



Horsham
District
Council

Pulborough Design Statement

Supplementary Planning Document

May 2013



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Introduction and background

Welcome to the Pulborough Design Statement, produced in order to influence future design in the development of its built environment. It is structured around character areas within the village; these have been created purely for the purpose of this document.

In 1993 the Pulborough Community Partnership was formed. The Partnership worked closely with Pulborough Parish Council to address the issues and priorities identified in the Pulborough Community Action Plan 2003. The Pulborough Community Action Plan 2003 aimed to 'develop and maintain an inclusive society at ease with itself as we make a better future for Pulborough'. One of the main aims of the environment section was to make sure future development retains the rural look and feel. A way of achieving this aim is to produce a design statement.

Many people feel that they have no say over what style of development takes place in their community; but a Parish Design Statement (PDS) offers a constructive solution to this dilemma. Local communities have a unique appreciation and understanding of their own locality and place, and a PDS is based on this knowledge.

This PDS sets out clear and simple guidance for the design of the character of all development in the parish of Pulborough. It is unlike any other planning document as it gives planning advice directly applicable to the statutory planning system and is entirely community based, describing the qualities that residents value in their area and its surroundings, so that any new development is in harmony with its setting and makes a positive contribution to the immediate environment.

The PDS 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.

It will not stop change from happening, but it can help affect how any new building fits in to the village. It is also hoped that residents and organisations will have regard for the planning guidelines, even where the submission of a planning application is not necessary i.e. Permitted Development.

This PDS, adopted by Horsham District Council as a Supplementary Planning Document (SPD), will sit within the Council's Local Development Framework as a Local Development Document. An SPD has an indirect statutory status as it supplements statutory Development Plan Documents (DPD) such as the Core Strategy and Development Control Policies, providing further detail on policies and proposals for which the DPDs do not have the scope. Hundreds of English communities have completed design statements.

In spring 2010 a Design Statement Steering Committee was formed. This was followed by consultation with the Pulborough community in the form of a questionnaire to every household in the Parish.

Pulborough is a geographically large and aesthetically diverse area; we have therefore, for the sake of this document, separated Pulborough into Character Areas. These Character Areas have been based around the main features of the built environment that are present in these areas. In some cases one character area covers several physical areas of Pulborough. For easy reference, see the Character Area Map found towards the end of this document.

The Pulborough Design Statement has been designed for ease of use to maximise its role in the Local Development Framework it is divided into three main sections, History which is there to help the reader understand how the village has developed, Character Areas, which are there

to help the reader understand how the village is now, and Guidelines, which are there to guide the reader in the future development of the village and how the guidelines should be applied to each of the character areas. The Guidelines for new development are divided into two main scaled easy reference sections for residents and developers to use when building or renovating properties.

History of Pulborough

Pulborough is an historic village, situated in the lee of the South Downs. It is one of the larger villages within the county of West Sussex and is on the ancient Roman Road, Stane Street, which is now part of the A29. With over 2000 years of local history Pulborough has a fascinating past featuring Roman, Norman, Medieval, and WWII history. Pulborough is a captivating village to visit and live in, steeped in history and intrigue.

Neolithic and Bronze Age man lived in this part of Sussex, but it was with the coming of the Romans that Pulborough acquired its first known significance. The Romans came around 34 AD and for nearly four centuries this area was the most extensive Roman Settlement in Sussex, north of the South Downs. The great Roman Road, Stane Street, from Regnum to Londinium passed through Pulborough. As you might expect Pulborough merited a place in the Domesday Book following the Norman Conquest.

In 43AD, the Roman Emperor Claudius invaded southern Britain, with one possible landing in the Chichester-Selsey region of West Sussex. Most of Sussex was included in a client-kingdom, under Togidubnus. During his reign, the town of Noviomagus (Chichester) was built, roads were constructed, and many large Roman-style country houses, called villas, were established. Upon his death in the late 1st century AD, his kingdom became part of the Roman province. The southern region around Noviomagus was then called Regni.

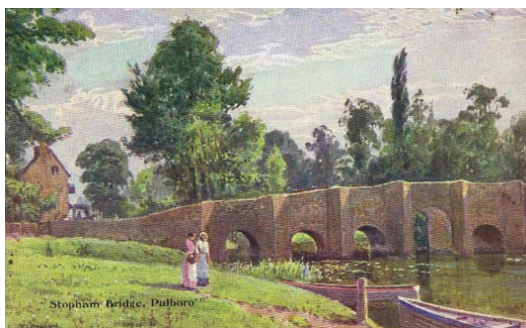
A Roman army base was established in the Chichester-Fishbourne area c.46AD and the town of Noviomagus (Chichester) was established.

In Roman times the village of Pulborough was used as a station point for the Roman army and farmers as it provided convenient access to surrounding areas for food and water. The Wiggonholt and Hardham areas were engaged in the manufacture of pottery and other goods.

The Domesday Book entry for the manor of Pulborough includes 66 households and 2 churches, which strongly suggests that the village was already of some size, and therefore it is unlikely that the village was a consequence of the construction of the motte-and-bailey castle on Park Mound (west of modern Pulborough) after the Norman Conquest.

Records of Pulborough are more frequent from the 13th century, but give little sense of the form or functions of the settlement. In 1252 Alard le Fleming was granted a royal license to replace the burnt houses in his park at Pulborough. Alard had died by 1263-4, leaving the manor to co-heiresses, thus giving rise to the two distinct divisions, or moieties, of the manor into what we now know as Old Place and New Place. The medieval park evidently extended as far west as the castle site (the motte is known as Park Mound and is adjacent to Park Farm), suggesting that the castle had ceased to function by the mid-13th century.

Although it is almost certain that medieval Pulborough would have functioned as a small port or landing place, there is no documented activity. There appears to have been no bridge over the Arun at Pulborough at this time, but a ferry is recorded from the late 13th century. A bridge was built at Stopham by c.1309, the current bridge dates from 1423. This appears to have had a direct effect on Pulborough as the east-west main route shifted from Church Lane to the present route (the A283) across Stopham Bridge. There is no evidence that Pulborough had any urban institutions in the medieval period.



Stopham Bridge c. 1850



New Swan Bridge



Stopham Bridge



Swan Bridge c.1910

The lack of an early bridge at Pulborough may account for the fact that the London-Arundel road, when recorded by John Ogilby in his map of the route in 1675, bypassed Pulborough, leaving Stane Street at Codmore Hill, north of Pulborough, and going via Wickford Bridge, Wiggonholt, Amberley and Houghton Bridge. Houghton Bridge served the east-west Downland scarp route and the road to Amberley was minor. Presumably this, at least in part, reflected the problem of crossing the Arun floodplain. The road to Wiggonholt is not even marked.

The Pulborough route evidently was more important by the 1720's, and this is corroborated by the fact that when much of the Guildford-Arundel route was turnpiked in 1757 (i.e. before the building of the bridge), it followed Stane Street from Adversane, through Pulborough, to the junction with the Petworth road just north of Bury. Engineering for the turnpike included the reduction of the gradient at Church Hill, by the making of a cutting. The stone Swan Bridge was built in 1785 to replace the earlier wooden bridge.

The 1686 survey of inns and alehouses shows that Pulborough was a modest provider of stabling and accommodation, comparable to Billingshurst and Slindon, further north along Stane Street, and to other large villages similarly situated north of the Downs, such as Henfield, Hurstpierpoint and Ditchling. Its provision was insignificant, however, when compared to that of the market towns of Petworth and Midhurst, to the west along the Greensand Ridge. Several inns provided the stables and guest beds. The Five Bells, on London Road, was an inn by 1706, although then called The Sackfield Arms (by 1743 The Sackville, in 1775 the Butchers Arms and Kings, by 1790 The Bells, and in the late 1820s, The Five Bells). The Chequers Inn, at the junction of Church Lane and London Road, (burnt down in 1963 – then replaced on the opposite side of London Road) is recorded with that name from 1717, when manor courts were being held there. Inns and alehouses were not exclusive to the north-south route at this date, however, in Lower Street the Arun Hotel is recorded from the early 18th century and the Oddfellows Arms from 1757.

Shops are better represented in this period, with a noticeable concentration near the church. Immediately south of what was until recently The Five Bells, London Road, there were two cottages and a butcher's shop in 1674, and this usage continued until the 1920s. West of the former Chequers site, Church Lane, is Church House, which was a mercer's shop in the late 18th century, while, 18th-century Ivy Cottage was owned by a butcher in the 1780s. The River Arun also had a greater role in the economy of Pulborough during this period. The navigable reach of the Arun was extended to Stopham Bridge in the late 16th century, by the Earl of Arundel, then to Pallingham Quay in 1637.

Wharf House, Lower Street, is recorded from 1706, and to the east of this Skeyne House (demolished, and now the site of Barclays Court and Skeyne Drive) had a wharf in 1748.

Pulborough maintained an active waterfront during the 19th century. Although the Wey and Arun Junction Canal from Newbridge (between Wisborough Green and Billingshurst) to Shalford (1816-71) never lived up to expectations as the only inland waterway connection between London and the south coast, it did increase traffic on the Arun, and Pulborough benefited from its proximity to the latter.

The arrival of the railway to Pulborough in 1859 and then to Arundel in 1863 put both waterways into immediate and terminal decline, the Arun Navigation (canal) finally closing in 1888. With the closure of its canal sections, commercial traffic reverted to the still viable tideway of the River Arun, past Pulborough, until even this ceased in the 1920s. Roads to and through Pulborough were improved in the early 19th century. The Steyning-Stopham road was turnpiked in 1810, and London road was revitalised in 1828 with the construction of a causeway across the floodplain of the River Arun, though even this periodically disappeared under water. In 1830 the slope of Church Hill was further reduced, and a fourth arch was added to the (now A29) bridge in

1834. The Swan Inn was an obvious beneficiary of these improvements to the roads and the proximity of the river. In the 1830s it was a staging post for coaches from London to the south coast, with cover for horses and coaches on the east side. Amongst its other buildings was the corn exchange (with a corn market on Fridays); this was on the site of the shops opposite the NatWest Bank.

