

Horsham Town Design Statement

**Horsham Town Design Statement Supplementary Planning Document
December 2008**





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Introduction

The Horsham we cherish today is the product of centuries of change; we cannot prevent it. If the town is to continue to flourish it must evolve to meet the changing needs of society. But change can be managed in ways that respect and enhance the aspects that we value.

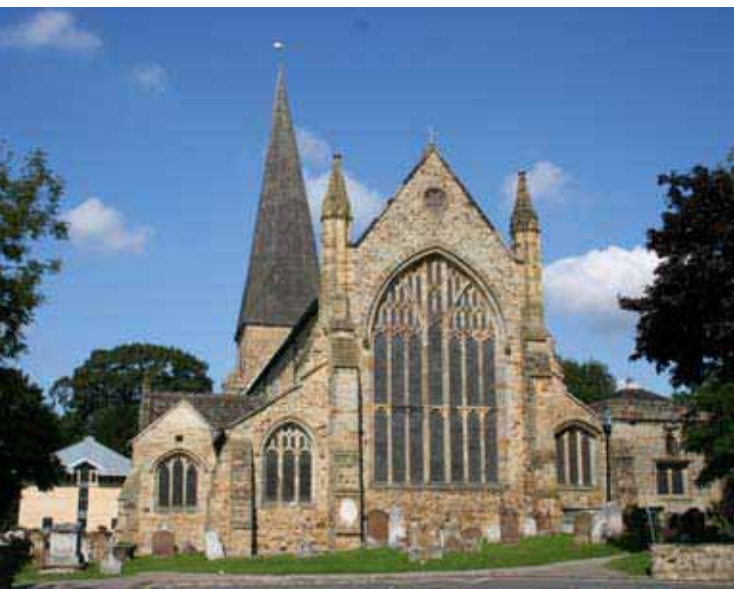
The aim of the Horsham Town Design Statement is to ensure that any future development and change in Horsham is based on an understanding of the town's history and present character.

It builds on earlier Neighbourhood Character Assessments and draws attention to what is special about Horsham; its setting, buildings, streetscapes, open spaces, areas of special character and its links to the surrounding countryside.

The Design Statement sets out a vision for the future and provides guidelines to assist developers, planners, architects and members of the public wishing to build or renovate properties. The aim is to encourage high quality design whether for a small house extension or a large housing or commercial development.

The Design Statement has been produced by and on behalf of the community and has been adopted by Horsham District Council as a Supplementary Planning Document.

Photo: St Mary's Church



Historical setting

There is evidence of occupation in the Horsham area some 9,000 years ago, and flint flakes and worked tools from the Mesolithic period were excavated when the by-pass was constructed. Material from the much more recent Roman period has also been unearthed, and an ancient north-south trackway, which possibly served ironworks in the Bewbush area, passed through today's town and followed the line of Denne Road before crossing the River Arun by a ford and then a bridge (once known as Cobbett's Bridge) and running across the flank of Denne Hill.

Horsham probably owes its name to the South Saxons (hence 'Sussex') who sometime in the fifth or sixth century occupied the area at certain seasons of the year for the purpose of breeding or enclosing horses. Most place names locally are of Old English origin, and ours combines the words for 'horse' and 'ham' (home or homestead). The first mention of the name is in Saxon charters of 947 and 963 AD, which describe us as a 'denne' or swine pasture belonging to the estate of Washington. Horsham as such does not appear in the 1086 AD Domesday Book, although there is an entry for 'Soreham' next to that for Ifield. This could well mean Shoreham, or it is possible that a Norman-French clerk made a transcription error and meant Horsham. We will never know.

Over the centuries Horsham, which had borough status, became a thriving market town, originally boasting 52 voting burgesses and electing two Members to Edward I's first Parliament of 1295. Its fortunes were also boosted by the development of the iron industry, at its peak between 1550-1650, and armaments made from metal produced in St Leonard's Forest supported Queen Elizabeth's navy in its fight against the Spanish Armada.

The 18th and 19th centuries seem to have been a period of mixed fortunes, during which the population may have declined, and the planned branch line canal intended to connect Horsham to the Wey and Arun canal failed to



Photo: Town Hall

materialise. However communications with the outside world did improve, and in 1764 the old trackway over Denne Hill was replaced by a turnpike road (now Worthing Road); other such roads followed. In 1812 the town's common land ('the Common') was enclosed and has been developed more or less continuously ever since. But Horsham was in danger of becoming a backwater until in 1848 the railway arrived, and later the town's market moved from its old site in the Bishopric to a more suitable position by the railway yard. The town's population grew from less than 6,000 in 1841 to 11,000 by 1901, and by 1951 it had reached 16,500. The centre became choked with traffic and in the decades that followed major roadworks and other construction activity became the norm.

In the 1960s the western bypass (A24) and in the 1970s the first stage of the inner relief road (Albion Way) and the Roffey relief road opened. At first Albion Way linked only the Bishopric and North Street, but it has since been extended westward to the Worthing Road and eastward to the Brighton Road. In the 1980s the northern bypass (A264) was built. Meanwhile West Street, Middle Street and much of the Carfax were pedestrianised. The central Carfax is an attractive feature of today's Horsham and gives a heart to the town. It was once known as Gaol Green after two successive prisons located on its northern side. The derivation of 'Carfax' is

uncertain; one theory is that it is derived from the French 'carrefour', a place where four or more roads meet.

In recent years the expansion of the town has been into the countryside, reaching first the northern by-pass and soon to reach the western by-pass, but expansion southwards continues to be limited by the railway and the River Arun. The population continues to grow and will soon exceed 50,000.

For the future every effort must be made to contain the built-up area within its present boundaries. The pressure to develop Horsham with higher densities will present an ever-increasing threat to its character.



Photo: Causeway



Photo: Horsham Museum

Physical setting

Horsham sits in a basin formed by high ground running from Roffey in the north-east, through St Leonard's Forest on the fringes of the High Weald in the east, to Denne Park and Tower Hill in the south-west. The basin is drained by the River Arun with its headwaters in the Forest valleys feeding a slow-moving river which flows close to the southern edge of the town, and onwards to the sea at Littlehampton.

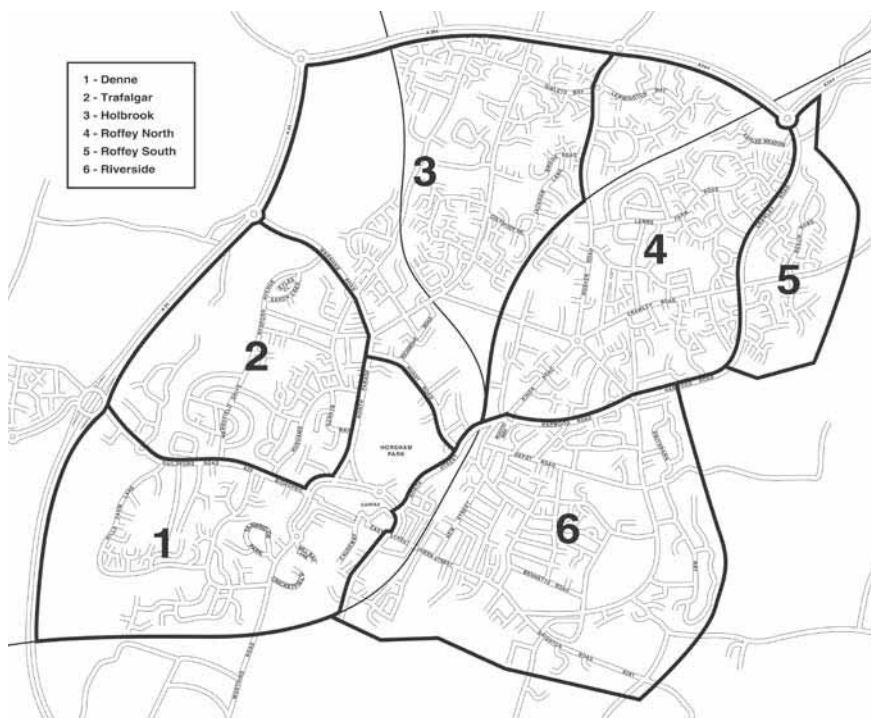
These are the natural features but over the centuries the town has grown until today the built-up area is substantially defined by man-made features – the A24 to the west, the A264 to the north and the railway to the south. To the east and south-east the boundary merges more naturally into the surrounding landscapes of St Leonard's Forest and Chesworth Farm. Much of the area to the east of a line from the A264 to Brighton Road is included in the High Weald Area of Outstanding Natural Beauty.

