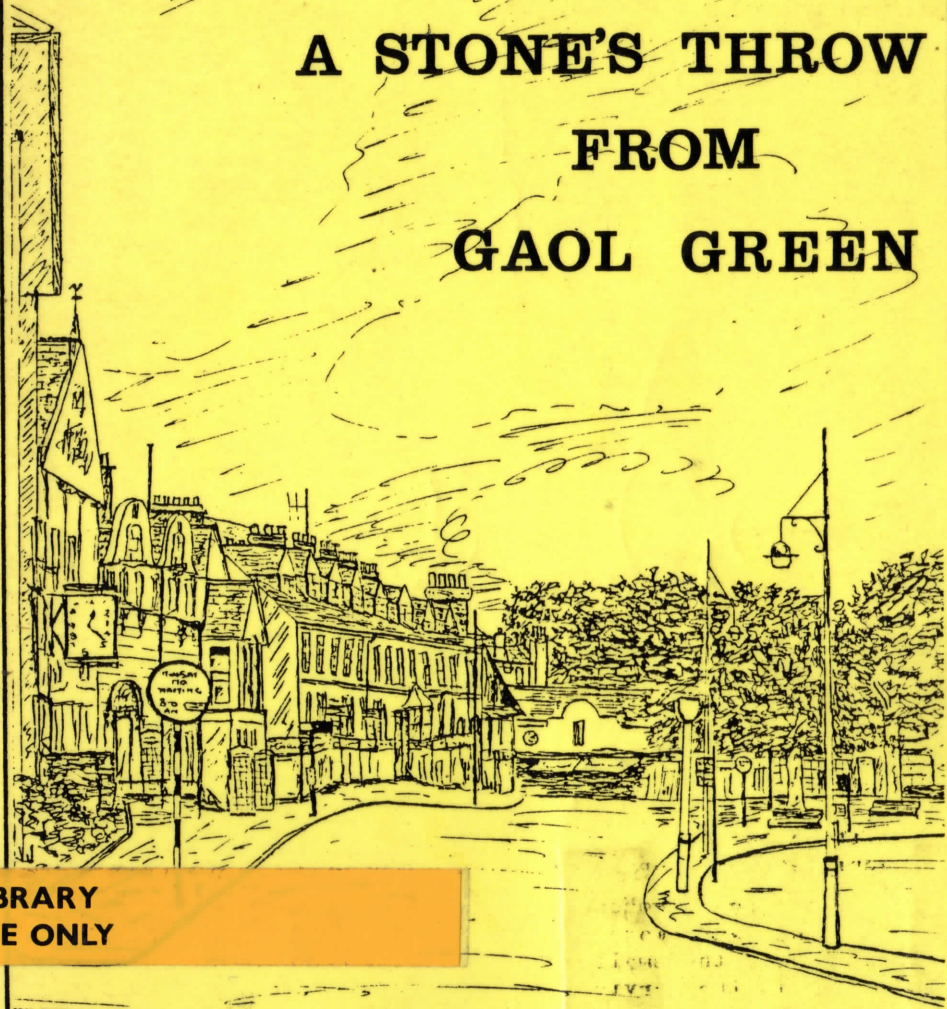


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A STONE'S THROW FROM GAOL GREEN



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1955-1980



NORTHCOTT
ARTHUR P
HORSHAM SOCIETY
Stone's Throw from
Gaol Green

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A Stone's Throw From Gaol Green

Some essays on changes
that have taken place in
the centre of Horsham
since the founding in 1955
of the Horsham Society

Edited by
Arthur P Northcott

Published by
The Horsham Society
1979

COVER DRAWING: THE CARFAX, ABOUT 1955
looking toward Gaol Green from the corner
of Albion Terrace.
Drawing by Mrs. E. M. Roberts

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Acknowledgements

Having lived in Horsham only since 1972, I needed a good deal of help in producing this booklet, and to whomsoever I turned I am grateful for the help they so readily gave. Those who were kind enough to write essays for me are acknowledged in the respective headings; for considerable assistance in producing other essays I must particularly mention and thank Mr. J. R. Holliday, Sun Alliance and London's Comptroller for the story of the company's removal to Horsham, Miss Margaret Farrin for details of her survey in 1973 on the Old Millmeads estate, Mr. David Bosanquet regarding the landscaping of Albion Way and Mr. Stuart Reid in respect of the Causeway Improvement Scheme.

To many others, persuaded to read my efforts in draft, I am indebted not only for corrections but for interesting and important additions. To the artists who produced drawings from photographs I am very grateful: the attributions in the captions do not at all sufficiently acknowledge the work involved. To those who so kindly lent photographs for that purpose, my thanks.

Last, but by no means least, I must thank the Society's President, Mr. Stan Parsons and the Chairman, Mr. Anthony Windrum, without whose encouragement and assistance I would not have been brave enough to persevere.

ARTHUR P NORTHCOTT

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Books about Horsham

The following books about Horsham may be consulted at the Public Library. The first three are out of print but the last three are on sale at the Museum or at bookshops.

