

# Horsham Town Centre Conservation Area Appraisal and Management Plan



Horsham  
District  
Council



March 2022

*“Sussex is a better place to see this happy marriage of old and new than anywhere else in England.”<sup>1</sup>*

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1. *Nairn, I. & Pevsner, N., 2001. Sussex, Harmondsworth : [s.l.: Penguin ; [distributed by Yale University Press]. p.328*



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# Introduction

## What does Conservation Area designation mean?

The statutory definition of a Conservation Area is an “area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance”. The power to designate Conservation Areas is given to local authorities through the Planning (Listed Buildings and Conservation Areas) Act 1990 (Sections 69 to 78).

Proposals within a Conservation Area become subject to policies outlined in section 16 of the National Planning Policy Framework (NPPF), as well as local planning policies outlined in the Horsham District Council Planning Framework. The duties for Horsham District Council, set out in Section 69-72 of the Act are:

- from time to time, determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and designate those areas as Conservation Areas
- from time to time, to review the past exercise of functions under this section and to determine whether any parts or any further parts of their area should be designated as Conservation Areas; and, if they so determine, they shall designate those parts accordingly (includes reviewing boundaries)
- from time to time, to formulate and publish proposals for the preservation and enhancement of any parts of their area which are Conservation Areas
- submit proposals for consideration to a public meeting in the area to which they relate. The local planning authority shall have regard to any views concerning the proposals expressed by persons attending the meeting
- in the exercise, with respect to any buildings or other land in a Conservation Area, of any functions..., special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

In response to these statutory requirements, this document provides a comprehensive appraisal of the Horsham Town Conservation Area. It seeks to define and record the special architectural and historic interest of the Conservation Area and identifies opportunities for enhancement. Although the appraisal seeks to cover the main aspects of the designated area, it cannot be completely comprehensive; the omission of any feature in either the appraisal or the management proposals does not imply that it is of no interest.

## What is a Conservation Area appraisal?

A Conservation Area appraisal defines the special historic and architectural character of an area. Supported by a range of evidence, the document acts as a tool to demonstrate the area’s special interest, explaining to owners and residents the reasons for designation. They are educational and informative documents, which illustrate and justify what that community particularly values about the place they live and work. They provide a relatively detailed articulation of the area’s character, supported by maps and other visual information, which is used to develop a framework for planning decisions.

Character is a complex concept but is best described as the combination of architecture, materials, detailing, topography and open space, as well as the relationship between buildings and their settings. Many other aspects contribute to character such as views, land use, vegetation, building scale and form, noise and adjacent designations such as National Parks.



# Introduction continued

Appraisals also identify aspects of an area that either contribute to or detract from local character, raise public awareness and interest in the objectives of Conservation Area designation, encourage public involvement in the planning process and identify opportunities for enhancing areas.

## Purpose of this document

Once adopted, the appraisal is material to the determination of planning applications and appeals. Therefore, the appraisal is an important document informing private owners and developers concerning the location, scale and form of new development.

This appraisal concludes with a Conservation Area management plan. This takes forward the issues presented in the appraisal, considering them in the context of legislation, policy and community interest. This will then assist in developing local policies Horsham District Council will adopt to protect the special interest of the Conservation Area in such a way that it becomes self-sustaining into the future. This includes policies to protect the survival and use of local materials, architectural details and to propose forms of development based on the findings of the appraisal.

This document has been produced using the guidance set out by Historic England in their document, Historic England Advice Note 1: Conservation Area Designation, Appraisal and Management (2019).

## Policy background

On 27th November 2015, Horsham District Council adopted the Horsham District Planning Framework (HDPF). The HDPF sets out the planning strategy for the years up to 2031 to deliver social, economic and environmental needs for the district (outside the South Downs National Park). Chapter 9, Conserving and Enhancing the Natural and Built Environment, is of particular importance for conservation and design issues.

The policies contained within this chapter deal with many themes central to the conservation and enhancement of heritage assets and local character more generally, such as:

- district character and the natural environment (policy 25);
- the quality of new development (policy 32);
- development principles (policy 33); and
- heritage assets and managing change within the historic environment (policy 34).

However, other sections also contain policies relevant to Conservation Areas, for example chapter 5 concerns economic development and includes policy concerning shop fronts and advertisements (policy 14).

Therefore, Conservation Area designation introduces controls over the way owners can alter or develop their properties. It also introduces control of the demolition of unlisted buildings, works on trees, the types of advertisements that can be displayed with deemed consent and the types of development that can be carried out without the need for planning permission (permitted development rights).

However, research undertaken by Historic England and the London School of Economics has demonstrated that owners of residential properties within Conservation Areas generally consider these controls to be beneficial because they often also sustain or increase the value of those properties within the Conservation Area.



# Introduction continued



<p><b>Horsham District Council</b>          Periodic Chart Way, Horsham          West Sussex RH12 1RL</p>		<p><b>Aerial photograph of Horsham Town Centre Conservation Area</b></p>	
<p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2021). Ordnance Survey Licence: 100023865</small></p>		<p>Reference No : _____</p>	<p>Date : 04/03/2022</p>
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		<p>Revisions : _____</p>	

Aerial photograph of Horsham Town Centre Conservation Area designated in September 1974.

# Introduction continued

## Horsham Town Centre

The existing Horsham Town Centre Conservation Area is set within the built up area boundary of Horsham town.

The current Conservation Area is centered around the historic core of Causeway, Carfax, Middle Street, Denne Road and East and West Street.

## The appraisal

This appraisal offers an opportunity to re-assess the Horsham Town Centre Conservation Area and to evaluate and record its special interest. It is important to note that designation as a Conservation Area will not in itself protect the area from incremental changes that can erode character over time.

Undertaking this appraisal offers the opportunity to draw out the key elements of the Conservation Area's character and quality as it is now, define what is positive and negative and identify opportunities for beneficial change. The information contained within the appraisal can be used to guide the form of new development within the Conservation Area, help to those considering investment in the area and be informative for the local community, planners and developers alike.



This document is divided into two parts:

Part I: The character appraisal highlights what is architecturally and historically important about the Horsham Town Centre Conservation Area, identifies any problems within it and assesses whether its boundary is still appropriate. The character appraisal is supported by photographs to illustrate the general character of the Conservation Area and highlight both its good and bad features. Where a bad feature has been identified a cross is shown to indicate that the feature should not be replicated in future development.

Part II: The management proposals identify opportunities for preserving and/or enhancing the character of the Conservation Area based on the negative features identified in Part 1.

## Summary of special interest

The key positive characteristics of the Horsham Town Conservation Area are identified in detail in Part I (Appraisal) but can also be summarised as follows:

- The historic origins and development of the town through the medieval, Georgian and Victorian periods is still clearly discernible in the surviving townscape.
- Many buildings within the Conservation Areas are little altered from the time of their construction and designated in their own right as listed buildings. Many other unlisted buildings contribute positively to local character.
- The buildings within the Conservation Areas utilise local building materials in a range of vernacular and historic techniques, establishing and reinforcing a strong sense of place.
- The variation of uses within the Conservation Area reflect the mixed commercial and residential history of the area.

# Introduction continued

## Boundary review

The Horsham Town Conservation Area was designated in 1974, and was then reviewed in 2001. After 20 years without change these boundaries have been reassessed, as directed by the Planning (Listed Buildings and Conservation Areas) Act 1990. Over the years, guidance concerning the assessment of heritage significance and the value ascribed to late 19th and early 20th century architecture has evolved, and it is important that design is properly informed by an appreciation of prevailing character and setting sensitivity.

**This review has drawn the following conclusions:**

**The Conservation Area boundary should remain as drawn with the addition of St Marys Cemetery, Denne Road.**

Our assessment has been informed by current guidance and in partnership with interested parties. The review of the historic Conservation Area boundaries has led to the inclusion St Marys Cemetery, Denne Road.

The following map illustrates the historic Conservation Area boundary and areas where this boundary has been extended. This appraisal identifies Horsham Town Centre as having one continuous Conservation Area comprising five character areas.

It is also suggested that the following buildings are placed on the local list as non designated heritage assets;

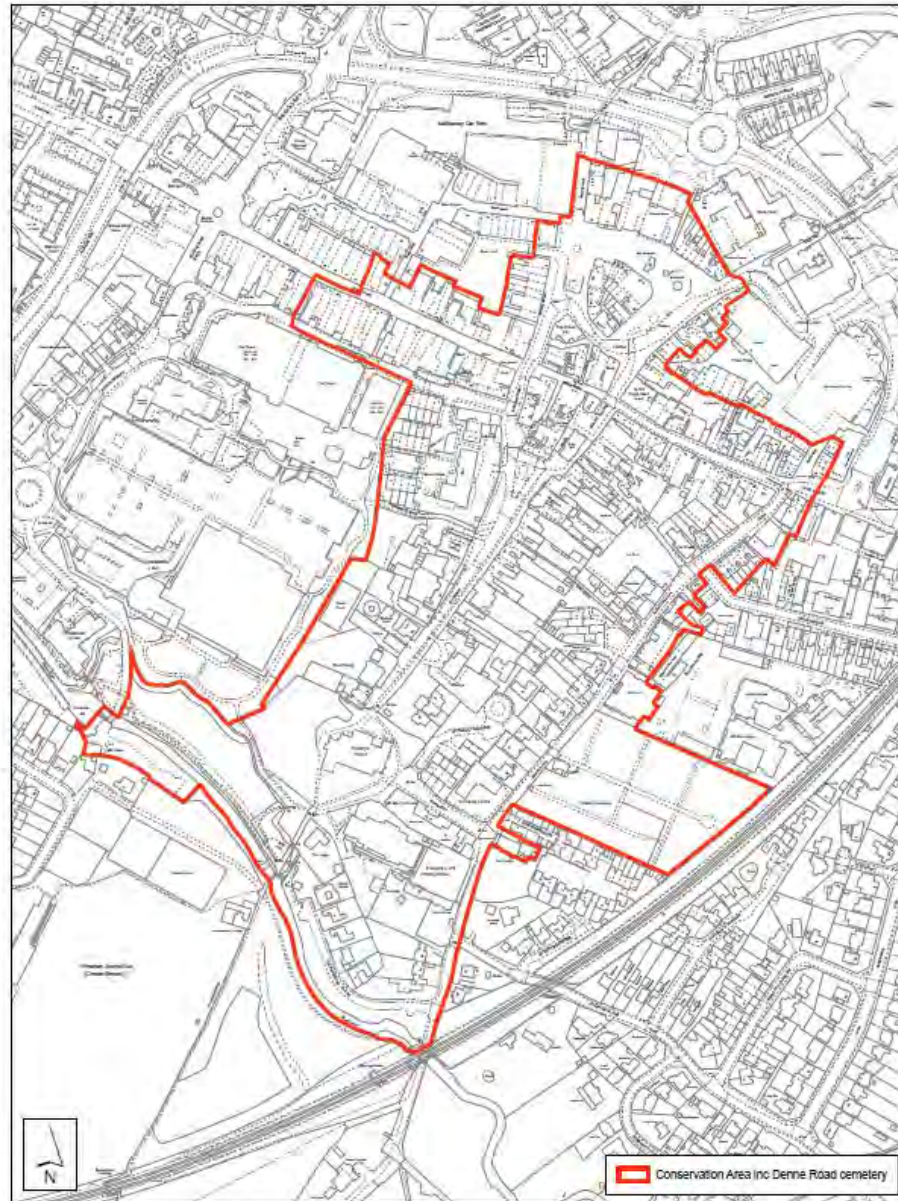
- 2 - 4 East Street
- 1 -3 Market Square
- 14 Market Square.



14 Market Square



Map of amended conservation area.



<b>Horsham District Council</b> Pierade, Cliff Way, Horsham West Sussex RH12 1PL		<b>Horsham Conservation Area</b> with the addition of the cemetery on Denne Road	
<small>Reproduced by permission of Ordnance Survey map on behalf of HMGC. © Crown copyright and database rights (2021). Ordnance Survey Licence 100023869</small>		<small>Reference No :</small>	<small>Date : 23/08/2021</small>
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# Part I: Appraisal

## Origins and development of Horsham Town Centre

Dr Annabelle Hughes describes how “Horsham’s arrival on the map and its continued success over centuries has depended on two activities; marketing and administration. Both those activities have been particularly successful because of Horsham’s geography; that is where it is in relation to the coast, to a river, to the Weald and to London.”\*

The name of Horsham may have derived from Horsa Ham – a settlement where horses were kept, but may also equally derive from the name of the Anglo Saxon chieftain who owned land in the area.

