

# Copthorne Heritage and Character Assessment

May 2019

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# 1. Introduction

This report presents a summary of the heritage and character of the Neighbourhood Area of Copthorne, which lies within the parish of Worth. It has been prepared by consultants at AECOM on behalf of Locality, working closely with Worth Parish Council and is based on a detailed appraisal of the area carried out through desk study and fieldwork.

Landscape is a broad, collective term that encompasses natural, rural, urban and peri-urban areas. It is defined by the European Landscape Convention as “... an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors.” Landscape character assessment is used to describe and articulate what is special and distinctive about a particular place. The principles of landscape character assessment apply to all types of landscape, including urban townscape. It is used to identify recognisable patterns of elements or characteristics that make one place different from another. This report is focussed on the character of the urban townscape and its rural landscape context.

The information generated through the process of characterisation can be used as evidence to support the planning and design process. This approach is supported by the National Planning Policy Framework (NPPF), which states that neighbourhood plans “*should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies*”. The NPPF also states that Neighbourhood Plans “*can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.*” (MHCLG, 2019). In doing so, policies can ensure that development responds to local character and history, and reflects the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.

# 2. Approach

The approach of this study follows well-established character assessment techniques. The detailed desk study and fieldwork carried out to inform this assessment underpins the classification and description of character areas and broadly follows the process set out in the “Approach to Landscape Character Assessment” (Natural England, 2014). This approach has been tailored to meet the specific needs of the neighbourhood planning process and draws on further best practice guidance including:

- Townscape Character Assessment, TIN 05/17 (Landscape Institute, 2017);
- Historic Environment: Good Practice in Planning Note 3 (Historic England, 2017);
- Shaping Neighbourhoods: Character and Context (Great London Assembly 2014);
- Character and identity Townscape and heritage appraisals in housing market renewal areas (Historic England and CABE 2008); and Understanding Place Historic Area Assessments: Principles and Practice (Historic England 2010);
- Understanding Place Historic Area Assessments: Principles and Practice (Historic England 2010); and
- Using Historic Landscape Characterisation (Historic England 2004).

This study builds upon previous work carried out by Worth Parish Council including the Pre-Submission Draft Plan, February 2017.

### 3. Context

This section of the report describes the location and context of the Copthorne Neighbourhood Area and summarises current planning policies which are relevant to the study.

#### 3.1 Location

As shown on Figure 1, the Copthorne Neighbourhood Area is located approximately 14km south of the M25. The M23 lines the western boundary of the Neighbourhood Area, dividing it from the satellite town of Crawley to the west. The Neighbourhood Area's northern edge follows the northern boundary of West Sussex County. The eastern and southern boundaries bisect the parish of Worth, typically following public rights of way (PRoW) and field boundaries. Turners Hill, a small village, is located to the south. The Neighbourhood Area covers some 1,600ha and is home to a population of approximately 5,000 residents.

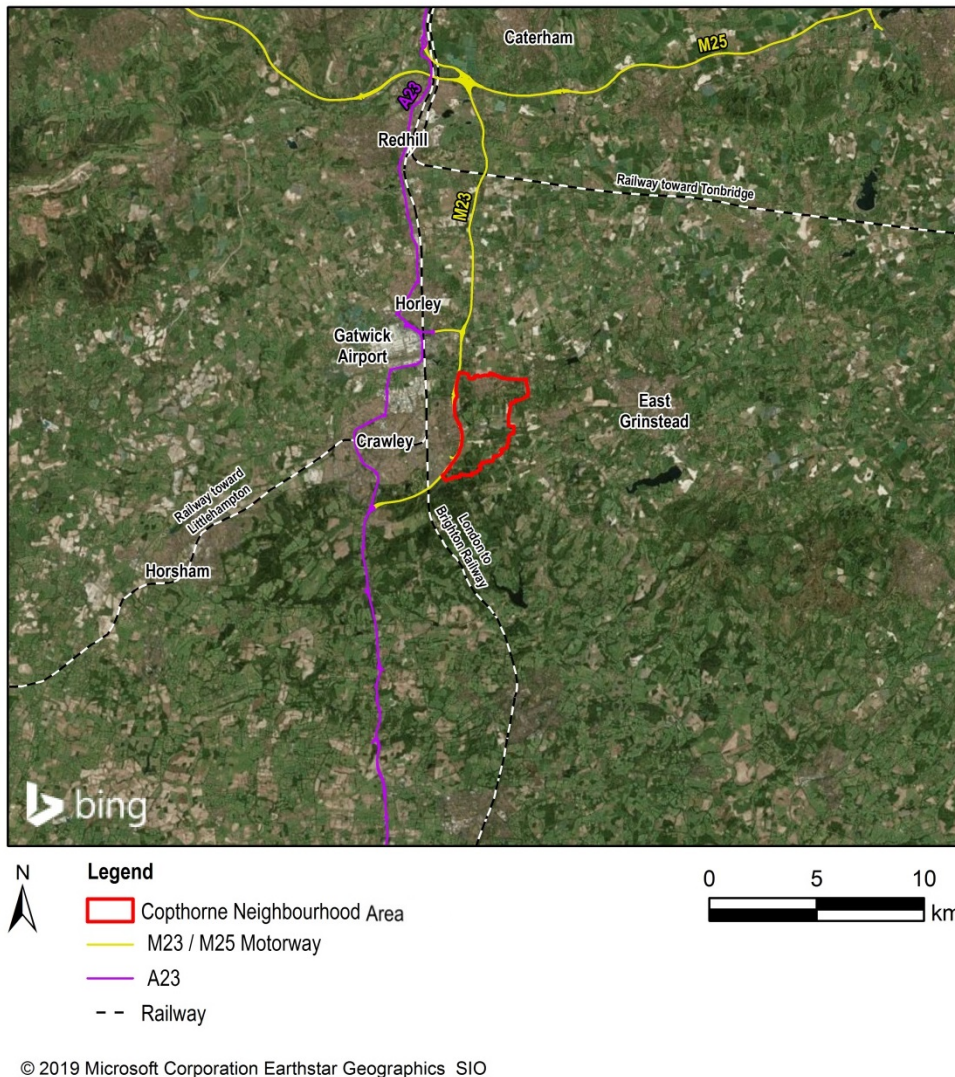


Figure 1 Location

As shown in Figure 2, the primary access into the area is via the A264 which transects the northern portion of the Neighbourhood Area and provides a link between the M23 in the west and the B2028 in the east. Secondary routes into the area include:

- A2220 from Crawley to Copthorne;
- Turners Hill Road from Crawley to Turners Hill, joining with the B2028 primary and secondary routes into and across the area; and
- A series of minor roads, such as 'Old Hollow' that permeate through the Neighbourhood Area.

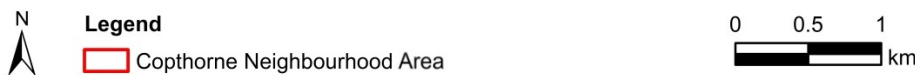
Gatwick Airport, located approximately 1.5km to the north-west, provides easy access to international travel.

There are no railway stations within the Neighbourhood Area however the London to Brighton railway passes the Neighbourhood Area approximately 1.5km to the west. Three Bridges Station and Gatwick Airport Station are located 1.5km to the west and north-west respectively providing quick access to London and the south coast.

As shown in Figure 3, a number of streams flow through the area. The water courses can be traced back to the Burstow Stream and then to the north of Horley where they join the River Mole. A series of mill ponds are located along the watercourses, in particular toward the centre of the Neighbourhood Area.

The Neighbourhood Area is crossed by public rights of way (PRoW), including the Tandridge Border Path that forms a circular route through villages of Sussex, Kent and Greater London. The path approaches the Neighbourhood Area from the east before running northwards along the Neighbourhood Area's eastern boundary, and continuing due north through the area toward the village of Copthorne. From there the path wraps around the north eastern edge of the village and out the northern boundary of the area. The Sussex Border Path follows the same route through the Neighbourhood Area. The local footpath network spurs off the Tandridge Border Path, providing good recreational access. The southern portion of the Neighbourhood Area is crossed by local footpaths and forestry tracks running through Worthlodge Forest.

National Cycle Route 21 transects the southern portion of the Neighbourhood Area between Worth in the west and Crawley Down in the east. The route originates in Greenwich, runs south through Lewisham to Crawley and then continues south to Eastbourne on the south coast.



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**Figure 2 Context**

## 3.2 Natural Factors

### 3.2.1 Geology and soils

The underlying geology of an area is often largely hidden from view but has a strong influence on its character, having been shaped over by natural processes including erosion and sedimentation over millions of years. These processes help to define the landform, soils, vegetation, drainage and building materials which are common in an area.

The bedrock in the Neighbourhood Area is Upper Tunbridge Wells Sandstone and Siltstone, a sedimentary bedrock formed approximately 134 to 139 million years ago, pointing to the area once being dominated by swamps, estuaries and deltas. (Geology of Britain, 2019)

The soil is slightly acidic, loamy and clayey, pointing to a moderate to high fertility supporting a wide range of pasture and woodland. The soil is mostly drained by the network of streams that spreads across the Neighbourhood Area. (Soilscapes, 2019)



### 3.2.2 Topography and hydrology

There is a general rise in landform from 65m Above Ordnance Datum (AOD), in the north-western corner of the Neighbourhood Area, to 130m AOD in the south-eastern corner on Major's Hill. This rise in landform has little perceptible effect on the character of the Neighbourhood Area due to the woodland cover and gradual gradient which generally limits views. The series of minor water courses across the Neighbourhood Area form minor valleys and ridges creating a rolling landform.

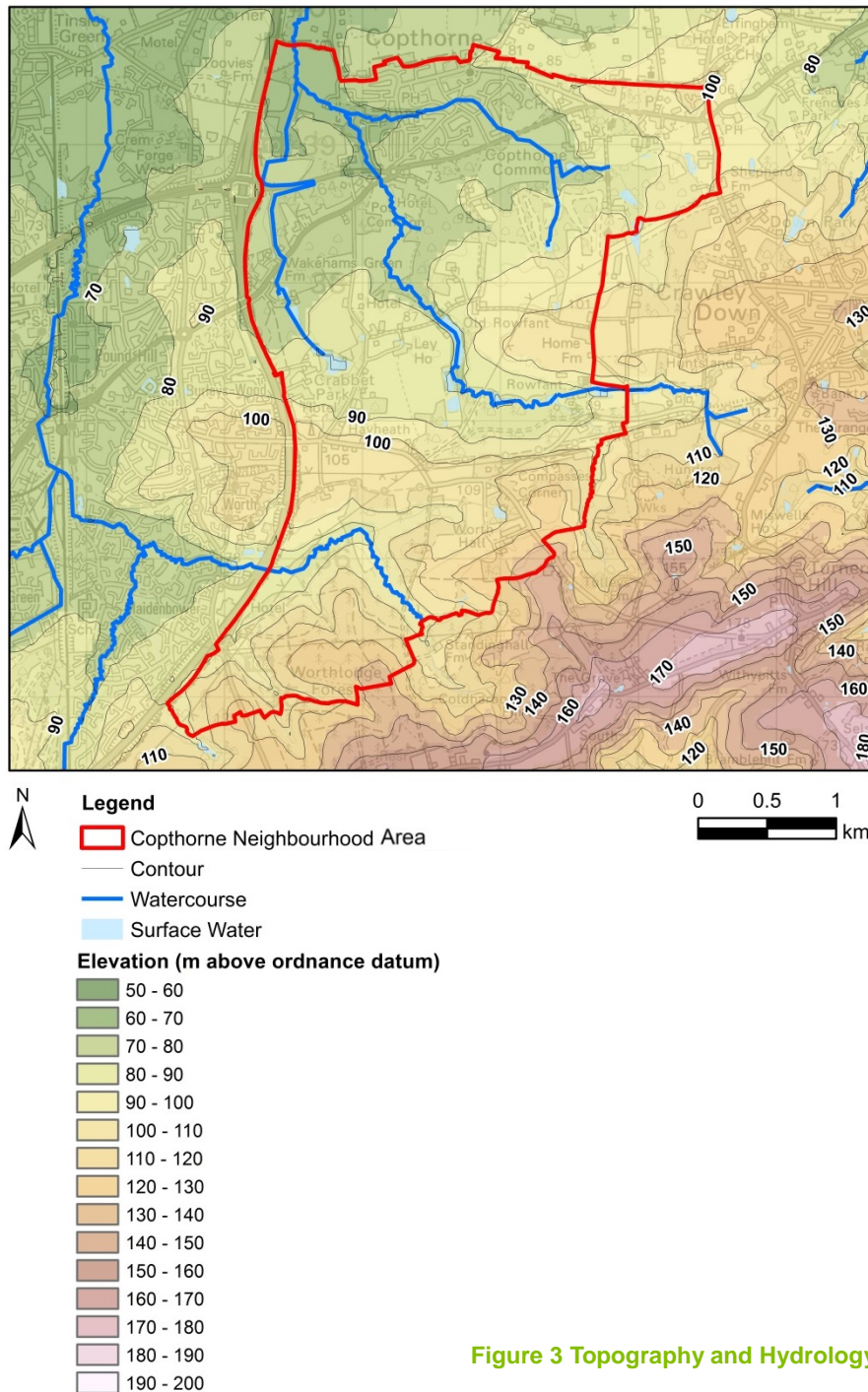


Figure 3 Topography and Hydrology

## 3.3 Planning Policy Context

### 3.3.1 National planning policy

#### National Planning Policy Framework (NPPF), 2019

The NPPF sets out that a key objective of the planning system is “to contribute to the achievement of sustainable development”, which will be achieved through three overarching objectives including “an environmental objective- to contribute to protecting and enhancing our natural, built and historic environment...” (MHCLG, 2019).

Part 12, Achieving well-designed places, states that “Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development”. Part 12 goes on to state: “policy and decisions should ensure that developments... are visually attractive... (and) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)”. An understanding of history and heritage is therefore important in developing neighbourhood plans to explain how this should inform future development.

Part 16, Conserving and enhancing the historic environment, states that “Plans should set out a positive strategy for the conservation and enjoyment of the historic environment... (taking) into account: ...the desirability of new development making a positive contribution to local character and distinctiveness; and opportunities to draw on the contribution made by the historic environment to the character of place.”

### 3.3.2 Local planning policy

#### West Sussex Plan 2017-2022

The West Sussex Plan (West Sussex County Council, 2017) sets the vision for growth in the County, including criteria for how success in these areas can be measured. An outcome of particular relevance to this report is that West Sussex is “A place of culture, heritage and beauty”.