- ALBERY, W. A Millenium of facts in the history of Horsham (1947)
- BURSTOW, H. Reminiscences of Horsham (1911)
- HURST, D.E. Horsham, its history and antiquities (1889)
- DUDLEY, H. The history and antiquities of Horsham (1836, reprinted 1973)
- NEALE, K. Victorian Horsham (1975)
- WINDRUM, A. Horsham, an historical survey (1978)

Members of the Museum Society will find these in their Library

Introduction

The HORSHAM SOCIETY has reached a notable milestone on its journey — twenty five years of attempting to preserve what is good and worthwhile in our town, helping to promote changes that promise improvement and to resist those which do not. Inevitably these efforts have been limited by the number of enthusiasts within its ranks and it has achieved but a fraction of what it would have liked.

This booklet, therefore, is no exercise in self-congratulation or complacency. Its contents touch upon only a few of the events of the period but, I hope, will serve to remind the older resident of the changes which have taken place and give the more recent one an idea of what the town was like in earlier days. If so, both may be better placed to take a practical interest in changes yet to come.

I still have a news-cutting reporting our formation which headlines one of our aims as being to secure a thousand members. The present figure stands at around a healthy five hundred. How splendid it would be if we could celebrate our Silver Jubilee by doubling that number and achieving that early objective.

May I appeal to you, therefore, to become a subscribing member (see the advertisement on the back cover) and, better still, an active participant in the Society's work. If you are already one of the latter, please accept the President's thanks and the appreciation of the townsfolk of Horsham.

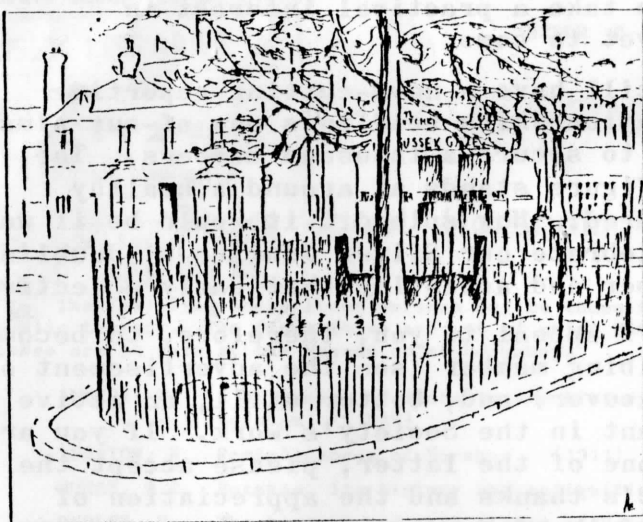
W S PARSONS

President, The Horsham Society

an historical note

Gaol Green

Large-scale maps clearly mark the north-eastern quarter of the Carfax (where North Street enters) as Gaol Green. For more than 200 years the town gaol had been located nearby — the first was in North Street (opposite where Copnall Way now enters), probably in 1532, the second was on the Carfax corner where Robert Griffin now has his optician's business and where it stood for the first half of the 17th century. During this time the house now used by Mr. Griffin and the Bible Shop was the gaoler's house. About 1640 a new gaol was built at the corner of Grandford Passage (near the present Post Office) and in 1779 it moved again, to Queen Street.



THE STOCKS AND BULL RING IN THE CARFAX

The north-western corner of the Carfax (opposite the entrance to the Swan Walk shops) was once known as "Bull Place". Behind the tree may be seen the end of Albion Road. Drawn by Annabelle Hughes from a photograph lent by A.A.Wales

Most of the above (as well as what follows) is extracted from William Albery's "A Millenium of Facts in the History of Horsham". An illustration in that book shows the gaoler's house mentioned above as being "demolished in 1866", but if that was so, the present structure bears a very striking similarity. Certainly its wooden beams appear more like 17th than 19th century building.

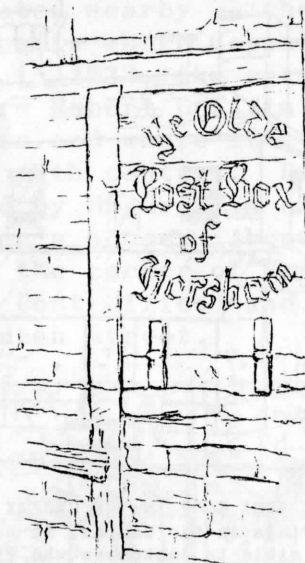


THE K SHOE SHOP IN THE CARFAX

One of the older buildings in the Carfax, it has a rare form of roof truss, clearly visible to customers who visit the upstairs salesroom. Drawn by Mrs. Elisabeth Barrett from a photograph by A.P.Northcott

Albery goes on to recount that in 1877 the Duke of Norfolk gave "all that Waste and unenclosed land called Gaol Green" to the Horsham Local Board, together with the right to collect tolls at the annual July Fair, in order that "they, the said Local Board, may lay out and improve the said land". He adds, however, that "the Board was very dilatory in attending to this provision for, except for the abolition of the July Fair in 1886, which had become an abominable nuisance, no step was taken in this direction until the Bandstand was built by private subscription in 1891."