Archaeological evidence suggests that the fertile coastal planes of what was to become Sussex were the first to be settled. The land of the weald was then used for seasonal grazing. As the population grew and the forests of the weald were cleared, clusters of dwellings grew at river crossings and meetings of trackways.

Horsham grew from its position at a crossing of the Arun. The church grew close to the crossing and drew its congregation from scattered farmsteads which slowly expanded to form the market and administration centre which was to become Horsham.

The parish church of St Mary’s is first documented in 1230. It is likely that the town was founded by William de Braose (the Lord of the Rape of Bramber within which Horsham was located). Trades within the town were first recorded in around 1230. Horsham was granted the rights of a borough in the early 13th Century. Burbage plots were laid out around a triangular shaped level area. This area became the market place and included the area now known as the Carfax and land as far south as Horsham Museum. Causeway was a footpath from the market area to the Church.

The medieval form of the town has influenced the present day layout of the town centre. Several of the temporary stalls in the market area became permanent buildings that formed islands in the Carfax, these islands remain today in the centre of the Carfax, around Middle Street, South Street and Market Square, along with the remains of some of the medieval buildings. A tannery was established on the southern edge of the town by the river in the fifteenth century.

The Bishopric to the west of the historic core was in separate ownership from the town as it lay within the control of the Archbishop of Canterbury.

Many alleys formed between the medieval buildings. Piries Alley and Pump Alley led from the market place to the rear burbage areas, and Collets Alley marked a way between market stalls. All these remain today but many more have been hidden or destroyed by subsequent development.

Neither East Street nor West Street contained burbage frontage properties. However, it is likely that these originated out of tracks between burbages that linked the market place with outlying areas of St Leonard's and Marlpost. Denne Road is probably the oldest made through road in the town, dating back to the 14th Century. This was the main north-south route connecting the town with the river crossing.

The assizes were held within the town and also the county and borough courts. The natural resources close to the settlement facilitated a boost in the growth of Horsham with the development of the iron industry which peaked between 1550-1650.

Despite the provision of natural resources in terms of timber and iron ore, the Sussex clay made travel within the winter months particularly difficult. The road network was improved with the turnpiking of Worthing Road in 1764, attracting new people to live and work in Horsham. The influx of wealth during this period is notable through the concentration of Georgian architectural features and styles. By 1770 an avenue of lime trees had been planted in Causeway and several grand buildings erected, one of which is within the Conservation Area - Manor House, Causeway (1704).

\*Hughes, A., 2016. *Horsham houses revisited, Horsham*. p.4.

# Part I: Appraisal continued

## Horsham Town Centres evolution through historic maps

The town's common land was enclosed in 1812, with development expanding from the core of Carfax, Causeway, Denne Road and East and West Street onto the common land. The railway provided a further boost to the area with its arrival in 1848, and the consequent construction of Victorian terraces and planned estates expanding the town further along the railway line and road network. The industrial revolution and Victorian fashion for urban renewal had a moderate affect on the character of Horsham's centre.

In the 1830s and 40s a new town was laid out beyond East Street. In 1848 the railway station was built in North Street and as the railway line was extended over the next 20 years Horsham became a centre for rail communications. The town grew which strengthened its commercial function but it was not a location for industrial growth. New building materials and techniques were introduced, but, although a number of fine late Victorian buildings and the bandstand were constructed, many of the timber framed and Georgian buildings were retained, albeit with new facades, and the siting of new buildings maintained the medieval layout of the town centre. The Conservation Area is situated in the southern part of the town and includes part of the primary shopping frontage. The area includes St Mary's Church, the traditional core of Causeway and Carfax. The River Arun flows to the south of the Conservation Area, whilst the A281 skirts the Conservation Area to the north. The Conservation Area encompasses the medieval part of the town, including the historic trackway which now forms West Street.



1844 Tithe Map - The tithe map of 1844 sets out a clear pattern of development with buildings running almost continuously through from Carfax along London Road to the north west.



Surveyed 1870/71



Surveyed 1875/6

# Part I: Appraisal continued

## Horsham Town Centre's Evolution from Historic Maps continued.



Surveyed 1896

The influence of the railway can clearly be seen by 1896 with the infilling of residential terraces to the east and west of the railway line.



1938

Reproduced with the permission of the National Library of Scotland:  
<https://maps.nls.uk/index.html>

# Part I: Appraisal continued

## Horsham Town Centre's evolution through historic maps continued



*Ordnance Survey 1980's showing development infilling to the south up to the railway line.*



*The greatest physical change in the historic mapping of the study area, was the provision of the inner ring road. This effectively severed the link between the Carfax and London Road.*

## Underlying geology

Horsham is located within the wooded clay vales of the Sussex Weald. The River Arun runs to the south of the town close to St Mary's Church. The geology of Horsham is formed upon sedimentary rocks with the majority of the town lying upon the Upper Tunbridge Wells Sand Formation.

Outside of the town but within close proximity are areas of Horsham Stone. These areas of Horsham Stone provide the source of Horsham Stone roofing.

Clay ironstone is found within the Upper Tunbridge Wells Sand Formation, mostly to the east of the town. This ironstone provided ore for the Wealden iron industry. There is a large number of pits and ponds associated with the iron industry within St Leonard's Forest.

## Topography and Hydrology

The oldest known part of the town (which includes the Conservation Area) is located close to the River Arun and contains the parish church of St Mary's. The River Arun has had an impact on the development and character of the area. Its source is a series of streams in the St Leonard's Forest area, to the east of Horsham.

The town itself is predominantly flat with the land rising to the west and south. The land to the east of the town is well wooded.

# Part I: Appraisal continued

## Movement and Connectivity

The A281 (Albion Way) bypasses the town centre and provides access to the town's car parks and a routeway through the town east to west. Albion Way creates a hard boundary to the town centre disrupting the traditional routeways between the historic core and the wider town including Horsham Park.

Sections of East Street and Carfax and West Street have been pedestrianised. Vehicular traffic through the Conservation Area is restricted to Blackhorse Way, Causeway, South Street and the southern and eastern area of Carfax. Denne Road provides vehicular access to the dwellings, businesses, school and community facilities to the east of Causeway.

Twittens (a Sussex word for a narrow path or passage between two walls or hedges) provide a pedestrian network through the Conservation Area, and are a characteristic feature as shown in the images from Pump Alley, Morth Gardens, link between West Street and Blackhorse Way (West Walk) and Piries Alley.



# Part I: Appraisal continued

## Land use and open space

Within the Conservation Area there are a number of different uses which contribute the vibrancy of the area. The southern area is predominantly residential (Causeway and Denne Road).

The main concentration of retail uses is within West Street. The eastern quadrant is more mixed with a higher proportion of restaurants, cafes and pubs (East Street). The variation of uses creates a different character between the day and night time.

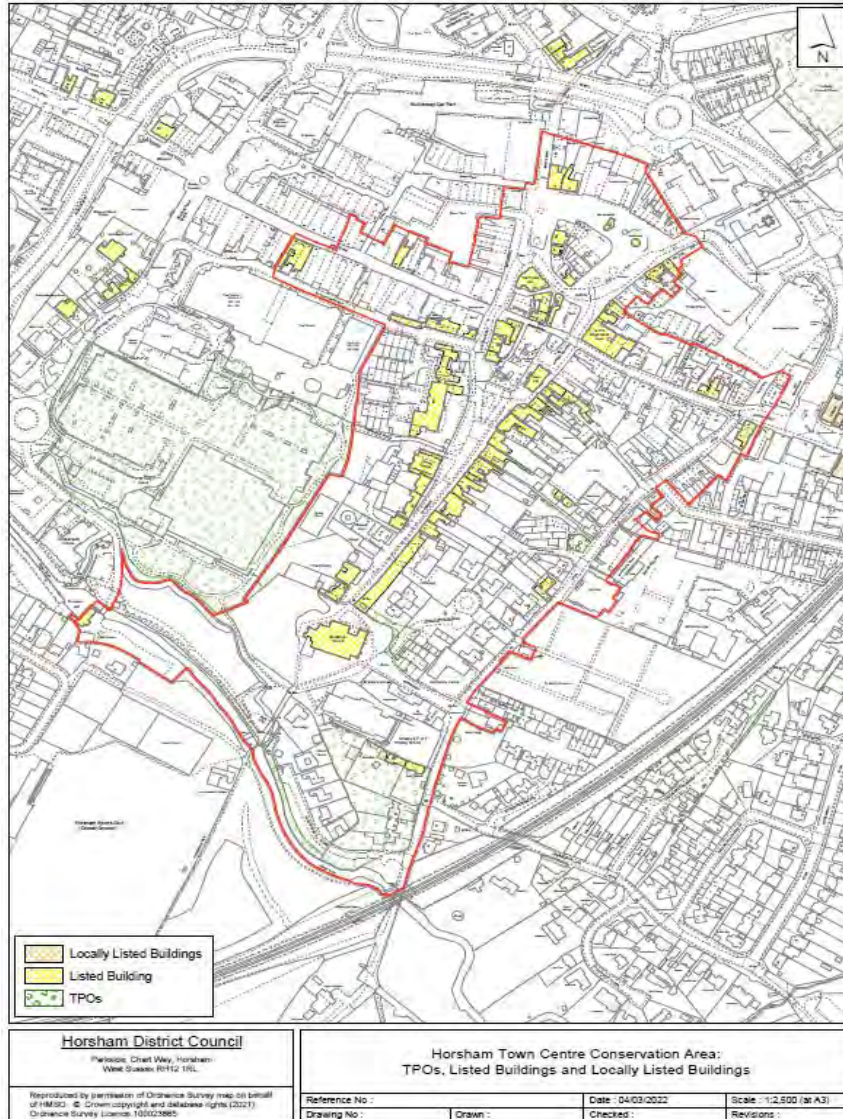
The limits to the Conservation Area have been influenced by the layout and extent of the medieval borough and its relationship with the River Arun. The setting of the southern part retains the rural qualities of the medieval farming hinterland. The setting of much of the rest of the Conservation Area is urban in form. Denne Hill, the Chesworth Estate, Barrackfields, the Cricket Ground and River Arun form an important rural setting to the southern part of the Conservation Area.

Within the Conservation Area the churchyard, graveyard, Hadmans Close open space and the trees within Causeway add an important green layer to the experience of the Conservation Area. The open urban space in Carfax provides areas for markets and public events.



# Part I: Appraisal continued

## Heritage Assets



Area edge in red indicates existing Conservation Area, buildings in yellow listed buildings and green hatched areas tree preservation orders.

Within the Conservation Area are a large number of formally designated listed buildings including the Grade 1 listed St Marys Church, and the Grade 2\* Manor House, and 9 Causeway. As can be seen on the adjacent map many of the listed buildings can be seen clustering around Causeway and Carfax.





# Part I: Appraisal continued

## Views and Landmarks

The views identified are all from public viewpoints as shown in the Building Audit Map and were specifically chosen following site visits as being representative of the visual relationship between the Conservation Area and its surroundings.

The Appraisal by its nature is unable to highlight every view into and out of the Conservation Area. Consequently, the views chosen are considered to be representative of the experience and character of the Conservation Area.

The views help to inform and appreciate the understanding of how the Conservation Area has evolved within its landscape. Paragraph 13 of Historic England's Good Practice Advice in Planning Note 3 (second Edition) "The Setting of Heritage Assets" also indicates that although views may be identified by local planning policies and guidance, this does not mean that additional views or other elements or attributes of setting do not merit consideration.

By necessity each view provides a pointer to the key features in the landscape and their association with the Conservation Area. Paragraph 013 Planning Policy Guidance – Historic Environment is clear that the contribution that setting makes to the significance of the heritage asset does not depend on there being public rights of way or an ability to otherwise access or experience that setting.