#### Mid Sussex District Plan 2014-2031

Adopted by Mid Sussex District Council on 28<sup>th</sup> March 2018, the District Plan sets out a vision for Mid Sussex and how that vision will be achieved. (Mid Sussex District Council, 2014). The vision is for Mid Sussex to be: “A thriving and attractive District, a desirable place to live, work and visit. Our aim is to maintain, and where possible, improve the social, economic and environmental well-being of our District and the quality of life for all, now and in the future.” Fulfilment of this vision is underpinned by four priority themes, including “protecting and enhancing the environment”. This theme is supported by six objectives, including:

- “To promote well located and designed development that reflects the District’s distinctive towns and villages, retains their separate identity and character and prevents coalescence”;
- “To protect valued landscapes for their visual, historical and biodiversity qualities”; and
- “To protect valued characteristics of the built environment for their historical and visual qualities”

Policies that support this theme and are relevant to this report are as follows:

Policy DP12: *Protection and Enhancement of Countryside* states that “The countryside will be protected in recognition of its intrinsic character and beauty... The Mid Sussex Landscape Character Assessment, the West Sussex County Council Strategy for the West Sussex Landscape, the Capacity for Mid Sussex District to Accommodate Development Study and other available landscape evidence (including that gathered to support Neighbourhood Plans) will be used to assess the impact of development proposals on the quality of rural and landscape character.”

Policy DP13: *Preventing Coalescence* states that: “The individual towns and villages in the District each have their own unique characteristics. It is important that their separate identity is maintained.”

Policy DP14: *New Homes in the Countryside* states that: “... new homes in the countryside will be permitted where special justification exists. Special justification is defined as: ... in the case of new isolated homes...”

*the design of the dwelling is of exceptional quality and it enhances its immediate setting and is sensitive to the character of the area”.*

Policy DP16: *High Weald Area of Outstanding Natural Beauty* states that: “Development within the High Weald Area of Outstanding Natural Beauty (AONB), as shown on the Policies Maps, will only be permitted where it conserves or enhances natural beauty... in particular... character and local distinctiveness”.

Policy DP26: *Character and Design* states that: “All development and surrounding spaces... will be well designed to reflect the distinctive character of the towns and villages while being sensitive to the countryside.”

Policy DP34: *Listed Buildings and Other Heritage Assets* states that: “Development will be required to protect listed buildings and their settings... ensuring that: A thorough understanding of the significance of the listed building and its setting has been demonstrated.”

Policy DP37: *Trees, Woodland and Hedgerows* states that: “Development that will damage or lead to the loss of trees, woodland or hedgerows that contribute, either individually or as part of a group, to the visual amenity value or character of an area, and/ or that have landscape, historic or wildlife importance, will not normally be permitted.”

Policy DP38: *Biodiversity* states that: “the special characteristics of... Areas of Outstanding Natural Beauty; and locally designated Sites of Nature Conservation Importance, Local Nature Reserves and Ancient Woodland or to other areas identified as being of nature conservation or geological interest...”

### Mid Sussex Affordable Housing Supplementary Planning Document 2018

An Affordable Housing Supplementary Planning Document (SPD) (Mid Sussex District Council, 2018), provides more detailed information on the requirements for on-site and off-site affordable housing provision and includes reference to the importance of setting and character of the area:

*“The development of rural exception sites for affordable housing will be permitted provided... the scale of the development respects the setting, form and character of the settlement and surrounding landscape”.*

#### 3.3.3 Other reports

This report is also informed by a number of other studies relevant to the local area as follows:

#### High Weald AONB Management Plan 2019-2024

The Area of Outstanding Natural Beauty (AONB) Management Plan (High Weald Joint Advisory Committee, 2019) is a statutory plan “formulated to coordinate policy, investment and action in these nationally-important landscapes in order to achieve the legal purpose of ‘conserving and enhancing natural beauty’ for the benefit of current and future generations.”

The AONB Management Plan sets out key characteristics of the High Weald, as well as a vision and objectives for its management.

#### 3.3.4 Historical development

Copthorne grew out of the woodland clearances on the Weald started in the Saxon period and the name probably derives from ‘coppiced thorn-tree’. The village is documented in Domesday as Copedorne and as Coppethorne in 1437.

The iron industry was introduced in the 16th century with furnaces and forges being established in the area including one at Furnace Wood (then Myll Wood) to the west of the modern village and another at Rowfant Mill to the south. The furnaces operated from October to March with charcoal burning being carried out in the summer months to fuel them. Iron workers and charcoal burners settled on the fringes of the commons in the area, probably carving out smallholdings from the commons and wastes.

After the Myll Wood furnace ceased operation in 1627 Copthorne Common began to be enclosed, with the manor of South Malling, Lindfield issuing long term leases. This was possibly a result of the need for alternative means of support on the part of the former ironworkers in the form of smallholdings.

Rowfant House was built approximately 2km south of the modern village in the 15th century and was amended and added to in the 16th, 18th and 19th centuries. The estate was owned by the Goodwin family in the 17th

century and devolved by marriage to the Bethune family with which it remained until it was sold in 1849 to Curtis Lampson, later Sir Curtis Miranda Lampson, Bt.

Copthorne was on one of the many smuggling routes between the Sussex coast and London. Smuggling in the area was in its heyday between 1700 and 1840 with activity increasing as the iron industry declined.

The Three Bridges to Tunbridge Wells Central Line railway was opened in 1855 and cut through the Rowfant estate. The land was sold to the London, Brighton and South Coast Railway (LBSCR) by Curtis Lampson on condition that a station was built and the right to stop trains on request was maintained.

Being part of the parish of Worth, Copthorne did not have a parish church but was granted a chapel in 1827. The Church of St John the Evangelist was dedicated in 1877 and in 1881 Copthorne was made an ecclesiastical parish, being formed from the parishes of Crawley Down (Sussex), and Burstow and Home (Surrey). Copthorne National School was founded in 1842 and still operates as Copthorne CE Junior School.

In the late 19th century farmland around the periphery of the village was sold as building plots and several large houses were erected.

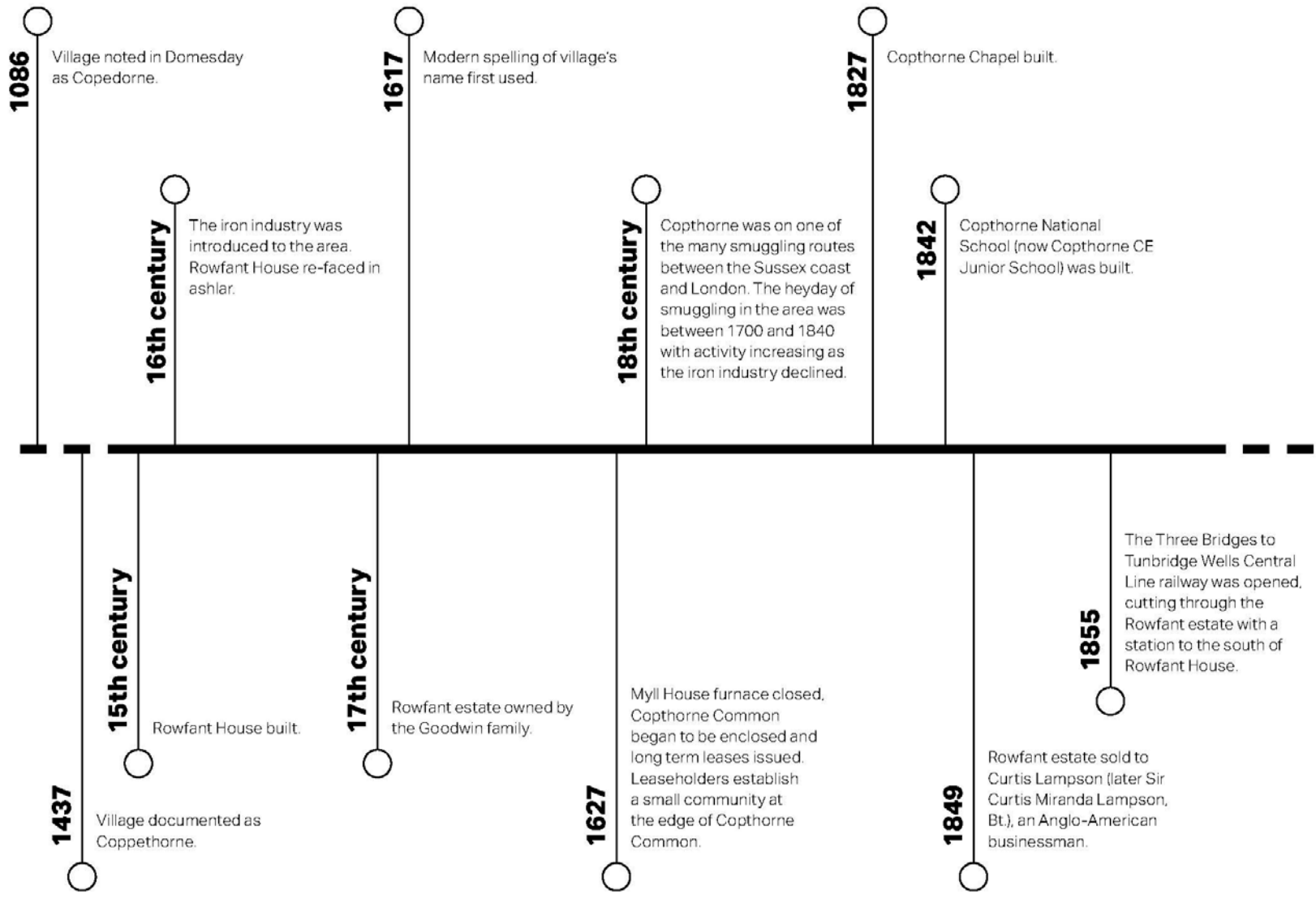
Prior to the Second World War the majority of the houses in Copthorne were concentrated on Copthorne Bank, Brookhill Road and Church Lane with some on Copthorne Road and New Town. The post war period saw a great deal of development in and around Copthorne with developments from the west of Brookhill Road to the east of Bowers Arms Road and from the north of Copthorne Bank to Copthorne Common Road. Education of the increasing number of children in the village was catered for by Copthorne Fairway School which opened in 1970.

Historic maps showing the historic development of the Neighbourhood Area are provided in Appendix A. A



schedule of Heritage Assets is provided in Appendix B.

### Copthorne Village Millennium Sign





### 3.3.5 Landscape designations

The portion of the Neighbourhood Area to the south of Turners Hill Road is within the High Weald Area of Outstanding Natural Beauty (AONB). Designated in 1983, the AONB designation ensures *“that the conservation and enhancement of the landscape is given high priority”*. (High Weald, 2018).

### 3.3.6 Existing Landscape Character Assessment

#### National Character Area 122: High Weald

Existing character assessments have been reviewed to provide some context to this more detailed assessment. The Neighbourhood Area falls within National Character Area (NCA) 122: High Weald, as defined by Natural England (Natural England, 2013). This NCA is broad but provides some context to the character of the study area. The key characteristics of this area which are of particular relevance to this assessment are:

- *“Ancient routeways in the form of ridgetop roads and a dense system of radiating droveways, often narrow, deeply sunken and edged with trees and wild flower-rich verges and boundary banks. Church towers and spires on the ridges are an important local landmark. There is a dense network of small, narrow and winding lanes, often sunken and enclosed by high hedgerows or woodland strips.”;*
- *“Strong feeling of remoteness due to very rural, wooded character. A great extent of interconnected ancient woods”;*
- *“Extensive broadleaved woodland cover with a very high proportion of ancient woodland with high forest, small woods and shaws, plus steep valleys with gill woodland.”;*
- *“Small and medium-sized irregularly shaped fields enclosed by a network of hedgerows and wooded shaws, predominantly of medieval origin and managed historically as a mosaic of small agricultural holdings typically used for livestock grazing.” and*
- *“A predominantly grassland agricultural landscape grazed mainly with sheep and some cattle.”*

#### A Landscape Character Assessment for Mid Sussex

The Neighbourhood Area falls within two landscape character areas (LCAs) as defined by the Mid Sussex District Council Landscape Character Assessment (Mid Sussex District Council, 2005) , namely: LCA 7 High Weald Plateau; which covers the northern area of the Neighbourhood Area, and LCA 8 Worth Forest. The key characteristics of these areas are listed below:

LCA 7 High Weald Plateau:

- *“Headwater drainage of the Eden, Medway and Mole Rivers originates here, the significant little valleys of the streams bounding the plateau to the south and dissecting it to the north east;*
- *Significant woodland cover, a substantial portion of it ancient, including some larger woods and a dense network of hedgerows and shaws, creates a sense of enclosure, the valleys secluded;*
- *Small assemblies of assorted pastures contrast with blocks of larger, modern fields;*
- *Busy lanes and roads, particularly the A264 through Copthorne along the Crawley–East Grinstead corridor and the B2038 running north into the area from Turners Hill;*
- *Pockets of rich biodiversity concentrated in the valleys, heathland, and woodland;*
- *Rural settlement pattern dispersed and scanty, with expanded settlements at Copthorne and Crawley Down, ribbon development along some roads, and plotlands in woodland settings;*
- *Mill sites and hammer ponds;*
- *Varied traditional rural buildings built with diverse materials including timber framing and varieties of local brick and tile hanging; and*
- *Designed landscapes and exotic treescapes associated with large country houses.”*

#### LCA 8 Worth Forest:

- *“Densely wooded, confined, dissected plateau landscape with extensive coniferous and mixed afforestation;*
- *The Worth forests mark the plateau-like western end of the High Weald Forest Ridge, drained by the Rivers Mole and Ouse;*
- *Large, regularly-enclosed and some smaller, irregular, assart fields within a woodland setting comprising an arable and pastoral landscape enclosed by shaws, hedgerows and fencing;*
- *Despite the closeness of Crawley to the north, a secluded, tranquil nature exists in many parts of the forests;*
- *Clearance and re-planting of large tracts of ancient woodland;*
- *Heathland remnants and significant areas of rich woodland biodiversity;*
- *Spares network of ridge-top roads and lanes, driveways, tracks and footpaths;*
- *Sparse, dispersed settlement pattern of farmsteads; and*
- *Bounded to the west and north by the M23 Motorway and to the south east by the B2110.*

#### High Weald AONB Management Plan 2019-2024

The AONB Management Plan (High Weald Joint Advisory Committee, 2019) records the following five defining components of character:

- **Geology** – *landform and water systems – a deeply incised, ridged and faulted landform of clays and sandstone with numerous gill streams;*
- **Settlement** – *dispersed historic settlement including high densities of isolated farmsteads and late Medieval villages founded on trade and non-agricultural rural industries;*
- **Routeways** – *a dense network of historic routeways (now roads, tracks and paths);*
- **Woodland** – *abundance of ancient woodland, highly interconnected and in smallholdings; and*
- **Field and Heath** – *small, irregular and productive fields, bounded by hedgerows and woods, and typically used for livestock grazing; with distinctive zones of lowland heaths, and inned river valleys.*