An amusing footnote is added by Albery. "There can be no doubt that the Duke, in the Deed of Gift of the Gaol Green.... acted from the best motives without knowledge of the 1611 survey, but this instrument was in his possession and appears to show quite plainly that the Gaol Green was not his to give...." !



OLD POST BOX, MARKET SQUARE

The Head Post Office was in Market Square in the early part of the nineteenth century. Drawn by Mrs. Elisabeth Barrett from a photograph by A.R. Williams.

A Wagon service to and from London existed in 1740, and a daily service began in 1810. A passenger stage coach ran in 1763 (twice a week) at a cost of six shillings. By 1784 a mail coach was running at speeds up to 10 or 12 miles per hour. These mail coaches, often loaded with fifteen passengers (four inside and eleven outside) and a ton or more of luggage, were the fastest public coaches the turnpike roads and gates ever knew. (Wm. Albery)

Profile of a quarter-century

by Margaret Farrin

By the early nineteen-fifties Horsham had begun to expand. Since then, many new housing estates have been built, local light industry and office premises have increased, and more recently the headquarters of large organisations have established themselves near the town centre. The face of the old town began to alter, too, with the closing of old-established family businesses and their replacement by new shops and new frontages started a movement which is still continuing today.

Another feature of the fifties was a steady increase in the traffic problem. The introduction of a one-way system in the town centre eased the movement of east-west traffic although it did nothing for vehicles travelling north-south through the town. Since the construction of the north-south bypass (begun in 1962, completed in 1964), a great deal of traffic has been kept clear of the town, but the increasing number of road users has resulted in the town itself remaining congested.

With the increase in transport facilities, particularly the electrification of the train service to London, West Sussex was becoming more and more attractive to people wishing to move out of the city and yet continue to work there. On the other hand, when the Sun Alliance and London Insurance Group moved their office headquarters from London to the centre of Horsham in 1964, a large number of people had their jobs transferred and so had to move into the area. Horsham, too,

with its nearness and easy access to the coast and countryside, has become a favoured place for retirement.

Surveys of the use of the land in Horsham showed the unusual long and narrow shape of its shopping centre, which in many parts was bordered by undeveloped, underdeveloped or inappropriate land uses — in other words land which was not being used to the best advantage near a busy town centre. There was in fact an area of land to the north and west of the Carfax which was the site of old gasworks, small workshops, disused warehouses and other run-down properties some of which were already due for demolition.

The West Sussex County Council's proposals for the redevelopment of the town centre were published in September 1962 and comprised a comprehensive redevelopment plan to incorporate new shops, improved pedestrian routes, a new road to cater for the increase in traffic and proper parking facilities. Any scheme which involved such drastic changes to the face of Horsham was bound to rouse strong feelings, and even fears that the town was about to become a planners' "guinea-pig". Several minor alterations were made to the plan and it was finally approved by the Horsham Urban District Council in 1969. Demolition of the obsolete property in the town centre started in 1970.

The Swan Walk shopping precinct has now proved itself to be, on a balance of advantages and disadvantages, a substantial benefit, and in 1978 it won an award from the Civic Trust for "the insertion of large-scale shopping facilities into a small-scale town".

Perhaps we may say that, despite the scars that still irritate, the town has successfully survived major surgery.

Only a stone's throw

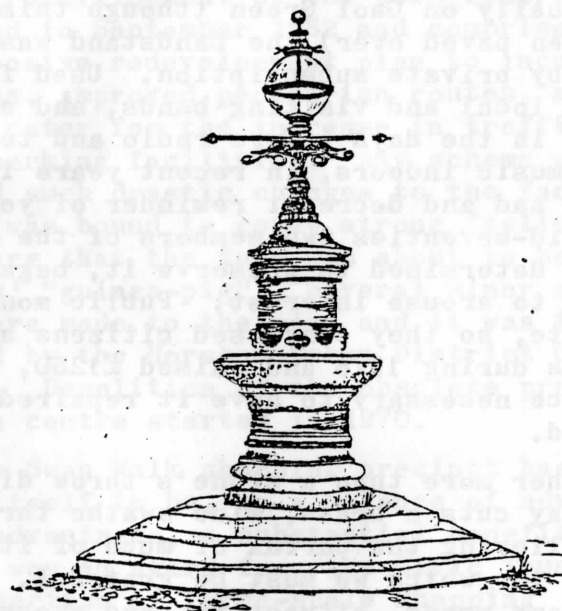
At not much more than a stone's throw from Gaol Green, on the verge of Copnall Way, stands the Diamond Jubilee Drinking Fountain. Erected in the Carfax in 1898 by public subscription to celebrate sixty years of Queen Victoria's reign, it was removed as a traffic hazard in 1947 to languish in a Council yard until 1977. In that year the Horsham Society and the Horsham Museum Society raised £600 from local traders and citizens to restore it and the County Council provided a site as near as possible to the original one, to celebrate the Silver Jubilee of our present Queen.