The Old Town Hall forms an important landmark in the Carfax. Now a restaurant the town hall has remained a key place for local events including Lighting up Horsham. Due to the development surrounding it views are restricted to within the Causeway and Carfax



The grade 2 listed bandstand provides a central meeting point within the Carfax, and is still used for public events and concerts. It is viewed from Carfax, but has limited long distance views.



St Mary's Church forms the historic core of Horsham. The church spire can be viewed from the surrounding hills and within the Causeway and Denne Road (left)



St Mark's Church spire although outside of the Conservation Area does provide a local landmark and is present in many views. It can be seen when entering the town from the north, from Horsham Park and also within the Carfax and Pirie's Place. The remainder of the church was demolished in the 1980s when Albion Way was built.

# Part I: Appraisal continued

## Buildings and Materials

The long term evolution of the area and its medieval origins all contribute to the present character and appearance of the Conservation Area: rear burgage plots have been developed and evolved into new streets; new building styles and materials have been introduced; permanent structures have replaced temporary ones; and extensions to the town centre have taken place, and spaces have been enclosed and contained. However, the general density and form has largely remained intact.

The main elements that form the special character and appearance of the Conservation Area are the diversity of building styles, the relationship of the buildings to each other and open spaces. A variety of other elements all contribute to the special character and should be retained, including:

- decorative tiling / plasterwork
- dormer windows
- variety of bricks and bonding
- formal and informal open spaces
- varied rooflines and decorative gabling
- verges / green features / small front gardens / trees
- terracing of buildings to provide enclosure
- use of natural materials including Horsham stone walling, paving and roofing
- subtle colouring of buildings and surfaces
- hierarchy of spaces and functions



# Part I: Appraisal continued

## Timber Framed Buildings

Many timber framed medieval buildings still remain in the Conservation Area, along with other later timber framed infill and replacement buildings. Some are obvious, others are hidden. Typically timber frames were infilled with wattle and daub and often protected with weatherboarding and tile hanging. Infill materials have been replaced with plaster and brick and in some cases the timber frames have been refaced with brick or render .

## Other Materials

Brick is the predominant material in all parts of the Conservation Area, possibly the result of access to local brick works. A variety of colours, styles and bonds are evident. Many older buildings are clad in brick and its versatility is exploited for the production of terracotta tiles and the construction of curved buildings.

Roman render, pebble dashed or painted, is indicative of the 18th Century and is evident throughout the area. It has been commonly used as a dressing on the side and rear walls of buildings. Many buildings are painted, either over render or brick. As a result pastel colours abound contrasting 'light' with the darkness of the brick.

## Roofs

There are a variety of roof styles and materials. A number of hipped and half hipped Horsham Stone roofs remain and traditional clay tiles and pantiles are prominent, however, modern tiles have been introduced in some places. The red and brown colours complement the brick buildings. Later buildings are gabled and hipped with the introduction of slate as a roofing material. Some of the larger and more modern buildings are flat roofed, often hidden behind a parapet or some other detailing. The majority of buildings within the commercial part of the Conservation Area have plain gabled or mansard gabled roofs; a result of the need to build close together and terrace individual buildings. Dutch gables are a feature almost unique to West Street. The demolition or removal of such features will be resisted.



*Horsham Stone Slate roofs within Causeway*



*Timber frame set behind a weatherboarded frontage on Causeway*

# Part I: Appraisal continued

## Windows

Many windows are traditionally styled wooden sash or casement windows, often with glazing bars. The removal of the original window features and changes to materials or window proportions will be resisted. The art deco period is echoed in a number of arched windows on West Street.

## Decorative Features

There are a range of decorative features in the Conservation Area including patterned tile hanging and roof tiling, terracotta finials and wall panels / tiles, pargetting (decorative plaster), stone carving, classical pilasters, columns and pediments, and leaded window work. These features are indicative of trends and fashions and all contribute to the unique character of the area. Such features should be retained, and in some cases repaired or cleaned.

## Scale and Enclosure

Buildings vary in scale and height. Larger scale 3 and 4 storey buildings dominate the corner sites at all the road junctions. Often these buildings have the most decorative features and provide strong focal points. Many of the remaining buildings are 2 or 3 storey, often with dormer windows. The scale of the buildings is influenced by the width of the street.

Throughout the area the massing of the buildings is consistent. A terracing effect, strong building lines and the buildings' proximity to the street create an enclosed town centre and Conservation Area. The concentration of uses and different scaled buildings form several distinct areas within the Conservation Area.



# Part I: Appraisal continued

## Shopfronts

The main part of the Conservation Area is commercial in nature and shopfronts and associated signage dominate the ground floor streetscene. Traditional hanging signs are an attractive way of advertising and shopfronts should reflect the character and details of the building.

There are a number of 1920s and 1930s traditional shopfronts remaining in the Conservation Area which should be retained. The Conservation Area also contains a variety of modern shopfronts that respect the character and detailing of their host building. However, the design and materials used for some shopfronts are less appropriate and do not reflect the characteristics and details of their building, or the rich character of the Conservation Area. This is also the case for advertisements and signs.

The Council is committed to identifying opportunities for the enhancement of inappropriate shopfronts and signs when occasions arise.

The use of upper floors in shops for storage can result in an external appearance of dead space. Careful consideration should be given to such uses and the negative impact it may have on the appearance of the Conservation Area. The use of upper floors for residential or commercial uses could be a more appropriate use of the space, adding activity to the Conservation Area.

## Painting

Although the Conservation Area is made up of a variety of building styles and materials the dark brick is contrasted by pastel painted rendered or brick buildings. The pastel shade existing and the pale sandstone paving and buildings encourage a lightness and subtlety of colour.

Although painting of unpainted brick surfaces will be discouraged, it is acknowledged that commercial fascias and signage will continue to be desired. Corporate outlets often favour corporate colour schemes and do not take into account the colours and characteristics of the area.

It is recognised that the choice of colour can be subjective, but, without paying due regard to the architectural design and details it is possible to destroy the value of the underlying design with an insensitive colour scheme. Corporate colours should not therefore take precedence over the character of the area.

## Trees and Landscape Features

In Causeway trees are an important characteristic. An avenue of Lime trees was laid out in the 18th Century. The original trees have subsequently been replaced. Trees in gardens are also important to the rural character of the area. St. Mary's churchyard, the memorial gardens and water meadows form an important greenspace and transitional area between the commercial centre and the towns rural landscape setting.

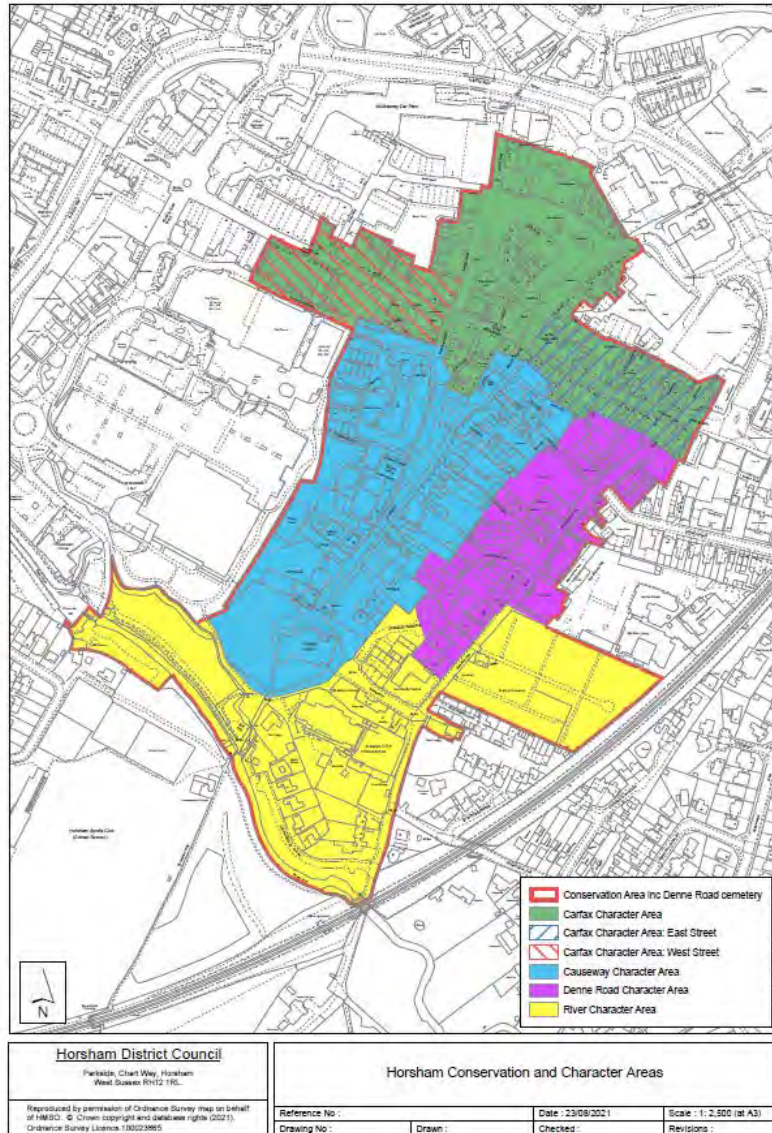


*Trees and soft landscaping within Denne Road*

# Part I: Appraisal continued

## Character Areas

Horsham Town Centre Conservation Area is considered to consist of a single continuous Conservation Area boundary subdivided into four character areas as shown in the map below.



# Part I: Appraisal continued

## Causeway Character Area

Nairn and Pevsner describe Causeway as “the hidden secluded part of Horsham, completely screened from the shops, leading down to the church. As an anthology of cosy Wealden buildings it would be hard to beat.”\*

Causeway forms part of the historic core of the town centre. This character area contains the oldest known building within the area St Mary’s Church. St Marys Church is a local landmark with its tower visible from closer views within the town centre and wider views from the hills to the south.

The character area has a distinct road layout with the buildings fronting onto the road forming a triangular shape in plan form centering on the focus point for the church. Causeway forms one of the oldest routes through the town with its links to the church and market, and proximity to a river crossing.

Within the character area are a number of twittens linking Causeway to Denne Road.

Causeway’s character is formed by timber-framed buildings with various finishes, interspersed with brick buildings and the stone-built church and former town hall.

The condition of the properties and the street as a whole are good, with a good retention of traditional timber windows and doors, careful positioning of aials and well maintained footways. However, the parking of cars, the position of street furniture and bin storage do detract from the character areas historic sense of place.

The timber-framed buildings within Causeway have a human scale, which contrasts with the later brick buildings on the northern side of Causeway. The timber frame in the majority of the buildings has been hidden from view with glimpses of the original frame in the side elevations, except for number 12 where the decorative studding indicates the wealth a previous owner wished to display. There is an example of the exposed timber frame in the side of 19 Causeway. A feature of Causeway is the use of different materials used to re-front the timber frame, creating a mix of styles unified by the form of the frame beneath.

Horsham Museum is a sixteenth-century timber-framed house with a plastered front. The first and second floor overhang the ground floor with moulded bressumers and carved brackets. The painted plaster gives the building a presence within the streetscene and the moulded and carved details suggest a building of importance, stepped up from the pavement. The jettied form also gives the building a sense of activity. To the side is visible painted brick, with the plaster finished to the corners with a quoin detail.

Horsham Stone slate roofs have a steep pitch, with strong timbers to hold its substantial weight. As the roof weathers, the stones can appear to coalesce. This creates a distinctive finish. As the buildings have been repaired the laying of the stone has resulted in a mixture of double and single lap laying, with shadow slates where stone is short. Horsham Stone slate roofs are the most distinctive material within Causeway.

*\*Nairn, I. and Pevsner, N., 1965. Sussex, Harmondsworth: Penguin. p.247.*

## Part I: Appraisal continued

11 and 12 Causeway adjoin the gentrified and polite frontage of the plastered timber-framed buildings. They are also timber-framed but number 11 has weatherboarding to the first floor and a stuccoed ground floor, whilst number 12 has a visible jetty and close studding to the first floor.

11 and 12 Causeway have a more domestic scale than number 10. The timber weatherboarding give a functional utilitarian appearance that contrasts with the decorative close studding to number 12. The use of stucco provides a smoothness that balances the “roughness” of the cladding. The shape of the sash windows and use of Horsham Stone slate on the roof gives a sense of commonality between the buildings. Hanging tiles at first floor with undecorated handmade clay tiles of a similar red to the local brick are visible at 24, 25 and 30 Causeway. This gives a more prosaic appearance in contrast to the classical frontage of 10 Causeway.