Growth of the built environment

As Horsham's history has unfolded so has its built environment. Throughout the town its roads and buildings have given it solid form. Earlier years saw building and rebuilding, or increased residential use without expansion, but in later years expansion progressed on greenfield sites, for a variety of uses. The stages in this growth are reflected in a developing road layout and characterised by its buildings.

The oldest buildings surviving today are medieval and timber-framed dating from as early as the 15th century. In the 18th century the Georgian buildings made full use of the extensive clay deposits and brickyards were numerous. In the 19th and early 20th century Victorian and Edwardian buildings were followed in the inter-war years by relatively small housing estates developed by local builders. In the post-war periods extensive local authority estates and private estates were developed by builders from outside the area.

Map of Horsham Built-Up Area



The character of Horsham

Horsham has retained a sense of identity with a clear demarcation between countryside and town. Closeness to the countryside is one of the important features of the town and a riverside walk now encircles Horsham.

Development has been limited by natural and man-made boundaries and, except for Brighton Road, the main approach roads are still wide and tree-lined, and characterised by low-density development and modest building heights.

There are increasing pressures on the town to demolish and rebuild to ever-higher densities. As three and four storey blocks of flats, many poorly designed, replace family houses of distinction and larger gardens and other valuable open spaces are lost to development, the greater the threat to the character of Horsham.

Much of the historical centre of Horsham is within the Conservation Area and most of it has been pedestrianised. The Carfax provides a central focus for the shopping and commercial area and, with Market Square, Causeway and St Mary's Church offers considerable interest for tourists. The changing face of the local economy and a massive population increase has left a mixed pattern of buildings and complex relationships which add to its character. Despite the considerable mix of styles of design and many alterations it still retains, for the most part, a uniformity of scale. The newer shopping developments, such as Swan Walk and Piries Place, have been incorporated without harming the overall street scene though the same cannot be said of all the major office buildings and multi-storey car parks.

The large and economically important central shopping area radiating from Carfax and modern offices, industrial estates and other premises provide a wide range of employment opportunities within close reach of the town centre. As well as local employment the town also offers easy access for commuters travelling to Gatwick and London. Horsham Park is situated very close to the historic centre and is easily accessible from all directions.

On two sides, along North Parade and North Street, the Park's mature forest trees provide an important setting to key entrance routes to the town. Throughout the town other landscaped areas and trees also make a significant contribution to the urban environment. These include town greens and recreation grounds and, in some areas, wide verges, open plan gardens and, at the edges of the town, more sylvan areas merging into the countryside. As the town has developed, the retained mature trees and hedgerows are particularly important to the street scene.

The density of development varies considerably in different parts of the town, corresponding largely to the style and period of development giving localities their own recognisable character. Some are extensive, others only a street or two, but they are unmistakable and the transition from one to another can be either gentle or quite sudden.

If Horsham is to retain these and its other attractions, its characteristic features must be respected, future developments carefully planned and the highest standards of design enforced. That is the purpose of the Design Statement.

It would be impossible to identify and do justice to the variety in design and density to be found in the town by dividing it geographically. The following pages examine the development by historical period and provide examples of the design of buildings and their settings. For each period we have identified particular development issues that arise and these link to the broader descriptions and guidelines in section 10.

Within each period there are also brief descriptions of typical character areas which demonstrate how the features described come together to form a coherent street scene. There are also areas where it is the variety of periods and styles, which together make a street scene particularly significant, and we have included some examples of these in section 6. Many other examples could have been chosen which are no less typical or valuable and further information is available in the Horsham Town Appraisal and the North Horsham Parish Plan. We separately examine the importance of the transition from town to countryside and the key approach routes.

Early Period (pre-18th Century)

Character

Horsham's oldest buildings date from the medieval period although many have been altered significantly over the years, some now masquerading under new fronts reflecting later styles.

The earliest buildings were timber framed, typically detached buildings with adjoining gardens and yards (backsides). Mainly fronting the few roads in the centre of the town, they were sited on plots defined as burgages or a part of a burgage. There were also isolated buildings in the then adjoining open countryside. Later extensions and infill have resulted in the built-up frontages we see today in the centre of the town.

Design and Materials

Buildings were timber-framed with two storeys, pitched roofs and small windows. Earlier houses were built with full-height halls but in most cases large fireplaces with masonry chimneys have been added internally or externally and first floors have been inserted. In some cases the upper floors were projecting out from the front of the building (jettied). For example, Wealden houses were built with a central hall and projecting floors at one or both ends.

Walls were of exposed timber (oak) frames with infill panels; in the older buildings the frames and the panels were of equal width (half-timber) but when panels became larger the half-timber was continued for appearance only where it could readily be seen. The panels were wattle and daub, later faced externally with weather-boarding or tilehanging for better weather protection.

Windows were hardwood, originally unglazed with sliding shutters but later with leaded lights in small side-hung (casement) iron frames with mainly diamond but some square panes. Roofs were constructed with clay tiles or Horsham

stone, in some cases replacing thatch and edged with decorative bargeboards.

Examples

These are mainly in the town centre and Conservation Areas. There are significant numbers in Causeway, East Street, West Street and Middle Street, although it is not always easy to recognise them.

There are also individual medieval properties located outside the ancient town boundary such as Netherledys in Blackbridge Lane, 31 New Street, 62 St Leonards Road, and Prewetts and Provender Mills.

Issues for future development

All buildings dating from before 1840 which survive in anything like their original condition are listed as of special architectural or historic interest and may also be in a Conservation Area.

It is often necessary to adapt buildings to meet modern needs, or allow a different use, but this can pose special problems. Repairs and renewals can be also be problematic when original materials are no longer available. Storage and parking are often difficult to address satisfactorily.



Photos from top: Causeway and East Street in the town centre. Netherledys (with Horsham stone roof) and Lambs Farm Cottage; located outside the ancient town boundary

Georgian (18th Century)

Character

Although the Georgian period spans a century there was only limited expansion of the town and only a few examples of Georgian architecture remain.

Georgian buildings were still confined mainly to the town centre, with a few large and freestanding (eg Park House, Springfield Park, and Manor House). The majority were newly built on existing sites. Medieval buildings were updated (re-fronted) to match current fashion (eg Causeway).

Design and Materials

Generally masonry-built, larger properties with three storeys, with large sash windows, dormer windows and decorative surrounds.