Actually on Gaol Green (though this has long since been paved over) the Bandstand was erected in 1891 by private subscription. Used for many years by local and visiting bands, and enjoyed by shoppers in the days before radio and television brought music indoors, in recent years it had become a sad and decrepit reminder of yesteryear. In the mid-seventies two members of the Horsham Society, determined to preserve it, began a campaign to arouse interest. Public money was inadequate, so they canvassed citizens and companies during 1978 and raised £1250, the difference necessary to have it repaired and repainted.

Rather more than a stone's throw distant, Albion Way cuts a brash, wide swathe through the town, relieving the Carfax of much of its through traffic, for which we must be grateful. But it is not, by any means, attractive, and overgrown weeds on the verges were a disgrace to a town that might not be proud, but which owns a few citizens who care for appearances. So in 1978 two councillors (one of them the Horsham Society President)

appealed to traders and businesses and raised £1000 towards the purchase of civilised greenery which the District Council is now assisting to plant in parts of the road margins.

These examples — all achieved within the last three years — show that it is possible for the town and the Councils to co-operate. That these examples are modest in scope is less important than that they evidence an ability to work together for the town's welfare. This spirit may not be new, but in days when everyone is feeling the financial pinch, it is gratifying to have it flourish despite economics. (Or, perhaps, because of them?). No matter that public subscriptions may be labelled voluntary taxation or that Council co-operation could, with malice,



THE QUEEN VICTORIA DIAMOND JUBILEE FOUNTAIN
Restored in 1977, now in Copnall Way
Drawn by a pupil of Tanbridge House School

be described as self-interested. Let us enjoy the result, take heart and plan more such exercises, and leave motives to be questioned, if need be, at leisure.

The Horsham Society does not require citizen, company and Council to co-operate, but it applauds when they do, and will always encourage such enterprise. A motto it could well embrace is :
"Si monumentum nostrum quaeris, circumspice"
(If you seek our monument, look around).



THE CARFAX OFFICE OF KING AND BARNES
whose brewery is now situated in the Bishopric.
The house on the left still stands as the offices
of Messrs. Coole & Haddock (solicitors) but the
King and Barnes building, and the Crown Post Office
(next on the right) have been rebuilt. The hanging
clock may also be seen in the drawing on the cover
of this booklet, as well as two telephone kiosks
which used to stand outside the Post Office.
Drawn by Mrs. Elisabeth Barrett from a photograph
by A.R. Williams

What can I do ?

by Anthony Windrum

When the Horsham Society was established twenty-five years ago, the founders could not have foreseen what an impact their ideals would have on Horsham. To list all or some of the Society's achievements during this last quarter-century would sound like an exercise in self-praise; there have of course been the disappointments as well, and also the occasions when subsequent events have shown the Society's standpoint to have been misguided. But both Society members and others who care for Horsham often ask what they as individuals can do to help the Society's aims, so here is an attempt to answer that question.

Membership of the Society by itself provides revenue for the Society's activities (it is by the way a registered charity), but more important it provides a means of communication about conservation matters which might not always be adequately covered by the press. Many of the town planning problems which arise, for example, seem to have simple answers to them, and it is only too easy to make ill-informed comment which helps no one. Further study might show that a proposed solution would be hopelessly impracticable. Communication is a two-way affair, and the Society (which it should be remembered is always consulted by the District Council on Conservation matters) can only benefit by being guided by informed opinion.