Horsham Stone can be divided into stone slate for roofs and flooring, and building stone. St Mary’s Church is built with roughly hewn Horsham Stone with some Ardingly Sandstone and a Horsham Stone slate roof. The stone has a warm yellow/brown colour and is interspersed with ironstone. The stone appears graceful, especially when topped by a Horsham Stone slate roof. Horsham Stone rubble is also used in the listed vicarage wall which extends along the eastern side of Causeway. The wall provides a visual barrier between the traditional buildings in Causeway and a new development of three dwellings set back on former church land. These dwellings have slate roofs, which enables the pitches to remain low and unobtrusive. Slate is not a traditional material within Causeway. Horsham stone also forms the pavement to the Causeway.

The Town Hall at the opposite end of Causeway was constructed of Portland Stone in 1812 and further repaired and enlarged in 1888. Nairn and Pevsner describe the building as “deeply sunk in eclecticism as the wildest parts of the nineteen twenties. Central crowstepped gable, octagonal corner turrets, three tunnels containing well-carved arms.”\* The Town Hall provides a counterpoint to the traditional form of St Mary’s. Its design and choice of material emphasise a change in attitude in the town, moving away from its rustic roots. The ashlar stonework is carved but appears grey and stark, and reflects a sense of the growing control of governance, and the ability to access materials from a greater distance. The Town Hall is currently used as a restaurant and this has led to the provision of seating and tables to the front, and the need for storage bins and extraction units. The positioning of storage bins for The Town Hall needs to be carefully considered in this location.

The majority of the brick present in Causeway is of a warm red colour formed from Wadhurst Clay. The use of exposed brick with narrow mortar beds adds an element of elegance to the streetscene, providing clean lines and a consistent appearance. It is also used for the more functional buildings within the street such as the Stables. Where the brick is of lesser quality it has been painted as seen at 19 Causeway.

The Manor House is a handsome brick building constructed in 1704 with various additions. The use of exposed brick in the more subservient element of the building and the porchway helps to give emphasis to the stucco and detailing on the remaining elements of the building. The use of brick is repeated in the new development to the north of the Manor House, giving the new development a sense of place.

Clay tiles are present in Causeway. Due to their more uniform appearance and thinner form (than Horsham Stone slate) the roof is less dominant and distinctive. The proportion of roof to wall is also less prominent. Local hand-made clay tiles have a red/brown colour which adds to the rich earth palette of the streetscene as a whole. Some buildings have been re-roofed including Horsham Museum where clay tile replaced Horsham Stone slate.

*Nairn, I. and Pevsner, N., 1965. Sussex, Harmondsworth: Penguin. p.244.*



# Part I: Appraisal continued

## Market Square

The siting of buildings has resulted in the containment of this area. Overall the space has a moderate scale with modern, medieval and 16th Century buildings but the grand Victorian designs of no. 3 Market Square and the centrally located Town Hall dominate the space. The Town Hall was built by the Duke of Norfolk in 1812 and rebuilt in 1888. The Town Hall is now occupied as a restaurant and the outside seating for the old Town Hall and the other pubs/restaurants within Market Square create a lively space which is active in the evenings. Overall the Market Square forms a transitional area between Carfax and the Causeway.

## Pump Alley

Pump Alley is a reminder of the town's medieval origin. The alley passes between two medieval buildings into former burgage land and contains a number of converted timber framed outbuildings. Many traditional characteristics have been retained; small scale, informal enclosed layout, and traditional Horsham Stone paving capturing the medieval essence of the conservation area. The siting of the buildings creates a pinchpoint where the alley connects with Talbot Road.



# Part I: Appraisal continued



Properties within the character area are mostly a mixture of medieval and Georgian. The properties are mostly two or two and half storey with a palette of red, Weald clay brick with Horsham stone Slabs (see above) or timber frames with clay tile roofs. The church room are the former stables for the Manor House (see below).



Horsham Stone slabs provide the paving materials, with grass verges and a line of trees softening the appearance of the character area. As can be seen above the majority of the properties within the character area front onto the pavement. A negative of the character area is the parking of cars and the need for road signage.



The Manor House (above) is one of the few properties set back from the street. It also differs in having a brick boundary wall. Below can be seen the varying roofscapes and features of the character area. A negative within the character area is the lack of bin storage.



The character area is generally tranquil, with the trees providing a positive contribution to the street scene. In the photo below the street furniture and parking restrictions detract from the area.



# Part I: Appraisal continued

## Causeway Character Area: Observations and Guidance

Characteristic	Observations	Guidance
Landform	Land slopes slightly to the south towards the church and river.	
Land use	Predominantly residential, although there are community buildings such as the church, church rooms and museum.	
Condition	Good condition.	Support home and business owners by educating them on the importance of retaining timber windows and doors.
Trees/ soft landscaping	Trees line the pavement in addition to grass verges. There is a small green space at the north of the character area.	Maintain the existing tree planting and grass verges.
Hard landscaping and boundary treatment	Horsham Stone slabs used for paving. Where present boundaries are either stone walls (listed Vicarage wall) or brick with Flemish style brick work (the Manor House).	Maintain and repair Horsham Stone slabs. Any boundary treatment should be either of local brick, with traditional bonds and mortars or local stone. Timber fencing is not appropriate fronting onto the street.
Spatial	The majority of the properties open straight onto the pavement. The Manor House is set back, and the newer houses built on the vicarage land.	New development should open onto the pavement.
Plots and scale	Many of the plots are historic Burbage plots and therefore are long and narrow. There is a high density of development with a limited number of detached properties. The more modern properties have wider plots. The Manor House has a less regular plot. The scale of the properties range from two storey to three storey.	New plots should retain the scale of the existing buildings being either two or two half storey in height. The width of the plots should reflect the Burbage plots.
Landmarks	St Mary's Church forms a landmark at the southern end of the Causeway.	Views should be maintained of St Mary's Church.
Parking	Parking is mostly on street, although the church rooms have some parking to the rear of their building.	Visitor parking should be encouraged to be undertaken in the local car parks. New development should be supported by a green travel plan.
Traffic	The Causeway is relatively quiet as it forms a no vehicular through road. There is a steady stream of pedestrians moving through the character area, as it has footpath links to the south of the town and the school to the south east of the church.	Pedestrian routes should be retained and enhanced with appropriate lighting especially within the twitens.
Architectural Style	The buildings are a mixture of timber-framed medieval buildings and Georgian brick buildings. There are some newer infill developments, namely the Manor House extension, and the detached dwellings in the grounds of the Vicarage.	Any new development should respect the form of existing development.
Key architectural details	Distinctive strong roof form to support Horsham Stone slates.	
Form and materials	Timber framing, Horsham Stone roofing, or clay roof tiles, red Wealden clay bricks, render, pitched roofs, decorative porch and window detailing.	New development should use good quality local materials and reflect the distinctive roofscape of the properties within Causeway. Good quality design would include modern development provided that its scale and detailing complement its historic character.
Behaviours	Some littering and poorly positioned bin storage.	Provide appropriate bins in inconspicuous locations. New development should have integral bin storage designed into the scheme.
Frontages and access	Many properties are accessed straight from the street.	Frontages should remain active, with new development fronting onto the street.

# Part I: Appraisal continued

## Carfax Character Area

The **Carfax** forms part of the original market area known as 'The Scarfolkes'. Temporary market stalls gradually evolved into permanent buildings within the market place forming islands which remain today. Replica stocks and a whipping post are located within the pedestrian area. The materials and characteristics of the buildings are varied, but, they have maintained the medieval layout and the sense of enclosure and containment within the area. The central island contains a range of interesting buildings. The gradual development and redevelopment of the area has resulted in a solid building mass with a variety of building styles, scales and designs. The varied roofline of the Natwest buildings is reflected by other buildings that form the island.

The bandstand and war memorial along with tree planting and seating areas form a contained space to the north. The area has two functional areas: to the north is a pedestrian thoroughfare; to the south a place for people. The distinction between the areas has been achieved through changes in land levels, planting and street furniture. Post war buildings are dominant introducing large areas of metal and glass that reflect the vertical characteristics of Richmond Terrace (18 - 23 Carfax).

To the west the space is shared by people and some vehicular movements. The massing of 1950s Sterling Buildings dominates, which is broken down at street level by individual shop fronts. Opposite smaller scale buildings bring a human scale to the seating area. The buildings display a variety of traditional materials and scale and include a range of interesting 18th and 19th Century details. To the east the area comprises a vehicular thoroughfare, public space and bus waiting area. Three storey Victorian buildings dominate the inside building line with smaller scale traditional buildings on the other side of the road. A variety of timber buildings remain fronting the original burgage plots.

The Carfax forms the commercial centre of the town. Historically the stalls within the market place were temporary, but later became permanent which has led to the characteristic plan form of the Carfax .

An area of open public space remains with a bandstand which is used for community events and a twice weekly market. Whilst the majority of the buildings open onto the pavement, the buildings on the northern edge have a stepped entrance to the first floor, with a shop entrance at street level.

**Piries Alley** is a medieval passageway between 25 and 26 Carfax. 25 Carfax is a former hall house constructed in C1400. The narrowness of the twitten and irregularity of the walls of the adjoining timber buildings provide a strong medieval character, important to this part of the Conservation Area, which contrasts with the redeveloped space of Piries Place.

Within Carfax it is the relationship between the buildings, the space they enclose and the use of the area that contribute to the Conservation Area's special character and appearance. Although many of the buildings within the Carfax are not listed they are recognised as being important to the overall townscape value of the area. In some places the experience of using the routeways between streets is undermined by the storage of bins and extraction units such as the footway to the rear of the Crown.



*The terrace of buildings (Richmond Terrace - 18 - 23 Carfax) on the northern edge front the pavement but have separate entrances to the first floor.*



*Foot way to the rear of the Crown. Although well used it is impacted by the storage of bins and the extraction units to the kitchen of the public house. Bin storage is also an issue to the side of Bills Restaurant (Old Town Hall) and in Blackhorse Way.*

# Part I: Appraisal continued



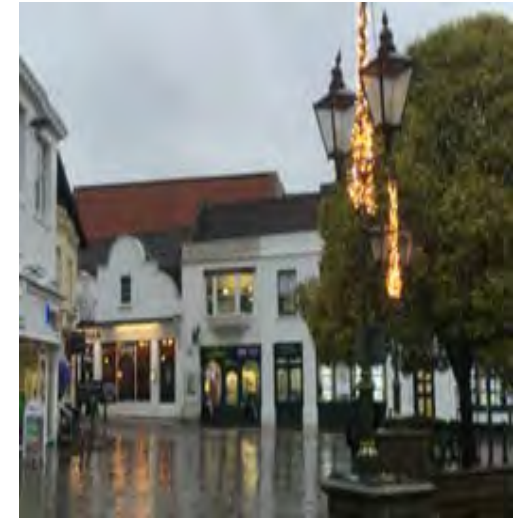
*Stirling Buildings are purpose-built units with retail at ground floor and residential above. The buildings are three storey with classical proportions in a traditional red brick. In comparison to the rhythm of Stirling Buildings the properties on the eastern side of the character area vary in height and materials. However, the quality of materials and the narrow plots provide a consistent theme.*



*Within the character area are modern infills with retail units at ground floor. As can be seen below the success of the juxtaposition of the older and twentieth century buildings has been varied. As can be seen in the photographs the character area has mature trees within the public space.*



*Adjoining the character area is the landmark of the Old Town Hall (above) and the Bandstand below. The hard landscaping is varied with cobbles to the roadway and stone slabs to the pedestrianised areas.*



*The frontage of Carfax with the new development behind within Pirie's Place. Below the stocks and whipping post are sited close to Swan Walk.*