Just as the arrival of the railway heralded the demise of waterborne traffic, so too did it end this brief heyday of coaching in the village. Other obvious direct effects were limited, however, with the opening of the Railway Hotel in 1859 (opposite the station, now gone), and the opening of a Cattle Market in 1866 (on the site of the car park on the western side of Station Approach) being rare examples. Pulborough saw no immediate or even delayed proliferation of housing, other than the modest row of Railway Cottages immediately south-west of the station (c.1875). In fact, after c.25% growth in the 'urban' population between 1801 and 1831, Pulborough had been in decline between 1831 and 1851, saw only minor growth between 1851 and 1871 (c.5%), then slipped back into slight population decline between 1871 and 1901.

The development of road traffic in the mid-20th century placed Pulborough on the junction of two busy roads. Direct impacts were the demolition of shops in the middle of the street at Swan Corner (1935) and the building of a new bridge over the River Arun (1936) and related modifications to the causeway to Hardham. Growth of the village into something approaching a town only accelerated after 1900.

An isolated terrace was built on the west side of London Road (nos. 25-36) c.1910, Alpha Cottages, Lower Street, were the first council houses to be built in the village (1912), followed by 26 houses in a more isolated location north of the railway on the east side of the London Road. Other pre-war developments include the modest scale (22 council houses) of The Moat, off Moat Lane.

After the war, housing development increased, with council estates such as Rivermead (off the south side of Lower Street), and more extensive estates to the north of Rectory Lane/Lower Street and to the east of London Road. To the west of the Swan Inn, the value of the views of the river, brooks and Downs were valued increasingly and the area developed with blocks of flats, with the Swan Inn (rebuilt 1958) itself demolished to make way for flats and houses in 2002. This trend also resulted in infill further to the east on the south side of Lower Street, most notably with the demolition of Skeyne House and its replacement by flats. The different types of post- 1945 development in Pulborough reflect its attraction both as a place for commuters and for retirement. Although the commercial wharves closed in the 1930s, a brickfield next to the station closed c.1930, as did the small cattle market nearby in the mid-1970s. The development of an industrial estate by the station and factories between London Road and the railway, coupled with the range of shops and two major supermarkets, means that Pulborough today has the economic character of a minor town rather than a village.



View from Swan Bridge East

St Mary's church has remained intact as an institution throughout this period, although the rectory was sold off in the late 20th century, and today replaced by a new one (Hillside) on the west side of London Road. There was a major restoration of the church in 1859, including the removal of galleries and box pews, and further extensive repairs from c.1920; the churchyard was extended in 1852, and again in the early 20th century.

Corrugated-iron church rooms were built in 1906 at the lower eastern corner of Glebe Field and were used for church functions and social events.

Pulborough currently has over 100 listed buildings and 31 surviving buildings that date from between 1500 and 1800: one from the 16th century, 12 from the 17th century, and 18 from the 18th century. Most of the 16th and 17th-century buildings are timber framed, although three of the 17th-century houses are of stone construction. 12 of the 18th century houses are built of stone, reflecting the local availability of Pulborough Sandrock and Folkestone Formation carstone. None of these buildings are of specifically urban type. While not necessarily purpose-built, several buildings of this period had non-domestic functions. The Red Lion (built 1690-1740, was certainly functioning as an inn by the early 19th century) and the Oddfellows Arms (rebuilt in the 17th century, and an inn by 1757) are survivals of this period that reflect the importance of road traffic to Pulborough. Of the river wharves themselves little survives, but Wharf House appears to have been built in it's then comparatively isolated site to serve the emergent wharves along the left bank of the Arun. The early 18th century maltings (now represented by Malt House, 21 Lower Street), a warehouse of 1780 (on the north side of the junction of Station Road with the London Road, at 6 Swan Court), and the remains of 18th century limekilns south of Waterside House, 17 Lower Street, represent tangible evidence of the commercial quayside character of this part of Pulborough in the 18th century.



View across the Brooks from the South

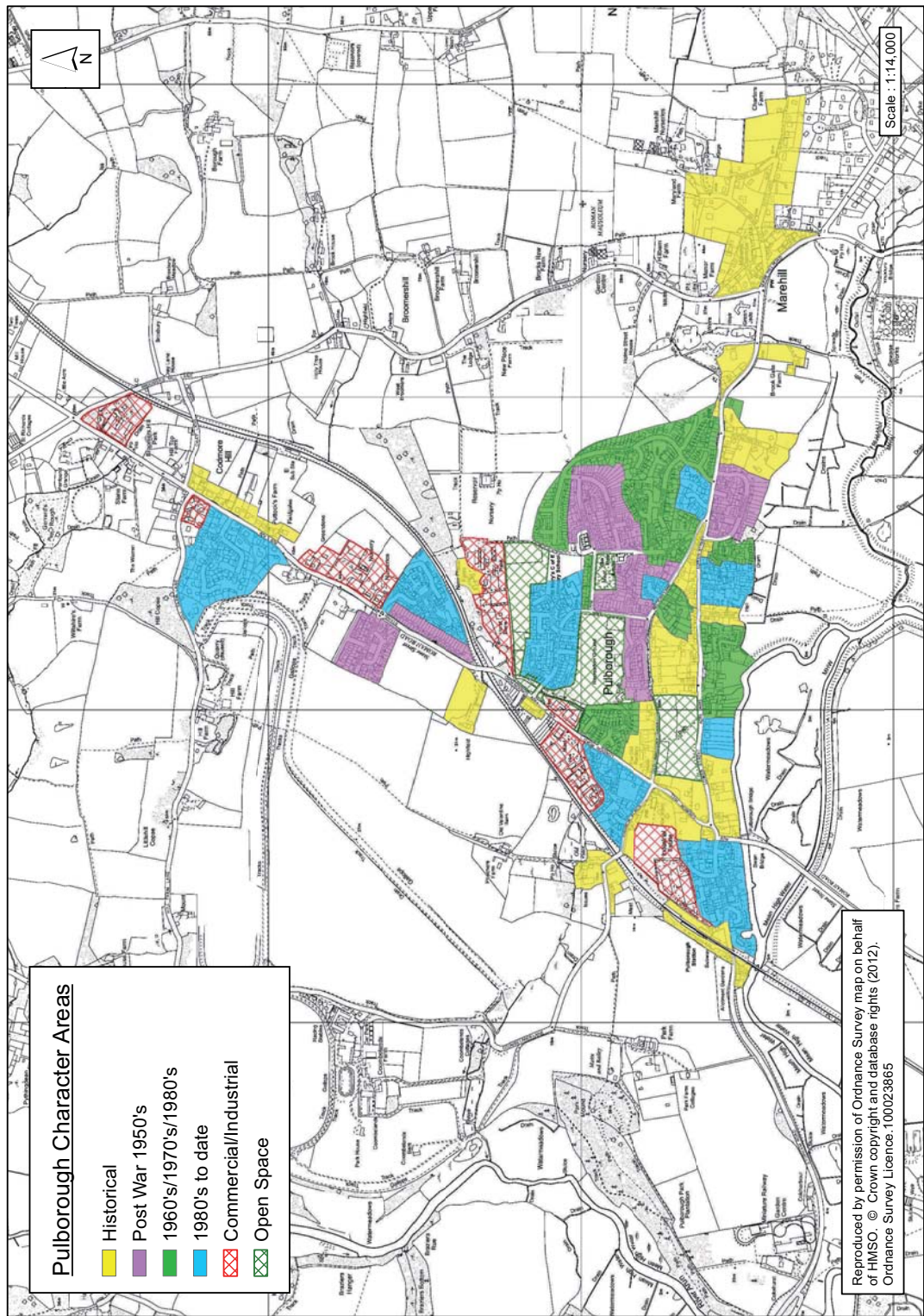
There are 26 buildings dating from the early 19th century, with the majority in the area at the east end of Lower Street. By 1841 these were sufficiently concentrated to form lengths of continuous, and largely commercial, street frontages on both sides of the road. 16 of these buildings are of stone, reflecting continued use of local Pulborough Sandrock and Carstone. The majority of the buildings in Pulborough date from this period, not so much as a result of loss of earlier buildings, but through expansion of the village into its town-like form today. This growth was significant in the early 19th century, but did not accelerate as might be expected after the railway arrived (1859): the majority of buildings belong to the 20th century and, especially, to the period after 1945. Obvious, but unusual in their survival, artefacts of the coming of the railway are the main station building of 1858 and signal box of 1878. Post-railway fashions in architecture were delayed by the lack of growth, and it was only c.1875 that Pulborough gained terraced housing just west of the station at Railway (or Pinch Plum) Cottage, Stopham Road. This was followed by a more substantial terrace at 25-36 London Road, c.1910. Semi-detached housing was similarly late (e.g. 3-4 London Road and 29-31 Lower Street), but was adopted for the four pairs of early council houses at Alpha Cottages, Lower Street (1912). Purpose-built commercial buildings of the period include the post office, Lower Street (1906), and the National Westminster Bank, Station Road (c.1920). Post-war development of larger residential estates continued the use of semi-detached housing, and introduced widespread use of bungalows (e.g. as built by the council at The Spinney in the 1950s), and, more unusually for a rural village, blocks of flats. The latter have become a feature of the riverside and the floodplain, suggesting that they are a functional response as well as a reflection of a late 20th century fashion for waterside housing.