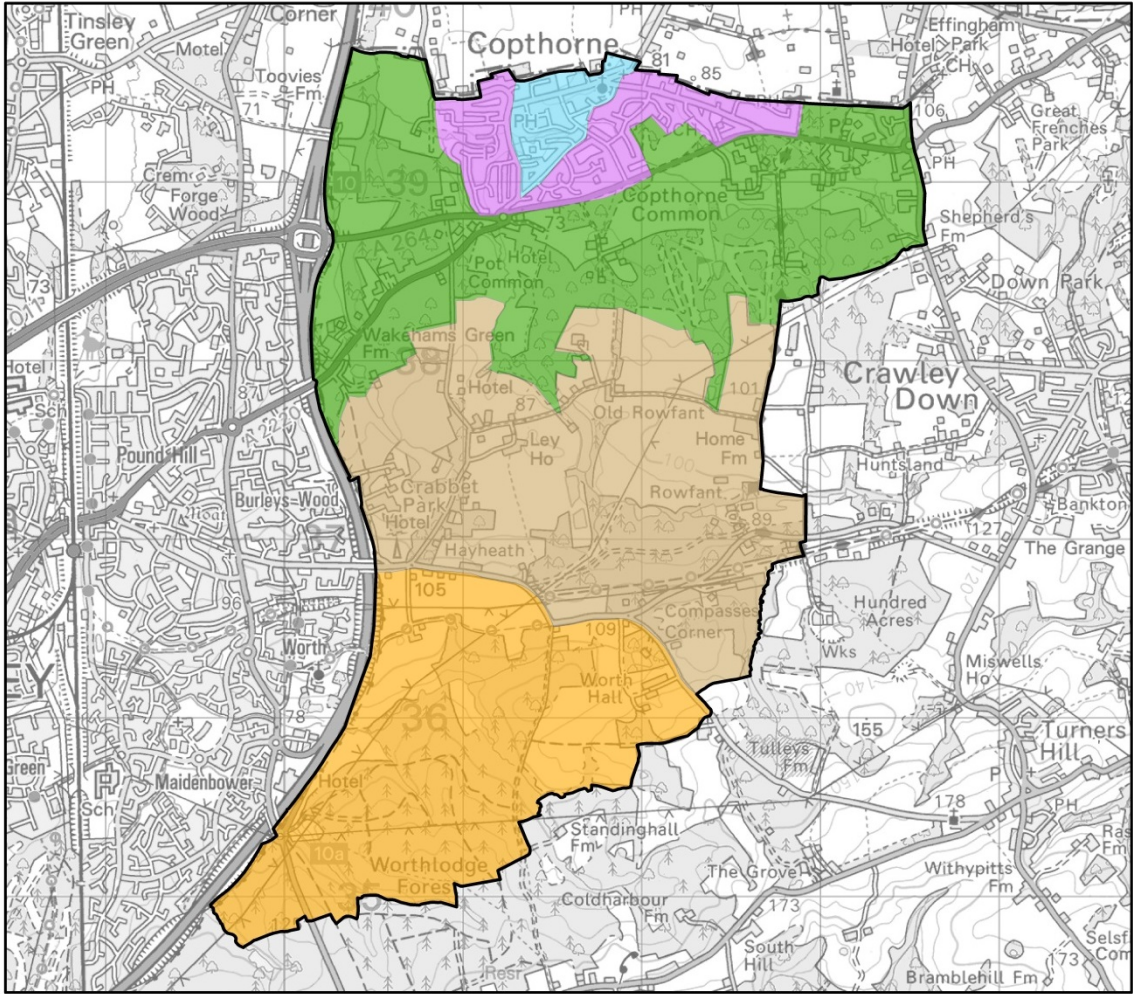
## 4. Character Assessment

### Character Area Profiles

The results of the desk study and fieldwork have been analysed and five distinct character areas have been identified, as shown in Figure 4. These have been informed by the following:

- Historical development - including street pattern, land use, conservation areas and heritage assets;
- Movement - including physical boundaries such as railway lines, roads, rivers and gateways, nodes and linkages;
- Urban structure and built development - including density and building height, enclosure, architectural style and detailing;
- Land use and levels of activity;
- Green space and public realm - including those with planning policy and statutory protection, and how this relates to buildings and spaces; and
- Views and their contribution to an understanding of character, including the identification of landmarks.

The key characteristics for each LCA have been recorded. Natural England defines key characteristics as “*those combinations of elements which help to give an area its distinctive sense of place*” that would result in significant consequences for the current character if they were changed or lost. As a result, they form important evidence to support the development of planning and management policies and a reference point against which to monitor change.



**Legend**

Cophorne Neighbourhood Area

**Character Area**

- LCA 01: High Weald AONB
- LCA 02: Agricultural Belt
- LCA 03: Cophorne Common and Woodland
- LCA 04: Historic Core
- LCA 05: Post War Cophorne

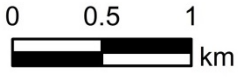


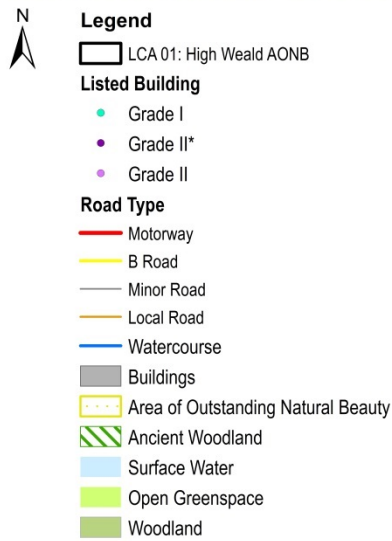
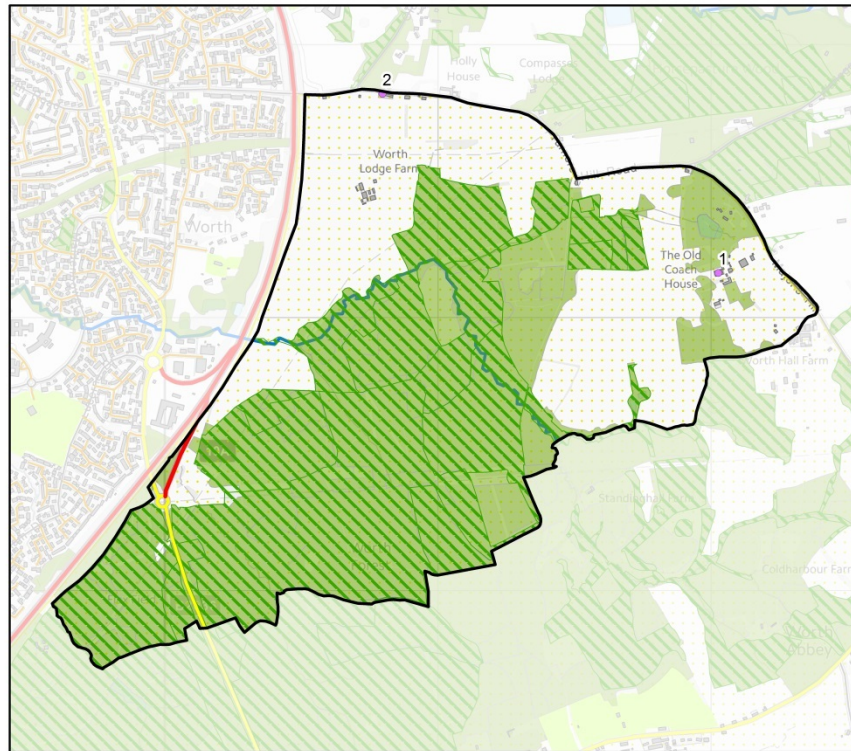
Figure 4 Character Area Overview

## 4.1 LCA 01: High Weald AONB

### 4.1.1 Key characteristics

The key characteristics of High Weald AONB are as follows:

- Movement is via forestry tracks and the PRow network. Very few roads pass through the area;
- The M23 lines the western boundary, creating a clear edge to the LCA;
- Primarily a wooded landscape comprising a mixture of ancient woodland, ancient replanted woodland and blocks of plantation;
- Some agricultural land within the north of the LCA comprising a mixture of medium to large scale open mixed arable and pastoral agricultural fields;
- Built development is limited to occasional farmstead in the northern half of the LCA;
- Gently undulating landform;
- Views typically constrained by the dense woodland with occasional views across agricultural fields and undulating landscape of wooded horizon; and
- Lines of pylons cross the landscape interrupting the otherwise naturalistic character.



**Figure 5 LCA 01: High Weald AONB**

As set out above, the character of the landscape is the result of the action and interaction of a range of natural and / or human factors. These are considered in turn on the following page.

## Natural Factors

### 4.1.2 Topography and hydrology

There are frequent undulations in the soft sandstone landscape. Overall, the topography generally falls from the high point of Major's Hill in the south of the area, sitting at 160m Above Ordnance Datum (AOD), toward Turners Hill Road in the north at approximately 85 m AOD.

A series narrow streams meander through the base of minor valleys forming rounded channels in the landform. The primary stream stretches east to west across the LCA and is shown on Figure 5, above. They generally cross the LCA from east to west toward Crawley converge in the Gatwick Stream. There are also a number of small ponds throughout the wooded and farmed landscape.

## Cultural and Social Factors

### 4.1.3 Movement and connectivity

The LCA has few roads. The northern boundary is defined by the Turners Hill Road which is a narrow two lane road enclosed by fences, hedgerows, scrub or belts of woodland on both sides which, in places, forms an enclosed canopy over the road. The road is winding and intersected infrequently by minor lanes or private tracks.

The western boundary is defined by the M23 which causes a line of severance in the landscape, dividing the naturalistic landscape of the AONB and the town of Crawley to the west. The visual and acoustic effects of the motorway are limited to the land immediately adjacent on the western boundary of the LCA.

There are a number of minor lanes within the LCA comprising narrow and unsealed tracks enclosed by woodland such as Littleworth and Standinghall Lane.

To the south of the LCA is Cuffs Hill (B2036) which is a long, straight two lane road which passes through the understorey of a deciduous woodland with a canopy which largely encloses the road.

The Worth Way (94W Bridleway) passes through the agricultural fields in the north of the LCA, skirting the northern edge of the Oaken Wood. It is an accessible route used by pedestrians, cyclists and equestrian uses, following a former railway. The route starts from Three Bridges and passes through open countryside to East Grinstead.

Further PRoW include:

- Footpath 83W that connects to Crawley over the M23 through Worthlodge Forest;
- Footpath 74W which runs on a north south axis connecting footpath 94W and 83W within the LCA and leads to the 14W to the north and 76W to the south of the LCA through Worthlodge Forest;
- The National Cycle Network Route 21 travels along Worth Way within the LCA; and
- There are also a number of forestry tracks through the blocks of woodland.



National Cycleway 21



Public rights of way from Turners Hill Road

#### 4.1.4 Land use

The LCA is located entirely within the High Weald AONB boundary. It is predominantly composed of different types of woodland with a mixture of ancient woodland, ancient replanted woodland, coppice woodland and blocks of plantation woodland. The southern portion of the LCA is almost entirely wooded. The northern area includes a mixture of arable and pastoral agriculture interspersed with clumps of woodland. The agricultural portion of the LCA is accessible from Turners Hill Road which lines the northern edge of the area. A small number of small commercial projects and light industrial ventures are also located in the north of the LCA.



Cluster of commercial ventures on Little Worth, accessible from Turners Hill Road

#### 4.1.5 Landscape Structure and built form

There is a very low development density across the LCA. A few small commercial ventures or light industrial complexes are located in the north of the area, facilitated by access from Turners Hill Road and situated in localised clusters as shown in photograph above. These are often developed alongside or repurposing farmsteads. The low level of development contributes to maintaining the rural and verdant character of the LCA.

The agricultural fields are large and irregular in the north of the LCA interspersed with wooded belts and shaws. The fields often abut blocks of woodland, creating a sense of enclosure. The woodland blocks are the largest of the study area and are typically unbroken other than occasional lines of severance created by rows of pylons and Cuffs Hill (B2036). Within the woodland blocks are tracks and logging routes. There are fewer fields in the south of the LCA where the landscape becomes almost entirely covered by woodland.

The blocks of woodland are composed by a mixture of ancient woodland, ancient replanted woodland, coppice woodland and blocks of plantation. The coppice and plantation woodland are more prevalent toward the southern end of the LCA.



**Worth Lodge Farm**

Pylon corridors cross the LCA introducing a linear clearing through the woodland. The nature and form of this development interrupts the naturalistic and tranquil character of the LCA.



**View of pylons cutting into the wooded landscape**

#### 4.1.6 Heritage assets

The majority of the LCA is forested with built heritage only appearing towards the northern boundary and reflecting the agricultural nature of the character area. There are two designated built heritage assets. Worth Hall (Grade II) dates to c.1840 and Worth Hall Lodge (BH1) remains as a non-designated built heritage asset. Rushmore Cottage on Turner's Hill Road (Grade II) has a 19th century exterior which may hide an earlier building.

The non-designated built heritage assets in the LCA are directly related to the farm land and include a farmhouse and contemporary barn, an estate lodge and three estate or farm cottages. Material is generally brick but BH5, Rosemary Cottage on Turner's Hill Road is unusual for a cottage in this area in that it is of stone rubble construction. BH4, Barn at Worth Lodge Farm makes extensive use of hung tile on its upper elevations and BH2, High Cottage has horizontal close boarding to its upper floor.



### LCA 1: Non Designated Built Heritage Assets

Reference	Details
BH1	High Cottage
BH2	High Cottage
BH3	Worth Lodge Farm
BH4	Barn at Worth Lodge Farm
BH5	Rosemary Cottage, Turner's Hill Road
BH6	Hayheath Cottage, Turners Hill Road

#### 4.1.7 Green space and public realm

There is a limited amount of public space within the AONB designated area. Public spaces are limited to the PRow network which crosses the agricultural and wooded parts of the LCA.

The paths and bridleways pass through both the agricultural fields and the various blocks of woodland range in width but typically feature unsealed surfaces with a rural character.



Unsealed footpath north of AONB

#### 4.1.8 Views

Within the LCA views vary depending on the concentration of wooded areas. In the north of the area adjacent to Turners Hill Road are a number of agricultural fields with an open nature which allows for wide medium range views across the agricultural landscape typically featuring rows of pylons and woodland or belts or blocks in the background.



