, the former London and County Bank, which dates to 1901. This building is located on the corner of Springfield Road and Brighton Road, and its siting and attractive architectural features make it a very important local landmark. Adjoining Nightingale House is the former Imperial Cinema, dating to 1928, and the second such building on the site. This building is now in use by Peugeot Cars as part of their car showrooms. Other commercial buildings in the area include two rows of late 19th or early 20th century shops, and earlier detached properties further south along Brighton Road.

This Character Appraisal considers the location, setting, and historical development of the conservation area before providing a detailed analysis of its spatial qualities and buildings. The principal positive and the less attractive features (the detractors) are set out, providing the background information which has been fed into the list of Issues and Recommendations in the Management Plan.

The two documents therefore seek to:

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- Define the special interest of the Brighton Road Conservation Area and identify the less attractive features which threaten the special qualities of the conservation area (in the form of the "Character Appraisal");
- Provide an analysis of the Issues which need to be addressed by Crawley Borough Council and its partners, to achieve the protection and enhancement of the conservation area (in the form of the "Management Plan").

1.2 Summary of key characteristics and recommendations

This **Character Appraisal** concludes that the key *positive* characteristics of the Brighton Road Conservation Area are:

- Concise area, much of which was developed as the 'New Town' after the provision of the railway line and nearby Crawley Station in 1848;
- The most important buildings, which are located in close proximity to each other, are the listed signal box, Nightingale House, the Railway Public House, and the Peugeot Showrooms (the former Imperial Cinema);
- Nos. 17 and 19 Brighton Road, a pair of mid-19th century stucco houses with impressive classical doorcases, lie on the southern edge of the conservation area;
- On the opposite side of Brighton Road; Hazeldene dates to 1896 and St Andrew's House is slightly earlier;
- A brewery, noted on historic maps, was largely replaced by the first Imperial Picture Theatre in 1911, but with the railway, provided local employment;
- Use of local brown or red brick, often stuccoed and painted;
- Shallow pitched slated roofs are the most common roof type, although there is also use of machine made clay tiles;
- An 1980s office block (nos. 11 - 13 Brighton Road) and the adjoining Peugeot car sales area around the former cinema are the principal detractors.

The **Management Plan** makes the following recommendations (summary):

- Provide Development Briefs for potential sites, as necessary;
- Provide a Public Realm Strategy;
- Resist the further loss of front gardens to car parking;

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- Designate an Area of Special Advertisement Control;
- Protect unlisted 'positive' buildings from demolition or unsuitable alteration;
- Provide guidance on satellite dishes;
- Review the Local List;
- Negotiate improvements to a number of 'positive' buildings in the conservation area;
- Consider a Shopfronts Enhancement Scheme;
- Produce further written guidance for property owners.

1.3 The planning policy context

Conservation areas are designated under the provisions of Section 69 of the *Planning (Listed Buildings and Conservation Areas) Act 1990*. A conservation area is defined as “an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”.

Section 71 of the same Act requires Local Planning Authorities to formulate and publish proposals for the preservation and enhancement of these conservation areas. Section 72 also specifies that, in making a decision on an application for development within a conservation area, special attention must be paid to the desirability of preserving or enhancing the character or appearance of that area.

In response to these statutory requirements, this document defines and records the special architectural and historic interest of the Brighton Road Conservation Area and identifies opportunities for enhancement in the Management Plan. It is in conformity with English Heritage guidance as set out in “*Guidance on conservation area appraisals*” (August 2005) and “*Guidance on the management of conservation areas*” (August 2005). Additional government guidance regarding the management of historic buildings and conservation areas is set out within “*Planning Policy Guidance 15: Planning and the Historic Environment*” (PPG15).

1.4 The local policy framework

These documents (a Character Appraisal and a Management Plan) provide a firm basis on which applications for development within the Brighton Road Conservation Area will be assessed, along with local and national policies and guidance. The omission of any feature in either the Character Appraisal or the Management Plan does not imply that it is of no interest, and because both will be subject to regular review, it will be possible to amend any future documents accordingly.

At a national level, all development within or on the edges of a conservation area should be assessed in the light of central government guidance contained within PPG15 (Planning Policy Guidance Note 15: Planning and the historic environment). At a local level, the Crawley Borough Local Plan 2000 is being incrementally replaced by the new Local Development Framework (LDF) of which the *Core Strategy*, adopted in November 2007 (with a revision in 2008), is the principal document. The most relevant policy in the Core Strategy is Policy EN5.

A Core Strategy Review is now being prepared with the first major consultation period due to take place in May 2009. However, until the various parts of the LDF are completed, some of the policies from the Local Plan have been 'saved' and are still relevant, most particularly the policies in Chapter 4: *The built and natural environment*.

A Heritage Strategy has recently (August 2008) been adopted by the Borough Council. This provides a framework for how the Council will manage its historic assets, which includes the built, natural and social heritage of the borough. One of the aspirations of the Strategy is to develop up to date Conservation Area Character Appraisals and Management Plans for all of the Borough's conservation areas. Incrementally, these will replace the much briefer Conservation Area Statements which the Borough Council has produced in the past.

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A Historic Character Assessment Report for Crawley has recently (December 2008) been produced by West Sussex County Council as part of the Sussex Extensive Urban Survey. This has identified an area, slightly larger than the conservation area, of particular character (Historic Urban Character Area 5). The document describes its historical development briefly and concludes that its Historic Environment Value (HEV) is 2, in comparison to the High Street's HEV of 3 and the New Town retail area's HEV of 1. This confirms that the Brighton Road Conservation Area, whilst not of the very highest historic interest (in comparison to the High Street area, with its many listed buildings) does have greater historic value than the areas of 20th century development within the town.

Consultants are also (January 2009) preparing a Baseline Character Assessment of Crawley which will identify areas for change and other opportunity sites.