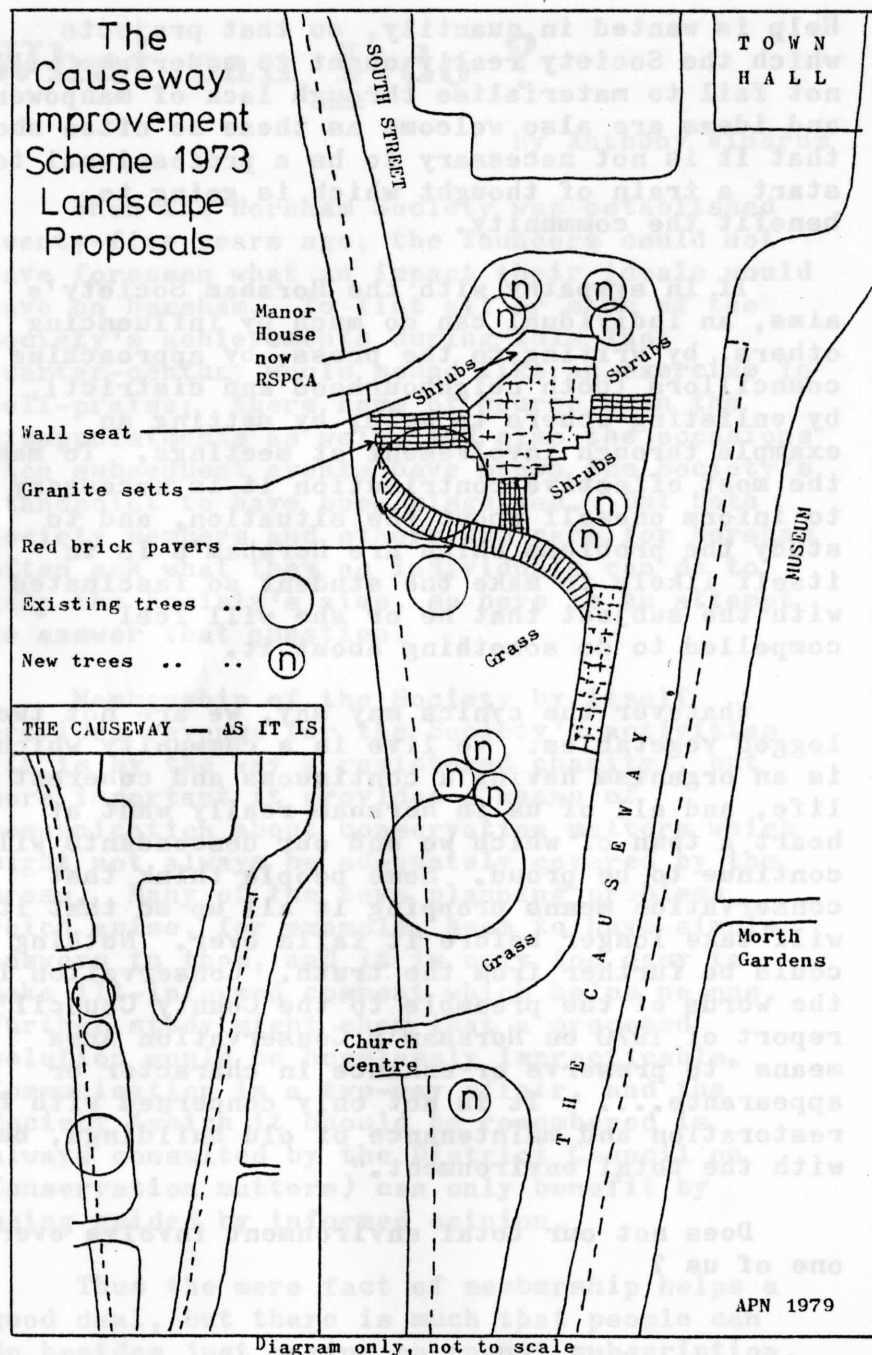
Thus the mere fact of membership helps a good deal, but there is much that people can do besides just paying an annual subscription.

Help is wanted in quantity, so that projects which the Society really ought to undertake will not fail to materialise through lack of manpower, and ideas are also welcome as these so often show that it is not necessary to be a professional to start a train of thought which is going to benefit the community.

If in sympathy with the Horsham Society's aims, an individual can do much by influencing others, by writing to the press, by approaching councillors (both neighbourhood and district), by enlisting others to help, by setting an example through involvement at meetings. To make the most effective contribution it is necessary to inform oneself about the situation, and to study the problems which are Horsham's is in itself likely to make the student so fascinated with the subject that he or she will feel compelled to do something about it.

Whatever the cynics may say, we are not two-legged vegetables. We live in a community which is an organism having a continuous and coherent life, and all of us in Horsham really want at heart a town of which we and our descendants will continue to be proud. Some people think that conservation means propping it all up so that it will take longer before it falls over. Nothing could be further from the truth. Conservation in the words of the preamble to the County Council's report of 1970 on Horsham's Conservation Area means "to preserve or enhance in character or appearance.... It is not only concerned with the restoration and maintenance of old buildings, but with the total environment."

Does not our total environment involve every one of us ?



The Causeway Improvement Scheme

The experience of the Horsham Society in proposing improvements in the town has been of success and failure. Often, for one reason or another, the outcome has been unsurprising. But sometimes, quite inexplicably, a plan is well-researched, competently produced and, initially, encounters nothing but approbation. And yet it fails. The Causeway Improvement Scheme of 1973 was one such plan.

Writing in 1965 (in the Sussex volume of the Pevsner "Buildings of England" series) Ian Nairn said of Horsham: "...an exasperating, traffic-laden, half-realised town... parked cars flood over pretty streets much too small in scale to take them... the backwater of Causeway leading down to the Church, a perfect example of quietness in the midst of bustle... an anthology of cosy Wealden buildings it would be hard to beat.."

Early in the 1970s the Society determined to save the Causeway from possible perils, the most obvious of which was the clutter of parked cars belonging, not to residents or visitors to the Causeway, but to shoppers and others in the Carfax and elsewhere. Cars legitimately parked all along the north-west side between the Manor House and Church Centre entrances, and against the island opposite the Museum. In addition, large lorries, entering the Causeway by mistake, could not fail to damage seriously pavements, gates and grass verges.

The Society proposed that where the road divides, above the Church Centre entrance, the Manor House half be closed, so that the Causeway

stayed throughout as an 18-foot carriageway, with very restricted car-parking. The reclaimed land would be landscaped.