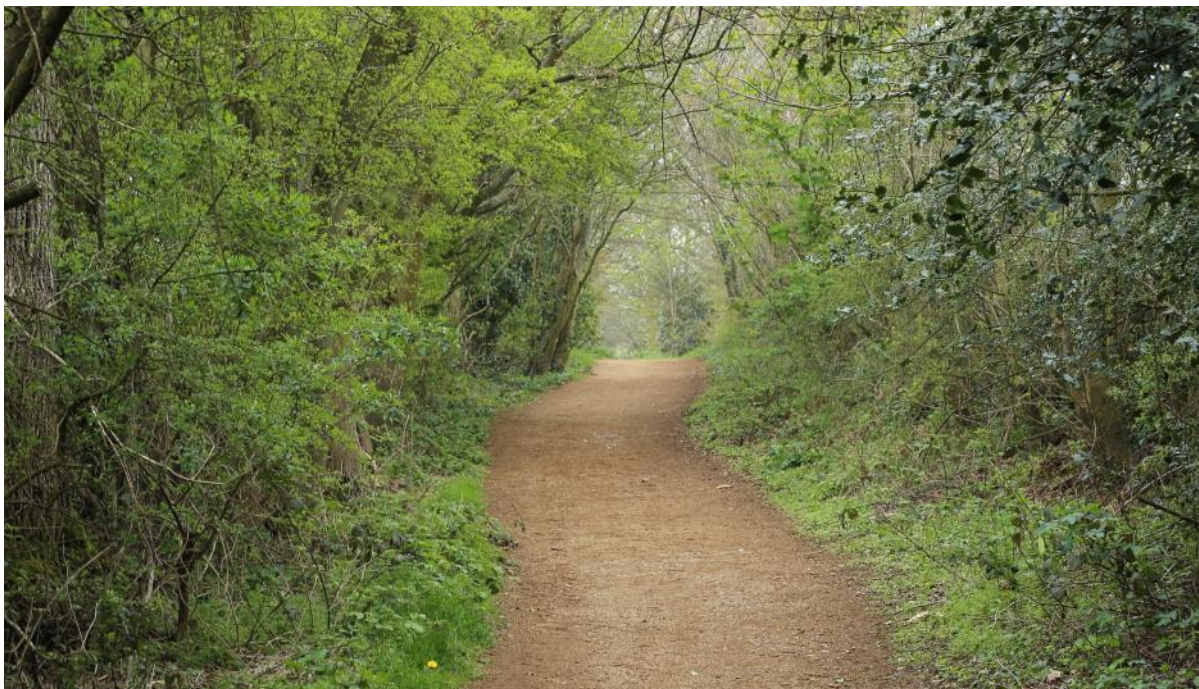
**View of agricultural landscape with rows of pylons**

In elevated locations looking over the undulating topography allows for views over the agricultural landscape with wooded ridges on the horizon for example from Worth Way looking north; or south over the agricultural fields with glimpses of the M23 and developments in Worth and Maidenbower and a wooded skyline in the background.



**View over agricultural landscape with M23 and urban expanse in backdrop**

Views from PRoW within the LCA are typically confined by the hedgerows or woodland adjacent to the paths creating short to mid-range framed views of the tracks.



**View of enclosed footpath within the wooded areas of the LCA**

Similarly, views along Cuffs Hill (B2036) are confined by the woodland on either side of the road and the canopy enclosing the views.



**View of enclosed Cuffs Hill road (B2036)**

The lines of pylons dissecting the woodland LCA which intersects at the roundabout on Cuffs Hill (B2036) allows for views of the rows of pylons and cables from the foreground to the horizon along the area cleared of woodland.

The few built developments in the area are typically screened by hedgerows thereby maintaining the rural character.

## 4.2 Managing Change

The character of High Weald AONB LCA described above is the result of a range of interactions between natural and human processes. Managing change is important to ensure that sustainable social, environmental and economic outcomes are achieved. This section therefore considers various factors which may influence change and inform the policies set out in the Copthorne Neighbourhood Plan.

#### 4.2.1 Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the rural and relatively undeveloped wooded and agricultural landscape:

- Though there are few buildings in the area, those that are present are mainly heritage assets and contribute to the character of the area as typical rural buildings. Most have undergone sensitive repair;
- A good network of PRowWs including bridleways;
- Rural land uses and associated character;
- Variety of habitats including scrub, woodland, ponds and streams;
- Mature specimen trees in agricultural fields;
- The dense woodland to the south of the LCA; and
- Dense woodland lining the M23 that acts as a buffer, protecting the wider LCA from visual and noise effects.

#### 4.2.2 Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to the presence of urban infrastructure within a valued landscape of rural character:

- The cluster of commercial operations at Worth Hall is incongruous with the overarching rural character. Developments could be better integrated through improved screening vegetation; and
- Degradation of the LCA's tranquil and wooded character with infrastructural corridors of cleared woodland for rows of pylons.

#### 4.2.3 Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to changes to the green infrastructure of the LCA through changes of management or encroachment of urban development.

- The western side of the area to the north and south of Turner's Hill Road is sensitive to sprawl across the M23 from Worth. The eastern part of the area is susceptible to expansion of the commercial operations;
- Changes in management of the agricultural land could alter the appearance and ecology of the area;
- Increased population in proximity could increase erosion and damage to green infrastructure and the ecology associated with the LCA;
- Loss of woodland degrading the wooded character of the AONB;
- Increased development outside the LCA boundary may have adverse effects on the setting of the AONB;
- The wooded character is sensitive to pests, disease and changes to management funding;
- Loss of specimen trees as old trees die without succession planning;
- Loss of or repurposed farmsteads to commercial or light industrial ventures; and
- Rural characteristics further interrupted by further infrastructural features such as the corridors of pylons with an urban character.

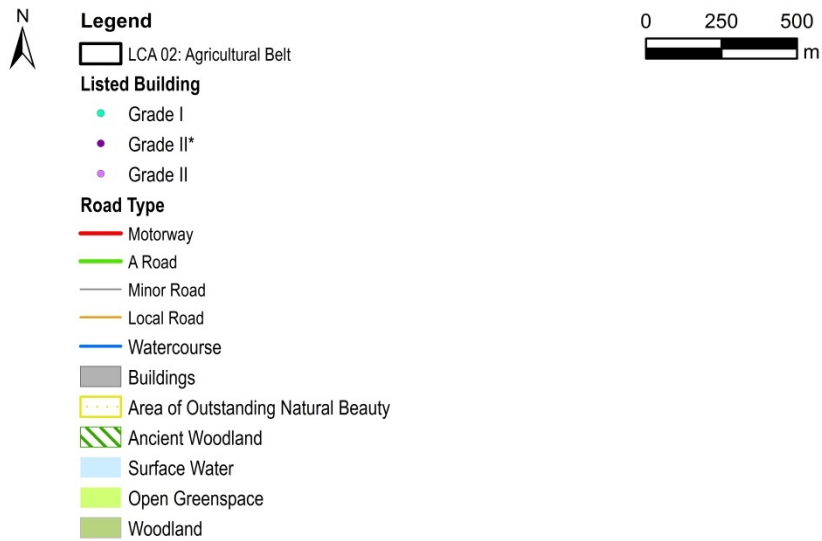
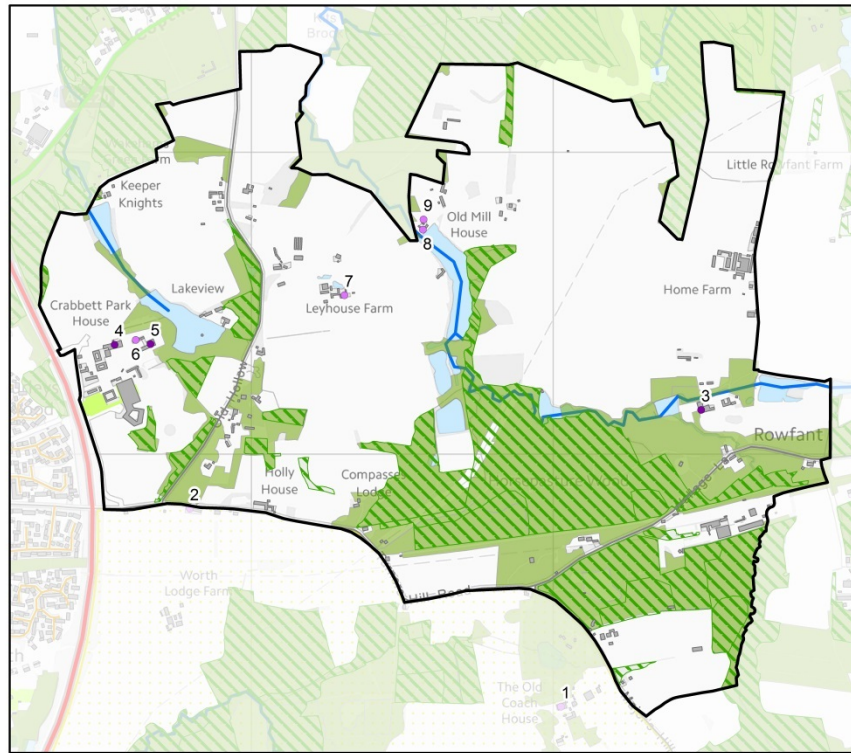
For further information see The High Weald Management Plan which lists the top issues affecting the AONB. Since the AONB covers a much wider area than the LCA, a number of issues may not be relevant to this study.

## 4.3 LCA 02: Agricultural Belt

### 4.3.1 Key characteristics

The key characteristics of Agricultural Belt are as follows:

- Historic farmsteads scattered across and agricultural landscape;
- Sense of tranquillity afforded by the limited road network and sparse development pattern;
- Irregular agricultural fields defined well maintained hedgerows interspersed with specimen trees;
- Remnants of historic estate associated with Rowfant House;
- Blocks of woodland and shaws present across the area with larger areas of woodland to the south; and
- A number of millponds that have been formed alongside minor watercourses flowing through the area.



**Figure 6 LCA 02: Agricultural Belt**

As set out above, the character of the landscape is the result of the action and interaction of a range of natural and / or human factors. These are considered in turn below.

## Natural Factors

### 4.3.2 Topography and hydrology

The landscape is gently undulating forming flat tops and wide shallow valleys formed by streams that typically flow in a generally north-westerly direction. The watercourses have regularly been altered to form a series of mill ponds and fisheries, alluding to the light industrial history of the LCA. The landform falls from 110m AOD in the south-eastern boundary of the LCA, across three localised ridges, to 70m AOD in the north-western corner of the LCA.

## Cultural and Social Factors

### 4.3.3 Movement and connectivity

The LCA includes a number of PRoWs including a portion of the long distance Sussex Border Path / Worth Way. Crossing the southern portion of the LCA from east to west, the route follows a disused railway, thereby providing easy access for recreational users. The path joins Turners Hill Road to Crawley Down and on to East Grinstead but is intersected by Turners Hill Road and Wallage Lane.



The Worth Way crossed by the road network



**View along the Worth Way following the disused railway**

Wider footpaths provide access to the wider LCA. Such PRowWs include:

- 11W, 12W and 14W crossing the rural landscape in the west of the LCA and 31W in the east
- 4\_1W, 4\_2W 9W





Network of public rights of way



Public footpath leading from Rowfant Train Station



#### Sussex Border Path, north of Rowfant House

The western boundary along of the LCA is defined by the M23 however effects arising from the motorway are very isolated to land adjacent. Turners Hill Road defines the LCA's southern boundary. The central portion of the LCA has only a small number of public roads. Vehicular access is provided by number of narrow public and private lanes and farm tracks that link isolated farmsteads.



#### Vehicular access provided by farm tracks

Old Hollow is a historic route and a sunken lane (also hollow way or holloway) which is depressed into the land either side of it. The sparse network of roads gives much of the area a rural character and a sense of tranquillity away from traffic although the few roads within the area are fairly heavily used as a result.



Historic sunken lane - Old Hollow

#### 4.3.4 Land use

The land use within the LCA is predominantly agricultural land with scattered farmsteads and occasional blocks of woodland in the south of the LCA. There is a concentration of hotels and businesses with associated car parking in the west of the LCA, adjacent to the M23. Further land uses include occasional industrial activity, such as the Colas Ltd plant off Wallage Lane, and a solar farm west of Turners Hill Road.



The Regency Hotel



**Pylons forming a focal point in an open landscape**

#### **4.3.5 Landscape structure and built form**

A large portion of the LCA is occupied by a belt of agricultural land running east to west and comprising large, irregular fields with pockets of woodland. Larger areas of woodland, such as Horsepasture Wood and Compasses Wood are located on either side of Worth Way, forming a gradual transition to the wooded AONB further south.

A series of pylons cross the agricultural and wooded landscape from north to south. The pylons are noticeable across the open fields and form a detracting feature within the LCA. There is also a cluster of commercial land uses in proximity to the M23 including hotels and a small commercial units.

Several isolated residential properties are located across the LCA. Historic farmsteads and some 20<sup>th</sup> century homes are grouped in small clusters along the lanes. The dwellings are typically two storeys tall and set back from the road with large front gardens and driveways behind a boundary fence or high hedge, creating a clear public / private divide. Houses typically feature red brick, hung red tiles or white rendered walls with red tiled hipped or gable roofs with a number of hipped or gable dormers with occasional faux Tudor detailing.



### Isolated clusters of detached houses in a rural setting

There are light industrial areas and farmsteads along farm tracks and private roads throughout the area which are typically enclosed by vegetation. Several ponds, fisheries or fishing ponds are located along the watercourses of the LCA and feature historic mill ponds.



### Hill House

### 4.3.6 Heritage assets

The area covers a large part of the former Rowfant Estate with Rowfant House (Grade II\*) located to the east of the area. The area is centred on the old mill pond of Rowfant Mill and both Rowfant Mill and Rowfant Mill House are listed Grade II and complemented by the non-designated Old Mill House (BH8) to the east. South-west of the mill is Ley House, a Grade II listed timber-framed building of the 17th century or earlier.

Materials are generally brick with slate or tile roofs but the stables at Rowfant House (BH15) is of ashlar blocks (uncoursed) as one might expect for a grander house. A number of the other assets associated with the estate are rendered and/or painted white, perhaps to mark them out from other buildings in the area. While red brick is used almost exclusively in the area's brick buildings, Rowfant Station (BH19) and Rose Cottage (formerly Rowfant Station House, BH20) are in buff brick, again making a point of difference.

The majority of the non-designated built heritage assets are related to estate and agricultural use. The Rowfant Estate is well represented, both close to the house with the remains of the glasshouses in the kitchen gardens (BH14) and the stables (BH15) to the east of the house, and in the wider landscape with two lodges (BH16 and BH22) and a number of farm buildings and cottages. Rowfant Station (BH19) and Rose Cottage (formerly Rowfant Station House, BH20) are recognisable in style as railway buildings, their interpretation made easier by the presence of the old line in the form of the Worth Way, a public footpath and bridleway. The station buildings are linked to the estate in that they were built as a condition of the railway passing through Rowfant land. There is also a reminder of the estate in the shelter provided in the west end of the station building for the use of the estate's coachman. The beginnings of the commercial activity now seen to the south of the former railway line can be seen in the presence of post-war industrial buildings at a depot at Compasses Corner.