Amongst the more conventional houses, bungalows and chalet bungalows of the mixed private and council-built estates that dominate the northern part of Pulborough (and which include the new school of

1968-72), Southside is a rare example of a row of more boldly modernist housing.



View across the Brooks showing Waterside Housing



Character Area 1

Historical Pulborough

Character Area 1 can be broadly defined as areas that development has taken place pre WWII. This then can be broken down into thirteen smaller areas of similar character.

These are:

- Marehill
- Brook Gate Farm
- Old Mill Place
- Rectory Lane
- East Lower Street
- West Lower Street & Church Hill
- Pulborough Railway Station & Swan Corner
- Old Rectory Lane
- Church Place
- Old & New Place
- Highfield & North of London Road
- Eastside of Codmore Hill
- Sopers Cottages

Marehill

Description

Marehill is a hamlet that lies on the A283 road 0.6 miles (1km) east of Pulborough; the area is on the southern slopes of the greensand ridge that runs east-west through Pulborough. The eastern side of the area is bounded by Broomers Hill Lane and includes the houses on the east side of the southern end of this lane including Manor Farm. To the south the area is bounded by the western end of West Chiltington Lane. The area includes houses in West Mare Lane, Kings Lane, Batts Lane and Tudor Close.

History

The majority of this area would have formerly been woodland and fields bordering an area of sand mining which supported glass manufacture in the

area – it is still possible to find the remains of glass slag and the caves that were the sand mines. The caves are now incorporated in the Pulborough RSPB, a restricted wildlife reserve.

A number of the houses in West Mare Lane date from the 17th and 18th century and may be of earlier origins. The White Horse Pub and the adjacent former chapel are 19th century. Originally a shop, the pub had a registered landlord in 1874, and retained its shop use, doubling up as a pub and a shop until the 1980's.

Development and features

Most of the area was developed piecemeal between the wars and comprises a mixture of housing sizes and styles the majority of which are two storey and were designed for the plot on which it stands. These plots are generally large and surround the property. The majority of roads within the area are un-adopted and in varying states of repair. Due to the topography most of the houses are built on



Marehill



Marehill

slopes, this provides stunning views across the Wild Brooks and water meadows.

Character and design aspects of the built environment

The haphazard nature of the built environment in West Mare Lane, Kings Lane and Batts Lane is representative of pre WWII development.

The condition and form of the un-adopted roads, the lack of street lighting and the rough verges in the centre of the area, which slow traffic to a walking pace, are an important factor in this informality and coexist quite happily with the pedestrian population without the need for pavements, kerbs or signage. The area is bounded to the north and east by countryside which is accessible by a number of footpaths. The proximity to this countryside, Marehill Common and the large amount of vegetation and trees gives the northern part a much more rural quality.

The majority of houses in the area are detached and use a variety of styles and materials, many have low pitched roofs.

Most properties in Tudor Close and West Chilmington Lane were built in the mid 20th century and are substantial two storey houses of individual designs with large floor areas and gardens.

Brook Gate Farm

Description

Brook Gate Farm is a collection of several farm buildings and a house on a large plot of land; it is bounded on the north side and visible from Mare Hill Road. To the south are extensive views across the Wild Brooks. North side of the road are several individual properties.

History

The area has always been farmland and meadows

Development and Features

The area can be divided into two, the farm to the south and the individual houses to the north

Character and design aspects of the built environment

The two storey farmhouse was built in the 1950's and is of 1950's design, brick walls, tile roof and no major design features.

On the north side of Mare Hill road are 3 individual properties, Holme Manor, Margate Cottage, and Little Margate. Holme Manor was finished in 1914, and Margate Cottage, built as stables for Holme Manor was converted during WWII. They are all of varying designs, but sit in the landscape well, and are at ease with their surroundings.

Old Mill Place

Description

Old Mill Place is a cul-de-sac that lies at the eastern end of Lower Street, east of Pulborough; the road is on a gentle gradient down towards the Brooks on the south side of Lower Street.

History

The majority of this area was formerly farmland; a few of the houses in Old Mill Place date from the 18th and 19th century.

Development and features

The houses follow the road either side, with large plots. Due to the topography most of the houses are built on the gentle slope, this provides stunning views across the Wild Brooks and water meadows.

Character and design aspects of the built environment

The road is of tarmac and in good condition, the houses and gardens well maintained, yet foliage and trees give a secretive and hidden feel to the lane.

The majority of houses in the area are detached and use local stone as the main wall material, and clay tile as roof material.

The characteristics and features of the properties include, dormers, leaded windows, porches, tile hanging, brick/stone detailing and brick chimneys. The houses are single and two storey, many with hip roofs, detached garages and large gardens.



Old Mill Place original housing 18th century

Rectory Lane

Description

Rectory lane and the surrounding area is one of the most mixed areas when looking at its built environment. The area is bounded on the north side by relatively modern high density large areas of South Pots Common and Downlands, whilst the south is bounded by the historical nature/character and area of Lower Street.

History

Historically the area's development has been influenced by its location, with the pressure of the high density housing to the north, and the proximity

to Lower Street. This coupled with low density housing and large plots, has led to large infilling and not just in recent times. The historic areas are at the Lower Street end and at the Rectory Close end, while in between are St Marys Close, The Twitten, and a cul-de-sac including, Downland Lodge, Stonecroft, Wild Brook House, and Greytiles.



Up Rectory Lane

Development and features

The main development characteristics are its diverseness and irregularity. This is heightened by the topography, the area located on a steep slope with views across to the Brooks the houses have been sited and designed to benefit from the view without exceeding two storeys. The Twitten has recently been given footpath status, and runs between Rectory Lane and Moat Lane past two houses. The lane varies immensely, from the enclosed surroundings at the Lower Street end, to the openness and extensive views towards the Rectory Close end. This variety creates an attractive and unique character.



Down Rectory Lane

Character and design aspects of the built environment

The historic areas are home to individual one and two storey properties with unique features, scales, and materials. However it can be said that at the Lower Street end, several buildings are right on the road with no front gardens and little or no parking. These properties are on relatively small plots, and are overlooked from several aspects in some cases. Towards the Rectory Close end, properties have been built on much larger plots. St Marys Close is an example of infilling in the close, it was built around the 1980's and contains several properties. They are characterised by careful and thoughtful design and layout, which has included many features and materials that can be found in the surroundings. These include local stone, tile hanging facades, stone walls, brick detailing and porches and dormers.



Royal Mail Sorting Office

East Lower Street

Description

Lower Street (A283) is the principal street in the village. Beginning at the bottom of Church Hill it finishes almost one mile away at the foot of Mare Hill. For the purpose of this document we have divided Lower Street into two sections, forming East Lower Street and West Lower Street, the dividing point is Alfreys Wharf.

East Lower Street contains historic areas of development, (including Barn House Lane) the principal 20th century shopping area (much of which is within a conservation area), Skeyne Drive (including Skeyne Mews, Barclays Court, Beaumont Court, Beverly Court, Arun Court, and Belgrave Court), Wildbrooks Close, (formerly the Red Lion public house) Hill Crest Park, Alfreys Wharf, Carpenters Meadows, and Oddfellows public house.

History

The Area has developed historically in two different purposes, as a through road providing access to Storrington to the East and the A29 to the West, and as the heart of the village. This has meant a constant struggle between access and volume of traffic, and preservation of the heart of the community.

The village centre itself has hardly changed in 80 years, however all along Lower Street are examples of historic and modern infilling and redevelopment.



Lower Street Shopping Area

Development and features

The shopping area itself has seen little development with regard to the aspect and scale of the built environment; it has however seen much change of use and ownership. The Sussex trading company opened its doors in 1910, after taking over from Thomas Cameron, to provide groceries, wine,



East Lower Street



East Lower Street c.1910



Infilling in Lower Street



Skeyne Drive

drapery, furniture and ironmongery, by 1980 Cullen's had taken their place, and nowadays the store is independently operated. Diversity of shopping is key to the healthy continuation of this commercial area. As you head eastwards Oliver Brothers store (London House) has now changed into Henning's the wine merchants, and the Arun Hotel was redeveloped into a terrace of town houses in 1999. Oddfellows pub was built as a farmhouse in 1460, and then converted to a fully licensed pub in 1960; its careful redevelopment in recent times has been regarded by many as a fantastic example of well managed refurbishment. Henleys dates back to the 1600s, and is a classic example of a victim of the window tax in 1695 to 1851. Arundale School originally a guest house has recently closed. The Red Lion built originally as a public house around the beginning of the 19th century has recently been redeveloped in to Wildbrooks Close. The road has seen extra street paraphernalia, widening and new pavements where possible. Due to the topography most of the houses are built on slopes, this provides stunning views across the Wild Brooks and water meadows.

Character and design aspects of the built environment

The residential development of this part of Lower Street itself is mainly early 20th century with good examples of the domestic architecture each of the first four decades of this century. There are in

addition some important historic buildings, some of which are listed, from the 16th, 17th, 18th and 19th century which capture the commercial and domestic history of Pulborough.



Red Lion

Wildbrooks Close, built late 20th century on the former garden of the Red Lion public house, is a cul-de-sac of terraced houses. They are two storey houses, with steep roof pitches, and staggered roof heights. There are a number of small front gardens and the layout of the houses gives a courtyard feel to the cul-de-sac. Features and materials include brick walls, small windows, clay tiles on roofs and facades, reflecting local vernacular style.

Barn House Lane is comprised of several individual historic properties, including Swift Cottage and Meadow Barn. It has seen no recent development, and provides access to the meadows. The access road is in poor condition, under a bank of trees, however this adds to the unique semi rural character of the lane.



Wild Brooks Close

Skeyne Drive was built in the 1960's and includes Skeyne Mews, Barclays Court, Beaumont Court, and Beverly Court, adjacent to these Arun Court and Belgrade Court can be found. It is characterised by high rise flats, varying from two storey to four storey.