In 1973, as a contribution to European Architectural Heritage Year (1975), the Society approached the Historic Buildings Council to have the Conservation Area (including Carfax and the Causeway) listed as an "Area of Outstanding Architectural and Historic Interest". This was successful in 1975, a notable achievement — the only other such designated area in the County at that time was in Chichester.

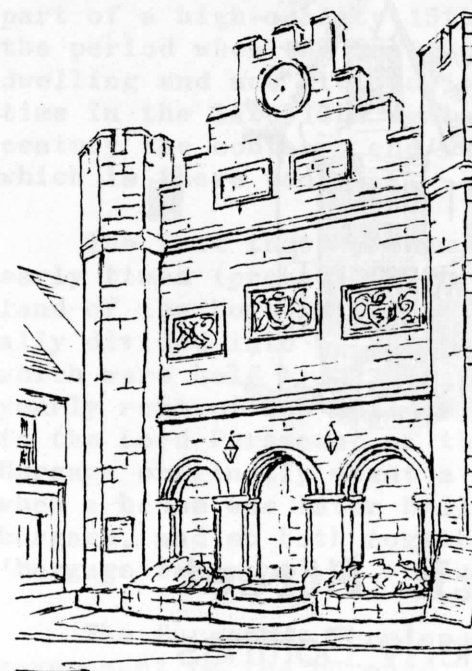
A year earlier, the (pre Local Government reorganisation) Horsham Urban District Council had approved the Scheme and had, indeed, agreed that eventually the road running alongside the Town Hall would be closed to vehicles and paved over as a pedestrian area. The scheme, with this addition, would have contributed much to the restoration of the Causeway to "a perfect example of quietness in the midst of bustle".

In 1975, therefore, the Society went to the Department of the Environment for a grant towards the cost of the Scheme, which was available to areas designated as being of "Outstanding Interest". Naturally, the Department required to know that the local authority was sympathetic and whether any funds or resources were available there. Enquiries were therefore made of the Horsham District Council (successor to the U.D.C.) and the West Sussex County Council (the latter being involved because they were now responsible for roads).

By 1976 the County Council was making noises of approval, subject to the agreement of the District Council, and in fact prepared a landscaping proposal for the Scheme. (See the sketch, page 14, which is much abbreviated.) It came, therefore, as a bitter surprise when

the District Council's Planning and Development Committee decided, despite the earlier approval of the U.D.C., that the Scheme "would not improve the appearance or the general character of the Causeway".

That was three years ago. Nothing has happened to make the Society change its mind. And, as far as can be known in these turbulent times, the support of both the County Council and the Department of the Environment still stands. The parking of cars and other



threats to the character of the town's most picturesque road are no whit abated. Is it now time for the Society to have another go? Would enough people in the town be willing to donate plants, paving, money, labour.....?

THE TOWN HALL, MARKET SQUARE

The present Town Hall was built by the Duke of Norfolk in 1812, and was rebuilt, except for the facade, in 1888. The three panels contain the arms of the Crown, the Duke and the Town. A Market House — an open arcade at ground level and an upper floor used for town business — had stood here from time immemorial. In 1808 a meeting of the justices decided to demolish and rebuild, but only when the town was threatened with the loss of its Assizes to Lewes (which had a fine new hall) did the Duke of Norfolk offer to help.

Drawn by Mrs. Elisabeth Barrett from a photograph by A.R. Williams



26 & 28 North Street

The George, formerly Bottings once Erridge's bakery

by Annabelle Hughes

"... and that the aforesaid William Slater the elder likewise holds one messuage with barns, stables, backside, garden, orchard and four acres of land to the same adjoining, with the appurtenances, called the George, late Bottings, being two Burgages and a half Burgage, by the rent by the year payable at the same feast."

This is how the building in North Street, once Erridge's Bakery, makes probably its earliest appearance in written records, as it is generally accepted to be the same building as that mentioned in the Burgage Survey for 1611, from which the above extract is taken. Its construction dates it far earlier, as the north

wing and central range are apparently the major part of a high-quality 15th century house, from the period when the building was one superior dwelling and not divided into tenements. At some time in the late 16th century or early 17th century the southern end was replaced by the wing which is there today.

The fact that Horsham was a borough from early times (probably before 1290) meant that the land of the borough, about 320 acres, was originally divided into 52 Burgages, or plots of land which were held by 52 Burgesses, who each paid a yearly rent of one shilling in lieu of villeinage to the Lord Paramount of the Manor. So the term Burgage originally meant a piece of land, though when a house was later built this was also a burgage, and so both together were called a 'Burgage tenement'.