2 LOCATION AND LANDSCAPE SETTING

2.1 Location and activities

Crawley is a large town of some 100,000 inhabitants situated in West Sussex just to the south of Gatwick Airport. The M23 forms the eastern and south eastern boundary of the town and to the west lies open countryside which eventually reaches Horsham, which lies about eight miles to the south west. St Leonards Forest, a large area of ancient woodland, can be found on the ridge to the south of Crawley and this woodland continues around the eastern fringes of Crawley as far as the A264, which connects Crawley to East Grinstead.

The land is generally poor, not providing good opportunities for farming, but an abundance of clay and ironstone led to the early development of a small settlement. This all changed in 1946, when the population was barely 9,000, with the designation of Crawley as a 'New Town'. This was created to absorb expansion from London, and

has led to a huge increase in the population and the creation of 13 Neighbourhoods which provide housing, education, and other facilities around the historic core. The town centre, originally just a long High Street down which the coaches from London to Brighton historically ran, is now a separate conservation area and still retains a large number of listed buildings. The modern town centre lies to the east of the High Street, and the proposed Brighton Road Conservation Area, to the south.

The proposed conservation area is focused on a short length of Brighton Road, where it crosses the railway line at a controlled crossing. Along Brighton Road the uses are mainly commercial, with the Railway Hotel, the Peugeot Showroom, the Crawley Club, a number of small shops, an estate agents, some varied offices, and a Care Home. Any residential uses (apart from the Care Home) are confined to upper floors above the shops and are not particularly evident.

2.2 Topography and geology

Crawley lies principally on the clay lands of the Low Weald, but to the south and east the land rises to the sandstone ridge of the High Weald. The soils are generally poor in comparison with many other parts of Sussex, but in the past the land yielded significant amounts of clay for brick making, and iron stone, which provided the raw material for an important iron-making industry. This was active until the 14th century and was revived again in the 16th century when water was used to power the bellows which provided the draught for the iron furnaces. The hammers which converted cast iron into wrought iron were also powered by water, and both processes were helped by the abundance of local timber for fuel and charcoal.

2.3 Relationship of the conservation area to its surroundings

The proposed conservation area lies within an urban setting surrounded by mixed 19th and 20th century development. To the immediate north lies the railway line which, with

a number of modern roads and buildings, separates it from the High Street Conservation Area which contains the historic core of Crawley. Historic maps confirm that until the late 1930s at least, this area still contained streets of terraced or semi-detached houses, a school, a hospital and a chapel, all now demolished to make way for the Asda Supermarket, a large modern block which is only too evident in views from Springfield Road. To the north east, the original station was demolished in 1968 and replaced with an office block with a ground floor station facility.

To the east lies the late 19th and early 20th century residential development of East Park and Malthouse Road, an area of cohesive, well detailed houses and cottages where designation as a conservation area would be beneficial. To the south, the Brighton Road continues through some mixed 19th and 20th century development until it reaches the post-1950s development associated with the Southgate and Tilgate neighbourhoods. To the west, the historic route to Horsham (Horsham Road) provides some well detailed mainly late 19th century houses and a large public open space, Goffs Park. The fields to the south of Newlands Road and West Street, shown on the 1937 map, have now been developed with housing such as Lyndhurst Close and Lanercost Road.

3 THE HISTORICAL DEVELOPMENT OF CRAWLEY

3.1 Early history

Settlers are known to have been present in the vicinity of Crawley since the Stone Age, and flint tools dating to the Mesolithic period have been uncovered to the south west of the town, whilst tools from the Neolithic era have been discovered to the south of Crawley. A Bronze Age sword was found to the north of Langley Green and is now in Crawley Museum, and burial mounds or barrows of a similar date have also been identified. Evidence for Iron Age settlement has been found in Southgate and also near Goffs Park. Pre-Roman Iron Age pottery confirms that occupation continued, and the discovery of slag and the remains of two crucibles confirm that iron making was

established in the area around Goffs Park. The iron ore was extracted locally at sites in present-day Broadfield, Bewbush and Southgate, and the working of the iron ore was later expanded by the Romans, with over 100 furnaces in the area of Broadfield.

3.2 Medieval and later development

Although no manor or settlement of Crawley was recorded in the Domesday Book, the name itself is of Saxon origin, deriving from 'craue leah', meaning a 'crow-infested clearing'. References to Crauleia, Crauele, and Croule occur throughout the 13th century, before beginning to appear under the modern spelling of Crawley from c.1316. Following the Norman Conquest of 1066, the land (along with much of present-day Sussex) appears to have been granted by William the Conqueror to William de Warenne. By the early 14th century, a manor had been developed and was in the hands of the Poynings family: it was Michael de Poynings who in 1202-3 received a licence for the holding of a weekly market, and permission for an annual fair, falling on the day and eve of the Decollation of St. John the Baptist, was granted to Luke de Poynings in 1279. Iron making was a major local industry between the 12th and the 14th centuries, declining after the Black Death of 1348 and the death of the last member of the Poynings family. St John the Baptist's Church was certainly in existence by 1267, originally serving as a chapel to the principal church at Slaugham, another Poynings family possession.

The settlement prospered during this period, with the High Street emerging as a large market place lined with timber-framed houses. Despite the radical changes in the area during the latter half of the 20th century, a few buildings of medieval origin can still be found including the oldest sections of The Ancient Priors, The Punch Bowl and The George Hotel (a timber-framed hall house) which can all be dated to c.1450. Parts of Crawley's former manor house, The Tree, which is situated at the northern end of the High Street, are of a similar date, although largely hidden beneath a later brick refacing.

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In the 16th century Crawley appears to have expanded, and a new separate parish was created by acquiring part of Worth in the north and Slaugham in the south. The iron making industry was revived, using more advanced technology with larger furnaces, powered by water-driven bellows. Water power was also used to power the hammers which converted cast iron into wrought iron. The most important furnace was in Worth Forest, active by 1540 and a major producer of cannons in 1547. Other furnaces were located at Tilgate and forges have been identified in Tinsley Green and Ifield. Some of the ponds used to provide water power survive today, notable at Rowfant, Tilgate Lake and Ifield millpond.