Windows were painted softwood sliding sashes with small panes and there were some glazed fanlights.

Walls were mainly fair-faced brickwork with some stone or rendered features, some buildings were stone-built with a rendered finish, and a few were constructed of timber studwork with a rendered finish. Roofs were generally clay plain tiles or Horsham stone, and some lead-covered flat roofs to dormers.

Examples

These are mainly confined to Conservation Areas and include Park House, Manor House and refronted medieval buildings in Causeway. There are also smaller examples in Queen Street, Bishopric, Worthing Road, London Road and Brighton Road.

Issues for future development

All buildings dating from before 1840 which survive in anything like their original condition are listed as of special architectural or historic interest and may also be in a Conservation Area.

Similar issues apply to Georgian as to earlier buildings. Additions and extensions, and internal and external alterations, can pose special problems, as can conversions to adapt buildings to modern needs. Repairs and renewals can be problematic when original materials are no longer available.

A note on dates and periods

It is common practice to use reigns – Georgian, Victorian and Edwardian – as a shorthand for the predominant architectural style of the period. In practice of course styles do not alter suddenly but evolve over years in response to changing fashion or technological advances, with much overlap from one to another. We therefore indicate for each reign the generally accepted period to which the term refers.



Photos from top: Park House, Manor House and Brighton Road, grand houses for local gentry

Victorian (19th and turn of the 20th Century)

Character

The Victorian period spans almost a century and it is possible to trace the evolution of design from early relatively simple buildings to later examples with a range of distinctive decorative features.

Horsham grew considerably during the period with the creation of new streets, particularly following the enclosure of Horsham Common and, later, the arrival of the railway.

Victorian streets are characterised by narrow-fronted terraced houses with very small, if any, front gardens. In some areas - such as behind the station - streets form a square grid design creating inner enclosed 'squares' of gardens with rich natural habitats.

A much smaller number of large free-standing family houses were built, although many have since been demolished or converted into flats.

Design and Materials

Design was characterised by an informal cottage style with gables, decorative ridge tiles, name and date plaques, finials and bargeboards, dormer windows, porches, conservatories, and bay windows.

Typically there were large-paned sash windows with painted softwood casements. Glazed panelled doors with sidelights and the use of stained glass were traditional features.

Walls were of local brick with decoration and tile hanging, decorative plaster panels and cast iron work. Roofs were mainly clay tiles but some had slates. Boundary walls were often topped with half round bricks.

Locations

There are several sizeable areas of Victorian housing such as those lying between the north side of Brighton Road and Oakhill Road (including Bedford Road, Upper New Street (eastern side), Clarence Road and Oakhill Road); east of the station (including Barrington Road, Burford Road and the western end of Depot Road); west of the railway line (including Bartelot Road, Wellington Road, Norfolk Road and Chichester Terrace); the terraces at the top of Kerves Lane; on the Common (to the west of Rushams Road, including Victory Road, Nelson Road and Trafalgar Road), north of Horsham Park (such as Wimblehurst Road); and in Crawley Road (Star Row).

Issues for future development

Apart from a few buildings in Conservation Areas, preservation of our Victorian heritage depends on the sensitive handling of development.

Parking provision is a particular issue in roads with terraced housing, with the loss of front gardens, fences and walls to create off-street parking.

There is pressure to increase residential space through infilling at the side and rear, where there are often long narrow gardens.



Photos from top: Brighton Road, North Parade, Bartelot Road and Devonshire Road

Additions, alterations and conversions of large houses to flats, insertion of dormer windows at the front, and particularly demolition and replacement, can significantly change patterns of use or the street scene.

Inappropriate repairs and renewals (such as re-roofing with concrete plain and inter-locking tiles, replacement double-glazed UPVC windows with atypical glazing bars, and UPVC gutters and down pipes) can cause disproportionate visual damage and destroy the integrity of a row of buildings.

Storage for refuse collection and recycling can be difficult to accommodate.

Character Area - Depot Road (west), Barrington Road, and Burford Road



Depot Road

A number of impressive late Victorian villas with large long gardens on the south side of Depot Road. Red and brown brick with large timber sash windows and well proportioned front doors, good sized front gardens with medium height front walls. No

dormer windows and large chimneys. General construction is tiled roof and brick. There is a variety of facades, some with bay windows, some with gable roofs over large windows.



Burford Road

Large, but well designed modern housing in flats to the east. But on the west side still complete, semi-detached, turn of the century attractive houses. Simple first floor sash windows

with small bay windows below, and small verandah type roofs projecting forward over the ground floor to provide porches to front doors. Originally all would have had slate roofs and brickwork below. There are similar houses facing north along Depot Road, all originally with fretted fascia boards.

Barrington Road

Similar houses to Burford Road but some without veranda porches or ground floor bay windows. Simple wooden sash windows being replaced by UPVC. Originally slate roofs and brick below, with fretted fascia boards.



Planning issues

Overall there is a need to retain the continuity of basic design and features. Replacement windows should be of appropriate design and roofs of sympathetic materials. There are severe traffic and parking problems, particularly in Barrington Road.

Character Area - Trafalgar Road and surroundings

This area comprises part of Spencers Road, Percy Road, Shelley Road, Victory Road, Nelson Road, the south side of Trafalgar Road, and the earliest part of Rushams Road.

Despite the mix of house sizes and some commercial premises they come together as a high density group of small Victorian cottages, mostly semi-detached. There is still a considerable feeling of community.





Originally with slate roofs, small sash windows and simple roof shapes with in the main straight gutters towards the roads.

Probably constructed following the arrival of the railway they are laid out at one of the highest densities in the town.

Planning issues

The coherent street scenes are threatened by piecemeal development which may destroy the character and put further pressure on street parking.

Character Area - Hurst Road (Nos 10-25, north side, including lime trees)

A cohesive group of large detached houses, some now divided into flats, with red brick and plain tiled roofs. Two-storey plus inhabited roof space, windows in large gables on third floor with heavy timber gable ends supported on timber braces and large chimney stacks.

Beneath gables are bay windows – ground floor in brick with rubbed voussoirs, first floor bay windows in white painted timber, and vertical timber sashes throughout. Doorways set behind wide arches of rubbed voussoirs under decorative stone pediments.



Front gardens with walls with large brick piers and stone cappings. End house has curved bay to corner and pediment to Gladstone Road.

Character Area - Crawley Road (north side between Millthorpe Road and Littlehaven Lane)

Modest two-storey terraced and semi-detached houses of artisans' cottage style predominate in this area. They are generally of brick construction and simple in design. Few original slate roofs survive most having been replaced, often with either clay or interlocking concrete tiles.



Many properties have unusually long front gardens for the period and style and sadly, in many cases these have been paved to provide off-street parking. Original windows were probably wooden sashes but most have been replaced with later designs, often in UPVC. Front doors open straight onto front garden areas but small porches have been built in a number of cases.



Edwardian (pre-World War 1)

Character

The Edwardian period covers a very short number of years between the end of Queen Victoria's reign and the First World War. While typical late Victorian styles continued to be built these overlapped with the new Edwardian design which harked back to Georgian influences, producing a distinctive and confident architectural style which is still much admired today. There are relatively few examples in Horsham.

Edwardian streets are characterised by large free standing family houses with gardens fronting on to tree-lined roads.

Design and Materials

Two and three storey homes of formal Georgian style design with gables with decorative ridge tiles, finials and bargeboards, dormer windows, porches and conservatories. Inlaid decorative wood detail in front elevations.