# Part I: Appraisal continued

## Carfax Character Area: Observations and Guidance

Characteristic	Observations	Guidance
Landform	Area predominantly flat.	
Land use	Predominantly retail although there are coffee shops and public houses within the character area.	Concern would be raised regarding vacant shops. Support would therefore be given to uses that retain an active frontage and increase footfall.
Condition	Varied condition. Some of the windows at first and second floor level need painting and maintenance. Empty shops need to be monitored.	Encourage different uses.
Trees/ soft landscaping	Feature trees provide a soft edge to the character area.	Maintain the existing tree planting.
Hard landscaping and boundary treatment	Horsham Stone slabs used for paving, with cobbles to dominate the vehicular route ways.	Maintain and repair Horsham Stone slabs and cobbles.
Spatial	The majority of the properties open straight onto the pavement.	New development should open onto the pavement and ensure an active frontage.
Plots and scale	Many of the plots are historic Burbage plots and therefore are long and narrow. There is a high density of development with a limited number of detached properties. The scale of the properties range from two to three storeys, with small pitched roof dormers.	New development should reflect the vertical emphasis of the existing buildings with dormer windows of a scale which do not dominate the roof slope. The height of the buildings should be no more than two storey, with three storey elements to break up a frontage.
Landmarks	The Bandstand and Old Town Hall form landmarks and meeting points.	The understanding of the open public space around the Bandstand needs to be maintained and enhanced and not cluttered with street furniture.
Parking	Parking is discouraged although some disabled spaces are provided.	Visitor parking should be encouraged to be undertaken in the local car parks. New development should be supported by a green travel plan.
Traffic	The Carfax is a predominantly pedestrian space, although on the eastern side of the Carfax vehicles including buses move through the space.	Pedestrian routes should be retained and enhanced with appropriate lighting and signage. Schemes to remove kerbs and integrate shared surfaces on the eastern side of Carfax will be supported.
Architectural style	Within the character area are a number of prominent buildings which combine to establish this character area as an important part of the commercial centre of the town. The style is varied with a mixture of twentieth century building alongside traditional timber framed-buildings.	Any new development should respect the form of existing development and create a sense of place. Development would be expected to utilise traditional materials. Due to the mix of styles, innovative designs may be appropriate.
Key architectural details	Varied roofscapes with either clay tiles, Horsham Stone or slate.	
Form and materials	Vertical emphasis with good quality detailing either in brick or render. Local stock brick is predominant.	New development should use good quality local materials and reflect the distinctive vernacular.
Behaviours	Some littering and vacant shops. Concern would be raised to ensure signage and lighting enhances the character of the area.	Provide appropriate bins in inconspicuous locations. Promote "pop-up" shops to ensure the retail character is maintained. New signage should be painted timber with limited lighting.
Frontages and access	Many properties are accessed straight from the street.	Frontages should remain active, with new development fronting onto the street.

# Part I: Appraisal continued

## Middle Street

Middle Street was once an area for meat traders. It is an intermediate area between East Street, West Street, the Carfax and Market Square. Larger buildings dominate the ends of the street. Barclays Bank forms a focal point on the eastern end. Although simple in design, the building continues the pattern of larger scale buildings at junctions and corners within the wider Conservation Area.

The building at the western end of Middle Street forms a focal point with the junction of West Street. The character of Middle Street is mixed with the polite frontage of number 10, adjoining the 1960's architecture of number 11. The timber framed property which originally occupied number 11 can now be seen reconstructed at The Weald and Downland Museum (photos below). The alleys of Glynde Place, Collets Alley, and Market Square connect with Middle Street.



## South Street

The large scale buildings at the junction of West Street and Middle Street give way to small scale medieval buildings. These are unified by their use of vernacular materials and painted surfaces.

## Blackhorse Way

Blackhorse Way demarcates the rear boundary of the Conservation Area along West Street and has typical characteristics of a commercial service area. However, at its junction with South Street a range of former Manor House outbuildings remain. The traditional materials and use of burnt headers and stretchers reflect the more rural characteristics of South Street and the Causeway. The rear of properties in West Street which are serviced by Blackhorse Way would benefit from enhancement.



# Part I: Appraisal continued

**East Street** originated out of a track between burgage plots linking the market place with outlying St Leonards. By the end of the medieval period it had established itself as a street for trade and a main thoroughfare. It had been named East Street by 18th Century.

At its junction with the Carfax the former Kings Head Hotel (now Ask) dominates reflecting the scale of other buildings in the Carfax and contrasting with the smaller scale of the terrace of stone buildings, opposite. The retention of the signage relating to the buildings previous use as an Inland Revenue Office adds richness and context regarding the evolution of uses within the Conservation Area.

The street is narrow with an irregular building line and roofline introducing variety and rhythm. The buildings have a range of characteristics suggesting a gradual evolution of the area. The larger scale buildings near the Carfax give way to smaller scale 2 storey buildings, often with dormer windows. However, numbers 20 and 22 introduce a larger scale in the middle of East Street.

There are a variety of buildings and features along the street that create uniqueness to the area. These should be retained and include the highly detailed facade of the Anchor Tap, the original Victorian shopfront of the former Trelfers Jewellers at 9 East Street and a variety of mosaic tiled shop entrances (such as at Smith and Western Restaurant). In some instances traditional shopfronts may be hidden behind existing fascias and where appropriate these should be retained and repaired such as 18 East Street.

Within East Street there are some buildings with redundant features and overhead wires attached to them.

Several medieval and later timber framed buildings can be found in East Street and represent the evolution of the burgage plots. New development in this area should seek to strengthen the rear of the buildings and seek to remove inappropriate modern out buildings. However, the small scale traditional brick out-buildings should be retained as they add to the informal character of the area and provide interest through their varied roofline.

East Street is predominantly characterised by restaurants providing an active evening economy. During the day the active frontage is maintained by charity shops and service industries such as estate agents.

The road is still used for access, but through use of planters and decorative paving vehicles are actively discouraged in order to facilitate foot traffic and out door seating.





# Part I: Appraisal continued



*East Street has a mixture of building styles, with the use of various materials. At ground floor many of the buildings have glazed shopfronts which encourage an active frontage. Timber planters have been placed to deter vehicles and soften the street's appearance.*



*The frontages of the properties within East Street are distinctive with varying materials used (such as the tile above) with tower features and gables in the 1930's former co-op building. This distinctiveness adds interest and vibrancy to the area.*



*The varied architectural style creates a roofscape that contains pitched roofslopes with small dormers, as well as decorative gables with the roofslope hidden behind.*



*The entrance to East Street from Carfax is cornered by a stone built buildings with Dutch gables. The materials within the character area are varied but are of a consistently high quality that ties the character area into a cohesive space. Park Place at the eastern end of East Street is a distinctive parade of traditional shops enclosing the eastern side of the street. Its richly embellished, terraced frontage makes a strong contribution to the character of the Conservation Area.*



*Even buildings with less attractive frontages (such as 3 East Street) have attractive details in the shop front including decorative glazing, and moulded timber frames. The photograph to the left shows the building prior to conversion to an orthodontist. The large glazed windows enabled intervisibility between the shop and the street. The photograph to the right shows the building following conversion with internal boarding now restricting the connection between the building and the street. This harms the overall vitality of the frontage.*



# Part I: Appraisal continued

**Park Place** forms a junction with East Street and Denne Road and connects with Piries Place and East Street via Park Mews. The moderate scale Victorian character of the area contrasts with the newly reconstructed multi- storey car park.

The buildings form two terraces that enclose the street. Several of the buildings have traditional shopfronts. The terracotta details, original sash windows, dormers, and pargetting to the curved cantilevered bays are important to the character of the area and should be retained and repaired where necessary. The loss of traditional windows has resulted in a dilution of the character of this part of the Conservation Area. The painting of the brick work has taken place on some of the properties, but unpainted brickwork should be retained.



# Part I: Appraisal continued

## Carfax (East Street) Character Area: Observations and Guidance

Characteristic	Observations	Guidance
Landform	Land slopes away slightly towards Carfax.	
Land use	Predominantly restaurants, with some retail and service uses.	
Condition	Good condition.	Support property owners to find new uses for vacant units that maintain an active frontage. Ensure that where possible shopfronts are retained and refurbished rather than rebuilt losing some of the traditional detailing.
Trees/ soft landscaping	Soft landscaping restricted to planters to discourage parking.	Encourage further soft landscaping to the front of properties and increase the number of planters.
Hard landscaping and boundary treatment	The traditional pavements have been removed to create a shared space with decorative paving.	Maintain the existing paving and encourage schemes that increase the use of the pavements for seating and planting. Any new development should support alternative methods of access, to reduce traffic through the space.
Spatial	The majority of the properties open straight onto the pavement. Many of the buildings are narrow, with service buildings to the rear.	New development should open onto the pavement.
Plots and scale	The buildings front onto the street and form a continuous line of development. Where there are gaps the buildings often have attractive frontages to the front and side so creating in effect individual statement buildings.	New plots should retain the scale of the existing buildings being either two or two half storey in height. Thought should be given to the design of upper floors to add interest to the street scene. Shop fronts should be retained or reflected in new designs so that the ground floor space maintains its active frontage. At first floor individual, appropriate designs using local materials will be supported.
Landmarks	There are no landmarks within this character area with no view of the church spire. Some buildings however have front and side frontages which create an attractive break in the street scene.	Buildings with secondary frontages should be maintained and encouraged.
Parking	Parking is mostly on street, although this is passively discouraged by the provision of planters and the removal of pavements to create a shared space.	Visitor parking should be encouraged to be undertaken in the local car parks. New development should be supported by a green travel plan.
Traffic	Traffic is slowly becoming more limited as the number of restaurants with outside seating increases within East Street.	Pedestrian routes should be retained and enhanced with traffic actively promoted to use alternative routes. Deliveries should take place outside of daylight/opening hours.
Architectural style	The buildings within the character area are of an eclectic mix, with shop frontages at ground floor.	Any new development should have a vertical emphasis with interest at first floor and above, with an active frontage at ground floor. Loss of shopfronts should be resisted, and applications for change of use controlled so as to ensure that the intervisibility of shopfront and street is maintained.
Key architectural details	Distinctive gables and roofscapes.	Good quality materials should be encouraged which require minimal maintenance.
Form and materials	Within the character area there is use of tile, brick, render, and faux timber framing. The narrow form of the buildings and varying gables add interest.	New development should use good quality local materials and reflect the distinctive roofscape of the properties. Good quality design would include modern development provided that its scale and detailing added to the sense of place and complemented East Streets active and eclectic character.
Behaviours	Some littering and poorly positioned bin storage.	Provide appropriate bins in inconspicuous locations. New development should have integral bin storage designed into the scheme.
Frontages and access	Many properties are accessed straight from the street.	Frontages should remain active, with new development fronting onto the street.

# Part I: Appraisal continued

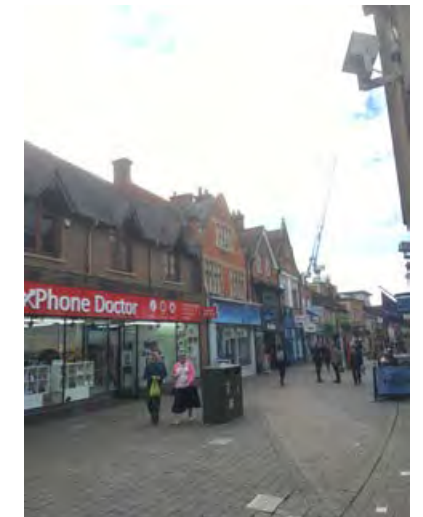
## West Street

West Street forms the primary retail centre of the town. It is bordered to its north by the modern covered shopping area of Swan Walk. The rear elevations of the properties on the northern side of the street have been absorbed into the shopping centre, whilst the properties on the southern side have a delivery access from Blackhorse Way. West Street has been pedestrianised and formerly provided the link between the Bishopric and the Carfax. The pattern of development is dense with a ribbon of buildings fronting onto the street. The only gaps between the properties are the entrance to Swan Walk, and the covered link between West Street and the Forum to the north.

West Street does not retain any early buildings on its burgage properties and originated from a track linking the market place with the outlying area of Marlpost. By the middle of the 16th Century properties were recorded along this street. It has always been important as a shopping street and was once dotted with a number of taverns; the entrance to Swan Walk is on the site of the Swan Inn.

West Street forms a vista to Bishopric Square, and to the attractive buildings at the junction of Middle Street and South Street. The street is enclosed predominantly by 3 storey buildings that form a strong linear character. A variety of building styles and materials are evident, with a predominance of brick and painted plaster.