The last iron furnace seems to have gone out of production in the 1780s, leaving the area once again dependent on agriculture as its primary source of income. However, by the close of the 18th century Crawley had also begun to prosper as a coaching halt, lying midway between London and Brighton on the turnpike road, a short section of which now forms the hub of the Brighton Road Conservation Area. The popularity of the seaside resort had been greatly furthered by the patronage of the Prince Regent, and by 1839 there ran an almost hourly service to both destinations.

The success of the coaching trade was to be brought to an end by the arrival of the railway, which reached the area in 1841. The first station at Crawley was located at Three Bridges (originally known as East Crawley) and was served by the Brighton Main Line. Crawley Station proper, located at the southern extent of the original High Street, opened in 1848 when a branch line was established between Three Bridges and Horsham. Running to the east, a further line between Three Bridges and East Grinstead was built in 1855, as the former emerged as the principle station within the district. Works belonging to the London, Brighton and South Coast Railway were created nearby, and by 1861 a quarter of the residents of Three Bridges were employed in jobs connected to the railway.

The provision of the new railway line in the 1840s also stimulated the expansion of Crawley to the immediate south of the new station, and by the 1870s new terraced and semi-detached housing had been built to the west of Brighton Road on land which is

shown as open fields on the 1839 map. This development, known initially as 'New Town', forms a large part of the Brighton Road Conservation Area. Many of the houses were built by Richard Cook, a local builder who had a builder's yard in Springfield Road just to the west of the junction with West Street.

The urbanisation of the surrounding land continued during the closing years of the 19th century, with infilling occurring along Brighton Road and more spacious, detached housing being created along Perryfield Road. To the east, further rows of housing were built at East Park and Malthouse Road. The opportunities for employment within the immediate area were also greatly increased during this period, with the relocation of the Longley Company, then one of the pre-eminent building firms within the south east of England, to a site near Crawley Station in 1881. By 1898 the new works were providing jobs for more than 700 people. Other local industries included milling, with steam mills at Three Bridges, Crawley and Ifield Green replacing wind and water power, brewing and broom-making. In 1901 Nightingale House was built, replacing a single storey building shown on a photograph of 1885 belonging to Moses Nightingale, Corn and Seed Merchant. The first London to Brighton race in 1896 provided business opportunities for premises which faced the main London-Brighton Road, including that part of the road which lies within the modern conservation area. Petrol stations, bicycle shops and other facilities were therefore provided including Mr Gadsdon's purpose-built garage on the west side of the street close to Nightingale House, which was operational by 1907.

The Brighton Road area underwent relatively little alteration between 1910 and 1937, so that by the latter date the land to the south and west of West Street and Perryfield Road was still relatively rural. One change however was the construction of a new cinema in 1911 by a Mr Gadsdon, who as a young man had worked in Bannister's bicycle shop, then located in one of the shops on the east side of Brighton Road (no.16, which is now Swinton Insurance). He purchased a piece of land on the opposite side of the road and initially built a large motor works. This was a commercial success and soon afterwards, in 1911, he built a new cinema on the adjoining piece of land. This was eventually named the Imperial Picture House, but had to be rebuilt in 1928 after the first building was destroyed by fire.

All this was to change with the designation of Crawley as a New Town in 1946 in the aftermath of the Second World War. The availability of land and the proximity of the railway and road connections to London all provided reasons for the choice. Brighton Road had been relieved of some of its traffic by the construction of a bypass in 1939, and eventually, in the early 1970s, the upgrading of the old London to Brighton Road began, with the eventual creation of a new motorway to the south and east of the town. In 1968 the historic railway station was demolished and replaced by a new building slightly further to the east.

4 SPATIAL ANALYSIS

4.1 Layout and street pattern

The principal spatial feature of the conservation area is Brighton Road itself, a fairly wide straight road which bends slightly as it reaches the southern edge of the area. This forms part of the turnpike road between London and Brighton and until 1939, when the bypass was completed, was the principal route out of the town. It is crossed by the 1848 railway line which is notable for its listed signal box (no longer in use) and the actual crossing (very much in use and a major contributor to traffic congestion in the area). The loss of the original railway station, which once stood on the other side of the tracks to the Railway Hotel, is regrettable, as it appears from historic photographs that this was a well detailed, mid-19th century building of some architectural merit.

4.2 Open spaces and trees

The conservation area is a built-up area in an urban setting without any green open spaces such as public gardens or parks. What open green space there is exists solely in private gardens, only really visible in the south eastern part of Brighton Road where

the spacious plots and the two set back buildings (the Crawley Club and St Andrew's House) provide some opportunities for planting.

Historically, there was more open space in the vicinity and the 1897 map confirms that at that time Brighton Road was only partially developed, mainly with detached villas set back from the road behind hedges. A large area of open space, now nos. 14-22 Brighton Road, was still an open field.

This open 'green' character is shown on historic photographs and has been retained to a degree on the east side of the road with the trees, high clipped hedges and planting around the Crawley Club and St Andrew's House. On the opposite side of the road, the conversion to car parking of the former front gardens of the doctors' surgery and offices (nos. 17 and 19), and the adjoining Grange Hotel (no.15), is a detrimental feature. The 1980s office block (nos.11-13 Brighton Road) has some welcome hedging and a small tree to the front, with car parking underneath the building.

4.3 Focal points, focal buildings, views and vistas

Focal points and focal buildings

The conservation area is notable for the focal point which is provided by the railway crossing at its northern edge. This creates an area of activity as the road is regularly closed to both vehicular and pedestrian traffic. Around this area of activity are four very important 'focal' buildings – the listed signal box, Nightingale House, the Peugeot Showrooms (the former Imperial Cinema) and the Railway Public House – which together provide the conservation area with its most notable group of historic buildings. Of these, the listed signal box and Nightingale House, with its corner feature, are the particularly of architectural merit, and over the years have been noted for their contribution to the street scene.