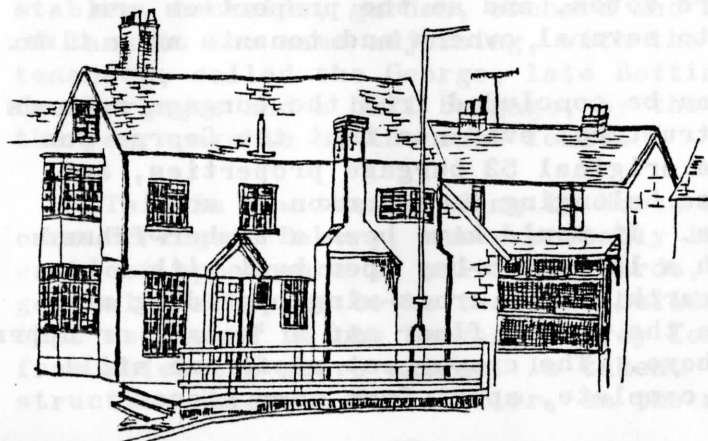
The Burgesses were responsible for the local government of the borough, could appoint various local officials, were answerable to the Court of the Lord of the Manor, and could send two representatives to Parliament. From about the late middle of the 17th century until the Reform Act of 1832 this privilege was abused by a few families who divided and sub-divided burgages to obtain more votes, and so the properties are recorded to several owners and tenants at a time.

It can be concluded from the burgage records and the structural evidence that the George was one of the original 52 burgage properties, and was a house belonging to a person of some importance. It would have been a timber-framed house with a large two-bay open hall with a central hearth, and a cross-wing providing a parlour on the ground floor and a 'solar' or upper chamber above. The crown-post roofs are still virtually complete, apart from some pieces

removed when a chimney was inserted. The southern replacement wing was designed to allow maximum use of interior space — built so that the garret could be used for servants' bedrooms. Mr. Erridge recalls an old lady who remembered sleeping up there as a housemaid.

Among the tenants and owners have been John Wicker, who built much of Park House as it is today, Edward Dubbins, a surgeon, William Penn, a cordwainer, and Henry Weller, a weaver. From about the 1830s it was probably a bakery, as the bake-oven which used to be housed where Chart Way now runs, was estimated to have been over a hundred years old during the time that Mr. Erridge owned the bakery, between 1938 and 1962.

It would be nice to see this building treated as a whole, in view of its history, though the Society is pleased to see that at the present time it has at least been saved from the bulldozer, if not to everyone's complete satisfaction. Perhaps the northern wing can be renovated with sensitivity as an information centre, or something similar, especially as the eyes of the public are now drawn to the George by the Town Trail plaque.



Drawings on page 18 and here by pupils of Tanbridge House School

Keeping up appearances

by Alan Joyner
and John Flanders

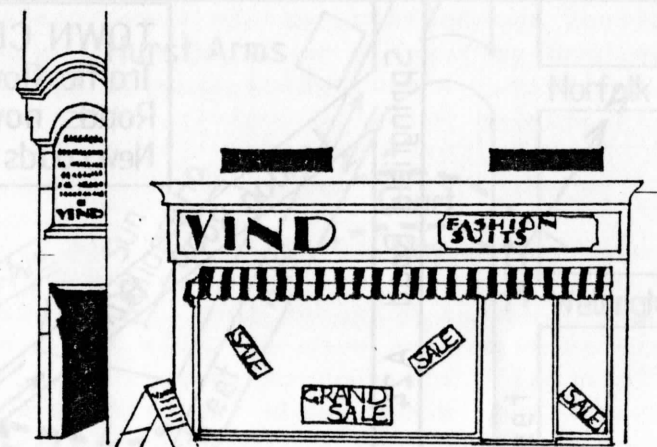
In March 1978 the Horsham District Council introduced a policy aimed at improving the standard of design of shopfronts and display of advertisements in the town centre. The purpose of this was to highlight the particular character of Horsham, especially the variety and range of building styles, and to ensure that new shopfronts and advertisements respected the architectural qualities of the area and therefore its character and charm.

The policy is made up of two factors. Firstly, it respects a need for businesses to operate commercially and to advertise reasonably their presence, but secondly requires that advertisements displayed should respect the character of the street scene and of the individual building. In addition, the high cost of constructing a sign means that it is essential for firms to be aware of the policy so that if an unauthorised sign is displayed which does not comply with the policy, the firm involved knows that the Council may take action to seek its removal and that compensation will not be payable. Similarly, even if a sign is displayed without the need for express consent, the Council can still require it to be removed if its display conflicts with the policy.

Since the policy came into operation, discontinuance action has been taken on one sign, namely Bolloms in the Carfax. The decision of the Secretary of State has recently been received and the Discontinuance Notice has been confirmed and comes into effect on 17th June 1979 requiring the

sign to be removed. This decision lends weight to the policy and to the intended programme of discontinuance action. In fact, work has already begun on some of the worst advertisements in the Carfax. The approach adopted has been to write to the firms involved, drawing their attention to the policy and suggesting that negotiations take place to seek an improvement. If this is unsuccessful then the Council will consider further action to be taken. The programme is to be instigated firstly in the Carfax and will then be followed by West Street. The precise timing and duration of the exercise depends upon staff resources available, but one would hope that it could be substantially completed within five years.