Historic buildings on Lower Street

Hillcrest Park is comprised of classic 1990's design, large, two storey, detached houses. Built by Charles James Homes, they have many features and detail, such as dormers, brick detailing, hip roofs, porches, chimneys, and garages, set in large plots with mature gardens.



Swift Cottage

The designs are classic of flats built in this period, incorporating concrete, flat roofs, balconies, and shiplap, tile hung render, and large areas of glass.

Carpenters Meadow is a development of terraced houses accessed through Skeyne Drive, they are mostly two storey with a couple of three storey. They are of 1990's design using materials and features such as tiled porches, coloured render, clay tile roofs and UPVC windows. In order not to obstruct and be detrimental to the views of the Brooks, the roofline has been staggered and follow the contour of the land with television aerials are wall mounted. The area also includes Barnhouse Close, a small close which is home to a development of flats. This is a new development on the site of the former doctor's surgery.

Alfreys Wharf is a cul-de-sac development of classic 1990's detached and semi-detached two storey houses. Many features and materials have been used in the building of the houses. The walls are built from light bricks, flint and tile. Roofs and porches are tiled, the roofs having small chimneys. There is lead and brick detailing, around wooden

doors and three panel wooden windows. Gardens are small, with ample parking provided by garages and a communal barn style car port.

The Lower Street Space Shaper Report produced by Kent Architecture Centre in 2011 and related conclusions, a recent report commissioned by the Pulborough Community Partnership, underlines some of the issues that any new development should aim to take into consideration;

- Although Lower Street is widely considered to be a highly important place for the community, it is just as widely seen as a very poor quality space.
- There is a broad consensus on what the issues and opportunities are. Young people, residents and traders all expressed similar views on Lower Street.
- Although Lower Street is easy to get to for most people, it is very difficult to move around in comfort and safety. The volume and speed of traffic are concerns, as are the width and quality of pavements.
- Lower Street is poorly maintained. The street and pavements are felt to be in poor condition and this is made worse by unsightly bins and litter. More could be done to make the place more inviting.
- Opportunities are being missed to make Lower Street a pleasant place for people to visit and spend time, as well as making the most of Lower Street as a quality shopping area.



Carpenters Meadow



Barclays Bank



The Old Dairy



East Lower Street

West Lower Street & Church Hill

Description

West Lower Street and Church Hill are areas that meet at the roundabout that connects the A29 to the A283. Church Hill starts at this roundabout and ends where London Road starts, at the crossroads with Old Rectory Lane and Church Place. West Lower Street starts at the A29 roundabout and finishes at Alfneys Wharf.

History

The area is of major historic importance, due to its location it has been and still is a site of convergence for road, river and rail. Between Lower Street and the Arun were several Wharves, included Puddle Wharf, one of the major wharves supplying trade on the river Arun. The area was also home to

storehouses and sheds; the Cornstore now stands on the road by the bridge. Church Hill has many historical cottages including Horncroft and Old Timbers, two of the oldest cottages in the village dating back to the 15th century. For many people passing through Pulborough, the overall character of Church Hill represents the key memory of historic Pulborough that they take away and as such should be preserved and enhanced.

Development and features

Most of the area was developed over a long time; with good quality infill housing mainly taking place in the first half of the 20th century, it has also been mainly influenced by the roads, and river. The historic wharves have been redeveloped into buildings such as the Cornstore; others are now gardens for the historic properties that run between the river and Lower Street. Templemead was built



Willow Cottage

in 1788 and converted into two dwellings in 1974. Waterside House was built in the 17th century and was formerly part of the dairy. Church Hill was lowered in 1757, and the cottages at the top of the hill supported by a brick wall, still evident today. Due to the topography most of the houses are built on slopes, this provides stunning views across the Wild Brooks and water meadows.

Character and design aspects of the built environment

The historic nature and character of the area is promoted through the older buildings on the



Temple Mead Stables



Temple Mead, Original Features



Temple Mead



Old Alms House, Church Hill



Church Hill Cottages

roadsides. These properties, despite having been exposed to changes and development around them, have remarkably, retained many of their historic features, materials and plots. They are characterised by their previous uses, historic features and materials. The area has limited commercial activity, compared with East Lower Street and Swan Corner.

Pulborough Railway Station & Swan Corner

Description

This area borders the western fringe of the village, with a north/south mainline rail line to the western side. To the north there is a modern industrial estate; to the south the northern bank of the river



Station Approach

Arun and to the east, an area lying to the western side of the A29. The ground is predominantly greensand with escarpments leading down to the riverbank. This area has mostly modern styles of buildings.

History

Prior to the advent of the railway line, in the early Victorian era, the area was dominated by activity involved with river trade from Pulborough down to the coast at Littlehampton. This combined with overland transport running north from Chichester, up towards Surrey and London via what is now the A29. Pulborough was a popular stopping off destination and being the junction of road, river and latterly rail. The area provided accommodation for overnight travellers, grooms and stabling for horses. At Swan Corner, which has now been redeveloped, was the famous Swan Hotel which stood for over 150 years.



Swan Corner

Development and features

The Station includes railway yards and car parking. Of particular note is the Victorian railway station building and signal box which still remain. In more recent times, an industrial estate, currently home to Travis Perkins and other businesses, has been created beside the railway line and the area has seen infilling with modern residential estates.



Poplar Court

Character and design aspects of the built environment

The modern estates include mews houses, and two storey modern terraced houses. Swan Corner and Poplar Court are characterised by retirement and residential blocks of modern flats designed to benefit the views across the Brooks and the Arun Valley. Interspersed are some period houses on the slopes above Station Road, designed to take advantage of the views from further up the hill.



Pulborough Railway Station

Old Rectory Lane and East Glebe Field

Description

Old Rectory Lane is an area of special architectural and historic interest with houses of varying ages and architectural styles. Located on the east side of Church Hill, it includes the Old Rectory and Chequers Hotel.



The Old Rectory

History

Old Rectory Lane historically consisted of land owned by the church that has been sold off over the years. The Queen Anne Rectory was built between 1720 and 1729 by Rev. Francis Mose. It was then given to the Parish for his successors to use. In Victorian times another storey was added, this was later removed in 1952 and the building remains as we see it today. The two houses, one on the right as you turn in towards The Rectory opposite Chequers Hotel, and the one that has been extended, past The Rectory on the left, were both gardeners' cottages. The Rectory grounds extended to the road which leads up to New Place Manor, where



Dovecote

originally there was a lake. Chequers Hotel moved to Old Rectory Lane in 1963, this was once the site of a 17th century property known as Braziers, which belonged to The Rectory Manor.

Development and features

The main development has been linear on the north side of Old Rectory Lane; here several properties have been built. They are individual properties and sit comfortably in the landscape. Views are extensive across the Brooks, and this is a very popular walking route.



View from bottom of East Glebe Field



View from Old Rectory Lane across East Glebe Field

Character and design aspects of the built environment

Character of properties is completely based on design, features, and materials of individual properties. The area has developed historically with infilling, and historically regular plots and dwellings. There are only six buildings or groups of buildings

in this area and two are listed, Dovecote and The Rectory. To the east the Glebe Barn is on the site of the former Rectory Barn, and the other later 20th century houses are built within what was previously the formal garden of The Rectory.



Chequers Hotel

Church Place & West Glebe Field

Description

Church Place is a Conservation Area of special architectural and historic interest with houses of varying ages and architectural styles. Located off Church Hill, it contains the Parish church of St Marys and the Roman Catholic church of St Crispin and St Crispinian.



Catholic Church



St Mary's Church

History

Church Place was originally the commercial centre of the village, Church Place being the primary route to Stopham. The church itself has remained intact as an institution throughout its life, The Rectory being sold off in the late 20th century and replaced by a new one on the west side of London Road. There was a major restoration of the church in 1859 and further extensive repairs in the 1920's. The churchyard was also extended in 1852, and again in the early 20th century. The Church is very prominent and dominates the surrounding area.



Cottages in Church Place

Development and features

The small scale of this village nucleus precludes the survival of urban features such as Burbage plots, but many of the irregular historic boundaries are preserved and likely to be medieval. There has been some infilling and new development throughout the 20th century. However, most of the original terraced housing has been preserved. With

many Grade I and II listed buildings being present in Church Place, such as 3, 3a, 4, 14 Ancaster House, Church Cottage, and Church House.

A feature of the Church Place Conservation Area is the West Glebe Field. This land is a part of the village Conservation Area, and needs to be regarded as part of the same area as the Conservation Area in Church Place. Parking in this area is an issue that today detracts from the street scene and must be considered in any further development of the area.



West Glebe Field



Church Place Architectural details



Church Place Architectural details



Church Place Architectural details

Old Place & New Place

Description

Old Place and New Place seem unlinked nowadays, however they have many historical ties. Old Place is located west of Pulborough, accessible through Church Place and over the railway line and to the north. New Place is north of the village accessed from the London Road just south of the railway bridge; the area is now known for its nurseries.



Old Place Manor

History

New Place was originally part of the Apsley Estate and later owned by Walter Bartelott. It now is known as New Place Manor a grade II-listed house built in 1252 and extended in 1500, so named because it replaced a previous manor on the same site; it also is home to the oldest dovecote in Europe. The gateway was built by the owner in 1591 when Queen Elizabeth visited.

Old Place the former estate of the Apsleys, was built around 1450 in the reign of Henry VI (1422-1461). Old Place Manor enclosed a court and the superstructure was of timber with large square windows. It has a medieval hall and the mill pond not only used for the mill, was also a fish pond used as a source of fresh fish. It was reconstructed and restored in the 1920's. Now regarded as two separate buildings both are grade-II listed.