Views and vistas

The urban nature of the conservation area, and its setting on flattish land, does not provide any notable views apart from the vistas into the northern part of the area from across the railway line, focusing on the signal box, Nightingale House and the Railway Public House. Long views along Brighton Road from the south similarly focus on the crossing and the adjoining focal buildings. Views westwards along Springfield Road take in the villas and houses on the south side, and a number of trees and gardens further along the western part of the road. Views eastwards terminate attractively in the Railway Public House.

4.4 Boundary treatments

Locally made brick, usually dark red or brown in colour, is commonly used for all types of walling. There are few historic boundaries in Brighton Road, especially on the west side where walls have been demolished to provide for car parking. However, on the opposite side of the road, the high clipped hedges which surround the Crawley Club are very important in views along the street.

4.5 Public realm

The treatment of the public realm, the public open space between buildings, is simple and modern with the use of black tarmac for the street surface and pavements, with concrete kerbs. Street lighting is provided by modern lanterns fixed to tall steel columns. There are no obvious examples of historic paving or other historic details such as seats, name plates or street lights.

5 THE BUILDINGS OF THE CONSERVATION AREA

5.1 Building types

The Brighton Road Conservation Area is notable for its building types and mixed uses (the former signal box, the public house, offices, car showrooms, a care home, the Crawley Club, and shops). The larger, more prestigious buildings of the wider area are located in Brighton Road and the earliest is nos. 17 and 19, which dates to c.1850. St Andrew's House and the Crawley Club were both probably built as single family residences, contrasting with the buildings further north which were clearly purpose-built as shops (nos. 6-12, and 14-22), as a cinema (Peugeot Showrooms), or as a bank (Nightingale House). The former signal box and the Railway Public House remain as built although the signal box is no longer in use.

These varied uses therefore provide the conservation area with a number of building types, with purpose built commercial buildings in the northern part of Brighton Road and larger residential houses in the south.

5.2 Listed buildings

There is just one listed building in the conservation area, the former railway signal box next to the railway crossing in Brighton Road, which is listed grade II. This is shown on the 1874 map, and retains its brick-built lower storey with round headed windows decorated with red brick. The timber-framed first floor is clad in timber boarding with large windows with curved heads looking down on the junction below. The building is now cared for by a local preservation trust and is occasionally open to the public.

5.3 Buildings of Local Architectural or Historic Interest

The Borough Council produced a list of locally significant buildings within Crawley Borough in 1996 of which just one lies within the Brighton Road Conservation Area – Nightingale House. Locally Listed buildings are mainly 19th or early 20th century structures which provide well detailed facades, and they are Locally Listed to provide them with a degree of additional protection. Policies for their preservation are included in the Crawley Local Plan 2000 (Policy BN16) and the Core Strategy (October 2008 Revision) (Policy EN5).

Nightingale House is dated 1901 and was built as a bank – it is noted as such on the maps of 1910. It is a prominent two storey building built from red brick with stone dressings, and of special merit is the corner turret with its ogee-shaped copper roof. This sits above the principal ground floor entrance which is positioned across the corner of the building, facing up towards the High Street.

Further information about the control of Locally Listed buildings is provided in the *Management Plan*.

5.4 Positive buildings

In addition to the listed and locally listed buildings, as part of this assessment a further number of unlisted buildings have been identified as being *positive* buildings of townscape merit. Buildings identified as being *positive* will vary, but commonly they will be good examples of relatively unaltered historic buildings where their style, detailing and building materials provides the streetscape with interest and variety. Most importantly, they make a *positive* contribution to the special interest of the conservation area. Where a building has been heavily altered, and restoration would be impractical, they are excluded. Examples of positive buildings include:

Issue 1: Whether the policies for maintaining Crawley's distinctive character are proportionate, effective and consistent with NPPF.

- The Railway Public House, nos. 6-12 and 14-22 Brighton Road, the Crawley Club and St Andrew's House, all on the east side of Brighton Road;
- The former cinema (Peugeot Showrooms) and nos. 17-19, all on the west side of Brighton Road.

Government guidance in PPG15 '*Planning and the historic environment*' advises that a general presumption exists in favour of retaining those buildings which make a positive contribution to the character or appearance of a conservation area (paragraph 4.27). The guidance note states that proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish listed buildings. Again, further information is provided in the *Management Plan*.

5.5 Building styles, materials and colours

Most of the historic residential buildings in the proposed conservation area were built between 1850 and 1914 using the local brown and red brick, sometimes rendered and painted.

The three former residential properties in this part of Brighton Road are much larger and more prestigious than others found in the vicinity. Nos. 17 and 19 are two storeys high and faced in white painted stucco which is channelled to the ground floor. Of note are the canted ground floor bays and the tripartite first floor windows, all of which retain their 19th century sashes. The symmetrically arranged frontages to each house have central entrance door defined by classical doorcases with pilasters and a pediment, set up three stone steps from the front areas. A single central chimney stack remains over the party wall, and the roof is covered in concrete tiles, with no further chimney stacks, suggesting that these were lost when the roof was repaired.

On the eastern side of Brighton Road, the Crawley Club is dated 1896 and was originally called Hazeldine. It is a substantial detached red brick house, two storeys high, with a half timbered gable facing the street and a clay tiled roof. Stone string courses and cills add some quality. Next door, St Andrew's House first appears on the

1897 map and is another substantial detached house, built from red brick with Arts and Crafts details including a half timbered gable at roof level facing the street. The upper elevations are attractively covered in clay tiles. Both properties have been refenestrated in uPVC, largely within existing openings.