The greatest concentration of decorative Dutch gables, mansard roofs and pargetting is found in West Street. These features, along with decorative chimneys, bay windows and gabled dormers introduce contrast, irregularity and rhythm to the streetscene. All of these features contribute to the historic interest and appearance of the area and should be retained. West Street has two street frontages, the first onto West Street and the second onto Blackhorse Way. The four photographs show the varied West Street frontage. There is a mixture of building styles but with the consistency of a shop front at ground floor level. The difference in gable design and roofscapes adds interest and colour to the street. The hard landscaping seeks to break up the width of the former road.



# Part I: Appraisal continued

## Carfax (West Street) Character Area: Observations and Guidance

Characteristic	Observations	Guidance
Landform	Predominantly flat.	
Land use	Predominantly retail with some A3 uses.	
Condition	Mixed condition	Support owners to improve street frontages and to rationalise the accesses onto Blackhorse Way.
Trees/ soft landscaping	Limited small planters and hanging baskets in the summer.	Encourage provision of feature trees or planting to soften the West Street frontage.
Hard landscaping and boundary treatment	In West Street different colour paving adds interest. There are also points of interest interspersed into the street such as horse shoes, plaques outlining the town's history, and the street name inserted into the paving at the entrance to West Street. Blackhorse Way has poor quality tarmac with the zebra crossing surface breaking away.	Introduce the same quality of hardstanding into Blackhorse Way, adding interest and reducing the visual dominance of the traffic.
Spatial	The majority of the properties open straight onto the pavement.	New development should open onto the pavement.
Plots and scale	Many of the plots are long and narrow. There is a high density of development. The scale of properties are two and two and a half storey with some three storey elements.	New plots should retain the scale of the existing buildings being either two or two half storey in height. The width of the plots should reflect the characteristic narrow emphasis.
Landmarks	None.	
Parking	Parking has been undertaken to the rear from Blackhorse Way. There is no parking in West Street.	Parking bays to the rear of the buildings in Blackhorse Way should be discouraged with the opportunity taken to either open up the rear elevations or provide some urban green space.
Traffic	There is no traffic in West Street. Blackhorse Way however is dominated by traffic including buses.	Opportunities should be taken to create a shared space where vehicles do not dominate the street. Pedestrians should be prioritised through increasing the visibility of the crossing. The tarmac should be removed and appropriate surfacing used to passively discourage traffic.
Architectural style	The buildings within the character area are of an eclectic mix, with shop frontages at ground floor.	Any new development should have a vertical emphasis with interest at first floor and above, with an active frontage at ground floor. Loss of shopfronts should be resisted, and applications for change of use controlled so as to ensure that the intervisibility of shopfront and street is maintained. Shop signage should be of good quality in timber with inappropriate branded signage discouraged.
Key architectural details	Distinctive gables and roofscapes	Good quality materials should be encouraged which require minimal maintenance.
Form and materials	Within the character area there is use of stucco, brick, render and timber-framing. The narrow form of the buildings and varying gables create a distinctive character. Dormer windows are varied with some buildings having both curved and triangular roofs.	New development should use good quality local materials and reflect the distinctive roofscape of the properties. Good quality design would include modern development provided that its scale and detailing added to the sense of place and complemented West Street's active and eclectic character.
Behaviours	Some littering. Anti-social behaviour with damage caused by individuals accessing the roofs of properties from Blackhorse Way and undertaking Parkour.	Provide appropriate bins in inconspicuous locations. Work with landowners to find appropriate solutions to deter access without using inappropriate physical guards or gates.
Frontages and access	Many properties are accessed straight from the street.	Frontages should remain active, with new development fronting onto the street. New development should address both the West Street and Blackhorse Way frontage.

# Part I: Appraisal continued

## Denne Road Character Area

Burgage plots ran east from Denne Road but the only remaining medieval building is 1 and 3 Denne Road (Bishops) sited at the junction of Denne Road and East Street. This is an example of a late medieval hall house, with two jettied cross wings.

Brick boundary walls of varying heights and the siting of buildings close to the road reinforce the linear townscape of this area. Buildings, many with townscape value have evolved on the Causeway and Denne Road burgage plots including the former Gospel Hall.

On the west side the buildings have simple designs and use traditional materials, mainly brick, with terracotta and tile hanging decoration. Buildings on the east side are generally more modern in character, with the exception of the neo classical Drill Hall and a terrace of Victorian houses.

The terrace of Victorian houses remain almost intact, reflecting some of the characteristics of the buildings in Park Place. The properties of 11, 13, 15 and 19 Denne Road are covered by an article 4 direction (ART 4037) which removes permitted development rights including restricting the removal of the terracotta detailing, the removal of the decorative tile hanging or the improvement or alteration to an external window.

The garden walls are important to the townscape and linear definition of the street and should be retained. This characteristic is reinforced by boundary walls and the siting of warehouse buildings opposite.

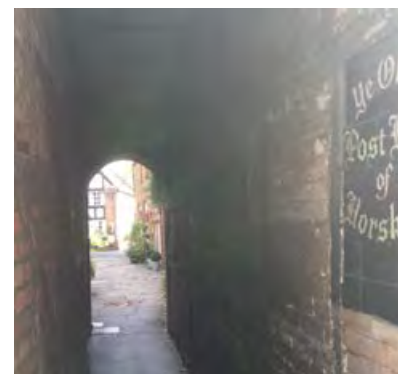
Denne Road has a mixed plan form with groups of detached buildings, terraces and flatted developments. Within the character area are the green spaces of the graveyard with its Victorian lodge, and the small space to the front of Hadmans Close. Unlike the other character areas, Denne Road contains the industrial use of National Tyres.

The development of Denne Road has evolved slowly with some traditional buildings which are listed grade 2. The Drill Hall is an early twentieth century communal building, whilst the terraced development of Hadmans Close were developed in the late twentieth century. Despite the variance in building age and style the properties are mostly two storey in height with some accommodation within the roofslope. Brick boundary walls are a common feature of the character area with small front gardens where the properties are set back.

**Talbot Lane** connects Denne Road, through Pump Alley, with the Market Place. The walls of the former Gospel Hall and the car park maintain the linear definition to the area. The functional character of the area contrasts with the quiet character of Pump Alley. The siting of buildings at the end of Pump Alley create a pinch point and reinforce the separate identities.

## Morth Gardens

A passage way leads from the Causeway to Morth Gardens. Originally a pathway to Denne Road between the burgage plots of Hadmans to the north and church land to the south, it has experienced 16th and 17th Century infill development. The passage is quiet and enclosed by garden walls that display a variety of brick styles and bonding. The walls are an important characteristic of this area and should be retained. The cottages sited along Morth Gardens reflect the quiet nature of the area and display a variety of traditional materials and details. The informal nature of the properties, their gardens and boundary walls all contribute to the special character and appearance of the area and should be retained.



*Left image - Pump Alley with views through to Talbot Lane.*



*Right image - boundary treatment looking north west from Morth Gardens.*

# Part I: Appraisal continued



The Drill Hall above is a community building which fronts onto the pavement.

The Lodge to the graveyard below is enclosed by brick walls and is at a higher level than the street. The graveyard forms an important pause in the street scene and is a valued semi-wild space



Properties in Denne Road vary from detached Victorian villas above with scalloped barge boards and decorative hanging tile to the staggered terraced properties of Hadmans Close below. St Mary's Church spire can be seen to the rear.



Above can be seen the terrace of Victorian properties set back slightly from the road with small front gardens. The detailing of the terrace can be seen below with decorative details above the windows and doors.



The open space above to the front of Hadmans Close softens the appearance of the terrace of modern dwellings.

St Mary's Church spire is clearly visible at the southern end of the character area. Some of the buildings in this part of the character area are constructed using Fittleworth stone, which also replaces brick in the boundary walls.



# Part I: Appraisal continued

## Denne Road Character Area: Observations and Guidance

Characteristic	Observations	Guidance
Landform	Land slopes slightly to the south towards the church and river.	
Land use	Predominantly residential, although there are community buildings such as the Gospel Hall, Drill Hall, Normandy Centre and the industrial use National Tyres.	
Condition	Good condition.	Support home and business owners by educating them on the importance of retaining timber windows and doors.
Trees/ soft landscaping	There are a number of trees within gardens and also the open green spaces. These add a softness to the urban rhythm and become more prolific as the density of development lessens towards the south of the character area.	Maintain the existing tree planting and encourage the further planting of trees in the open space.
Hard landscaping and boundary treatment	Boundary treatment are either low brick walls to the Victorian terrace, with higher walls to the detached properties. Within Normandy the bricks walls are replaced with stone.	Encourage the retention of brick and stone walls, and discourage their removal for car parking. Any new brick walls to be appropriately detailed with traditional brick bonds and mortar.
Spatial	The mix of plots within the character area have either small front gardens set back from the street or open directly onto the pavement.	New development should consider the size of the plot and the position of neighbouring properties. New development should be either set back with small front gardens or open directly onto the pavement.
Plots and scale	The plots range in size and shape with some narrow Burbage plots. The scale of the buildings are two storey with some accommodation within the roofspace. Dormer windows are small in size with pitched roofs.	New plots should retain the scale of the existing buildings being two storey in height. Unless a narrow Burbage plot detached development should be set in from the side boundaries of the site.
Landmarks	St Mary's Church forms a landmark at the southern end of the Denne Road.	Views should be maintained of St Mary's Church.
Parking	Parking is mostly on street, although there is a public car park to the side of the Gospel Rooms. Such properties have garages which open directly onto the pavement.	Removal of boundary walls to facilitate parking should be resisted. Where necessary parking should be integral to the initial design of any new development.
Traffic	Traffic is relatively light within the character area, due to on street parking restrictions.	Pedestrian routes should be retained and enhanced especially to the church.
Architectural Style	The buildings are a mixture of timber-framed medieval buildings (3 Denne Road), stone cottages, Victorian villas and terraces and modern development.	New development should respect the scale of existing development being no more than two storey in height with accommodation within the roofspace. Dormers should not dominate the roofslope and have pitched roof.
Key architectural details	Good quality detailing.	Good quality detailing.
Form and materials	Materials within the character area differ, but are mostly red brick with either clay or tile roofs.	New development should use good quality materials that will complement the character area. Good quality design would include modern development provided that its scale and detailing contributed to a sense of place.
Behaviours	Some littering and poorly positioned bin storage. Plastic replacement windows.	Provide appropriate bins in inconspicuous locations. New development should have integral bin storage designed into the scheme. Support home and business owners by educating them on the importance of retaining timber windows and doors.
Frontages and access	Access is to the front of properties with no side entrances even where there is an enclosing front wall.	Frontages should remain active, with new development accessed from the front.



# Part I: Appraisal continued

## River Arun Character Area

The River Arun Character Area encompasses the southern section of the Conservation Area where the river Arun provides a green and tranquil boundary edge. The churchyard, and Garden of Remembrance link Provender Mill and the River Arun with the rest of the Conservation Area. The area is an important greenspace with a number of footpaths permeating the space and linking through to the wider countryside of Denne Hill and Chesworth.

The Normandy is an eastern extension of the Causeway that formed part of the glebe land. Almshouses have been recorded here since the 16th Century. There was substantial rebuilding in the 1840s and 1950s. More recently land forming part of the vicarage garden has been redeveloped with low density housing. At the corner of Denne Road the Masonic Hall is set back from the road but the linear townscape quality of the Normandy is maintained by the sandstone wall. The mellow sandstone building and its informal surfaced car park contribute to the rural character of the area. Arun House forms a stop point to the vista of the Normandy.

Horsham stone pavements integrate the area with the churchyard and maintain an informal quality to the area. The Normandy opens up at its junction with St Marys Church creating a focal point. St Marys Primary School is set back from the road frontage and due to its single storey form does not compete with the taller historic buildings within this part of the Conservation Area.

The cemetery grounds, which it is suggested will now form part of the Conservation Area, inject a rural characteristic that also reinforces the rural landscape setting of this part of the Conservation Area. Its wall continues the linear definition of the street.