Dwelling opposite entrance to Rowfant House drive



Rowfant Estate shelter at Railway Station



Approach to Rowfant House



Rowfant House



Cottage within LCA 2



## LCA 2: Non Designated Built Heritage Assets

Reference	Details
BH7	Old Rowfant Cottages
BH8	Old Mill House
BH9	Ley House Farm
BH10	Home Farm (farm buildings, formerly Rowfant Farm)
BH11	1 & 2 Home Farm Cottages
BH12	Home Farm (farmhouse)
BH13	Hill House, south of Home Farm
BH14	Remains of glasshouses north of Rowfant House
BH15	Stables at Rowfant House
BH16	Rowfant Lodge
BH17	Rowfant Cottage opposite Rowfant Lodge
BH18	Park View and Fern Cottage, Wallage Lane
BH19	Rowfant Station
BH20	Rose Cottage (formerly Rowfant Station House)
BH21	Industrial buildings at Compasses Corner
H22	West Lodge, Turner's Hill Road

### 4.3.7 Green space and public realm

The public open space within the LCA is limited to the PRoWs. Being a rural area, there are many green infrastructure assets, typically comprising clumps and belts of woodland, hedgerows, open fields and wetland habitats. A number of veteran trees exist within the agricultural fields or their associated field boundaries.

The green infrastructure and recreational assets in the LCA are well connected with surrounding assets, other than to the west where the M23 forms a divide in connectivity.

### 4.3.8 Views

Views from publically accessible spaces within the LCA typically are either from the roads or PRoWs. From the roads network, views are typically channelled by the vegetation either side of the road. Occasional glimpsed views over agricultural landscapes are afforded through gaps in vegetation or over field gates. Turners Hill Road has more frequent views across agricultural fields to the north within the LCA and to the south over the AONB.

Views from PRowWs are often enclosed by the mixed woodland or hedgerows however there are opportunities for longer distance views from the most elevated areas of the LCA. Such views typically comprise a foreground of agricultural land, a wooded midground and then glimpses of distant hills or wooded horizons.



**View across agricultural and wooded landscape**

## 4.4 Managing Change

The character of the Agricultural Belt described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area have changed over time. Together this provides a baseline against which change can be monitored and managed.

The evolution of the landscape will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. This section therefore considers various factors which may influence change and inform the policies set out in the Copthorne Neighbourhood Plan.

## 4.5 Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the combination of historic buildings set within an agricultural and wooded setting.

- The majority of the non-designated built heritage assets are readable as estate or agricultural buildings lending a very rural feel to the area. In particular the Rowfant House's lodges and Home Farm are strong indicators of the estate. The use of Gothic pointed arches on Rowfant Cottage is particularly attractive and along with Rowfant Lodge which it faces, lends character to the area;
- A series of millponds are located along watercourses spread throughout the LCA;
- Network of PRowWs across the LCA which includes the Worth Way / Sussex Border Path;
- Low density of public roads maintaining a tranquil and rural character;
- Rural character from the agricultural land uses and blocks of woodland;

- Fisheries and ponds providing recreational land uses within the LCA;
- The LCA's agricultural land and woodland is connected with adjacent areas of woodland outside the LCA including with the AONB;
- Consistent low density, high boundary treatments and large front gardens of built form;
- Historic sunken lanes, such as Old Hollow; and
- Characteristically rural views from PRoWs from within the LCA including of typical features such as mill ponds, woodland and agricultural land.

#### 4.5.1 Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to influence of built form and infrastructure which interrupts the rural character of the LCA:

- Part of the commercial area at Rowfant is visible from locations to the north of Rowfant House, attention should be paid to improve the screening of the area.
- The western boundary of the LCA is influenced by the M23 which reduces the tranquillity and rural character of the area, albeit very locally; and
- Lines of pylons interrupting the rural landscapes.

#### 4.5.2 Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to maintaining the rural character during development pressure on the western edge of the LCA.

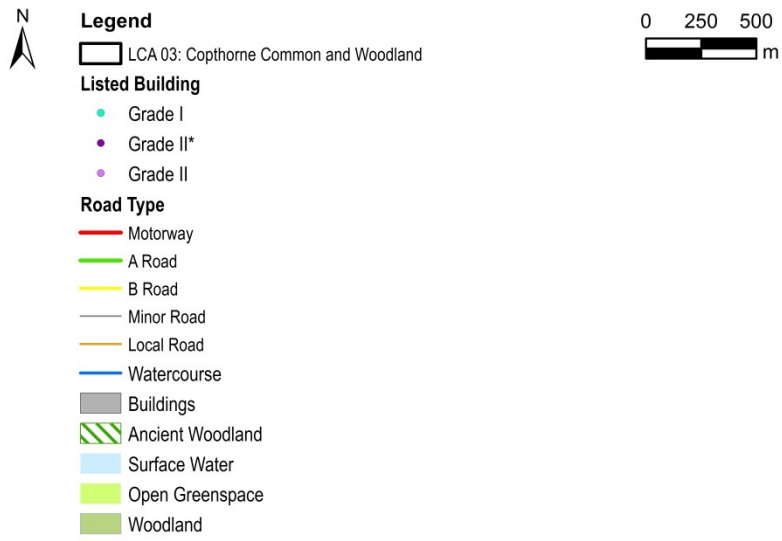
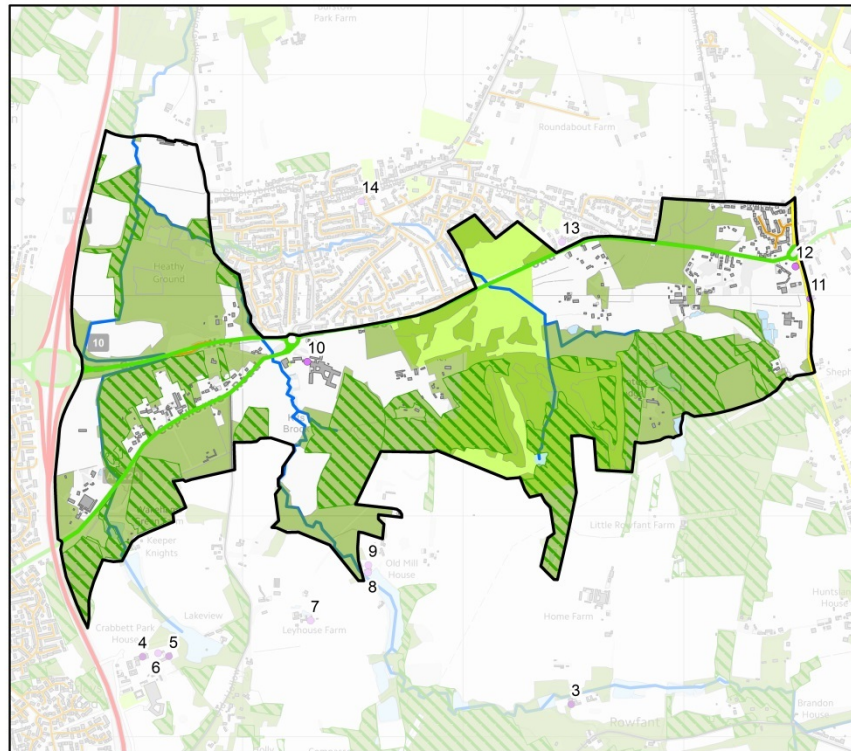
- The commercial areas to the south of the former railway line are generally well screened but expansion and/or change of use could cause negative impacts. Expansion of the commercial area to the west of the former Rowfant Station would impact on the setting of the assets there.
- Limited number of roads may not accommodate increases in population and the existing roads cannot be widened without loss of existing hedgerows or woodland;
- Increase in the number of roads would likely be of detriment to ecological and recreational connectivity;
- Established irregular field patterns are sensitive to subdivision or expansion;
- Rural character with infrequent isolated detached dwellings along the lanes or tracks would be sensitive to developments with uncharacteristic density; and
- Increasing development pressure and the reduction of tranquillity along the M23 corridor.

## 4.6 LCA03: Copthorne Common and Woodland

### 4.6.1 Key characteristics

The key characteristics of Copthorne Common and Woodland are as follows:

- A wooded landscape;
- Plentiful public access afforded by Copthorne Common, Pot Common and PRow network providing accessible recreational resources to residents of Copthorne;
- A key vehicular corridor providing access to the M23 from Copthorne, Crawley Down and further afield;
- Few urban land uses form clusters along primary roads;
- Predominantly covered by woodland interspersed by irregularly shaped agricultural fields with mixed uses scattered throughout the area; and
- A network of small streams and a number of ponds across the rounded, undulating landscape.



**Figure 7 LCA 03: Copthorne Common and Woodland**

As set out above, the character of the landscape is the result of the action and interaction of a range of natural and / or human factors. These are considered in turn below.

## Natural Factors

### 4.6.2 Topography and hydrology

The landscape is rounded and gently undulating across wide shallow valleys. There are a series of small streams flowing across the area flowing in a generally north-westerly direction with associated several ponds. The landform falls from 105m AOD in the south-eastern boundary of the LCA in the area around King's Wood to 70m AOD in the north-western corner of the LCA.



## Cultural and Social Factors

### 4.6.3 Movement and connectivity

There are a number of primary roads within the LCA. The M23 forms the western boundary to the area. Whilst the motorway is not visible from the LCA, the amount of traffic running through the area is a noticeable effect of the motorway's proximity. The Copthorne Road (A2220) bridges the M23 providing access to the neighbouring town of Crawley.

Several of the primary roads, including Copthorne Common Road, Copthorne Road, Copthorne Way and Church Lane, meet at a roundabout south of Copthorne. The roundabout is a key gateway into, and out of, Copthorne.

The LCA has a good PRow network comprising farm tracks and footpaths including the Sussex Border Path (28W). The Sussex Border Path is a 222 km long long-distance footpath in southern England that connects Thorney Island to Rye around the perimeter of Sussex. It runs on a north south axis along the eastern boundary of the LCA.

### Fishery within LCA



### A2220 Copthorne Road



### Sussex Border Path

The network of smaller footpaths includes:

- Paths crossing the rural landscape roughly on a north south axis in the west of the LCA (10W-14W) and a number in the east (29W-32W);
- Three paths (4\_1W, 4\_2W 9W and 10W) connect the network of paths to the south of the settlement of Copthorne; and
- A concentration of footpaths exist in the north-east of the LCA (15W-19W and 21W-28W)

### 4.6.4 Land use

The land use within the LCA predominantly comprises large blocks of woodland interspersed by a number of irregularly shaped agricultural fields and infrastructure corridors of the A2220, A264 and M23. A variety of mixed land uses exist within the LCA including agriculture, forestry and commercial units. Land uses relating to the urban areas outside the LCA, such as parking facilities and hotels serving Gatwick Airport, are present in the west of the area. The west of the LCA also includes petrol stations associated with the M23, large commercial units such as the Wyevale Garden Centre and light industrial yards. A pocket of residential and commercial ventures also feature east of Copthorne by the roundabout on Copthorne Common including a petrol station, takeaway and garage.



### Cluster of commercial buildings along Copthorne Common Road

### 4.6.5 Landscape structure and built form

The LCA has a concentration of commercial land uses along the primary roads including Copthorne Road (A2220), Copthorne Common Road (A264) and the M23.

The main roads in the area form a divide between the north and south of the LCA and separate the LCA from the settlement of Copthorne. Copthorne Common (managed by Copthorne Golf Club) straddles the A264. The

common's primary use is as Copthorne Golf Club however a number of footpaths cross the Common providing recreational access.

There are large areas of connected woodland stretching across the LCA interspersed with agricultural fields. Within the agricultural land are scattered farmsteads and light industrial units. The few dwellings scattered through the LCA are situated within isolated farmsteads on private tracks surrounded by structural vegetation or are in low density clusters along Copthorne Road. The low density cluster of dwellings on Copthorne Road are typically large, detached, two storey properties with varying architectural styles situated deep within the large plots behind large, tree lined hedgerows or brick walls and gateways.



Large detached properties on Copthorne Road

In the concentration of residential development east of Copthorne by the roundabout of Copthorne Common (A246) Road and Turners Hill Road (B2028); there is a small estate style development on Newlands Park. This development has an uncharacteristic suburban density of two storey, semidetached built form with private driveways and vegetated front gardens on a wide, open, meandering street with green space and mature trees.



View of residential cluster east of Copthorne

#### 4.6.6 Heritage assets

The LCA has two designated built heritage assets, the Copthorne Hotel (Grade II), originally a 16th century farmhouse and The Firs (Grade II), a mid-19th century house on the eastern edge of the area. The majority of the



built heritage comprises residential buildings, mainly cottages with clusters on Pembley Green and Cottage Place. Two farms survive to the south of Copthorne Common Road from the time before the golf course was laid out in 1892.

Non-designated built heritage assets in the area are predominantly small cottages, mainly of the 19th century. The majority are brick built and rendered and/or painted. There are larger houses at Hayheath (BH23), now divided, and at Hurst House (BH28) and South Place (BH29) Copthorne Common Road. Others on Copthorne Common Road, Carrsfarm Cottage and Beauport House were not inspected but may also be of interest.

#### LCA 2: Non Designated Built Heritage Assets

Reference	Details
BH23	Hayheath, Holly House, Hayheath Mews, The Cottage and The Bothy, Turners Hill Road
BH24	Heathview Cottages and Readers, Copthorne Common Road approx. 320m west of roundabout
BH25	4, 5 and 6 Cottage Place
BH26	2 and 3 Cottage Place
BH27	1 Cottage Place
BH28	Hurst House, Copthorne Common Road
BH29	South Place, Copthorne Common Road
BH30	West View and Malvern, Pembley Green
BH31	Oakdene (formerly two cottages) on Pembley Green
BH32	Courthouse Farm and outbuildings
BH33	Haynes Farm
BH34	Woodmans Cottages

#### 4.6.7 Green space and public realm

The LCA includes two commons, namely Copthorne Common and Pot Common. Both commons are well connected with the local PRoW network via footpaths that follow accessible tracks and trails. This provision makes this LCA a recreational resource for residents of Copthorne. The paths pass through the wooded areas and agricultural fields away from much of the surrounding development giving a sense of remoteness and tranquillity.



Pot Common - © Robin Webster

Copthorne Common is located south of Copthorne and is divided into two by Copthorne Common Road which runs east / west across the common. Copthorne Common “*comprises two contiguous areas of common land, the larger of which is managed as a golf course, but still has valuable areas of semi-natural habitat. The main interest of the site is its heathland, but it also has a mosaic of grassland types and areas of woodland*” (Sussex Biodiversity Partnership, 2010). Pot Common is an area of grassland surrounded and enclosed by deciduous woodland.

#### 4.6.8 Views

Typical views are either short views enclosed by the surrounding blocks of woodland or medium length views across agricultural fields or open land limited by adjacent woodland and an undulating rural backdrop. Views from PRowS are similarly enclosed by the vegetation but opportunities for longer views across agricultural land or of the golf course from the PRowS which cross them can be experienced. Some views of agricultural landscapes include manmade features such as pylons, agricultural vehicles or caravans.



View of Copthorne Golf Club



**View across Copthorne Golf Course**



**View across agricultural landscape**



**View along the PRowS**

Longer views can be experienced along the roads which are often framed by the vegetation or development.



View along Copthorne Common Road

Copthorne Common and rural areas surrounding Copthorne provide a verdant backdrop for the settlement and other development within the LCA.

## 4.7 Managing Change

The character of Copthorne Common and Woodland described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area have changed over time. Together this provides a baseline against which change can be monitored and managed.