Of the remaining historic buildings not already described in previous sections, the Railway Public House, the Peugeot Showrooms, and the adjoining terraces of shops, remain. The Railway is a large (three and two storey) building faced in cream painted stucco with what might be a 1920s pub frontage. At first floor level, well detailed oriel bay windows have replaced the cast iron balcony shown on early photographs. Above, three six over six sash windows, with painted architraves, help to confirm that the building was probably built immediately after the railway line went through in 1848. The Peugeot Showrooms are dated 1928 and were built as the Imperial Cinema when the previous cinema on the site burnt down. The whole of the 1928 building remains, although only the front section has any presence to the street.

Next door, nos. 6 – 12 Brighton Road, dating to c1890, comprise a short parade of four shops with gables facing the street with decorative barge boards. Three of the buildings are rendered and painted with modern windows. No. 12 retains a red brick façade and its original joinery. Parts of the historic shopfronts remain at fascia level, otherwise modern shopfronts have been inserted.

Nos. 14 – 22 Brighton Road are a short terrace of purpose-built shops built between 1897 and 1910 with 'Tudorbethan' details including gables, oriel windows and well detailed gabled dormer windows. Large brick chimney stacks and fishscale clay tiles add further interest at roof level. The shopfronts retain some of their original details (see below).

5.6 Shopfronts

Crombie and Sadler, Chemist (no. 14 Brighton Road), appears to be the best preserved shopfront in the group with giant corbels supporting the fascia. This detail can be seen along the rest of the group, although alterations have taken place. The shopfronts to nos. 6 – 12 Brighton Road are largely modern.

6 The Brighton Road Character Area

6.1 Key positive features:

- Straight road with concentration of historic buildings at northern end, around the railway line crossing;
- Mixture of mainly commercial uses;
- The signal box, listed grade II, and Nightingale House, a Locally Listed building, are the principal buildings;
- Other buildings of merit include the former Imperial Cinema of 1928, now the Peugeot Showrooms; nos. 17-19 Brighton Road, a semi-detached pair of houses dating to c.1850; the Railway Public House, also of c.1850; the Crawley Club of 1896; St Andrew's House of c. 1880, and two groups of purpose-built shops dating to between 1890 and 1910;
- Trees and hedging around the Crawley Club and St Andrew's House add to the character of the area.

6.2 Key Issues:

General:

- Shopfront signage generally is dominant and of poor design.

Site specific:

- condition of the listed signal box, which is in need of cleaning and redecoration;
- The large advertising hoarding next to the listed signal box;

Issue 1: Whether the policies for maintaining Crawley's distinctive character are proportionate, effective and consistent with NPPF.

- Site around the Peugeot Showrooms, with parked cars;
- The large modern building at the back of the Peugeot site;
- The frontage to the Peugeot Showrooms could be restored to its original appearance;
- The large 1980s office block (nos. 11 – 13 Brighton Road);
- Car parking in front of the Grange Hotel and nos. 17 – 19 Brighton Road;
- Improvements needed to the shopfronts to both groups of shops (nos. 6 – 12 and 14 – 22), retaining the existing historic details and reinstating historic details where they have been lost.

THE MANAGEMENT PLAN

1 INTRODUCTION

1.1 Format of the Management Plan

Part 1 of this document, the *Character Appraisal*, has identified the special positive qualities of the proposed Brighton Road Conservation Area which make the conservation area unique. Part 2 of this document, the *Management Plan*, builds upon the various detractors which have also been identified, to provide a series of Issues and Recommendations for improvement and change. Most, if not all, will be the responsibility of Crawley Borough Council.

The structure and scope of this document is based on the suggested framework published by English Heritage in *Guidance on the management of conservation areas* (2005). Both the Conservation Area Character Appraisal and the Management Plan will be subject to monitoring and reviews on a regular basis, as set out in Chapter 4.

2 ISSUES AND RECOMMENDATIONS

Based on the detractors and issues summarised in Chapter 6 of the Character Appraisal, the following are considered to be the most important issues for the Brighton Road Conservation Area which the Borough Council needs to address at this point in time:

2.1 Issues in specific locations

2.1.1 The Peugeot Showrooms

The site is partially covered by parked cars and modern buildings and overall does not contribute positively to the surrounding area. However, the frontage section of the former Imperial Cinema has been assessed as making a *positive* contribution to the special architectural and historic interest of the conservation area and should be retained. The rear section of this building would appear to date to the 1928 rebuild and may include interior features which should also be retained. The site also has a small frontage to West Street and is visible from Springfield Road as well as from Brighton Road.

Recommendation:

- The Borough Council will encourage the sensitive changes to this part of the area and the retention of at least the front section of the former Imperial Cinema.

2.2.2 Nightingale House

This locally listed building is a key building within the conservation area, and its demolition would have a detrimental effect on its special architectural or historic interest. Locally listed buildings are protected under Policies BN10 and BN16, which have been saved from the Crawley Borough Local Plan 2000 and will shortly be included in the forthcoming Core Strategy Review. Nightingale House is also a much admired and loved local landmark, along with the adjoining listed signal box. The building is well cared for and appears to be in good structural condition.

Recommendation:

Issue 1: Whether the policies for maintaining Crawley's distinctive character are proportionate, effective and consistent with NPPF.

- The Borough Council will continue to seek the retention of this important locally listed building.

2.2 Public realm

The current pavements, street lighting and signage in the conservation area of no special interest and could be upgraded to a higher quality.

Recommendation:

- The Borough Council, in partnership with the Highways Authority, West Sussex County Council, could consider a number of improvements to the public realm in the conservation area. The production of a Public Realm Strategy, which could be common to all of the Borough's conservation areas and ASEQ's (Areas of Special Environmental Quality), and which would specify a palette of suitable materials and details, would also be helpful in guiding these improvements.

2.3 Car parking

On street and off street car parking in many locations in the conservation area often detracts from its special character and adversely affects the setting of some of the conservation area's historic buildings. The creation of any more off street car parking areas, for residential as well as commercial properties, should be discouraged.