Typically, windows were large-pane with painted softwood casements. There were glazed panelled doors with sidelights, and stained glass. Walls were mainly of plain brickwork and roofs of plain clay tiles. Sometimes there was half-tiling on front elevations using tiles with scalloped edges.



Photos from left: Collyers, Hurst Road and Ashleigh Road

Examples

Ashleigh Road, Richmond Road and individual properties elsewhere.

Issues for future development

Conversions of large houses to flats may aggravate a shortage of on-street parking.

Additions and alterations can damage essential elements of design. Inappropriate repairs and renewals (such as re-roofing with concrete tiles, replacement double-glazed UPVC windows, UPVC gutters and down pipes) can cause disproportionate visual damage.

Storage for refuse collection and recycling can be difficult to accommodate.



Photo: Richmond Road



Between the Wars (1918-1939)

Character

The period between the two world wars saw only limited expansion of the town. This was characterised by private estates of small and medium-sized detached and semi-detached houses on undeveloped or greenfield sites.

The years after WW1 also saw the start of housing estates to provide 'homes fit for heroes', with gardens of sufficient size to cultivate vegetables.

Design and Materials

Mainly single and two-storey, 3 bedroom houses with one and two-storey bay windows.

Windows were painted softwood sashes and, later, some standard Critall pattern steel windows.

Walls were constructed with fair-faced brickwork, with some pebble-dash and half tiling.

Hipped roofs over two-storey bay windows were typical, as were circular bay windows with leaded windows. Roofs were mainly clay plain tiles.



Photo: Rushams Road

Examples

Examples can be found on the approaches to the town including Guildford Road (and the southern end of Rushams Road); Warnham Road; Newlands Road and Milnwood Road off North Parade; Worthing Road, (including Cricketfield Road) and Kerves Lane; and council housing in areas north of Crawley Road.

Larger buildings include Bishopric Court, the Normandy Centre in Denne Road, Stirling Buildings in Carfax, and Horsham railway station (a listed building).

Issues for future development

Some buildings from this period are in Conservation Areas or are individually listed.

Demolition, new buildings and infilling may adversely affect the visual appearance of the area. This is particularly problematic on the key entry roads. Similarly additions and extensions may need sensitive treatment, particularly if visible from the street.

Conversions and inappropriate repairs and renewals, including atypical double-glazed UPVC windows, may be unsightly.

Pressure on street parking may lead to the use of front gardens for parking.



Photos from top: Milnwood Road
and Forest Brook, Kerves Lane

Character Area - Housing north of Crawley Road, Roffey

Terraced and semi-detached council housing of two-storey design with the occasional inclusion of older persons' bungalows.

Brick built to a robust standard but with interest added by the inclusion of design features such as part rendering, gables, bay windows and tile hanging. Roofs were built with red clay tiles which still predominate, although a limited number have been replaced with interlocking concrete tiles. The houses were probably constructed using wooden casement windows and panelled timber doors but virtually all have since been fitted with double-glazed UPVC units as part of housing improvement programmes.

Most properties have small front gardens some of which now provide off-street parking space. Rear gardens were of substantial size to enable residents to grow their own produce. In some cases these large gardens have been reduced to provide infill opportunities for further housing projects.

A significant number of houses have been sold under right to buy legislation and some changes have taken place that have impacted on the original design concepts.



Photo: Millthorpe Road

Modern (post World War II - 1945-1970)

Character

The post WW2 period saw an acceleration of development in the town, including major growth in North Horsham.

Individually designed houses became the exception as sites became rarer. Instead there were large developments of low density, low-rise (1½ and two-storey) private housing estates on greenfield sites, mainly by local builders using locally sourced materials. These were characterised by the introduction of short cul-de-sac estate roads with large visibility splays, tree-lined avenues, informal green spaces left between groups of houses, and large gardens.

Large estates of council housing were also built on previously undeveloped sites. In the older parts of the town back extensions were added to accommodate bathrooms.

Design and Materials

Mainly contemporary style with unfenced landscaped front gardens, but some in mock Tudor executive style. Built-in garages were a common feature. There was some use of vernacular style with hipped and half-hipped roofs; derived from medieval designs and mainly using locally sourced materials.

Council housing featured utilitarian designs with limited variety, but with some flats and single storey bungalows for older residents. Open spaces and play areas were included, but there was very limited provision for off-street parking.

Walls were mainly brick with tilehanging. Roofs were plain clay tiles, and clay and concrete inter-locking tiles.

Examples

Examples of private housing developments include Millais, Smithbarn, Merryfield Drive, Cootes Avenue, Queensway, Heron Way, Heath Way, Shepherd Way, and bungalows in Ringley Road and Agate Lane.

Council housing, in denser form, can be found in the Needles estate, and areas north of Brighton Road such as Bennetts Road, Bethune Road, and McLeod Road.

Issues for future development

Alterations and extensions may adversely affect the visual appearance of the area. Conversion of loft spaces with dormer windows (particularly if large or at the front) may be inappropriate.

Landscaping, including trees which are important to the wider street scene may be threatened by development or property owners seeking to make changes.

Loss of garages to living accommodation may aggravate a shortage of on-street parking.

Hard paving replacing grass and the use of conifers, including Leylandii, for privacy can be unsightly and create a disproportionate impact on the environment.

Enclosure of open plan gardens may destroy the visual integrity of the street scene.



Photo: Queensway

Character Area - Millais



A very attractive street of late 1960s housing constructed by Croudace where individual private houses do not follow a hard front building line but step forward - then back, creating a group of houses full of variety in plan.



The most interesting aspect is that the original house known as Comptons Brow, lived in by the son of Millais the artist from 1902, was extensively landscaped and many of the trees and shrubs were retained in the Croudace development. The

presence of mature trees illustrates the benefits of landscaped design to modern housing.

Planning issues

It is essential that any changes maintain the overall feel and landscaping. Particular care should be taken to avoid the loss of mature trees.

Character Area - The Needles Estate

A 1950s estate of council housing in Blackbridge Road (south), Granary Way, Longfield Road and Jockey Mead built of reddish brown brick, white casement windows and Marley straight cabled roofs. There is a mix of terraced and semi-detached housing and small blocks of flats. A large open space with children's play area and football pitches (with facing houses) is a significant feature. There are mature trees and enclosed front gardens with privet hedging and low fencing. There is only limited off-street

parking and no garaging. Overall the design has a spacious feel despite the intrusion of on-street parking.

Planning issues

Car parking is a major issue which is difficult to resolve. Care must be taken to maintain the forest trees and protect the open spaces from development.



Modern (1970-1985)

Character

This period saw significant residential development, increasingly on greenfield sites. It comprised both private and social housing estates of medium and smaller dwellings with a mixture of semi-detached and terraced housing. These were interspersed with detached housing and a number of three-storey town houses. Most housing was of four bedrooms or less and provided for increasing local and commuter employment opportunities.

Road layouts were often based on crescents with further housing located in cul-de-sacs. Gardens tended to be modest in size but there was an increasing tendency for estates to be designed on an open plan basis. There were some smaller infill developments. Close to the town centre flats were constructed adjacent to existing streets, often on land previously occupied by large detached houses.

Design and Materials

Much of the housing developed during this period was of contemporary, if at times rather anonymous, design. House construction tended to be dominated by brick fascias but often with tile hanging, and with roofs predominantly constructed of concrete inter-locking tiles at a lower pitch. Windows were largely of standard timber construction, usually of simple contemporary design including extensive use of picture windows. Towards the end of the period some new build was starting to make reference to earlier design periods including Georgian style town houses and the use of recycled materials.