Nags Cottage Old Place

Development and features

New Place is a stand-alone house, now surrounded by 1.4 acres of land and New Place Nurseries. Old Place however has seen various houses and conversions of existing buildings over the years. The majority of roads within the area are un-adopted and in varying states of repair. Due to its historical development Old Place is very fragmented, it contains many converted buildings and historical houses, such as Valentines Barn, Poachers Farm, Mill Mead, Nags Cottage, Issues and the Anchorage.



Old Place

Character and design aspects of the built environment

The south portion of New Place Manor is certainly medieval. It is built of stone rubble in two sections; the west portion has three storeys and one window; the east portion, two storeys and one window. At the south-west corner of the south front there is a

small projection at right angles to the main building containing a pigeon loft, its upper portion with stone pigeon holes. The west wall of this medieval part of the building features a large brick chimney stack in the centre, with a 3-light stone window, and two small blocked rectangular windows set in wooden architrave surrounds below. The north wing of the house is an 18th century addition, with two storeys and an attic, five windows and three gabled dormers; it is faced in stone rubble with red brick, dressings and quoins. It has a Horsham slab roof and modern casement windows.

Old Place Manor has been modernised and almost entirely rebuilt externally in brick, now painted. The most southerly section has had a window-bay added about 1860 with a modern additional storey. The back of the house facing east has four narrow gables, tile-hung, one containing two storeys. It has casement windows with diamond-shaped or small square panes, one window having two tiers of three lights with wooden mullions and transoms. It has a tiled roof, two storeys and five windows. The north



Old Place Water Mill

portion of the house has a 16th century roof and a kitchen fire-place with bake-oven and there is a modern ground floor addition beyond that. This was originally part of the now separate building known as Old Place Manor. Old Place is now separate from the Manor, together they may have afforded a complete court-yard originally or this building may have been a barn and stables with workers accommodation over the stables. It retains many of its original features, mainly its stone walls and windows.

Highfield & North of London Road

North West of London Road is characterised by a terrace of classic two storey Victorian houses, brick wall, and slate roofed, with gardens and parking to the rear. This terrace follows the road and the small front gardens enhance the proximity of the houses to the road. They are bounded at the rear by the railway line. There is no room for development on the site of these houses, except perhaps rear extensions, which if permitted should be in keeping with the existing features.

Highfield is a single dwelling just north of the railway line; it has a long driveway that winds between two fields to the house.

Eastside of Codmore Hill

Description

This collection of properties follows Stane Street and is located North of Pulborough's main settlement area on Codmore Hill. The western side of the properties is bounded by Stane Street and in the east the properties bounded by the railway line. The west end of Cray Lane divides the properties and Hill Top Farm. To the south the area is bounded by the southern boundary of Puttocks Farm and to the north by the northern boundary of Hill Top Farm



Codmore Hill

History

Codmore Hill has long been regarded as a separate entity in its own right; it has evolved over time to include farmland with estates, smallholdings and some period properties fronting Stane Street near the junction with Cray Lane. Some properties date back to the 17th century. Over time, local people provided a wide range of services mainly in support of the local farming population, these included blacksmiths, wheelwrights, a public house, post office and shops. When the river Arun had a bridge built at Pulborough, Stane Street became a main thoroughfare.



Codmore Hill, Wheelwrights Forge and Old Post Office

Development and features

Along Stane Street there are a variety of modern and semi-modern single and two storey properties with relatively large gardens. These gardens back onto the railway line and there are extensive

views east. There are also several historic, period (Victorian and earlier) houses near the junction with Cray Lane.

Character and design aspects of the built environment

The character of these properties is not just reflected in the use of local materials, but also in the historic nature of the area. The more modern properties are relatively low in scale, and are set back off the road with off-street parking and are a mix of styles and materials. However, the main characteristics of the buildings are red brick often with softer coloured detailing and tiled roofing materials, whilst the historic properties are faced with mellowed local stone or stock red brick.

Sopers Cottages

Description

This area is a pre WWII built linear development of social housing and is located on the eastern side of Stane Street. It backs on to the recent Riverside development, and runs parallel with Stane Street until it is bounded at the southern end by the railway line.

History

Originally farmland the houses have been developed following the line of Stane Street the Roman road originally running from Chichester to London. The site was developed as one stand-alone development and has seen no infilling and new development.

Development and features

The houses are homogeneous and linear in their design; they concentrate on following the road, however they have been set off Stane Street and their visibility from the road masked by vegetation. Due to its topographical elevation views from the rear gardens are extensive. Plot sizes are all standardised with off-road parking provided by a private car park to the south of the houses.

Character and design aspects of the built environment

The cottages are of homogeneous design and are mainly two storey and semi-detached with low pitched roofs. Roofs are generally tiled, whilst walls are of brick construction. Windows are relatively small and numerous, originally metal, some are now white UPVC.

Character Area 2 Post War 1950's

Character Area 2 can be broadly defined as areas where development has taken place post WWII war and during the 1950's. This can then be broken down into three smaller areas of similar character, namely:

- Stane Street Close & The Green
- South Pots Common
- Rivermead

Stane Street Close & The Green

Description

Stane Street Close is a 1950's built cul-de-sac of social housing and is located on the western side of Stane Street. It is surrounded on three aspects by farmland, while the eastern side is bounded by the road. The cul-de-sac includes Stane Street Close and The Green.

History

Originally farmland the cul-de-sac has been developed on Stane Street the Roman road originally running from Chichester to London. The site was developed as one stand-alone development and has seen little infilling and new development.

Development and features

The cul-de-sac is homogeneous and concentric in its design; it concentrates on a measured pattern

of development centred around a small recreation/public green space. This public space gives the feeling of spaciousness and openness, yet retaining the organised matrix of the cul-de-sac. The large front gardens, grass verges, small trees, low hedges and pavements all add to the feeling of space. The roads are a mix of concrete and tarmac and are of a standard suitable for the volume of traffic they support. Due to its topographical elevation, views of all three farmland aspects are extensive.

Character and design aspects of the built environment

Homogeneous and relatively low scale are two of the most prevalent aspects of design in the cul-de-sac. The houses are mainly two storey and semi-detached with low pitched roofs. Roofs are generally tiled, whilst walls are of brick construction with some tile facades. Windows are relatively small and numerous, originally metal, some are now white UPVC.

South Pots Common

Description

South Pots Common is a large area of 1950's built private and public housing. It is located on the area formerly known as Pots Common on the north of the green sand ridge that runs east-west through Pulborough. The area is bounded by Rectory Lane and Downlands to the south, Glebelands, Link Lane and the Recreation Ground to the west and north.



Rectory Close

It includes Rectory Close, the Moat, the Spinney, Spinney North, northern end of Moat Lane, south side of Link Lane and Link Drive. It also contains the ambulance station.

History

The majority of the area was formerly known as Pots Common and was a source of stone and sand for buildings in Pulborough as well as grazing. It includes the area known as the Moat which may be of roman or medieval origin. There has been some infilling in more recent times.



The Moat

Development and features

Most of the area was developed in the 1950's, and is measured in scale of buildings and plots. The roads are adopted tarmac and in good condition. The area is built on a slope with views across to the north and New Place Farm. The Moat is the central feature, creating an open space in the middle of the area, despite this trees are sparse in the rest of the area and there is an urban feel to the streets. The vast majority of the area has been developed without provision for car parking, the high volume of modern day traffic, and today's rubbish and recycling practices, this damages the street scene.

Character and design aspects of the built environment

The majority of the properties are two storey semi-detached and terraced houses, with some bungalows. Many of these were built as public housing and many are now owner occupied. They are typified by brick construction, clay pantile roofs, with some tile facades. Features are minimal but include porches and alleyways, materials for fenestration and doors are mixed, with mainly UPVC. Many front gardens have been converted into driveways, which has sought to alleviate parking issues. The gardens that remain are well cared for and tend to soften the appearance of the image of the houses. Infilling has taken place throughout the area in different forms, some corner plots have been extended, and other larger areas such as Strawberry Field have been developed.



The Spinney

Rivermead

Description

Rivermead is a 1950's built loop road of social housing and is located on the southern side of the east end of Lower Street. It backs onto Old Mill Place on the east, Lower Street Conservation Area in the north, Little Dippers to the west and the Brooks to the south.



Rivermead

History

Originally farmland the road has been developed on Lower Street, behind historic development in Lower Street. The site was developed as one stand-alone development and has seen little infilling and new development, until recently, when a Mansell development of several homes for elderly people was granted planning permission in the south east corner. The site backs onto Old Mill Place and many features of the properties in have been replicated in the new development, including the incorporation of mellow stone and dormers.



Rivermead

Development and features

The development is homogeneous and concentric in its design; it concentrates on a measured pattern of development. The large front gardens, grass verges, small trees, low hedges and pavements all create a feeling of space. The road is adopted tarmac and in good condition. The development is

built on a slope with views across the Brooks; at the most southerly point two storey houses give way to single storey bungalows, which preserve views across the Brooks.



Rivermead

Character and design aspects of the built environment

Homogeneous and relative low scale are two of the most prevalent aspects of design in the road. The houses are mainly single and two storey, semi-detached with low pitched roofs and very few design features. Roofs are generally tiled, whilst walls are of brick construction. Windows are relatively small and numerous, most are white UPVC. The development takes some architectural cues from local vernacular roofs, (including catclides).

Character Area 3 1960's, 70's, & 80's

Character Area 3 can be broadly defined as areas where development has taken place in the 1960's 70's and 80's. This then can be broken down into three smaller areas of similar character, namely:

- Downlands & Glebelands
- Little Dippers
- Chestnut Walk

Downlands & Glebelands

Description

Downlands and Glebelands is a 1970's and 1980's medium density large area of housing and is located on the north of Lower Street, and south of New Place Farm and Broomershill, it is accessed through Lower Street from the south or the A29 from the north. It takes up the largest area of any single development in Pulborough. It encompasses, Downlands, Glebelands, Southside, and North Link Lane.