Recommendation:

- The Borough Council will not support future applications from commercial premises to turn front gardens into parking.

2.4 Advertisements and signage

There is some poor quality signage on the existing shops in Brighton Road, particularly at fascia level. In addition, the large advertising hoarding next to the listed signal box is a particularly inappropriate feature which detrimentally affects the setting of the listed structure.

Recommendation:

- The Borough Council could consider designating the conservation area as an Area of Special Advertisement Control to give the Council greater powers to resist inappropriate applications for changes to shopfronts. As soon as practically possible, the hoarding next to the signal box should be completely removed.

2.5 The control of unlisted 'positive' buildings

A number of unlisted buildings have been identified as making a positive contribution to the special character of the conservation area. There is a general presumption that all listed and locally listed buildings make a similar, if not more important, 'positive' contribution. There is a general presumption that all positive buildings should be retained.

Recommendation:

- The Borough Council will seek the retention of listed, locally listed buildings and 'positive' buildings. The Borough Council will also ensure that all planning applications for their alteration or extension are only approved if the works proposed would 'preserve or enhance' the character of the conservation area.

Issue 1: Whether the policies for maintaining Crawley's distinctive character are proportionate, effective and consistent with NPPF.

2.6 Locally Listed Buildings

A number of buildings might be eligible for Local Listing, such as:

- The Railway Public House*;
- The former Imperial Cinema*;
- Nos. 17 – 19 Brighton Road*;

Recommendation:

- The Borough Council could consider adding the above buildings to the Local List and could also consider the production of guidance notes for the owners of locally listed buildings.

*A more detailed description of these buildings can be found in the Character Appraisal.

2.7 Building condition

The following buildings are considered to be in need of improvement or repairs:

- The grade II listed signal box;
- Shopfronts to nos. 6 – 12 and 14 – 22 Brighton Road;

Recommendation:

Issue 1: Whether the policies for maintaining Crawley's distinctive character are proportionate, effective and consistent with NPPF.

- The Borough Council could contact the owners of the above buildings to encourage them to repair or improve their buildings;
- The Borough Council could consider a Shopfronts Enhancement Scheme, which would encourage the installation of appropriately detailed shopfronts and the restoration of lost architectural features.

2.8 Production of further guidance by Crawley Borough Council

The Borough Council could consider producing further guidance on a number of topics including:

- A short (A4) leaflet describing the Brighton Road Conservation Area, its history and buildings, and the recommendations of this Management Plan;
- The protection of front gardens;
- Shopfronts – existing and proposed;
- Local Listing – what is a Locally Listed Building? The leaflet should also include policies to protect them;
- The Borough Council could also consider the production of a Conservation Area Design Guide to provide the owners of historic buildings in the conservation area with advice about traditional materials and methods of repair.

Recommendation:

- The Borough Council could consider the incremental production of the above leaflets. These leaflets will also be relevant to the other conservation areas within the Borough.

3 DELIVERING THE ACTIONS

3.1 The strategy

It is important that the Brighton Road Conservation Area, along with the Borough's other conservation areas, is managed positively for the future and that its physical,

Issue 1: Whether the policies for maintaining Crawley's distinctive character are proportionate, effective and consistent with NPPF.

social and economic wellbeing is both nurtured and protected. Whilst change is an inevitable facet of modern-day life, the Borough Council is required to ensure that all change within its conservation areas both 'preserves or enhances' the area concerned. Constant vigilance is therefore required when considering applications within each area.

In Chapter 2 of this Management Plan a number of recommendations for change have been proposed which are largely the responsibility of the Borough Council. The successful implementation of these actions depends upon a long term partnership between the Borough Council and its 'stakeholders' – local businesses and residents, and outside organisations such as West Sussex County Council. Without the community's involvement and co-operation, the conservation area will eventually deteriorate and its special architectural and historic interest will be compromised.

The recommendations include a variety of actions, some of which can be started immediately while others may only be aspirations at present pending the development of resources. Resources, however, are not the issue for some, more immediate actions. Spending decisions are constantly being made and the challenge is to ensure that those investments are made in ways that benefit the special character of the conservation area. The Priorities Plan below therefore sets out the required tasks in immediate, medium and long-term timescales over a five-year period.

Success will also be dependent upon the commitment by all Borough Council departments and their partners to ensure the sensitive exercise of controls, such as planning permissions, building control, fire regulations and highways standards, in the best interests of the Brighton Road Conservation Area and the town in general. It is also vital that the Borough Council allocate adequate resources for these recommendations to be successfully implemented.

3.2 Priorities Plan – actions by the Borough Council

Immediate project (next 6 months) are generally those that can be adopted without reference to other programmes including resource planning:

- Designation of the Brighton Road Conservation Area;
- Formal adoption of the Conservation Area Character Appraisal as an informative document for the Local Development Framework;
- Formal adoption of the Management Plan as an informative document for the Local Development Framework.

Medium projects (6-12 months) are those which are mainly concerned with development control matters:

- Designate the conservation area as an Area of Special Advertisement Control;
- Contact the preservation trust which is responsible for the listed signal box to try and negotiate improvements.

Long term actions (12-36 months) are those which provide pro-active management of the conservation area:

- Up-date the Local List and consider adding a number of buildings in the conservation area to it;
- Produce a 'Public Realm Strategy', applicable to all conservation areas and ASEQ's;
- Prepare development briefs, where necessary;
- Consider a 'Shopfronts Enhancement Scheme' on Brighton Road and the provision of grant aid to encourage better quality shopfronts;
- Provide guidance to property owners about:
 - The Brighton Road Conservation Area;
 - The protection of front gardens;
 - Shopfronts;
 - Locally Listed Buildings;
 - Conservation Area Design Guide.

Some of these will be applicable to all of the Borough's conservation areas.

On-going actions which will require regularly revisiting:

- Continue to seek the retention of 'positive' buildings;
- Car parking - resist applications for the further loss of front gardens to car parking.