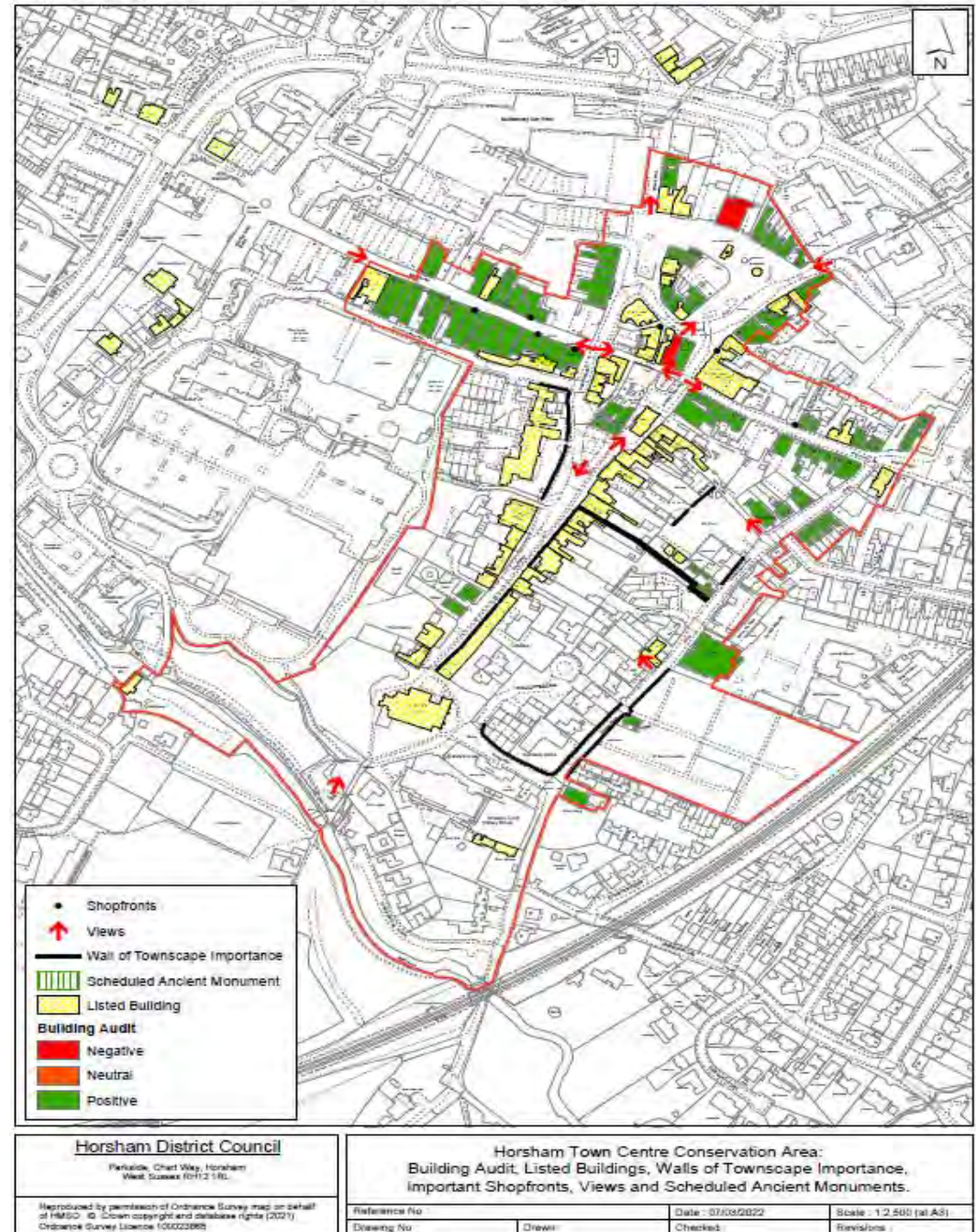
The properties within Fordingbridge Close have a mixture of housing styles, and this diversity in addition to their plot size framed by the tree planting on the southern edge of the road, provides a transition between the rural setting of the Conservation Area and the denser development form of Denne Road. Care should be taken to ensure that car parking, signage and road signage are sensitively placed so as to retain the areas pastoral character.



# Part I: Appraisal continued

## Building Audit Map

The Building Audit map highlights the buildings within the conservation area which are listed (yellow hash), and also those that are considered to have positive (green), neutral (amber) or negative (red) impact on the character of the conservation area. It also highlights walls of townscape importance, important shopfronts, and views into and through the Conservation Area which support an understanding of its character and significance.



# Part I: Appraisal continued

## Negative elements

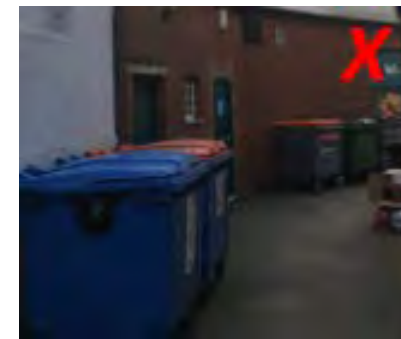
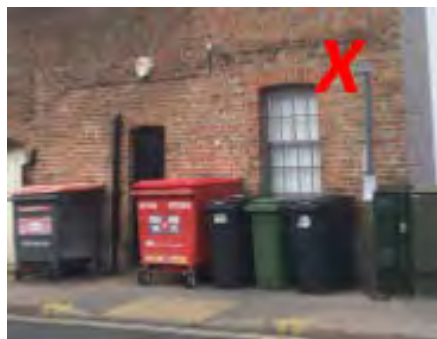
The Conservation Area designated in 1974 included numerous statutorily listed buildings, designated at the time of the first survey in 1955. Today the majority of the Horsham Town Centre Conservation Area appears generally well maintained however there are some elements that detract from the historic character of the space.

The use of non-traditional materials and techniques has a cumulative effect on the wider Conservation Area. Principally, this is the replacement of timber sash and casement windows, with plastic windows. The sections and proportions of UPVC windows cannot match the delicacy of historic joinery.



*The use of plastic windows do not reflect the character of the conservation area, this is particularly evident in the lack of detailing and the changes to opening mechanisms.*

The good management of the streetscape is essential to maintain a sense of place. It can be spoilt by the use of generic street furniture, the removal of traditional paving as well as the storage of bins within public routeways.



Other general features that detract from the appearance of the Conservation Area include empty shops, inappropriate signage and shop frontages and loss of active shop frontages.



# Part II: Management Plan

## The need for a Management Plan

It is the role of the Management Plan to take forward the challenges and opportunities identified in the appraisal, and to identify means by which the special interest of the Conservation Area will become self-sustaining into the future. To achieve this requires a partnership between those living, working and carrying out property improvement and development in the Conservation Area and Horsham District Council. All development proposals should preserve or enhance the character and appearance of the Conservation Area in accordance with the Horsham District Planning Framework. In a Conservation Area there are some extra controls over works to buildings, boundaries and trees intended to ensure that the character is not eroded by unintended loss or change and the appearance is not changed in a negative way.

**For advice on whether planning permission is required for works please refer to the Horsham District Council website or The Planning Portal ([https://www.planningportal.co.uk/info/200125/do\\_you\\_need\\_permission](https://www.planningportal.co.uk/info/200125/do_you_need_permission)).**



## Control of development

It is essential that any development should preserve or enhance the setting of any adjacent historic buildings and existing landscape features and trees, and the overall special qualities of the character area. Therefore, careful consideration must be given to the size, scale, urban grain, layout, design, massing, height, plot width, frontage activity, landscape and materials in any such development. This does not dictate architectural style but does attempt to ensure that proposals respond positively to their context. The Council strongly encourages applications for planning permission or other consents for proposals which meet these criteria and avoid:

- the demolition of any building or structure if its loss would damage the character or appearance of the Conservation Area.
- development (including extension/alteration) which would be harmful to the setting or character or appearance of the Conservation Area.
- development which would adversely affect or result in the loss of important views, open spaces, tree cover or boundary features within the Conservation Area.

Residents and business owners should contact the Council to confirm what proposed extensions and alterations constitute 'development'.

## Monitoring and compliance

If necessary, the Council has a range of tools at its disposal to compel building owners to appropriately maintain and repair buildings which are causing a local nuisance or which are designated heritage assets.

## Issues

The preparation of the Horsham Town Centre Conservation Area Appraisal has included consultation with stakeholders, specifically Denne Neighbourhood Council. A number of issues were identified. These have been used as a basis for the following section identifying principal issues to be addressed by this Management Plan.

# Part II: Management Plan continued

## Historic built environment

- Loss of traditional architectural features.
- Equipment and installations.
- Boundary enclosures.
- Drives, off -street parking and loss of front gardens.
- Enhancement of existing buildings.
- Extensions.
- Window replacement.
- Dormer windows and rooflights.
- Cladding, rendering and the painting of walls.
- Re-pointing of brickwork.
- Demolition.
- Loss of shops
- Loss of traditional shop fronts

## New development and environmental improvement

- Opportunities for new development.
- Setting and views.

## The environment and public realm

- Trees.
- Public realm;
- Street furniture.
- Surface materials.
- Opportunities for enhancement.

## Historic built environment

### Loss of traditional built and architectural features

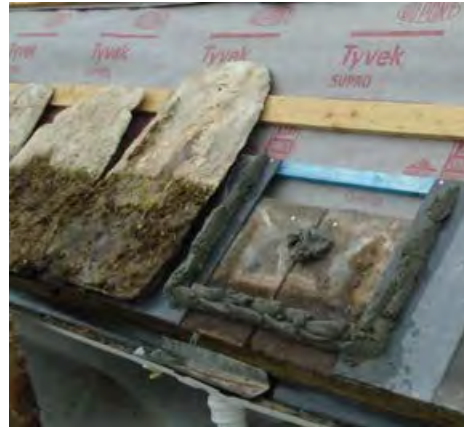
Architectural features set out in the Appraisal, such as traditional windows, traditional shopfronts, Horsham Stone slate roof covering and so on should be preserved due to the significant contribution they make to the character and appearance of the buildings and the Conservation Area.

Horsham Stone roofs are a distinctive traditional feature of the locality with the stone quarried locally. The mortar on a Horsham Stone roof should be subordinate to the stone and the roof laid in diminishing courses. Prior to the relaying or repair of a Horsham Stone roof it is suggested that advice is sought from the District Council, and appropriate guidance considered such as that produced by Historic England <https://historicengland.org.uk/images-books/publications/horsham-stone-roofs/> and the Stone Roofing Association <http://www.stoneroof.org.uk/Horsham%20guide%20v2.pdf>.



*Horsham Stone slate roof*

## Part II: Management Plan continued



*Laying of Horsham Stone slate roof with shadow slates and inconspicuous mortar*

### Equipment or installations

The presence of modern types of equipment on or around buildings, such as large aerials or satellite dishes and microgenerators, can detract from the character of a Conservation Area and/or the special architectural qualities of buildings. To minimise their visual impact, they should be positioned away from public view or prominent positions. The removal of existing fixtures cluttering front elevations is encouraged and care should be taken to repair the affected surfaces.

### Boundary enclosures

Within the Denne Road, Causeway and River Character Areas there is a variety of boundary walls as seen below. The walls identified in the Building Audit Map are of particular importance. Retention of these walls and increased use of trees and hedgerows as a 'soft' boundary treatment will be supported. In some cases, installing traditionally detailed brick walls and railings may be appropriate.



## Part II: Management Plan continued

### Drives, offstreet parking and loss of front gardens

Landscaped gardens to building frontages make an important contribution to the quality of a streetscape. Historically, buildings in the Conservation Area had front gardens with enclosing brick walls, hedges or railings. The loss of front gardens to parking detracts from their historic setting and should be avoided. The use of porous pavements, reinforced grass paving or gravel instead of tarmac, with the retention of some garden space and the use of appropriate boundary treatments, offers a more attractive setting for buildings, reduce run-off and give a more sustainable approach. Where there is existing frontage parking which adversely impacts the character and setting of the Conservation Area, any new planning application should include a condition requiring the reinstatement of front garden areas and any traditional boundary treatments.