The period heralded the start of major retail redevelopment in the town centre including the pedestrianisation of West Street and the opening of the Swan Walk shopping centre. The latter comprised brick paved pedestrian only walkways serving a range of brick faced retail units, but at that time the area was not roofed or enclosed. An informal meeting point was provided in Swan

Square. Office developments were of contemporary design but, as in the case of the majority of housing, often lacked imagination, including a number of now unpopular concrete and glass buildings.

Examples

Southern Holbrook area - major greenfield development including Heath Way and the affordable housing in the area north of the Horsham to Crawley railway line between Rusper Road and North Heath Lane.

Other examples include Lambs Farm Road, Church Road, Beech Road, Sycamore Avenue, Old Millmeads estate, Three Acres, Hengist Close, April Close and Fordingbridge Close.



Photos from top: Warnham Road, Old Millmeads and April Close

Issues for future development

The conversion of loft spaces with dormer windows, particularly at the front, may damage the overall street scene.

Fencing or enclosure of front open plan gardens, or inappropriate use of conifers for fencing, can destroy the spacious feel of an area. Paving and concreting of front gardens to provide off street parking may be unsightly, environmentally inappropriate and put pressure on street parking.

Pressure to exploit large plots and end of terraces for infill housing can be detrimental to open plan design.

The increasing dominance of car parking to the detriment of the street scene is a serious problem in some areas.



Photo: Beech Road



Photo: Sycamore Avenue

Character Area - Beech Road and Sycamore Avenue

A range of two-storey maisonettes, terraced, detached and semi-detached homes of generally simple design contemporary to the period. Features include brick, tile hanging and rendered fascias. Terraced and semi-detached units have small enclosed entrance porches while detached houses have front doors opening on to hallways.

This Wimpey designed estate incorporates some two-storey chalet semi-detached houses

with dormer style upper floor. Roofs are constructed using interlocking concrete tiles.

The development is of open plan estate layout further enhanced by areas of informal green amenity land. There is some evidence of the open plan approach being compromised but generally the original design concept remains.

Planning issues

Original timber windows have been largely replaced with UPVC windows of various styles, not always reflecting the design period. There is a need to protect the open plan layout.

Character Area - Lambs Farm Road east (School Close to Crawley Road)

A Sunley/Wates estate consisting predominately of detached houses with integral garages interspersed with a few terraced and semi-detached homes, built to clearly identifiable 1970s designs seen in a number of locations elsewhere in the region. Designs include such features as tile hanging, white shiplap and rendering and artificial stone with part of the area being built using reclaimed style bricks.

Roofs are constructed with interlocking concrete tiles. Original windows were of timber construction, some being large pane picture windows. In the areas where reclaimed style brickwork was used small paned casement windows were included. Extensions are widespread but in most cases are constructed to reflect original design principles.

Planning issues

Many windows have been replaced with UPVC double glazing in a range of designs including mock leaded. The area was designed as open plan but this has been compromised in a few cases by the hedging or fencing of front gardens.

Modern (post 1985)

Character

This period began with the completion of the A264 northern by-pass and the release of a large area south of the by-pass for housing. The major residential developments that followed were typified by private estates of large, medium and smaller dwellings with a mix of detached, semi-detached and (in more limited number) terraced designs.

The Holbrook major development area included a wooded buffer zone between housing and the A264. Road layouts were based on distributor roads with smaller link roads and many cul-de-sacs, with increasing use of brick paving for minor access routes. Fringe of town centre developments on brownfield sites tended to feature one and two bedroom flats interspersed with mews type housing. Major redevelopment close to the town centre comprised substantial apartment blocks.

There was major commercial development of the former St Mark's church area with new headquarters offices (St Mark's Court) and the replacement of a 1960s tower block. A new retail area with public piazza was established through the development adjacent to Blackhorse Way. Swan Walk retail centre, originally opened in 1976, was enlarged and converted into a shopping mall.

Design and Materials

Greenfield developments were dominated by housing designs making strong references to earlier periods with a tendency towards pastiche. New estates included significant numbers of large executive housing built on modest sized plots, most with integral garages. Open plan estate layouts dominated. Much fringe of town brownfield site development also tended to look to the past for design references. A few town centre developments used more innovative approaches but these were not always universally welcomed.

Many developments were anonymous using designs sometimes adapted to incorporate local styles established by large development companies and used throughout the country. Walls of houses and most flats were brick built but some apartments were rendered and painted. Roofs consisted of a mix of clay tiles, concrete interlocking tiles and some slates, often artificial. There were many types of windows, including extensive use of UPVC double glazing. Casements were commonplace but extensive use was made of mock leaded windows on executive homes, and some mock sash window designs.

Examples

Northern Holbrook area within the new built-up area boundary created by the northern by-pass.

Developments such as Hills Place, the Manor House (Causeway), Tanbridge Park and Rookwood. Also, Comptons Lane (adjacent to the Harwood Road roundabout) and flats in and adjacent to Brighton Road. Town Centre locations including the Library, bus station, former King and Barnes site, Y Centre and the Pavilions.

Issues for future development

Fencing or enclosure of front open plan gardens, or inappropriate use of conifers for fencing, can destroy the spacious feel of an area.



Photos from top: The Forum, former King & Barnes brewery site and Library

Paving and concreting of front gardens to provide off street parking may be unsightly, environmentally inappropriate and put pressure on street parking. Pressure to exploit larger plots for extensions or infill housing could be detrimental to the street scene.

Installation of inappropriately designed UPVC windows would be detrimental to the overall appearance.

Character Area - Lemmington Way



An area of large executive style homes of imposing and varied design which, while clearly of recent build and incorporating double garages, look to past styles and eras in terms of external appearance. Plot sizes are large but gaps between houses have been reduced in some cases through the construction of substantial extensions.

References to Victorian, Georgian and earlier periods are evident, including mock Tudor, where leaded lights can

be identified as well as half timbered frontages. Other facades incorporate painted rendering together with ornamental brickwork and tile hanging. Roofs incorporate various features including plain and hipped gables; clay tiles are common but some interlocking concrete tiles are also found.

Lemmington Way is a distributor road with a number of closes leading off with houses of similar substantial appearance. The layout is a mixture of fenced and open plan dwellings but with many originally open plan units now being fenced in.

Planning issues

Where appropriate the open plan design must be protected.

Character Area - Deer Way

Built around 2005, this small development features New England architecture with clap-boarded facades painted in light colours. It has an open aspect built around a small green. There are some 3 storey houses, some with red, or brown brick below the clap-boarding and white casement windows, and some first floor square bay windows. There is also a block of flats built in the same style. Although fairly high density, the atmosphere is open and not at all hemmed in.



Character Areas

Horsham is fortunate in having many areas which are almost unspoilt examples of their period or are otherwise particularly important in determining the character and history of the town. These might include a road, a group of buildings, an open space, or mature trees or landscaping, whose design or spatial relationships together produce a particularly valuable street scene. We refer to these as character areas.

We have not attempted to define boundaries, still less to identify every example. The examples we have included are illustrative, intended to show how features combine to create street scenes which we value and which should be respected when further development is considered.

In the historical sections we have identified examples of character areas which reflect the period. In such areas it is particularly important that piecemeal development should if possible be avoided, and any permitted development, including additions and alterations, should retain the period or other special characteristics.