3.3 Commitment and adoption

It is important that the Borough Council and its partners should commit themselves corporately to the delivery of the Priorities Plan so that individual tasks are built in to the work programmes of teams and individuals.

3.4 Monitoring and review

The efficient delivery of a conservation service requires regular monitoring of change and the agents of change. The Borough Council is expected to undertake:

- A review the Brighton Road Conservation Area Character Appraisal on a five-year basis;
- An annual review and updating of the Brighton Road Conservation Area, Management Plan, with an assessment of whether the various recommendations detailed in this document have been acted upon, and how successful this has been;
- The identification of any new issues which need to be addressed, requiring further actions or enhancements;
- The production of a short report detailing the findings of the survey and any necessary actions;
- The updating of the baseline photographic survey on a four-yearly basis;
- Publicity and advertising.

APPENDIX 1 BIBLIOGRAPHY

History of Crawley Tim Lambert

History of the County of Sussex: Volume 6 Part 3 – Bramber Rape T P Hudson (Editor)

Crawley: A Pictorial history Roger Bastable Phillimore 1983

An extensive collection of local history material is also held at Crawley Main Library.

Historical maps are held at West Sussex Record Office, Chichester, West Sussex.

Appendix Three

CONSERVATION AREAS AND PLANNING –

FREQUENTLY ASKED QUESTIONS

What is a conservation area?

The Borough Council has a statutory duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 to determine which parts of the Borough are of special architectural or historic interest and to designate them as conservation areas.

Conservation areas vary greatly in their nature and character. They range from the centres of historic towns and cities, through fishing and mining villages, 18th- and 19th-century suburbs, model housing estates, and country houses set in their historic parks, to historic transport links and their environs, such as stretches of canal.

The special character of these areas does not come from the quality of their buildings alone. The historic layout of roads, paths and boundaries; characteristic building and paving materials; a particular 'mix' of building uses; public and private spaces, such as gardens, parks and greens; and trees and street furniture, which contribute to particular views - all these and more make up the familiar local scene. Conservation areas give broader protection than listing individual buildings: all the features, listed or otherwise, within the area, are recognised as part of its character.

There are already 7 conservation areas within Crawley and it is likely that further areas will be identified and designated as part of the ongoing review of the character and heritage of the Borough.

Are there additional controls for works to dwelling houses in conservation areas?

Yes. IN ADDITION TO THE REGULAR PLANNING CONTROLS, planning permission is required for certain external works to a dwelling house within a conservation area, including:

Issue 1: Whether the policies for maintaining Crawley's distinctive character are proportionate, effective and consistent with NPPF.

- a) the cladding of any part of the exterior of a dwelling house with stone, artificial stone, pebble dash, render, timber, plastic or tiles;
- b) the enlargement of part of a dwelling house that extends beyond a wall forming a side elevation of the original dwelling house;
- c) the enlargement of part of a dwelling house of more than one storey and extending beyond the rear wall of the original dwelling house;
- d) the enlargement of a dwelling house consisting of an addition or alteration to a roof;
- e) the provision within the curtilage of the dwelling house and for purposes incidental for the enjoyment of the dwelling house of any building, pool or container that would be situated on land between a wall forming a side elevation of the dwelling house and the boundary of the curtilage of the dwelling house;
- f) the installation, alteration or replacement of a chimney, flue or soil and vent pipe on a wall or roof slope which fronts a highway and forms the principal elevation or a side elevation of the dwelling house; and
- g) the installation, alteration or replacement of a microwave antenna on a chimney, wall or slope which faces onto, and is visible from, a highway or on a building which exceeds 15 metres in height.

Is there any potential for new development in conservation areas?

Where the council considers new development to be appropriate, a high standard of design will be expected. In general, the Council will require new building work to preserve or enhance the existing character or appearance of the conservation area. Special regard should be given to such matters as scale, height, form, massing, detailed design and quality of materials, in the interests of harmonising the new development with its neighbours. Density of development is an intrinsic part of the character of conservation areas. Proposals to subdivide grounds or large gardens will not normally be permitted unless it can be demonstrated that such proposals will not harm the character or appearance of the conservation area.

Are there controls over demolition in conservation areas?

Yes. Designation introduces a general control over the total or substantial demolition of unlisted buildings of 115 metres cubed or greater and some boundary walls (see below). Such control provides the basis for policies designed to preserve and enhance all the aspects of character or appearance that define an area's special interest. Conservation Area Consent would be required from the council for the total or substantial demolition.

Would I need Consent to demolish a boundary wall in conservation areas?

Yes. Conservation Area Consent is also required for the demolition of walls which are in excess of 1 metre high that adjoin a highway, open space, or for the demolition of walls more than 2 metres high elsewhere.

What would happen if Conservation Area Consent is not granted before demolition?

In assessing whether or not to grant Conservation Area Consent the local planning authority will have regard to the desirability of preserving or enhancing the character or appearance of the conservation area in which the building/structure is situated. The local authority or the Secretary of State may take enforcement action or institute a criminal prosecution if the demolition works are carried out without first obtaining the necessary consent. It should be noted that if the property is a listed building, in ecclesiastical use, or a scheduled ancient monument, different legislation applies.

Are trees in conservation areas protected?

Yes. It is the whole character and appearance of conservation areas that the local authority seeks to preserve or enhance, not just the character of the individual buildings within them. A major element of the character and appearance of many conservation areas is the trees and gardens within them. Therefore, ill-considered works to trees may not only lead to the loss of the trees themselves, but also ruin the appearance of the area, and spoil the setting of any buildings nearby.

All trees with a trunk diameter of 75mm measured at 1.5m above ground level within conservation areas are protected. Any works to them, which include pruning and felling, will require a written notification to the Council six weeks prior to commencing those works.

Exemptions are

- Trees that are dead, dying or that have become dangerous.
- Pruning of fruit trees in accordance with good horticultural practice to prevent or control a legal nuisance.