The evolution of the landscape will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. This section therefore considers various factors which may influence change and inform the policies set out in the Copthorne neighbourhood plan.

### 4.7.1 Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the amenity value and rural character provided by the woodland and network of PRoW within proximity to residential areas:

- The large number of mainly 19th century cottages attests to the area's recent past and adds character to the area. The majority are kept in good condition and while amendments have been made the worst excesses of late 20th century home improvement have been avoided. The larger properties have also been well kept which adds to the area's character.
- The extensive network of paths including the long distance Sussex Border Path;
- The roundabout on Copthorne Common Road (A220) acts as a node and a gateway to the LCA to the settlement of Copthorne;
- Large areas of woodland which have a high degree of connectivity stretching across the LCA west to east and have a rural character and provide a sense of enclosure and tranquillity;
- Large areas of common land within the LCA well connected to the PRoWs and easily accessed from the surrounding settlements and feature areas important for biodiversity;
- Views typically are of rural landscapes; either of woodland or agricultural landscapes;
- Copthorne Common and rural areas surrounding Copthorne provide a verdant backdrop for the settlement; and
- The area of Copthorne Common within the settlement envelope of Copthorne north of Copthorne Common Road bringing green infrastructure into the settlement.

#### 4.7.2 Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to the juxtaposition of urban developments or infrastructure within a rural setting:

- The presence of the commercial activity on the A2220 and A264 Copthorne Common Road is incongruous in an otherwise rural setting. In places, modern shop fronts detract from what might otherwise be counted as a non-designated built heritage asset.
- The lines of severance in the landscape caused by the primary roads in the area including the M23, A2220 and A264. Some measures have been implemented to aid pedestrian accessibility but further provision would further recreational connectivity;
- Suburban density of development on Newlands Park which is more characteristic of post war Copthorne;
- Presence of manmade features in views of agricultural landscapes such as pylons, agricultural vehicles or caravans; and
- Land uses with urban characteristics which cater to surrounding urban areas.

#### 4.7.3 Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to the changing of rural land uses to urban land uses:

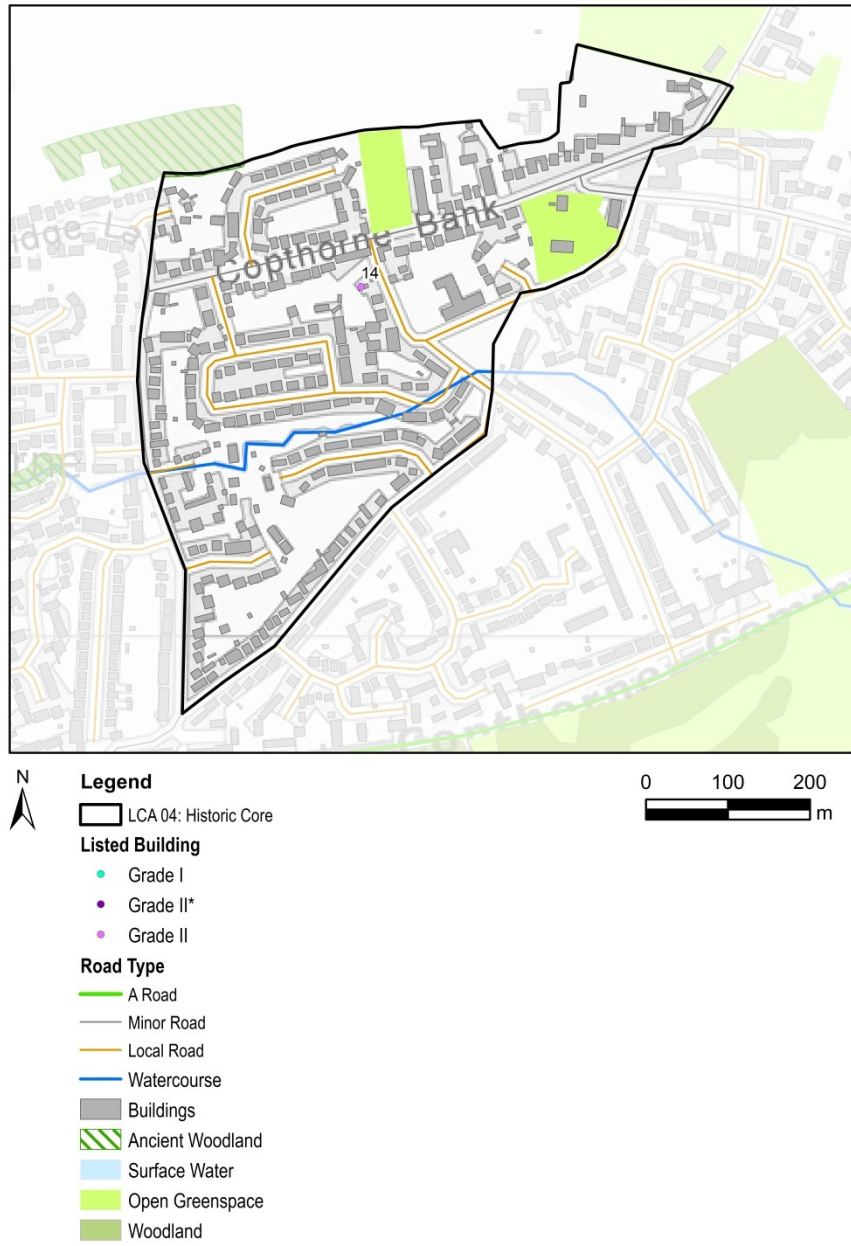
- The area is sensitive to the growth of the commercial area towards the east end of Copthorne Common Road; the expansion of the Copthorne Hotel between its northern boundary and the A264 Copthorne Common Road; and from expansion of the APH parking site at the junction of the M23 and Copthorne Way.
- The LCA has lines of severance along transport corridors which could be exacerbated by inappropriately located or orientated development;
- The large amount of rural land is sensitive to developments with contrasting urban or industrial character; and
- Development within the LCA would change the rural character and verdant backdrop of views from Copthorne and developments within the LCA.

## 4.8 LCA04: Historic Core

### 4.8.1 Key characteristics

The key characteristics of the Historic Core are as follows:

- Residential area with clusters of commercial activity on Copthorne Bank and Church Road;
- A number of historic buildings contributing to a rich sense of place;
- The village green forms a key focus of the LCA;
- Short footpaths, locally known as 'Twittens', between residential streets increase pedestrian permeability across the area;
- The pallet of materials most commonly features red or brown bricks and red roof and hung tiles with details including as red brick quoins or red brick bands surrounding windows;
- The LCA features some infill development with higher density of post war development; and
- Two of the LCA boundaries are defined by Brookhill Road and Church Lane.



**Figure 8 LCA 04: Historic Core**

As set out above, the character of the landscape is the result of the action and interaction of a range of natural and / or human factors. These are considered in turn below

## Natural Factors

### 4.8.2 Topography and hydrology

The LCA is very gently undulating. Copthorne Brook, a tributary of the Burstow Stream, flows through the base of a very shallow valley that descends southward from Copthorne Bank toward The Green before rising toward Copthorne Common Road. Copthorne Bank sits at approximately 80m AOD at its tallest point. The lowest point of the LCA sits at approximately 70m AOD where the Copthorne Brook crosses Brookhill Road.

Copthorne Brook passes through the LCA heading toward the Burstow Stream west of the LCA. The brook is briefly visible at the bottom of the village green and it has influenced the name of Brook View cul-de-sac.



**Copthorne Brook**

## Cultural and Social Factors

### 4.8.3 Movement and connectivity

Brookhill Road and Copthorne Bank form the main vehicular routes through the LCA. Brookhill Road travels on a north-south axis on the western edge of the LCA. Its southern end leads from the roundabout south-west of Copthorne, making a key gateway into the historic core. It is a wide two-lane road with occasional junctions providing access to residential streets and cul-de-sacs such as Brook View. Typically it has pavements both sides, an intermittent green verge and laybys with parked cars. Traditional cottages tend to line the road with occasional larger homes set back behind driveways.



**Twitten cutting through residential areas**



Copthorne Bank spans the northern portion of the LCA from east to west. It is a wide two lane road with pavements on both sides and a series of parking laybys. Residential streets such as Meadow Approach and Roffey's Close lead perpendicular from the main road. A bend in the road on the north eastern corner of the Neighbourhood Area forms a gateway into the LCA.



#### The bend in Copthorne Bank marking the gateway into the LCA

Church Road, The Green and Church Lane comprise residential through-roads. Church Lane defines the southern boundary of the LCA. It is an open, unmarked, two lane street with occasional street lighting, on street parking, green verges and pavements along both sides of the street.

Church Road is enclosed by a variety of built and vegetated structures from buildings on Copthorne Bank, wooden back garden boundary fences, hedges and trees. The road is wider between the village green and Bowers Arms Road where the enclosing hedges are further from the road and built form is often set back behind front gardens. It is most open in the location adjacent to the village green. The Green is a short road along the western boundary of the village green with similar characteristics to the widest parts of Church Road.



#### Copthorne village green with PRow

There are several short linear footpaths within the LCA which improve accessibility through the residential areas for pedestrians: 100W, 3W and 7W. 3W is the longest path; a narrow paved path passing behind back garden fences or hedges. 7W passes across the eastern boundary of the village green.

#### 4.8.4 Land use

The LCA is primarily residential. Irregular hubs of commercial activity are located on Brookhill Road and Copthorne Bank including an estate agent, pub, takeaway outlets and shops. A number of shops are also located on Church Road, leading toward The Green where community features are located including Copthorne Church of England School and St John the Evangelist Church of England Church. The limited number commercial premises, and high proportion of independent shops, help to maintain the rural character of the Historic Core LCA.



#### Scattered commercial activity

#### 4.8.5 Urban structure and built form

The settlement is structured around the primary roads of Brookhill Road and Copthorne Bank. Buildings located on these roads are typically two storeys, semidetached, residential dwellings which are regularly spaced with vegetated front gardens and boundary treatments. The houses are typically set back a small way from the street and include personalisation in the form of plaques or numbering. Properties, such as the historic farmworker cottages on Brookhill Road, typically include subtle but varied brickwork that promotes individual character and interest to the properties.



#### Individual detailing of cottages



#### Semi-detached cottages on Church Lane, set behind low boundary treatments

A substantial proportion of the cottages have converted front gardens to accommodate driveways.

Along the primary roads of the LCA the buildings have commercial frontage features on the ground floor with colourful signs. The roofscape typically features hipped or gable roofs although some buildings, typically the more contemporary on the main streets, feature roofs with more complexity with hip roofs intersected with multiple gable ends and gable dormer windows. The pallet of materials most commonly features red or brown bricks and red roof and hung tiles.

A common architectural detailing on the historic buildings is red brick quoins or red brick bands surrounding windows which subtly stand out from brown brick façades.

A number of properties have undergone recent renovation works. Some such works are utilising modern faux weatherboarding cladding which appears incongruous with the traditional materials of the historic buildings typical of the LCA.



### Faux weatherboarding

The cul-de-sacs and small looping developments behind the primary roads; such as that along The Meadow, are more recent post war infill developments with quieter, narrower, more enclosed residential streets with a higher density of post war dwellings than the historic areas of the LCA.



### Example of post war in-fill development behind the historic properties that line the main roads

The majority of community features are focused around the village green and church which has a less dense urban grain due to the presence of many open or green spaces including the school playing area, the Copthorne Bank Play Area and greenspace, church graveyard and the village green triangle.

#### 4.8.6 Heritage assets

The LCA contains a single designated built heritage asset, the Grade II listed Simmonds Cottage which dates to c. 1600. Heritage assets in the LCA present a record of the historic life of the village in the form of the Church of St John the Evangelist (BH37); Copthorne CE Junior School (BH39); The Prince Albert Public House (BH35); the former butcher's shop (BH44) and the former bakery (BH45).



#### Former butcher's shop, post office and bakery

In addition to these community buildings residential buildings, mostly in the form of late 19th and early 20th century cottages, are well represented on Copthorne Bank, Brookhill Road and Church Lane. Most examples have gabled roofs but there are some slightly larger versions with hipped roofs and ground floor bay windows. Larger houses are not well represented but the six-bay St John's Cottage (BH40) appears always to have been a single unit.



#### St John's Church

#### LCA 4: Non Designated Built Heritage Assets

Reference	Details
BH35	The Prince Albert Public House
BH36	Footpath Cottage
BH37	Church of St. John the Evangelist
BH38	Lych Gate
BH39	Copthorne CE Junior School
BH40	St. John's Cottage
BH41	Remains of farm buildings, wall and gate pier once associated with Bank Farm, later the Franciscan Convent School
BH42	Convent wall
BH43	Stinkpipe in front of convent wall
BH44	Claremont (former butcher's shop)
BH45	The Old Bakery
BH46	Albury Cottage and Ranmore Cottage
BH47	3 South Bank and Hydrangea Cottage
BH48	Sunnyside, west of Roffley's Close
BH49	South Bank and Hendersyde, Copthorne Bank
BH50	Hollyheart Cottage
BH51	Cottages on east side of Brookhill Road
BH52	Farm View Cottages
BH53	3 & 5; 7 & 9; and 11 & 13 Church Lane
BH54	Cottages on Church Lane
BH55	65 (Ivy Cottage) and 67 Church Lane
BH56	Boundary Wall on east side of The Green
BH35	The Prince Albert Public House



**St. John's Church lychgate, graveyard and spire**

#### 4.8.7 Green space and public realm

There are two primary open spaces within the LCA. The village green is an open triangle of lawn with a variety of trees and benches to the periphery and a thicket of trees surrounding the Copthorne Brook at the bottom of the green. The village green gives an openness to the area, provides a focus for community activity and affords views towards St. John's Church.



**Copthorne village green**

Copthorne Bank Play Area is located north of Copthorne Bank. The area provides space and equipment for children's recreation.



### Copthorne Bank Play Area

There are frequent green verges and some larger incidental greenspaces such as the triangle of grass between Copthorne Bank and Borers Arms Road. These green spaces provide green infrastructure and give the streets an open and rural character.

#### 4.8.8 Views

Views are typically channelled along roads or very limited by built form. The spire of St. John's Church provides a local landmark that is frequently visible from throughout the LCA.





View of overhead cables in Copthorne



Channelled view looking east along Copthorne Bank

## 4.9 Managing Change

The character of Historic Core described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area have changed over time. Together this provides a baseline against which change can be monitored and managed.

The evolution of the landscape will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. This section therefore considers various factors which may influence change and inform the policies set out in the Copthorne Neighbourhood Plan.