It is by no means just homogeneity of period or design that creates character, in many cases it is variety. Causeway, one of the town's most cherished street scenes, is the result of centuries of change with buildings that are now anything but similar, yet the street scene is pleasing to the eye. Similarly, mixed usage can create interest and colour.

This section includes examples of character areas which do not rely on any one period for their merit.

Guildford Road, including the corner of Rushams Road

A short but important section of the north side of this key entry route into Horsham, running from Pennybrook Green to include the corner of Rushams Road. Constructed in the 1930s by

Davis Estates, it forms part of Horsham's only significant 1930s development with all that implies in the way of curved front bay windows, originally in purpose-made Critall metal frames (unfortunately virtually all since replaced by modern UPVC windows).

Pennybrook Green is a small attractive open space which lends character and setting to this group of houses, particularly when approached from the west. The corner house on to Rushams Road is particularly noteworthy.

Worthing Road

This is one of the key access routes to the town. Many of the houses were built around the 1930s with large frontages, mature trees and off street parking. There are semi-detached houses with curved bay windows and latticed casement windows. These have half tile hung frontages and hipped roofs.

The houses on the east side are mainly detached and set well back from the road on rising ground. Overall there is an impression of pleasing variety and width which together form an inviting entrance to the town.



Planning issues

It is essential that any new development does not reduce the visual width of the roads or increase the height of buildings.

Lime Avenue



An area of pre-war council housing which is unsurprisingly named after the lime trees which are quite tightly grouped along the roadside grass verges. Probably the best groups of lime trees in the town.



The houses are typically constructed with gable ends facing the street alternating and contrasting with lengths of horizontal roof over several properties.

There are ordinary, modernised windows which give strong

vertical features to the street scene. Roofs are plain tiled with some houses retaining wavy edged boarding to the gables. Some houses are still brick but many have been rendered and painted providing considerable visual variety.

Spooners Road and Leith View Road continue the use of lime trees at the road side and have similar buildings.

Planning issues

Loss of the lime trees would fundamentally damage the visual appearance of this area.

St Leonards Road (from the junction with Brighton Road to Dickins Way)

A particularly interesting mixed group of houses with a public house and a shop.

There are two groups of small semi-detached turn of the century houses at the southern end, with one 17th century house set back from the road. There is also a group of post war houses.

Mostly comprising Victorian houses, some with gables facing the road. Some rendered and painted, others as simple Victorian groups of semi-detached housing in brick, originally with slate roofs. There is a large red brick house of simple and distinguished quality on the corner with Comptons Lane.

Overall the character is created through great visual variety.

Planning issues

Development pressures, possibly on the more modern housing, could lead to loss of variety. There are very difficult traffic problems.



Transition from countryside to town, and approach routes

A special feature of the town is its proximity and easy access to attractive and varied countryside from the open fields of Chesworth Farm to Leechpool and Owlbeech Woods on the fringes of the heavily wooded St Leonard's Forest.

The Riverside Walk circles the town linking these with other popular recreational areas including Denne Hill, the Cricket Ground, Tower Hill, Rookwood Golf Course and Warnham Nature Reserve.



Photos from top Rookwood Golf Course and Cricket Field

There is also an extensive network of footpaths and cycleways linking the town with neighbouring villages. As well as being important wildlife corridors, many of these links have been used by townspeople for informal recreation over many centuries.

The surrounding countryside provides views both towards the town and from it which enhance and frame the overall street scene, including from some of the most urban parts of the town.

The land rises gently from the River Arun in the south, providing views of the wooded summit of Denne Hill from many points in the town.

Once land currently allocated for development has been exhausted the town will have filled its natural and man made boundaries.

Were there to be further outward development it would be very unlikely that Horsham could retain its identity or essential character. Immediately to the west of the A24 is Broadbridge Heath. The A264 forms a strong northern boundary within which residents can clearly identify with the town. Were this boundary to be breached there would be no obvious natural northern boundary and residents would inevitably identify more with Crawley than Horsham.

To the south is the River Arun and the countryside of Chesworth Farm and Denne Hill. Were these to be developed it would drastically change the character of the town and



Photos from top: the Riverside Walk circles the town

its close links to the countryside. The eastern boundary with the Hornbrook and fringes of St Leonard's Forest (part of the High Weald Area of Outstanding Natural Beauty) is vulnerable and no less important to the character of this side of the town.

Of particular importance are the key entrance roads that form the gateways to the town. Worthing Road, Guildford Road, Warnham Road and Brighton Road still retain a special character and importance. Often a mixture of architectural styles, they nevertheless create a sense of moving gently from country to town.

Kerves Lane and parts of Forest Road still retain a rural character. Any alterations to this rural feel would be severely detrimental.



Photos from top: Amies Bridge Kerves Lane and remains of Horsham Common

Within the town, both North Parade and North Street offer wide carriageways with mature forest trees which provide an impressive and important entrance to the town centre.

Issues for the future

Future development should protect and preserve the character of the approach routes and the sensitivity of the boundaries between town and countryside.



Photo: Riverside Walk, Chesworth Farm

Development on approach roads should have regard to existing scale and avoid intensification of use, narrowing of the street scene, or abrupt changes. Appropriate landscaping can help to soften the transition. Opportunities should be taken to create new links to the footpath network. Buildings should not intrude visually into the neighbouring countryside and views of the countryside from the town should not be obstructed.

Development should reflect the wish to maintain the current built-up area boundary in order to protect the setting of the town and its relationship to the countryside; and a strong desire to avoid coalescence with neighbouring communities, large and small.



Photo: Footpath to Denne Hill

Open spaces, leisure areas, trees and flowers



Photos from top: New Street, Hadmans Close, Ramsey Close and Cootes Pond

Horsham is fortunate to have many open spaces ranging in size from Horsham Park to small pieces of green space. Some, such as recreation grounds and allotments, were set aside for public use as the town expanded, others are visual reminders of the old Horsham Common. Many are small areas which escaped development for various reasons.

Together they provide residents and visitors with opportunities for both formal and informal recreation, and play an important role in our street scenes. A haven for wildlife, they are hosts to many of our remaining forest trees which frame an otherwise urban scene, often from distant viewpoints.

As building densities rise and the number of homes with separate gardens decline these green lungs become even more precious and deserve care and protection.

Horsham's green and floral achievements

Horsham is a national gold award winner in the Britain in Bloom competition, regularly receiving top marks for floral and environmental excellence. The town has experienced an overall raising of horticultural standards in ordinary gardens, allotments and in the street scene. Specific projects have transformed or rejuvenated neglected areas and local parks and gardens. Community groups specialise in pond and waterways conservation, rubbish removal and litter collection, maintaining woodland and encouraging wild flowers.

Since the 1980s much thought has been given to linking the new central road system and associated developments, walkways and roundabouts with well designed permanent roadside planting and integrated 'living spaces'. The major shopping and restaurant areas of the town have a significant amount of soft and hard landscaping incorporating original pieces of public art, and water features providing unique venues for al-fresco dining, weekly markets and open air entertainment. The basic structure of green permanent planting together with spring bulbs, summer colour and swathes of meadow planting all contribute to making Horsham a floral delight.

Horsham Park has been awarded the Government's prestigious Green Flag Award for excellence.



Photos from top: Weeping Birch at The Forum, Causeway and Crawley Road



Trees

Trees are very important to Horsham's built environment. Apart from those in open spaces there are many others that line our roads (such as Causeway, Lime Avenue and Comptons Lane), find a home in the larger gardens or are left as specimens during development. Together they contribute not only to the immediate street scene but are visible above roof lines from much further away.