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- Where the loss of a tree is unavoidable, replanting with species that are native or traditional to the area will be encouraged.

Are conservation areas a Land charge?

Yes. The designation of any area as a conservation area is a local land charge.

Where can I get further information?

General guidance on conservation areas is set out in Planning Policy Guidance Note 15 (PPG15): Planning and the Historic Environment. This can be viewed from the following link:

www.communities.gov.uk/documents/planningandbuilding/pdf/142838.pdf

Further information on Crawley's conservation areas is available on Crawley Borough Council's website: www.crawley.gov.uk

If you have any questions relating to applying for planning permission and Conservation Area Consent, please contact Crawley Borough Council's Development Control team by phone, via the Contact Centre, on (01293) 438000 or by email at development.control@crawley.gov.uk. In addition, a planning officer is available for meetings Monday to Friday from 10am until 1pm at the Council's offices at the Town Hall. Please phone the Contact Centre to make an appointment.

Procedural Check for Cabinet Only

Please note that reports will not be accepted until this section has been completed by the author

Non-key Decision

Discussed at Cabinet Briefing

17th February 2009

Equality Impact Assessment completed

n/a

Cleared by the following officers:-

- Head of Finance

- Head of Legal and Democratic
Services

- Head of Property Services

- Head of Planning y

- Director of Housing and Environment

Issue 1: Whether the policies for maintaining Crawley's distinctive character are proportionate, effective and consistent with NPPF.

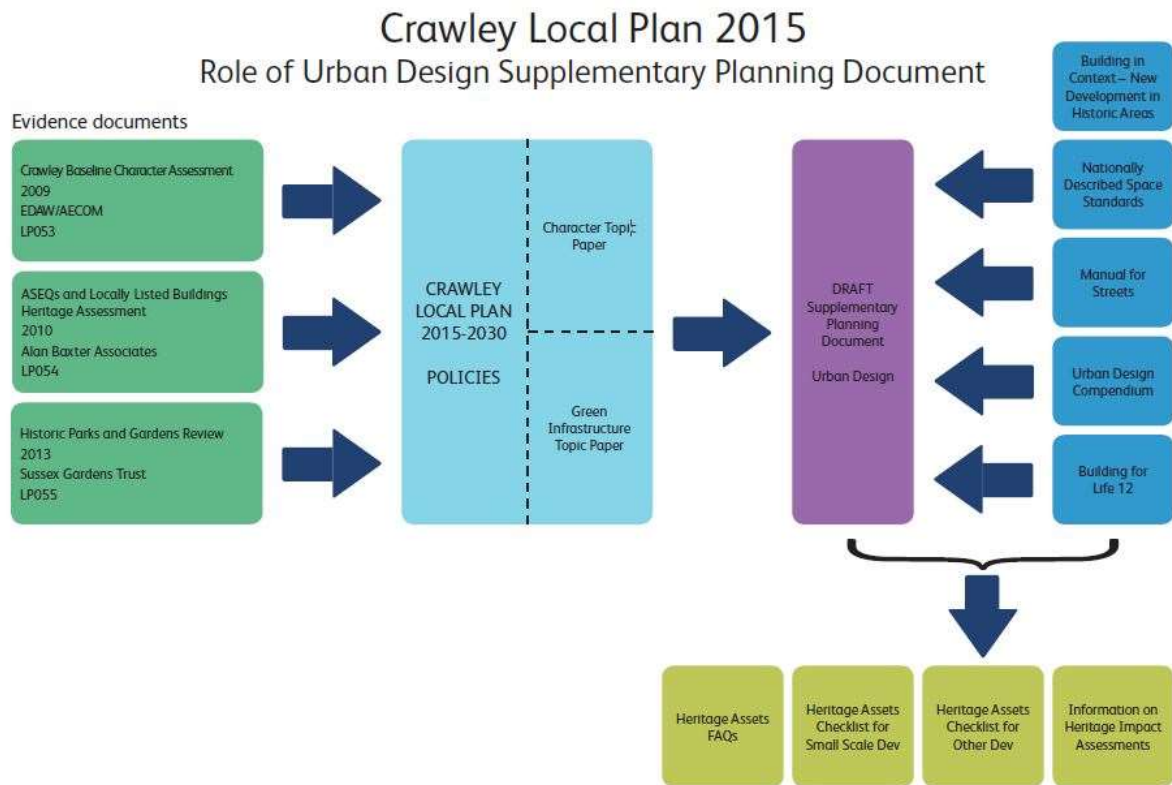
- Director of Community Services

- Director of Resources

- Chief Executive

Issue 1: Whether the policies for maintaining Crawley's distinctive character are proportionate, effective and consistent with NPPF.

APPENDIX C: URBAN DESIGN SPD FLOWCHART



APPENDIX D: PROPOSED POLICY CH15 MODIFICATION

LOCAL PLAN EXTRACT:

Policy CH15: Listed Buildings and Structures

To recognise the value of Listed Buildings (including Listed Structures) within Crawley, the council will ensure that any proposed works to them are consistent with the character, appearance and heritage value of any statutory Listed Building/Structure, in line with national guidance/policy.

Any changes must respect the design and character of the Listed Building and have regard to its historic significance. A Heritage Impact Assessment is required to be submitted demonstrating how proposals will protect the value of the listed building, its setting, and its key features.

There will be a presumption in favour of retaining Listed Buildings and therefore, the demolition or part thereof of a Listed Building will only be acceptable in exceptional circumstances, where there are clearly defined reasons why the building cannot be retained in its original or a reasonably modified form. If demolition is seen to be acceptable, the council will require the building to have been recorded to a minimum of English Heritage Level 4 (additional recording may be required) and submitted to the Historic Environment Record. Any ~~new~~ development on the site of a demolished Listed Building must have regard to the original building and demonstrate a significant benefit that can not have facilitated the retention of the building.