#### 4.9.1 Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the number of historic properties throughout the LCA.

- The LCA contains a large number of non-designated built heritage assets, mainly well maintained, which contribute to the character of the village;
- Modern infill has been sensitive in general with the widespread use of red brick achieving a blend of old and new;
- The setting of the church within its churchyard and the CE Junior School facing The Green in particular contribute to the character of the village and the walk to them from Copthorne Bank along Church Road has a village feel only slightly suburbanised by modern buildings;
- Although there are no large houses left in the LCA the former boundary walls BH41 and BH56 are evidence of their former presence;
- Copthorne Brook is visible at the bottom of the village green;
- There are small PRoWs which provide easy pedestrian access through the settlement and the residential streets and further public rights of way which link to a wider network outside the LCA;
- A number of heritage assets are clustered along the primary roads of the LCA;
- Community features are focused around the village green creating a social hub to the settlement; and
- Wide residential roads with an established rhythm and spacing of consistently sized dwellings, vegetated front gardens and or front boundary treatments.

#### 4.9.2 Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to the loss of character through insensitive new development.

- The modern shop fronts at the east end of Copthorne Bank and on Church Road are dominant in the streetscape and the latter detracts from the setting of the CE Junior School (BH36) and Footpath Cottage (BH36). The 19th school building and the late 20th century school hall, though in very different styles, are both attractive but the single story structure that links the two is of poor quality and detracts from the asset.
- The majority of non-designated heritage assets have been sensitively renovated but there are examples of unsuitable additions and use of materials (e.g. stone cladding) that detract from the character of the village. Sensitive renovation and extension should be encouraged, especially in the most historic parts of the village on Copthorne Bank and in the setting of the church and CE Junior School.
- Density of infill developments do not reflect the original settlement pattern with narrower, more enclosed residential streets;
- The increasing number of properties that are being fitted with faux weatherboarding in renovations;
- Overhead power / phone cables which, in places, create a cluttered scene; and
- The number of front gardens that are being converted to driveways has a cumulative negative effect on the character of the streets.

#### 4.9.3 Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to the character and density of new development.

- Density of development is established on the Copthorne's primary streets with an established rhythm, height and spacing of built form which would be sensitive to wider plot sizes, or wider or taller building frontages;

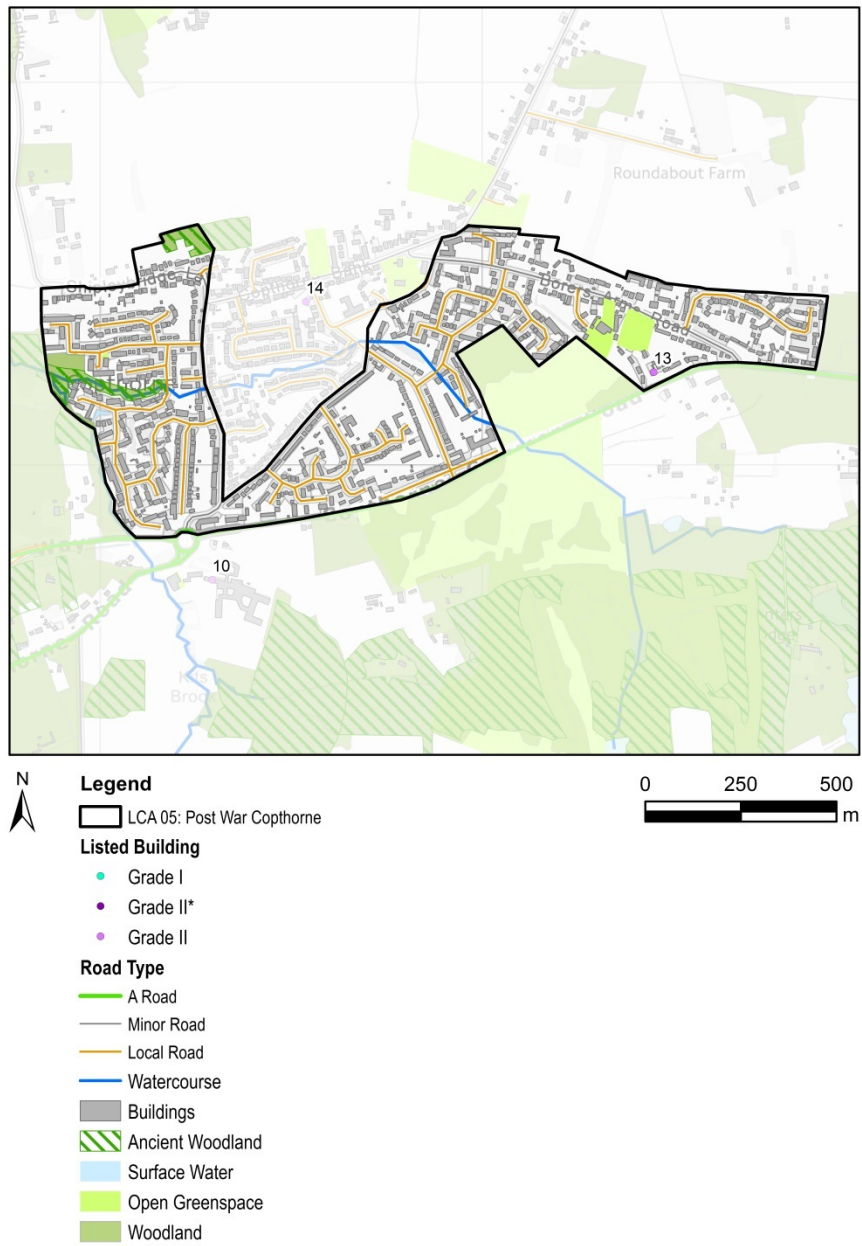
- Apart from the shop front at the east end of Copthorne Bank commercial signage on the road is discrete and does not unduly affect the setting of heritage assets in the area. As the village's shopping street Copthorne Bank is however sensitive to change and appropriate signage of new commercial concerns should be encouraged; and
- The paving over of driveways is in evidence and should be discouraged, both for existing properties and new builds.

## 4.10 LCA05: Post War Copthorne

### 4.10.1 Key characteristics

The key characteristics of Post War Copthorne are as follows:

- The southern boundary of the LCA is defined by Copthorne Common Road (A264);
- The LCA is almost exclusively a residential area with a regular structure to the residential developments of a singular loop of residential streets with many short cul-de-sacs;
- The LCA is comprised mostly of two storey, post-war developments which have grown from the Historic Core with a suburban density of built form;
- Blocks of development with similar architectural styles form localised character to individual streets;
- There are several examples of heritage assets and pre-war built form within the LCA; and
- Trees in green verges (including several mature trees) and front gardens create a verdant street scene.



**Figure 9 LCA 05: Post War Copthorne**

As set out above, the character of the landscape is the result of the action and interaction of a range of natural and / or human factors. These are considered in turn on the following page.

## Natural Factors

### 4.10.2 Topography and hydrology

The LCA has gentle gradient from the lowest point in the west of the LCA at 70m AOD to the highest point in the east at 90m AOD. The Copthorne Brook meanders from west to east through a wide, shallow valley with gently sloping sides. The most notable gradient is from Borers Arms Road where views are afforded across the shallow valley.

## Cultural and Social Factors

### 4.10.3 Movement and connectivity

The primary roads within the LCA are Borers Arms Road and Brookhill Road / Shipley Bridge Lane which link to roads or settlements beyond Copthorne. The roads are two lanes wide with adjoining residential streets or cul-de-sacs. Typically the roads have pavements on one or both sides and intermittent green verges. The roads are enclosed by houses, which are typically set behind low boundary treatments; often brick walls or hedges.

Brookhill Road marks the LCA boundary with the Historic Core LCA. The southern boundary of the LCA follows Copthorne Common Road (A264) which is screened by a vegetated verge, limiting the effect of the road on the character of the area.

Most of the road network within the LCA is made up of residential streets and cul-de-sacs. Through roads, such as Fairway, typically provide primary access to many short cul-de-sacs.



### Short cul-de-sacs with built form spaced around a turning circle

The residential streets are mostly wide with pavements, on street parking and private driveways. Pockets of green infrastructure are located throughout the area in the form of green verges, street tree planting and vegetated front gardens. Some roads, such as Calluna Drive, include mature trees.



**Mature trees within residential areas**

There are several short footpaths, within the LCA 4W, 445Sy and 446Sy which pass between properties leading toward the rural surroundings. 446Sy and 445Sy leads north out of the LCA toward the Tandridge Border Path long distance trail and 4W heads toward Cophorne Common.

#### 4.10.4 Land use

The area is almost exclusively residential with a suburban density of housing. There are localised clusters of commercial ventures in the east of the LCA adjacent to Borers Arms Road and along Cophorne Common Road in the east of the LCA including a petrol station and grocery store.

Within the residential areas are several localised different land uses including Fairway Infant School which is within the residential area and the Cophorne Golf Club and shop and sheltered housing developments which are to the peripheries of the LCA.



**Fairway Infant School**



**Cophorne Golf Club**



**The Gables**

#### 4.10.5 Urban structure and built form

The primary streets through the LCA tend to be characterised by larger, older dwellings atypical for the LCA. The properties are larger and set back further from the road with more pronounced front boundary treatments and vegetation.



**Larger built form of the LCA along primary roads**

On the primary streets adjacent to the Historic Core LCA both pre-war and post-war developments are juxtaposed on opposite sides of the street.



The built form appears to have been developed in blocks with repeating styles set out on individual streets or development phases.



Repeating styles of built form along Lashmere



Repeating styles of built form along Erica Way



Repeating styles of built form along Oak Close

These developments include some variation in building type, materials and detailing which avoids a monotonous character.

On a typical residential street, dwellings are one or two storey detached or semi-detached with narrow gaps between them and a relatively high built density. The built form is set back behind generous front gardens and green verges, often including street trees which maintain an open character. There is a degree of consistency of architectural styles, details and materials within localised areas, along individual residential areas but are less consistent from one block to another.

Along the winding residential streets and cul-de-sacs there is an irregular pattern of built form alignment and correspondingly irregularly shaped pockets of greenspace such as that on Knowle Drive or Calluna Drive.



**Greenspace on Knowle Drive**



**Greenspace on Calluna Drive**

Within the LCA are instances of pre-war buildings in a cluster on Newtown and several examples of post war buildings adopting materials and details associated with the Historic Core LCA's built form such as The Gables development or the housing in Francis Gardens.



### The Gables

Features of the heritage buildings include decorative bullnose hung red tiles on the first floor with red brick below and brick quoins.

#### 4.10.6 Heritage assets

There is a single designated built heritage asset in the LCA; the Grade II listed Tye Cottage on Copthorne Common Road. In heritage terms the LCA is characterised by larger houses than are present in the Historic Core LCA including 19th century examples of Copthorne Road (BH60) and Copthorne Common Road (BH57, BH58) and a 20th century example on Borers Arms Road (BH64). Standard gabled cottages are also present on New Town which is a late 19th century development despite its name.

#### LCA 5: Non Designated Built Heritage Assets

Reference	Details
BH57	Hurst House, Copthorne Common Road
BH58	Gatwick Grove, Copthorne Common Road
BH59	Vine Cottage near corner of Copthorne Road and New Town. The cottage on the corner itself has been too heavily amended to be added.
BH60	The Orchard on Copthorne Road approx. 80m west of corner of New Town
BH61	Cottages on Newtown. Most have been amended but 5 & 6 are largely unchanged
BH62	Wall south of cottages on Newtown.
BH63	Apple Tree Cottage, Borer's Arms Road
BH64	Goffs House.
BH57	Hurst House, Copthorne Common Road
BH58	Gatwick Grove, Copthorne Common Road
BH59	Vine Cottage near corner of Copthorne Road and New Town.
BH60	The Orchard on Copthorne Road approx. 80m west of corner of New Town

#### 4.10.7 Green space and public realm

Most green infrastructure of the LCA is within private gardens. There is a semi-natural greenspace within the river corridor and pockets of woodland exist in proximity with Beechey Close. Green verges and street trees contribute to the softening of the street scene and to the green infrastructure of much of the LCA. In some locations the green verges have been damaged by vehicles resulting in a piecemeal approach to protect the verges with a variety of bollards or reinforcement for the grass across the LCA.



Variety of approaches across the LCA to preserve the green verges

One of the areas with established green infrastructure is an informal path between Calluna Drive and Bridgelands, pictured below



Informal Path between Calluna Drive and Bridgelands

#### 4.10.8 Views

Views within the LCA are typically of the residential streets with dwellings, boundary treatments and green infrastructure dominating foreground with further properties in the midground and a tree lined backdrop either from trees in back gardens or of the vegetation in the surrounding rural areas.



**Typical residential view**

Within the residential streets it is often possible to see the properties on adjacent streets through the gaps between neighbouring properties. Longer views within the LCA are possible along primary streets or along straight residential streets such as Newtown.



**View along Borers Arms Road**



View along Newtown

It is possible to see some infrastructural elements such as a phone mast over the built form on Lashmere or of Cophorne Common Road. Low flying aircraft relating to Gatwick Airport are visible from much of the LCA.



Low flying aircraft of Gatwick Airport

## 4.11 Managing Change

The character of Post War Cophorne described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area have changed over time. Together this provides a baseline against which change can be monitored and managed.

The evolution of the landscape will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. This section therefore considers various factors which may influence change and inform the policies set out in the Cophorne Neighbourhood Plan.

#### 4.11.1 Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the integration of green infrastructure into the residential areas of Copthorne:

- The larger properties, many of them built on former farmland sold as building plots in the late 19th century indicate the popularity of the area in the decades after the railway was built. Built in differing styles they give a prosperous feel to the village.
- Roads with pavements and connecting footways providing good pedestrian accessibility throughout the LCA;
- Green verges line most streets throughout the LCA;
- Screening vegetation along most of Copthorne Common Road (A264);
- Open nature of residential streets;
- Connections of public rights of way toward Tandridge Border Path and rural recreational spaces;
- Some instances of attempts to replicate pre-war built form materials and details;
- Several pre-war developments located within the LCA; and
- Some areas with mature vegetation have been preserved such as along the river corridor or along the informal path between Calluna Drive and Bridgelands.

#### 4.11.2 Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to the density and arrangement of residential buildings:

- Traffic is very heavy on Copthorne Common Road and is likely to increase further if development is undertaken to the east of the village resulting in a greater impact on built heritage. Use of Copthorne Bank as a rat run would also impact on heritage and should be discouraged; and
- Damage to green verges from parking vehicles and bollards or other mitigation strategies have been put in place with no conformity.

#### 4.11.3 Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to the green infrastructure within the residential spaces of the LCA:

- Amalgamation of properties on Copthorne Road into larger building plots has occurred to the east of Newtown. The area to the west is sensitive to the same effect. If such work is approved, conditions should be applied to ensure that the street does not become a continuous homogeneous frontage. The part of Copthorne Golf Club to the north of Copthorne Common Road is a sensitive area and development on it would deprive the village of an important green space;
- Loss of the buffer of vegetation on the north side of Copthorne Common Road (A264) would increase the effect of the road on the character of the area;
- Loss of green infrastructure i.e. green verges, street trees, paving over front gardens etc. in the street scene would alter the verdant character of the streets;
- The development styles which creates a localised character and constancy within a street or small area could be repeated to a scale which creates a monotonous character; and
- The loss of front gardens to driveways would represent a notable loss to the LCA's green infrastructure would.