Glebelands

History

Originally farmland the area stretches from the south of the greensand ridge over the ridge and down to the north valley below the nurseries. The site was developed as one large stand-alone development and has seen little infilling and new development. Southside was developed around a similar time, however, is very different in style.



Downlands

Development and features

With the exception of the Mews in Southside the area is homogeneous and concentrates on a measured pattern of development. It is built on both sides of the greensand ridge with views across the brooks to the south and views to the north of open farmland and nurseries. There is off-road and on-road parking, with some garages. Extensions, porches and garages are features, many built with flat roofs. Roads and pavements are wide, and there are several large verges and green spaces. This coupled with the properties being staggered on their plots has led to a feeling of space. Glebelands is more confined to the north, but as you move into the Downland area the feeling of space is evident. There are also benches in the communal spaces. The north side of Link Lane House share most of the characteristics of the properties in Glebelands.



Downlands

Character and design aspects of the built environment

The properties are homogeneous in design features but vary in scale from two storeys to some three storeys. The two storey semi-detached properties have small windows, while the three storey properties have larger windows. Roofs are generally pantiled, whilst walls are of brick construction, with UPVC facades of either overlap or shiplap boarding. Roofs are a mix of pitches from twenty two and a

half degrees through to forty five degrees. They, like the buildings on the plots are also staggered with regard to height in some places. Features are few and far between, with lead flashing, porches, tile hanging and occasional use of stone. The area is very well maintained, with street lighting, low hedges and few trees.

Southside Mews is a unique development to Pulborough; it consists of a two storey cantilever terrace. The main features are the cantilever second floor, large windows, and flat roofs. Materials include tiles and pre-cast concrete. Fenestration was originally wood; however, some have been replaced by UPVC. On the ground floor the front doors are glazed to let in more light, there are steps up to the doors and driveways lead to garages.



Glebelands



Southside

Little Dippers

Description

Little Dippers is a 1970's built cul-de-sac and is located on the southern side of the east end of Lower Street and is accessed through Rivermead. Little Dippers is surrounded by, Rivermead to the east, Swan View to the west, Lower Street Conservation Area to the north and the Brooks to the south.

History

Originally farmland the cul-de-sac has been developed off Rivermead, behind historic development in the Lower Street Conservation Area. The site was developed as one stand-alone development and has seen little infilling and new development.

Development and features

The cul-de-sac is homogeneous and it concentrates on a measured pattern of development. The cul-de-sac is built on a slope with views across the Brooks to the south. There is off-road and on road parking, with some garages. Extensions, porches and garages are a feature, many built with flat roofs. These features, the large scale of many of the buildings and the high density of the houses gives a feeling of a confined space.



Little Dippers

Character and design aspects of the built environment

The properties are homogeneous in design features but vary in scale from two storeys to three storeys. The two storey semi-detached properties have small windows, whilst the three storey properties have larger windows. This is the only real notable dissimilar design feature. Roofs are generally pantiled, whilst walls are of brick construction, with UPVC facades of either overlap or shiplap boarding. Roofs are low pitched, there are several low brick walls, and gardens are small.

Chestnut Walk

Description

Chestnut Walk is a 1980's built cul-de-sac and is located off London road opposite the police station. The cul-de-sac has Harwood's Garage to the north, the Old Rectory to the south, and backs onto the recreation ground.



Chestnut Walk

History

The site was developed as a stand-alone development and has seen little infilling or new development. It was once the site of formal gardens and three lakes owned by the rectory and used for a supply of fresh fish.



Chestnut Walk

Development and features

The cul-de-sac is homogeneous and it concentrates on a measured pattern of development, with an arc shaped layout. Features include, street lighting, open front gardens, hedges, off-street parking and medium density.



Chestnut Walk

Character and design aspects of the built environment

Properties are two storey detached and semi-detached, with a mix of low and high pitched roofs. Materials include brick for walls, some with tile facades, clay pantile roofs, UPVC for doors and windows. Design features include garages, porches and bay windows with tiled roofs. Few design details are present, merely some lead flashing and leaded windows.

Character Area 4 1980's to date

Character Area 4 can be broadly defined as areas that development has taken place from the 1980's to date. This then can be broken down into five smaller areas of similar character, namely:

- South East Lower Street
- North Pots Common
- Riverside
- Masons Way, Westside of Codmore Hill
- Spiro Close & Bell Close

South East Lower Street

Description

This area has seen considerable development in recent times; it encompasses the library, the village hall, the car park, Swan View and Brooks Way. Historically it is the community centre point of the village, and, despite not being geographically so anymore, remains an important hub of the community.



Swan View



Swan View

History

Pulborough's Public Library was one of the first for a village in West Sussex, and was opened in 1926; it was re-furnished in 1966, and then re-built in 1997. The original Village Hall was opened in 1932; it was then redeveloped in the 1990's. Swan View was originally meadows and was developed in the early 1990's.



Pulborough Library

Development and features

The area can be divided into two distinct areas, the community/visitor uses, and the residents use. Access is through Brooks Way off Lower Street, on the western side the area is bounded by Barn House Lane, to the east is Little Dippers and to the south lay the Brooks. The main housing development of Swan View was completed in the 1990's. The area is very important for the village; it not only serves as the community hub for the locals, but also, due to the car park is often frequented by visitors. As well as the car park there is off-street and on-street parking for the residents.



Pulborough Village Hall

Character and design aspects of the built environment

Swan View contains two storey terraced and semi-detached houses, they are of medium density, yet retain a feeling of spaciousness. This feeling of spaciousness is imperative in this area, as the village hall, library and car park are all open community areas. The houses are of brick construction, pan tile roofs, render on some, wood windows and doors. Design features include, porches, garages, lead and brick detailing. The road and pavement incorporate herringbone paving bricks, and the plot sizes and gardens are small. Views to the brooks have been preserved by a strategically placed break between the houses to the south.

North Pots Common

Description

North Pots Common is a large area of 1970's, 1980's but mainly 1990's development. It is located on the area formerly known as Pots Common on the north of the green sand ridge that runs east-west through Pulborough. The area is bounded by recreation grounds to the south and north, main access is off London Road, but it can be accessed via Lower Street. It includes St Marys Church of England School, New Place Road, and Cousins Way, Orchard Way, Aston Rise, Collingwood and Nutcroft.



New Place Road

History

The majority of the area was formerly known as Pots Common and was a source of stone and sand for buildings in Pulborough as well as grazing. It is surrounded by three community spaces, the main recreation ground, a smaller recreation ground with allotments, and pocket park, a small area of woodland extending from New Place Farm. The area first developed along New Place Road, with the cul-de-sacs of Aston Rise, Collingwood and Nutcroft in the 1970's and 1980's. Most recently has been the development of Cousins Way and Orchard Way.



Cousins Way

Development and features

Due to several developments materialising over time, the built environment has a variety of styles and features. It has been mainly developed as a series of cul-de-sacs enabling it to develop outwards without becoming too dispersed. Nutcroft and Collingwood have views and access to the main recreation ground, whilst access to the other recreation ground is through Cousins Way. Infrastructure is important as it acts as a through road to the high density areas of housing such as the Spinney and Spinney North.

Character and design aspects of the built environment

The presence of the school, access to recreation ground and the proximity to the Moat, all contribute



Orchard Way

to a feeling of an active community. Collingwood and Nutcroft are classic 1970's two storey brick semi-detached houses, with pantiled roofs, shiplap facades, porches, garages and small gardens. Aston Rise has seen infilling and as a result, a mix of Classic 1980's style, detached and semi-detached houses, with large dormers in the roofs, gives way to intricately designed detached houses with small dormers, and mixed material and features.



Aston Rise

Cousins Way and Orchard Place are characterised by two storey, semi-detached brick houses, with pitched roof porches and garages. Roofs are tiled, and staggered in height, front gardens are open planned. Casement windows are present, with UPVC being the dominant material. Features include brick detailing, tile facades and lead flashing.

Riverside

Description

Riverside is one of the most recent and largest single cul-de-sac developments in Pulborough and is located north of where the railway line passes under the A29. Riverside is accessed from Stane Street, and has been built behind Sopers Cottages, and is bounded by the railway. The area includes Bridge Close, Riverside and Harwood Close.



Riverside

History

The Riverside area was formerly an industrial site and developed very recently.



Riverside

Development and features

Riverside typifies a high density modern infill housing development. A plot with clear restrictive boundaries on three sides has been developed as a

modern housing estate. Design aspects, materials and scale of buildings all enhance the feeling of a modern 'marina' style development. There is a small communal area in the centre of the development.



Riverside

Character and design aspects of the built environment

The area is of very high density for Pulborough, with restricted views, little parking and a small children's play area in the middle of the cul-de-sac.

There is a mix of typologies in the development, including detached, semi detached, flats and terraces.

Materials are varied, as are the styles and numerous features. Clay and slate are the principal roof materials, whilst walls are finished with shiplap, brick, stone, and tile. Many features and detailing are present, such as UPVC sash windows, some dormers, lead flashing, brick detailing, stone



Riverside

detailing, chimney detailing and porches. Front gardens, if present, are small; some properties have garages, while there is a mix of off street and on street parking. The area is street lit with modern lampposts and lamps.

Masons Way, Westside of Codmore Hill

Description

Masons Way is one of the largest single cul-de-sac developments in Pulborough and is located north of Pulborough's main settlement area on Codmore Hill. The eastern side of the cul-de-sac is bounded by Stane Street and on the north the area is bounded by the southern side of Hill Farm Lane. South and west of the cul-de-sac lay the Gallops.



Masons Way

History

The majority of this area was formerly a nursery and the development of the cul-de-sac was undertaken in the 1990's.