Examples

Horsham Park, Bennetts Field, Victory Recreation Ground and Hills Farm Lane provide large open spaces for mixed community use including football pitches and other outdoor sporting facilities.



Photos from top: Bennetts Field, Victory Recreation Ground, Chesworth allotments and Earles Meadow provide essential space for organised activities and community use

The Remembrance Gardens and informal landscaped areas provide an attractive setting for Prewitts and Provender Mills. The adjacent Cricket Field and Barrack Field have played a prominent role in the town's history and provide an important link with the countryside.

There are several allotment sites of various sizes providing the opportunity to keep fit whilst growing fresh produce.

Across the town are dozens of smaller green spaces, some of which have children's play facilities.

Issues for the future

Pressures for development pose a threat to our green spaces which must be protected.

Developments near to green spaces may fail to respect their value and role. All new developments should include open space and sustainable permanent planting as an integral element of design.

Trees and hedges may be threatened by development or owners seeking removal. Trees are also vulnerable to neglect and age, and there is a lack of planned replacement.

Grass verges need to be retained and properly maintained.



Photo: Floral Meadow planting in Horsham Park

9 Pressures for change

Previous sections have explained how the character of the Horsham we see today has been heavily influenced by the way in which it has grown. In many cases the successive bursts of development in different parts of the town have left relatively unspoilt examples of the styles of their period and produce distinctive streetscapes valued by the local community. Elsewhere it is the mixture of building styles and uses which lends interest and variety.

This process of change is still seen today and will continue. Apart from the pressure to provide more homes there is a need to update our housing stock, both to repair the effects of ageing and to make alterations and adaptations which reflect modern needs.

Economic and technological changes inevitably put pressure on the built environment. Changes in shopping habits and job design bring changes in the use of existing buildings and pressures for alterations. Concerns over protecting our environment encourage greater use of alternative sources of energy and better insulation. Increasing car ownership and on-street parking is a major issue in many parts of the town. We have to accommodate these in ways which do not damage the overall visual quality of our built environment and it is important that Horsham should retain and enhance its image as a historic market town.

Unless a property is listed or in a Conservation Area changes that cannot be seen from the outside are usually relatively unimportant unless they are associated with a change of use. What matters most is what can be seen and the impact changes have on the building concerned and the wider street scene.

Owners and developers should respond to the need to change in ways which respect and enhance the particular characteristics of the location and period. For example it would be inappropriate to site islands of high density housing in areas characterised by low density, to bring forward the building line in streets with open plan gardens, or to create a terraced effect where current properties are spaced apart.

In the next section we examine typical pressures for change and suggest how these might be accommodated.

Conservation Areas and Listed Buildings

Horsham has three Conservation Areas and many Listed Buildings which are subject to strict planning and other controls. They are an important part of our national heritage but sometimes have to adapt to changing needs. Advice on alterations or other development should always be sought from the Horsham District Council's historic building adviser or other suitably qualified professional.

Conservation Areas - for extensions or external alterations consider:

- whether a feature to be altered or removed is historically or architecturally important or unique
- whether the external character of the Area will be maintained or enhanced.

Listed Buildings - for internal or external changes which would affect the historic or architectural character consider:

- whether the building belongs to more than one period
- whether a feature to be altered or removed is historically or architecturally important or unique
- the extent to which the overall architectural or historic importance of the building would be affected
- whether the feature could be replaced or replicated
- the importance of the building as a whole.

Issues: managing change and guidance

New buildings (including infilling)

All new developments should take account of the setting of the town and respect the character of the approach roads and the sensitivity of the town boundaries.

The guiding principles should be that the layout, design and materials should be contextual - belonging to one place and making use of their setting, sustainable in siting, design and construction, and contemporary - serving today's needs, and a pleasure to see and to use.

Piecemeal redevelopment should be avoided where there are opportunities, for example, to include adjacent properties and produce a better, more cohesive, scheme.

Guidance

- **Layout** - should serve the siting of the buildings, not dictate it, and separate provision made for circulation roads, access roads and foot and cycle paths. In high density developments built-up frontages (terraces) should be considered and where open spaces are shared consideration should be given to setting up a management scheme to cater for their future maintenance. Amenity areas which provide drying facilities should be included.
- **Density** - high density (50 dwellings/hectare) development may be possible subject to having regard to the characteristic density of the area and traffic considerations.
- **Height** - buildings should only have their highest point higher than adjoining and adjacent buildings if they are in keeping with the street scene and will not obstruct familiar views, especially long views, or overshadow existing buildings and open spaces (sunlight and daylight). A building which is tall for its width and casts a shadow for only a part of the day may be acceptable if in keeping with the street scene. Roof pitches should be in sympathy with the street scene.
- **Design** - high quality design is an essential prerequisite for all development and a major consideration in determining the acceptability of any proposal for change. New buildings should always enhance and improve the environment. Design should have regard for the surrounding street scene, existing buildings and the local character of the area, but need not preclude innovative modern design.
- **Materials** - the principles of good design require the honest use of materials, locally sourced wherever possible.
- **Sustainability** – all development should have regard for sustainability, and the implications for design both in new builds and alterations to existing buildings. As far as possible it should be integral to design.
- **Demolition of existing buildings** - consideration should be given to extending the life of buildings whose design plays an important role in the street scene rather than demolition and replacement.

Additions and extensions

The guiding principle should be that the design and materials should generally have regard to the characteristics and proportions of the existing, and complement the neighbouring street scene. However in the case of larger additions consideration might be given to design and materials differing where the addition will complement the existing street scene whilst remaining sympathetic to it.

Guidance

- **Roof pitches and materials** - should be similar to the existing unless the extension is designed to complement the existing building when consideration may be given to alternative materials.
- **Front extensions** - should be limited to porches or additions which do not extend beyond the notional building line.
- **Side extensions** - should avoid giving the appearance of a built-up frontage (the terracing effect).
- **Side and rear extensions above ground floor level** - should not overshadow or overlook adjacent or adjoining dwellings and should respect their privacy.

Alterations

The guiding principle should be that the design and materials should retain the characteristics of the existing, and complement the neighbouring street scene.

Guidance

- **Windows and doors** - whether new or replacement, should where possible match the style of the original (eg with glazing bars in the correct position). Where the installation of double glazing makes this impracticable consideration should be given to secondary glazing.
- **Loft conversions** - should be kept to a small proportion of the roof area, kept below the ridge line and unobtrusive and not rely on the insertion of large dormers. Where dormer windows are to be inserted as an alternative to roof lights they should be small and kept to a small proportion of the roof area. Dormers at the front should only be used if in keeping with the street scene.

Repairs and renewals

The guiding principle should be that materials will be in keeping with the age and design of the property.

Guidance

- Re-roofing materials should be similar to the original material.
- Replacement windows and doors should respect the original design. Where double glazing is not suitable consideration should be given to the use of secondary glazing.

- Replacement gutters and down pipes should complement or enhance the character of the building.
- See also Shop fronts.

Conversions

The guiding principle should be that the building should retain the physical characteristics of the existing.

Guidance

- Where a building is converted to residential use full consideration should be given to provision for off-street parking to meet any increased density (see Parking).
- Changes of use should not adversely affect the continued enjoyment of their dwellings by adjoining and adjacent occupiers.
- Provision should be made for storage and drying facilities (see Storage).
- See also Additions and extensions.