## 5. Managing Change

The character of Copthorne described above is the result of a range of interactions between natural and human processes. Together this provides a baseline against which change can be monitored and managed. The evolution of the landscape will continue and therefore the management of change is essential to ensure that sustainable social environmental and economic outcomes are achieved. This section considers various factors which may influence change and inform the policies in the Copthorne Neighbourhood Plan.

### 5.1 Managing Change across the Neighbourhood Area

#### 5.1.1 Positive aspects of character

- A rural character prevails despite proximity to the large town of Crawley;
- The almost continuous wooded arc to the south of Copthorne providing recreational access and rural character;
- Distinctive phases of settlement clustered around the historic core of the village;
- Survival of many historic assets that contribute to the character and identity of the Neighbourhood Area;
- The remnants of historic estate landscape that are visible in the rural areas;
- The variety of habitats provided in the rural character areas;
- The agricultural and wooded landscape surrounding Copthorne provides a tranquil and accessible recreational resource; and
- The amount of green features scattered throughout the built up areas, including street trees, greens and verges.

#### 5.1.2 Issues to be addressed

- Lines of pylons through woodland and across open agricultural land are a degrading feature that, in places, become the focus of the landscape;
- The lines of severance in the landscape caused by the primary roads in the area including the M23, A2220 and A264. Some measures have been implemented to aid pedestrian accessibility but further provision would further recreational connectivity. Consideration should also be given to habitat connectivity to enhance the ecological network.

#### 5.1.3 Sensitivity to change

- Development pressure on the M23 corridor has resulted in new commercial developments that are not in keeping with residential and rural character of the area. Further large scale development has potential to degrade the character of the landscape if not carefully designed and screened;
- The historic character of built form is sensitive to the unsympathetic restoration of non-designated heritage assets;
- The sense of tranquillity and rural character is sensitive to the expansion of, or additional, commercial operations along the primary road network. Design principles should guide new development in the rural areas;
- Future residential developments have potential to adversely affect the Neighbourhood Area's PRoW network through overuse; and
- Build development across the developed LCAs is typically relatively low density and rarely exceeds two storeys. The rural character of the area would be sensitive to the introduction of tall or dense new developments.



#### 5.1.4 Character management principles

The character of Copthorne Neighbourhood Area results from the integrity of historic assets set within a rural landscape. Principles for managing change should focus on sustaining, reinforcing or enhancing those aspects which contribute to the historic and rural character of the Neighbourhood Area. The following general principles should be considered when defining policies in respect to heritage and character:

- Monitor the usage of the PRoW network and prepare a management plan should growing numbers threaten the quality and character of the network;
- Prepare design principles to guide future development along the M23 corridor to protect the integrity of the landscape character; and
- New development should respond to the local settlement pattern, scale and diversity of existing development.

## 6. Next steps and sources of further information

This study is intended to provide evidence to support the development of policies with respect to heritage and character for the Copthorne Neighbourhood Plan. As such, it does not provide a comprehensive overview of the contribution of individual buildings, streets or spaces to the character of the area. It should be considered alongside other evidence gathered through the plan making process, such as detailed policy reviews, consultation responses and site options assessments and the evidence base of the Mid Sussex District Council's Local Plan.

Other work which would strengthen the evidence base and provide a basis to monitor and manage future change includes:

- Design guidelines to inform future development in terms of, for example, size, scale, density, layout use of materials and boundary treatments in order to maintain the existing character within the rural setting;
- Develop a strategy to preserve front gardens within the settlement of Copthorne and enhance streetscape to retain the verdant and rural characteristics of the area;
- A Transport and Parking Study and Strategy to address parking related issues affecting green verges in the area;
- Develop a Countryside Management Strategy which would consolidate strategies about:
  - Landscape conservation to preserve and enhance the landscape;
  - Biodiversity and nature conservation to preserve and enhance biodiversity;
  - Countryside access and recreation to consider access issues;
  - Environmental education to raise awareness of those living or accessing the area of environmental issues; and
  - Sustainable development and rural economy to preserve characteristic productive rural landscapes.

A wealth of further information and support is available to assist Copthorne Neighbourhood Plan Steering Committee in applying the principles set out in this assessment. The Locality website is a useful starting point and is updated regularly. Current guidance which may be of interest includes:

Design in Neighbourhood Planning, July 2018: <https://neighbourhoodplanning.org/toolkits-andguidance/good-design-neighbourhood-planning/>

Further technical support is also available to priority neighbourhood planning groups and forums through Locality, funded by DCLG. The other packages of support currently available are:

- Housing Needs Assessment (HNA)
- Site Options and Assessment
- Environmental Impact Assessment (EIA)
- Evidence Base and Policy Development (EBPD)
- Strategic Environmental Assessment (SEA)
- Masterplanning
- Design including Design Codes
- Habitats Regulations Assessment (HRA)
- Plan Health Check Review

Further information is available in the Neighbourhood Planning Grant Guidance Notes produced by Locality:

<https://neighbourhoodplanning.org/>

## 7. References

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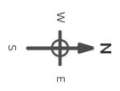
# Appendix A - Historic maps



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**Map Name:** County Series  
**Map date:** 1874  
**Scale:** 1:10,560  
**Printed at:** 1:10,560



Surveyed 1874  
Edition 1874  
Copyright N/A  
Levelled N/A



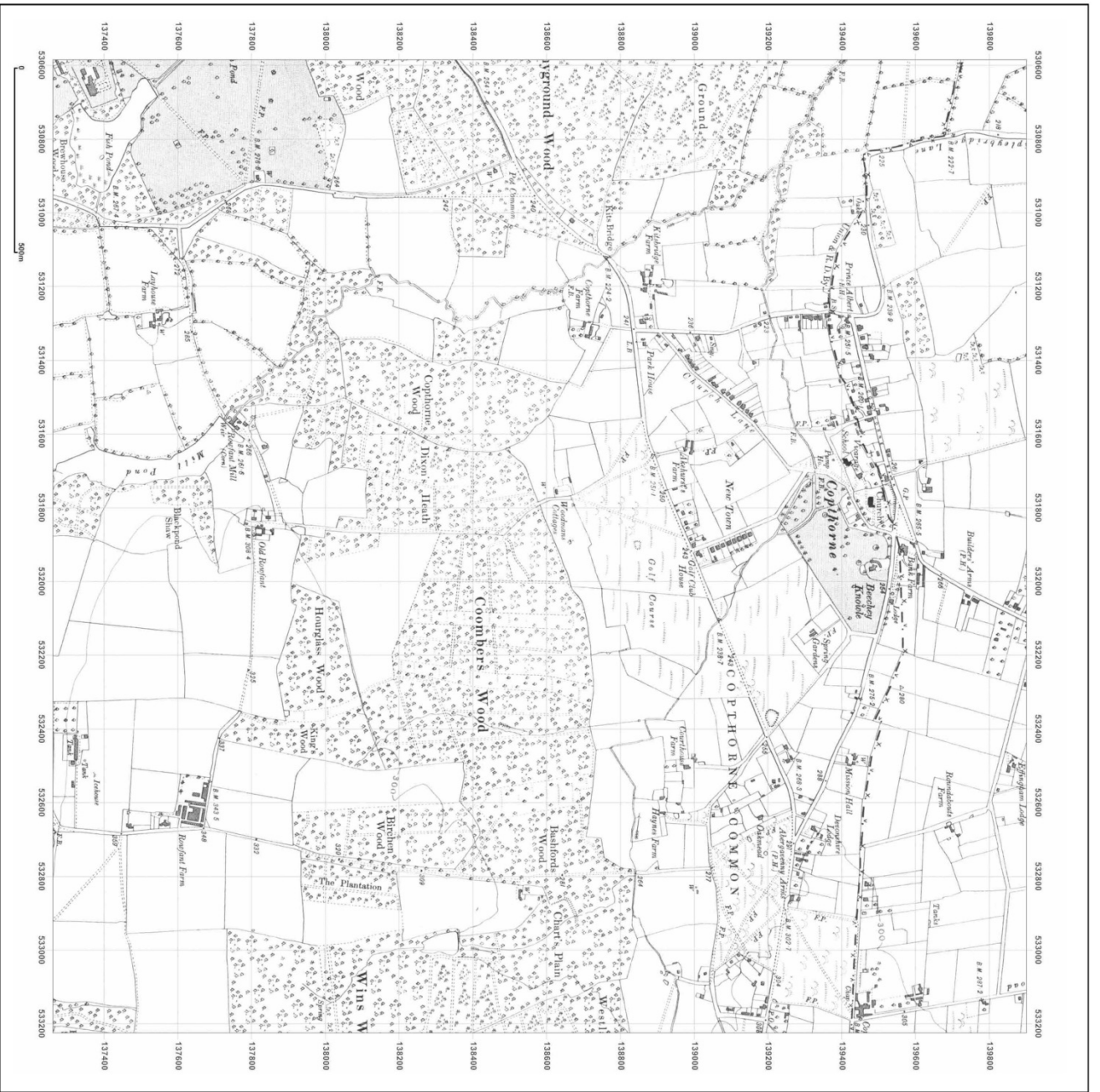
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Map legend available at:  
[www.groundsure.com/sites/default/files/groundsure\\_legend.pdf](http://www.groundsure.com/sites/default/files/groundsure_legend.pdf)



**Site Details:**

1914-A3PDE-10000.

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**Map Name:** County Series

**Map date:** 1914

**Scale:** 1:10,560

**Printed at:** 1:10,560



Surveyed 1870  
 Revised 1914  
 Edition 1914  
 Copyright N/A  
 Levelled N/A



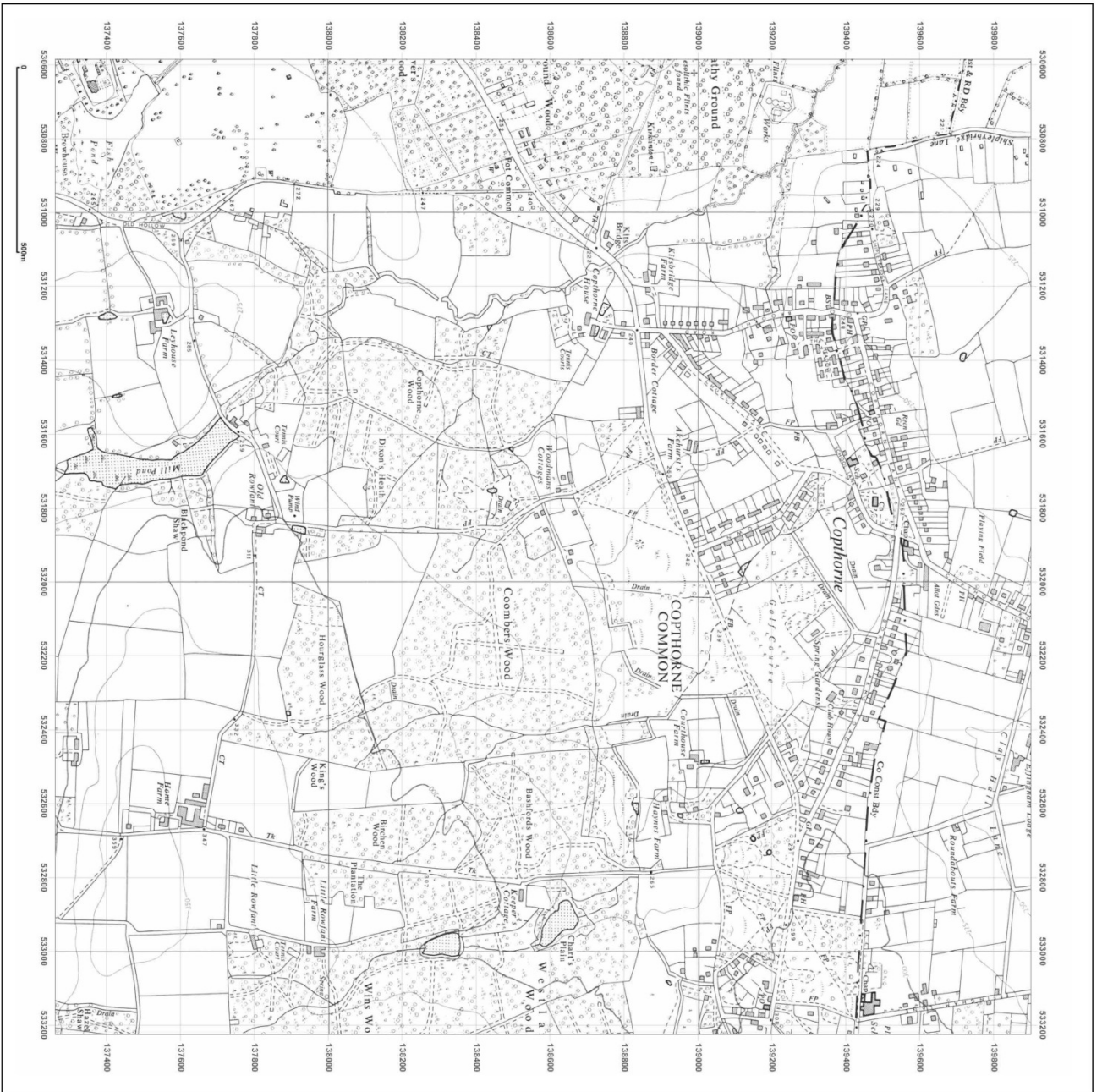
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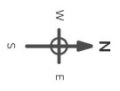
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**Scale:** 1:10,560  
**Printed at:** 1:10,560



Surveyed 1874  
Revised 1875  
Edition N/A  
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## Appendix B - Schedule of heritage assets

ID	LIST ENTRY	NAME	GRADE	EASTING	NORTHING	LIST DATE
1	1025537	WORTH HALL	II	532026	136164	11/05/1983
2	1284441	RUSHMORE COTTAGE	II	530796	136820	11/05/1983
3	1354912	ROWFANT HOUSE	II*	532490	137147	28/10/1957
		THE TENNIS COURT AND ORANGERY AT				
4	1025536	CRABBET PARK	II*	530547	137363	11/05/1983
5	1025535	CRABBET PARK	II*	530666	137365	27/09/1962
6	1182646	PEAR TREE HOUSE, CRABBET PARK	II	530617	137379	11/05/1983
7	1025570	LEY HOUSE	II	531308	137527	28/10/1957
8	1354890	ROWFANT MILL	II	531568	137744	11/05/1983
9	1354908	ROWFANT MILL HOUSE	II	531570	137778	11/05/1983
10	1354887	COPTHORNE HOTEL	II	531293	138700	11/05/1983
		LARGE BARN TO SOUTH WEST OF				
11	1372077	POPLARS PLACE	II	533574	138986	26/11/1987
12	1025539	THE FIRS	II	533506	139132	11/05/1983
13	1025565	TYE COTTAGE	II	532448	139243	11/05/1983
14	1039928	SIMMONDS COTTAGE	II	531538	139427	23/11/1993