Masons Way

Development and features

Masons Way is high density housing typical of the time it was built, the roads are red tarmac and add to the modern feel of the cul-de-sac. Due to the topography most of the houses are built on gentle slopes, this provides in some cases, rear garden views across the Gallops.



Masons Way

Character and design aspects of the built environment

The high density contributes to a feeling of an intimate community; this is further enhanced by the children's play area in the middle of the cul-de-sac.

Detached, semi-detached, bungalows and terraced housing are present, with two storey semi-detached being the most predominant.

Materials are varied, as are the styles and numerous features. Clay pan-tiles are the principal roof material, whilst walls are mainly tile and brick. Many features



Masons Way

and detailing are present, such as stone lintels above windows, Edwardian style detailing, casement windows, dormers, high use of lead flashing, brick detailing and decorative fascia boards.

Front gardens are small and garages, mainly double, are present.

Spiro Close & Bell Close

Description

Spiro Close is located behind the medical centre and Tesco. It is accessed via the A29, and is bounded by the railway line to the west, Tesco to the north, Bell Close to the east and Church Place to the south. Bell Close also accessed by the A29 and is bounded by Spiro Close and the police station.



Spiro Close

History

Both are modern developments, Spiro Close being built at the same time as the Tesco and medical centre, and Bell Close was built on the former site of the Five Bells public house.



Spiro Close

Development and Features

Spiro Close is concentric in its design, and has good access from the A29; it is a collection of large scale properties, with a distinct urban feel with little planting.

Bell Close is in two parts, on the road are two dwellings that where the original Five Bells public house, and the rest of the close which was the garden of the Five Bells.

Character and design aspects of the built environment

Spiro Close is made up of large scale modern buildings, of two and three storey. Bell Close is characterised by the sympathetic development of the original pub having retained many of the original features of the building, whilst the close consists of several compact modern detached houses.



Spiro Close

Character Area 5 Commercial

Character Area 5 can be broadly defined as areas where major commercial development has taken place. This then can be broken down into three areas, namely:

- Tesco & Medical Centre, Harwoods, Esso, Texaco, Pulborough Police Station
- Sainsbury's and Arun Cars
- Lower Street

Tesco & Medical Centre, Harwoods, BP, Texaco, Pulborough Police Station

This area encompasses, Tesco, the Medical centre, Harwoods, BP, Texaco, and Pulborough Police Station. It has developed over time, influenced by its position along the A29. Tesco was originally a manufacturing plant (Spiro Gills); this is where the name for the stand alone development of Spiro Close originated from.



Tesco



Tesco and Medical Centre



Tesco Car Park across to Harwoods and BP

Sainsbury's and Arun Cars

Originally Costcutter, this was recently redeveloped and encompassed as a result of the redevelopment some of the market gardens.



Sainsbury's



View from Sainsburys Car Park



Arun Cars

Lower Street

Lower Street has been described under the historical section; the area is also within the conservation area.

Character Area 6 Industrial

Character Area 6 can be broadly defined as areas where major industrial development has taken place. This then can be broken down into four main areas of industry.

- Station Approach Industrial Estate
- Scrap Metal Merchants
- New Place Nurseries
- Broomers Hill Lane Industrial Estate

Station Approach Industrial Estate

Travis Perkins and other businesses are situated opposite the railway station, in the station approach industrial estate on the site of former brickworks.



Hennings Wine Merchants - Station Approach



Travis Perkins

New Place Nurseries

Establish in 1976 New Place Nurseries are located around New Place Farm

Scrap metal Merchants

Based on Codmore Hill

Broomers Hill Lane Industrial Park

Located on the corner of Broomers Hill Lane and Stane Street, home to several businesses, the topography is such that it is very un-obtrusive.



Broomers Hill Industrial Estate

Character Area 7 Public space

Character Area 7 can be broadly defined as areas where the lands main use is for the public. This then can be broken down into five main areas, namely:

- The two Recreation Grounds
- The East Glebe Field
- The Public Footpaths
- The Moat

The most northerly recreation ground

This area is bounded by New Place Road area to the south and New Place Nurseries to the north; access is mainly via Cousins Way in the south and the nurseries in the north. At the western end of the recreation ground lie the allotments.



Recreation Ground and Allotments



The East Glebe Field

The largest recreation ground

This is located in the current geographical centre of Pulborough. It has a clubhouse and is used for cricket and many other social and sports events. The area is commonly known and recognised by many as the Village Centre, being edged by family housing, Tescos, a primary school, a sports club, and a social centre.

The Moat

This has possible Roman origins, and is characterised by the large depression in the land, and the large amount of trees growing there.

Character Area 8 Rural Pulborough

Character Area 8 can be broadly defined as Rural Pulborough. This area encompasses the Parish of Pulborough and surrounding areas outside the village of Pulborough and Nutbourne. It was mainly used as common land to the north up to the Victorian era, and marsh land to the south up to the present. It is interspersed with manor houses, farm settlements and workers cottages. Farming activity has declined in recent decades whilst equestrian activities have increased. The main buildings include, Brinsbury College, Broomers Hill, Nutbourne, the Toat, whilst the main areas are water meadows and galleys.



Central Recreation Ground

The East Glebe Field

This is located on and mainly accessed through Old Rectory Lane, it has always been, and remains land belonging to the church. It is characterised by sloping grassland, providing stunning views across the Brooks.

Public Footpaths

There are many public rights of way throughout Pulborough and these and their subsequent views all play a vital role in the character of Pulborough.



Broomers Hill Lane View

Nutbourne has its own Design Statement and is therefore not included in this document.

The landscape has altered little over time, mainly featuring fields with well-tended hedging, and gently rolling hills. The built environment has also changed little in recent years, apart from the upgrading of existing buildings, an increase in construction of outbuildings and extensions and expansion of Brinsbury College. This is a classic rural area with some properties dating back to the Domesday Book. Many former farm cottages retain their timber and brick fabric whilst more modern constructions are mainly stock brick.

Pulborough Design Principles and Guidelines

Pulborough has its own Conservation Areas which have their own planning guidelines and which come under Horsham District Councils Local Development Framework. However this document sets out further Principles and Guidelines that have come from its own community for future development in Pulborough. The Principles are relevant to the whole village and its hinterland, whilst the Guidelines are unique to character areas, streets and individual developments.

Pulborough-wide Design Principles

(A) Pulborough's setting, landscape, views, access, infrastructure, settlement form and density

Pulborough is defined from many aspects by its views and footpaths. They create its unique setting through access to public areas and the views and vistas this access provides. Any development must always consider the impact it could have on these views and access to the views.

1. Small scale development should respond to nearby historic settlement pattern and form.
2. Small scale development within rural areas should be well integrated into the existing landscape contours and pattern of small woodlands plus hedgerows.
3. The density and height of any development must be sensitive to its surroundings as well as adjacent buildings.

4. Tall vertical structures should be of appropriate size and scale in relation to their surroundings to help preserve important skyline features and views.
5. New developments must conserve and manage habitats and biodiversity and it should conserve the rural undeveloped character of the hamlets.
6. Preserve public spaces, recreation grounds, allotments and common land, these areas characterise many parts of the village.
7. Conserve historic bridges and historic features of the river Arun and Arun canal area as part of any related development.
8. Where development opportunities allow improve parkland setting and features around the Moat through, designed vistas, avenue planting and any boundary features.
9. Promote natural floodplain management and re-profiling of river banks, manage streamside vegetation to increase wildlife diversity as part of any related development.
10. Where development opportunities allow maintain and enhance Public Footpaths to encourage their use, as a way of accessing and appreciating the unique landscapes that Pulborough has to offer.
11. All new builds should include modern broadband connectivity, at the time of writing typically 10mb or more without impacting other existing broadband services. All new developments should show their impact on services that exist (sewage, water, power, healthcare, schooling, etc.) and where necessary/appropriate include solutions that resolve any related issues.

12. The environmental impact of all new developments should be defined and include measures to mitigate or minimise any related damage. Parts of Pulborough are located within designated Floodzone areas, therefore the use of design techniques to ensure development is less vulnerable to the impact of floods should be incorporated wherever applicable.

(B) The Street Scene & Garden Frontages, Entrances and Drives

The street scene describes all aspects of relationship between Pulborough's streets and its buildings both have consequences on another and are equally as important to each other. Often a well-considered street scene can enhance existing buildings and create new opportunities for highlighting unique parts of the built environment.

1. Use materials in entrances and driveways that are local to the area or are rural in their visual texture, minimising runoff and being sustainable where practical. Sustainable Drainage Systems (SuDS) should be utilised where appropriate.
2. Use native species of plants and trees where possible.
3. Changes to front gardens must be designed to enhance the street scene.
4. Developments should ensure that planted frontages and their boundaries are integral to the design and enhancement of the streetscape.
5. Suburbanisation of frontages with pillars and high gates or walls, close board or panel fencing, in the village, and more so in the

hamlets and isolated properties of the parish should be avoided.

6. Kerbing and pavements are obvious forms of suburbanisation which should be avoided in truly rural locations.
7. Urbanisation of frontages in the village, and more so in the hamlets and isolated properties of the parish should be avoided.
8. Access and parking are issues that must be addressed by unobtrusive entrances and driveways. Care should be taken not to make over-elaborate entrances out of scale or out of keeping with the property.
9. Open-plan frontages should be avoided in future development. Where they exist, their historic integrity should be maintained.
10. Open spaces and communal areas in cul-de-sacs should be provided in any new development or extension of an existing development and/or improved in existing areas.
11. Fences and walls are important when considering the overall street scene and individual plots. Low walls and fences are preferred. Where a wall is used it should use colours and materials that are found in older properties or the existing property if the wall is an addition. Where planting is used, informal native species planting is preferred to formal single species hedging.
12. Retention of ancient hedgerow trees is vital and the planting of further native trees is very desirable. Existing native species and tree cover should be preserved where possible. All trees in the Conservation Areas and many others have Tree Preservation Orders giving

protection from removal or surgery without appropriate local authority permission.