Storage

The guiding principle should be that storage is sufficient, suitable and concealed from public view.

Guidance

- Space should be provided for siting bins and boxes to hold material for recycling and disposal with access to collection points in a manner that does not clutter the streetscene.
- Space should be provided for cycles, prams and parcel deliveries.
- Meters for utility services should be sited unobtrusively where they can be read externally.

Parking

The guiding principle should be that appropriate provision is made for off-street parking without detriment to the visual character of the area.

New development or conversion should not place additional pressure on on-street parking or otherwise worsen the parking situation.

Guidance

- Consideration should be given to the character of the area including exploiting the potential for underground parking.
- In the case of terraced housing with narrow front gardens walls should not be removed to enable vehicles to park parallel to the footpath.
- Where provision for off-street parking is not possible within the site consideration should be given to parking in an appropriate form on an adjacent site as close as possible to the development.
- It should not be assumed that a parking space will be available or that one can park outside one's home.
- Loss of garages to living accommodation should be avoided when it would reduce the availability of on-street parking.

Security

The guiding principle should be that opportunities for illegal and anti-social activities are discouraged.

Guidance

- Provision should be made for overlooking public open spaces.
- Lighting should be incorporated in communal areas and walkways to increase the sense of safety (but see also Light pollution).



Photos from left: Manor House and Tanbridge Park, examples of new developments which successfully blend with existing buildings.

Light pollution

The guiding principle should be that lighting sources should not have a significant impact on public and private interests.

Guidance

- Security lighting should be directed away from windows.
- Area lighting, such as sports grounds, should be shielded so as not to spread beyond the area to be illuminated.

Landscaping, open spaces and leisure areas

The guiding principle should be that the quality of the environment is safeguarded and where possible enhanced. Existing green lungs should be preserved and hedges and mature trees protected.

Guidance

Green spaces and planting should be used to link areas and create wildlife corridors.

Soft landscaping

- Sustainable planting should be included around new developments, with species that attract wildlife.
- Tree felling and hedge clearance should be resisted wherever possible; native forest species should be preferred for new planting.
- Open spaces should be protected and included in new developments.
- Lost trees should be replaced either in the same location or nearby.

Hard landscaping

- Local materials should be preferred. Permeable finishes such as gravel should be preferred for surfacing.
- Signs should be restricted to essential information and, wherever possible, should share a standard.

Advertisements

The guiding principle should be that advertising is restricted to commercial areas and buildings, and should respect the context and location.

Guidance

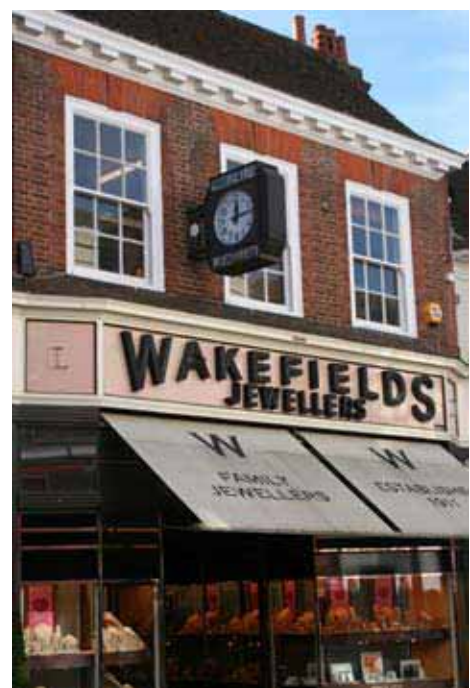
- Consideration should be given to designs which relate to the style of the building.
- Non-illuminated signs are to be preferred.
- For illuminated signs the level of the lighting, whether internal or external, should be kept as low as practicable and the spread confined to the area of the advertisement. Moving images should be avoided.
- Signs should be avoided which project beyond the building or are freestanding.
- A-boards should be avoided.

Shopfronts

The guiding principle should be that shop fronts have regard to their context and location.

Guidance

- Where a shop front is to be inserted, replaced or altered consideration should be given to the characteristics of the period to which the building belongs, to the alignment of the fascia with the fascias of adjoining shop fronts and to the provisions made for incorporating advertising material. Garish colours should be avoided.
- Where there is more than one shop front in a building the design should be similar.
- Fascias should leave the first storey unobstructed.
- Hanging signs should be at a height which will not obstruct a footpath but no higher than the first storey.
- Use of freestanding external signs (eg A-boards) should be avoided.
- See also Advertisements and Light pollution.



Photos: West Street shopfronts

Sustainability

The guiding principles should be to reduce energy needs, maximise the use of renewable sources and reduce carbon dioxide emissions.

Guidance

- All development should have regard to the demand it makes on transport.
- New development, including alterations, should be designed and constructed having regard to:
 - The efficient use of water, the conservation of 'grey' water and the reduction of surface water run-off.
 - Energy-efficient construction and services.
 - Incorporating renewable-energy production equipment (eg wind, water, solar, photo-voltaic and combined heat and power).
 - Using materials re-cycled or from sustainable sources.
 - The context within which the development is sited, respecting the street scene and avoiding unsightly solutions.
- Alterations will limit the scope for enhancing sustainability but should have regard to:
 - The technology available for new buildings and additions.
 - The potential adverse impact on the street scene of retro-fitting new technology such as solar heating, wind turbines etc.



Photos from left: Brighton Road and Rushams Road - examples of new developments which respect their surroundings in style and scale

Street Furniture

The guiding principle is that street furniture should be kept to the minimum and sited where it will not cause an obstruction. Public art will be encouraged where appropriate.

Guidance

- Street furniture, including direction signs, bollards and seating, should be kept to the minimum and sited where it will not cause an obstruction. Designs should be kept simple and unobtrusive.
- Litter bins should be incorporated within an overall scheme to ensure adequate provision and appropriate siting.
- Street lighting levels will generally be determined by safety requirements but the design of the lanterns and columns should be sympathetic to the character of the area. Where possible wall-mounted lanterns, and in pedestrian-only areas low-level lighting, should be preferred to keep the number of columns to the minimum.
- Bus shelters should be simple in design, in sympathy with the character of the area and sited where they will not obstruct the footpath.
- Signage will generally be determined by safety and information requirements but maximum use should be made of each column to keep the number to the minimum. Street name plates should be sited unobtrusively and painted to match their background.
- CCTV cameras should be sited unobtrusively and painted to match their background.
- See also Advertisements.



Photos from top: William Pirie and his donkey cart and Rising Universe



Photos from left: Millennium Sundial and St Leonard's Forest Dragon

Conclusion

This Design Statement has been produced following widespread public consultation.

Horsham is now a medium sized town. Its street scene has developed over many years through waves of new development and piecemeal redevelopment.

What we love about our town is the way it has produced an exciting variety of period design and style within which there are many separate areas, some quite small, which retain a distinct and valuable visual identity.

We recognise that there will be changes over time. The aim must be to accommodate change in ways which respect what we value and enhance the environment.

This Design Statement has described what we value about our built environment, identified key issues for future development and suggested how change should be managed.

We have included examples to illustrate the variety of buildings and the importance of their setting within the broader street scene, but we cannot possibly cover every setting and eventuality. In deciding whether a particular development is appropriate one must look at the specific context and the impact on the street scene.

The acid test is whether a proposal is well designed and enhances its locality and the town as a whole.



21st Century Horsham