### Enhancement of existing buildings

A number of the listed and unlisted buildings in the Horsham Town Centre Conservation Area have been altered and lost features. Proposed enhancements to make a building look grander than it ever was should be resisted. The following enhancement works should be encouraged as part of any future development:

- Reinststate boundaries where they have been removed to their original height and footprint.
- Ensure that new boundaries are built from quality materials, paying full attention to railing details, brick bond, lime mortar and coping details.
- New gates should be good quality traditional design; and
- Encourage the use of good quality paving, trees or planting where the back yards or gardens are visible from the public domain.
- Removal of unsympathetic features that do not contribute to the special interest of the conservation area or the listed buildings.



### Extensions

Development should seek to retain views into and out of the Conservation Area. Modern extensions should not dominate the existing building in either scale, material or their siting. There will always be some historic buildings where any extensions would be detrimental and should not be permitted. Successful extensions require a sound understanding of the building type to be extended together with careful consideration of scale and detail.

## Part II: Management Plan continued

Within the Conservation Area, porches vary in style from the simple and functional to the decorative porches of the Georgian period. Proposals for porches should consider the style of the host property whilst also taking inspiration from the context of the surrounding area. The doors within the conservation area are mixed in style with different forms of fanlight ranging from semi circular to modern rectangular designs.



*Examples of porches within the Conservation Area.*



## Part II: Management Plan continued

Brick bonds help to provide interest in a building. Prior to the introduction of cavity wall insulation different types of brick bond were popular. The colours of the brick also added interest with often local bricks being used and in some cases the brickwork was worked to show the affluence and social standing of the building's owner.

Decorative headers above windows and doors and also brick dentil detail when appropriately used all add interest to the building and Conservation Area as a whole.

*English bond with dark grey burnt headers and stretchers. Brick work is often visible in the rear and side elevations, within the conservation area.*



*Decorative fascias*

Decorative hoods above windows, stone quoins, decorative fascias, pilaster and cornice details all add interest to the building and Conservation Area as a whole.

*Decorative pilaster and cornice details*



## Part II: Management Plan continued

Consideration should be given when seeking to extend a property to assess the existing materials and architectural details. It may be appropriate in some instances to reflect these traditional details or reinterpret them in a modern context such as the use of flat segmental red brick arches to the windows, decorative hanging tile or stucco detailing. All materials should be of a high quality and where necessary reflect traditional techniques.

Hanging tile can be used to break up elevations, or where appropriate weather boarding. Care should be taken that the modern interpretation of the historic materials is appropriate in form, appearance and will weather appropriately.



*Flat segmental red brick arches*



*Bull nose clay hanging tile*

### Retention of chimneys

The removal or loss of chimneys within the Conservation Area impacts on the character of the Conservation Area as a whole. The presence of chimneys break up the roofscape and adds interest to the streetscene. Chimneys can also inform our understanding of the plan form of a historic building and can provide valuable evidence of changes in technology, fashion and wealth.

*Variation of chimneys within the conservation area*



# Part II: Management Plan continued

## Window replacement

The loss of traditional windows, ironmongery and glazing from our older buildings poses one of the major threats to our heritage and the character of historic areas. The character of windows profoundly affects the appearance of buildings but are particularly vulnerable as they are easily replaced or altered. The desire to improve the energy efficiency of historic buildings encourages windows' replacement with inappropriate and inferior quality modern alternatives. If well maintained, historic windows can last more than 200 years. Where the windows being considered for replacement are themselves modern replacements in inferior softwood that are now failing, what they are replaced with needs to be carefully assessed.

Within the Conservation Area, historic windows should be retained whenever possible and their repair prioritised. In general, consent will not be granted for their removal. Within the Conservation Area there are a variety of timber casement, and vertical sliding sash windows.

The design of historic windows evolved through the early modern period and so, where repair is not possible, replacement windows should be designed to either replicate the historic windows being replaced or be based upon a period design contemporaneous with the host building. In general, a consistent approach should be taken across a building. Further guidance from Historic England can be found at <https://historicengland.org.uk/images-books/publications/traditional-windows-care-repair-upgrading/heag039-traditional-windows-revfeb17/>. Historic glass should be retained as its construction methods may no longer exist and its appearance creates reflections and distortions which add to the visual appreciation of the building and its historic character.



## Traditional Windows

Their Care, Repair and Upgrading



*Positive windows within the conservation area showing historic sash windows, and in the image to the right historic glass with its distortions.*



## Part II: Management Plan continued

### New development

Opportunities for new development

These must be considered carefully and the effect of new buildings on the setting of the Conservation Area, and on views both into it and out of it, particularly taken into account. New development must be sympathetic to its context in terms of its siting, scale (including height, size and massing), materials and details. It should also follow the existing pattern or grain of development, not obstruct important views, and not dominate buildings in the immediate vicinity. Materials should be carefully chosen to complement the Conservation Areas existing palette of materials.

### Dormer windows and rooflights

Within the conservation area there are examples of dormer windows in a street facing location, however these were often constructed as part of the original design of the building. Therefore unless there is clear architectural and historic justification new dormer windows and rooflights should not be located on street-facing and prominent roofscapes.



Where new dormer windows and rooflights are considered appropriate, they should be small in scale and not dominate the roofslope, ensuring that a large area of the roof remains visible. Dormers need to be of a traditional form, in scale with the building and its roof and their windows should be smaller than those on the floor below. Rooflights need to be flush with the roof face and normally the 'conservation' type metal rooflight is preferred. In most cases, the dormer or rooflight should align with the window below.

### Cladding, rendering or painting of walls

In most cases, the walling material of a building is part of its character and contributes positively to the appearance of the Conservation Area. There may, however, be cases where the existing wall surface is unattractive or is decaying, and cladding, rendering or painting can be justified. Where this is the case the cladding needs to be in a locally used material, such as tile-hanging using local red clay tiles, or timber weatherboarding. Painting of natural brickwork and stonework is discouraged. If proposed work involves changing the front elevation of a building, Conservation Area advice from the Local Planning Department at Horsham District Council should be sought.

### Repointing of brick or stone walls

Repointing can ruin the appearance of brick or stone walls. The purpose of the mortar in the joints is to stop rainwater penetrating into the wall and to act as a conduit for moisture trapped in the wall to escape. The mortar joint or pointing is therefore sacrificial and needs to be softer and more porous than the wall material. This is why for conservation work a lime-based mortar is normally recommended. It is important to dig out the old pointing to allow a sufficient 'key' for the repointing. Mortar should fill the joints but not spread out onto the surface of the wall material, and where the arises (corners) have been worn away, the mortar face may have to be slightly set back. Raised or 'strap' pointing should be avoided as not only does it stand out and change the appearance of the wall, it can act as a shelf for rainwater.

## Part II: Management Plan continued

### Demolition

Within the Conservation Area, the demolition of an unlisted building or wall over a certain volume or height without prior planning permission is a criminal offence. Furthermore, demolition of buildings or built features which have been identified as making a neutral or positive contribution to local character will normally not be permitted. Where buildings and features have been identified as making a negative contribution to local character, development incorporating some demolition may be permitted, as long as what will replace the existing building is judged to respond positively to its local context.

**For advice on whether planning permission is required for works please refer to the Horsham District Council website or The Planning Portal ([https://www.planningportal.co.uk/info/200125/do\\_you\\_need\\_permission](https://www.planningportal.co.uk/info/200125/do_you_need_permission)).**

### Loss of Shops

An active shopfront forms part of the overall vibrancy and character of the Conservation Area as well as the town and District as a whole. Traditionally, retail has been the core function of town and village centres. Changes to shopping patterns has meant that this function has expanded over time to include a variety of uses. Proposals within the Conservation Area should seek to maintain or improve the character, quality, function and vitality of the Conservation Area and relate well to existing uses.

### Shopfronts

Shopfronts are important elements that help to contribute to the special character and appearance of the Conservation Area and its setting. New shopfronts should be of a high standard of design and materials and respect the character of the street scene and the buildings in which they form part. Shopfronts should not be designed in isolation but be considered as part of the composition of the building as a whole. Where a shop occupies more than one building the design of the shopfront should respect the individual character of each building.

Fascia signs should not extend across two or more buildings unless their design relates sympathetically to the individual character of the buildings. Within the Conservation Area shopfronts should be constructed of traditional materials with window openings divided by transoms and mullions to give vertical emphasis and large plate glass shopfront windows should be avoided.

Fascia signs should be designed as an integral part of the shopfront with the use of traditional materials such as hand painted timber. Handwriting of signage would be supported, and where appropriate hanging signs should be handpainted with decorative brackets. Any lighting should be discreet and proportionate to the opening hours of the business. Internally illuminated fascia signs are unlikely to be supported in the Conservation Area.

The ability of local businesses to highlight their wares or services plays a role in maintaining and encouraging the vitality of the conservation area. The methods used for advertising however should be sympathetic to the character of the area, and not result in for example a proliferation of A boards, or flags which distract from the historic character of the area or impede foot traffic. Prior to placing A boards outside premises on highways (including footways) where vehicular traffic is prohibited owners should check that they have the appropriate consents in place (including advertisement consent and also the consent of the relevant council under section 115E of the Highways Act 1980). Part of the conservation area is also within an Area of Special Control of Adverts. The consent regime controls the display of advertisements in the interests of amenity and public safety. It would be suggested that where agreed A boards are in close proximity to the business advertised and limited to a single board, is sensitively positioned, and removed when not required.

The use of solid security shutters should be avoided. Where there is sufficient justification the alternative use of laminated glass or internal grilles should be considered. This will allow the window display to still be viewed and not create a dead frontage which can adversely affect the character and appearance of the building and locality. The use of window film should also be avoided within the Conservation Area as this also adversely impacts on the inter-visibility and relationship between a shopfront and its setting.

## Part II: Management Plan continued

### Setting and views

All development affecting the setting of the Horsham Town Centre Conservation Area should demonstrate how the setting and long distance views, into and from the Conservation Area, are preserved and enhanced. The important streetscape views are identified in section 1 of the Conservation Area appraisal.

Key threats:

- Loss of traditional joinery details in windows and doors, as properties are improved both visually and for thermal upgrading.
- Loss of traditional roof coverings, chimneys and chimneypots on unlisted properties when the roof is replaced.
- Empty shops, and inappropriate shop fronts.

### The environment and public realm

#### Trees

The presence of trees makes an important contribution to the character and appearance of the Conservation Area. Anyone who cuts down, uproots, lops, wilfully destroys or wilfully damages a tree of a diameter 75mm or more at 1.5m above ground level in a Conservation Area without giving the Local Planning Department at Horsham District Council six weeks' prior notice of their intention may be guilty of an offence. In Conservation Areas, the same penalties as those for contravening a Tree Preservation Order apply and a person who cuts down a tree in a Conservation Area without first giving notice is liable, if convicted in the Magistrates Court, to a fine. A person who carries out damaging work in a way that is not likely to destroy the tree is also liable to a fine.



### Street furniture

There needs to be a consistency of style to help create a cohesive identity for the Conservation Area. The presence of excessive or redundant street furniture causes street clutter and is visually unattractive. The rationalisation of street furniture such as street nameplates (a simple design of black letters on a white background), lamp posts, and the provision of appropriately designed finger posts and litter bins is encouraged. Any redundant street furniture such as signage should be removed.

### Surface materials

A large format paving slab in natural stone should be used as part of considered approach to the location and the heritage context. The use of high quality paving materials, together with the layout and jointing detail are key elements of the overall surface appearance. The following measures should be encouraged:

- traditional paving should be added as funding allows.

### Opportunities for enhancement

The Council wishes to encourage schemes which preserve or enhance the character and appearance of the Conservation Area. The key objective is to encourage the repair, reinstatement or retention of features which would reinforce the special character of the area. These would include the retention of soft boundary treatments and encouraging pedestrian routes through the Conservation Area. Consideration should also be given to the careful assimilation of cycle routes.

Parking and traffic density is an issue within the Conservation Area. A partnership between West Sussex County Highways Authority (as decision maker), and Horsham District Council and Denne Neighbourhood Council could be considered to encourage schemes that would make vehicles less dominant and pedestrians might feel more comfortable. Any traffic calming measures must be in materials that respect the character of the Conservation Area.

It is considered that opportunities should be undertaken to improve the pedestrian crossing with Blackhorse Way, and also the storage of waste bins stored on Blackhorse Way, at Bills Restaurant and also the alleyway to the rear of The Crown. Further enhancements are considered within the Horsham Town Centre Public Realm Strategy and Design Guide.