13. Path, patios etc where paved should use paving or flags, in local stone, if available or similar sandstone or York stone, which is similar as an alternative. Shingle paths and driveways are an acceptable low cost alternative. Modern “brick” paving and tarmac gives a suburban feel and should be avoided. Old brick in older properties can be an attractive option.
14. Where responsible, The Highway Authority should protect and maintain grass verges in front of properties.
15. Consideration should always be given to off-street parking in any new development. However, where appropriate, it is recognised that on-street parking can make a valuable and flexible contribution to overall parking supply.
16. Street furniture and similar paraphernalia should be kept to a minimum, however in the shopping areas it must demonstrate that it is aesthetically pleasing yet retain its economic objectives and function.

(C) Building Materials and Architectural Detail/features

The details of a building's frontage are very important and often unique to the property and its surroundings. On an older building many features assist in dating it, and enable a series of additions from different periods to blend into an attractive whole. It is recognised that new buildings cannot replicate old, still less replicate the diversity of form and function found in, say, Lower Street Conservation Area, but there are many ways in which historical styles may be reflected

in modern form, including variety of roofline and height. There are opportunities for contemporary architecture which succeeds in blending the old with contemporary style without detracting from neighbouring structures or the landscape must be encouraged.

This must be encouraged, as Pulborough has led the way in contemporary architecture in the past.

1. Avoid too much extra, non functional, detail on new house frontages which could lead to a confused pastiche of details. Good design is often uncomplicated, reflects the period of the building and this should be encouraged in new developments, whilst being sympathetic to its surrounding built environment.
2. When adopting historical styles and architectural details in a new building this should only be done to complement an overall existing street scene.
3. Some variety of complementary styles in a street is preferred, rather than rows of identical houses.
4. The colour and texture of materials must be sympathetic to the immediate buildings and its details as well as the overall street scene.
5. Good modern design should be encouraged, especially when design feature conserve energy, and where local materials can be used to encourage sustainability.
6. Dormer windows, although common, are seldom original on older houses. They represent previous, and often visually unsatisfactory, additions, and should be avoided.

7. Wall and roof materials should be in keeping with the immediate surroundings and appropriate to the locality.
8. The use of modern materials when upgrading or maintaining existing properties, such as UPVC windows, should only be used if it does not distort the architectural detail and harmony of the street scene.
9. When upgrading or maintaining existing property the styles of windows, doors and porches should match originals where possible, and reflect that of neighbouring properties, especially in the case of semi-detached buildings and homogenous housing estates.
10. Pulborough has a large amount of listed historic buildings, nearly all exhibit many changes over the centuries, with additional features, and they should only be altered with respect and care and their settings preserved.



Irregular local stone



More uniformed local stone

Character Area Design Guidelines (where applicable)

The Character Area Design Guidelines offer more locally distinct guidance relating to the Character Areas, they highlight important local concerns and provide guidance to help developers or individuals when formulating proposals.

Character Area 1	Mandatory Guidelines	Good Practice Guidelines
Marehill	Any new development should reflect the informal nature of the surroundings	The rural character of the roadways should be preserved
Brook Gate Farm	Any new development should take into account the prominent location of the farm, with regards to views across the Brooks	Local materials should be encouraged in any redevelopments or new developments
Old Mill Place	The rural and unique historic layout of the street should be maintained	Local materials such as the existing ones should be used in any extensions
Rectory Lane	Infilling, if appropriate, must be carefully planned and designed to be sympathetic and respectful of the character of the area Extensions are acceptable, within which, the use of local materials is encouraged	Off-Street parking should be provided with any new developments
East Lower Street	The shopping area must be preserved, enhanced where possible and new local shops encouraged	Any new development should strike a balance between the mixed historic nature of the built environment, yet be in keeping with its surroundings
	Alpha cottages and their original design feature and characteristics should be preserved	
West Lower Street & Church Hill	Any new development must understand access issues in this area, due to the proximity of the A29 and A283	The historic nature of the area must be preserved
	Infilling, if appropriate, must be carefully planned and designed to be sympathetic and respectful of the character of the area	
Pulborough Railway Station & Swan Corner	Access to the station is of high importance and must be considered. The retention of historic buildings and their settings is considered important.	Tall vertical structures should be of appropriate size and scale in relation to their surroundings to help preserve important skyline features and views
	Any non-historic buildings in a poor state and in prominent positions should be re-developed/renovated to improve the character of the area	Parking for the station should be enhanced by any developments in this area

Old Rectory Lane & East Glebe Field	Any new development must consider the historic nature of the area	The East Glebe Field and its access should be maintained and preserved
Church Place & West Glebe Field	Due to its historic nature, any new development must consider this as a visually sensitive area West Glebe Field is a vital area for the village and provides stunning views across the Brooks	Road access to Church Place is very tricky, and the road can neither be widened, nor have a safe pavement for pedestrians installed as it is simply too narrow
Old & New Place	Any new development around the two buildings must look into the opportunity to enhance the visual setting and significance of the buildings within their surroundings.	Irregular open spaces are a feature of the area and should be retained
Highfield & North of London Road	Proposals should reflect nearby materials, scales and design features	Views should be maintained in this area
Eastside of Codmore Hill	Ease of access to Stane Street, and its consequences should be considered	The informal nature of plots and buildings should be preserved
	New buildings should blend into the landscape and not reduce the sight line along Stane Street	
Sopers Cottages	The cottages and their original design feature and characteristics should be preserved	The current aspect of the buildings should be maintained
Character Area 2		
Stane Street Close & The Green	The feeling of spaciousness should be preserved	Tree planting should be encouraged
	Any proposed development must take into consideration the current infrastructure	Any large scale developments should have a village feel - appropriate density, low scale and height, and communal green areas, good access and infrastructure
South Pots Common	The Moat is of major historic significance and should be preserved	The network of footpaths which give good pedestrian access is important in this area and should be maintained and where possible enhanced
	Tree planting should be encouraged	
	Refuse and parking issue solutions should be explored	
Rivermead	The homogeneous of materials and scales should be reflected in new development	Through access should be kept , but resident parking only encouraged

Character Area 3		
Downlands & Glebelands	Infilling, if appropriate, must be carefully planned and designed to be sympathetic and respectful of the character of the area, this area was developed as a single stand-alone development and should be preserved as this	Pavements and pedestrian access should be seen as an important part of this area and preserved or enhanced
	Green spaces should be maintained and planting encouraged	
Little Dippers	Infilling, if appropriate, must be carefully planned and designed to be sympathetic and respectful of the character of the area, this area was developed as a single stand-alone development and should be preserved as this	Parking provisions should be carefully managed
	Extensions and alterations must respect the original design and materials of the building	
Chestnut Walk	Consideration should always be given to off-street parking in any new development. However, where appropriate, it is recognised that on-street parking can make a valuable and flexible contribution to overall parking supply, in areas such as this one	The spatial character should be maintained
Character Area 4		
South East Lower Street	The area must be kept clean and tidy as it is the most visited area in the village by visitors and locals	Any appropriate traffic calming and aesthetic and view improvement schemes should be encouraged
	Any development that could negatively affect access should be discouraged	
North Pots Common	Access and views to recreation areas are vital to the area and should be preserved	Views are important here and should be preserved
	No development apart from enhancing the facilities should take place on the allotments and green areas	
Riverside	Any development should respect the very restrictive boundaries	There is no room in its current form for infilling

Masons Way, Westside of Codmore Hill	The importance of providing safe and sustainable access should be a priority when considering proposals	Any large scale developments should be discouraged; if they are to be developed then adequate infrastructure, appropriate density and low scale should all be considered
Spiro Close & Bell Close	Any opportunity for tree planting should be encouraged	Good access onto and off of the A29 should maintained
Character Area 5		
Tesco & Medical Centre, Harwoods, Esso, Texaco, Pulborough Police Station	Opportunities to soften the landscape should be taken, this can be done through planting and other means	Both pedestrian and vehicular access is important and should be enhanced by any future developments
Sainsbury's and Arun Cars	Signage and access is very important in maintaining a village feel when considering development	Low density and infrastructure should be considered in any new development
Lower Street	Lower Street is the hub of the village and always should be maintained to a high standard	Any appropriate traffic calming and aesthetic/view improvement schemes should be encouraged
Character Area 6		
Station Approach Industrial Estate	Any new buildings should respect the current scale of buildings	Security and access should be high priorities in any new developments
Scrap Metal Merchants	If made available for development access, infrastructure, scale, density and employment impact should all be considered	Small number of houses due to access onto A29
New Place Nurseries	If made available for development access, infrastructure, scale, density and employment impact should all be considered	Any developments should use local materials and retain green spaces
Broomers Hill Lane Industrial Estate	If made available for development access, infrastructure, scale, density and employment impact should all be considered	Any new development must be low heights and scales due to topography
Characters Area 7		
The two Recreation Grounds	Should be kept and where developments are proposed current facilities should be enhanced or new ones provided	Must be maintained to a high standard and improved where possible

The East Glebefield	This is a vital area for the village and provides stunning views across the Brooks and the community feel that any development should be discouraged	Access and views are important
The Public Footpaths and Bridleways	Must be maintained to a high usable and safe standard	Provision of footpaths must be given in any new developments
The Moat	The historic nature should be kept and enhanced wherever possible	Its relationship with the modern surroundings is unique and must be carefully managed

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Appendix

For information regarding Listed Buildings, Sites of Special Scientific Interest and Conversation Areas please see www.horsham.gov.uk and any other points of reference.

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