The elements which are considered in determining the appropriateness of a shopfront are many. The overall design is important and in particular the extensive use of large areas of glass tends to destroy the character of older buildings since they are aesthetically made up of smaller individual areas divided horizontally and vertically by door and window frames and glazing bars. These smaller areas are domestic in scale, whereas larger areas of glass present a scale which is generally out of keeping with the facade of the building. The use of stallrisers and pilasters is important for these help to break up the shopfront visually, with the stallrisers in particular providing a "base" on which the building rests. The materials themselves need to be of a type that is in keeping with the building and not discordant with it. For example, a 19th century brick building with slate roof could be aesthetically ruined if a concrete panel was used as a stallriser together with an anodised aluminium frame; instead, bricks of a similar type are more in keeping as well as a hardwood surround. Respect should also be paid to existing features of the



building, eg: mouldings, cornices, etc., for these play an important role in retaining the overall architectural quality of the facade and once removed they are seldom replaced.

Advertising is a feature of modern society and its influence extends to shops. Clearly there are two types of advertising; firstly, permanent advertisements which display the name of a particular shop, commodity or service, and secondly the window-stickers that abound in some shop windows, notably supermarkets. There is a high degree of planning control in the first category and the recently introduced policy seeks to ensure that such advertisements are in keeping with the surroundings, thus in Swan Walk for example box fascias are acceptable, but in the Carfax they are not. It is felt that, in general terms, the use of box fascias is inappropriate, especially when used with reflective acrylic sheeting, eg: Bolloms. The use of individual letters, whilst being more subdued, tend to be more in keeping with the building. The depth of the fascia also is an influencing design factor, Hepworths and Q.S. in West Street for example have very deep fascias which are out of keeping with

(continued on page 26)

the scale of the building and in these cases it may have been preferable to dispense with the fascia entirely. A successful example of this is the Nationwide Building Society, where the basic corporate image has been retained but modified to suit the facade of the building.

Projecting signs are similarly able to destroy or contribute favourably to the street scene. The Council consider that traditional hand-painted signs are more suitable than the modern internally illuminated perspex type. A multiplicity of signs leads to a cluttered appearance and therefore it is desirable that only a minimum number reasonably required for the operation of the business are displayed. The projecting sign for Thomas Cook in West Street has been successfully negotiated with this policy in mind. The sign originally submitted was the more usual internally illuminated acrylic perspex type.

The second type of advertisements are the window-stickers. These are more difficult to control because they are changed as special offers begin and end. Express consent is not required, but discontinuance action can be taken on individual posters, and exceptionally on the principle of whether they should be there or not. This, therefore, is a case for negotiation with the particular shopkeeper or store manager and it is expected that the District Council will continue to take this form of action.

Outlined above are the basic issues contained in the shopfront and advertisement policy which the District Council has adopted. It must be stressed, however, that the remarks made in the opening paragraph have considerable relevance and in the interests of the economic

vitality of the town centre the need for a reasonable advertisement display by businesses should not be neglected.

(Alan Joyner, ARICS, Dip.TP, MRTPI, DPA is District Planning Officer, and John Flanders, MRTPI is Senior Planning Officer with the Horsham District Council)

The drawing on page 23 is by a pupil of Tanbridge House School, from a photograph by A.P. Northcott

"Policy 57"

The Horsham Area District Plan, approved by the District Council in July 1979 for public consultation, sets out in admirable detail the Council's "preferred solutions" to local planning issues.

Of particular interest, in the context of this booklet, is the Council's commitment to consider improvements to the Carfax. In paragraphs 5.97 and 5.98 it says,

"Because the Horsham Conservation Area has been designated as outstanding it qualifies for grant aid from the Department of the Environment for environmental improvement.

"POLICY 57 — The Local Planning Authority will prepare a scheme for environmental improvement within the Carfax and any other parts of the Conservation Area as necessary. The Local Planning Authority will also encourage and support any amenity society who wish to execute such improvements within the general scope of the Council's conservation policies."

New roads for old

The redevelopment of Horsham Town Centre was planned — and debated at length — in the nineteen-sixties. When finally constructed in the seventies, the plans that were implemented set out to do two things: to remove the through east-west traffic and to redevelop the area to the north-west, north and north-east of the Carfax. In the process, the town centre lost completely several old roads and gained some new ones.

The sketch-map on pages 24 and 25 shows the traffic flows in the town centre in the sixties. The north-south by-pass had just been completed and through traffic on the A24 was removed. But traffic from Crawley towards Billingshurst or Guildford would still traverse the Carfax and West Street, for although road signs at the station directed them via Hurst Road, knowledgeable drivers appreciated that the diversion added a mile to the journey. For east-west traffic there was no alternative (the Linden Road/Park Street diversion being no less congested, and longer) but to travel via East Street, the Carfax and West Street. (In the reverse direction, traffic entered the Carfax from Albion Road or Albion Terrace, since West Street was "one-way" westwards. Similarly, it left the Carfax via North Street and Park Street, for East Street was also "one-way" westwards.)

In 1979, what I believe to be the sole remaining traffic signs from those days are alive and well in Oakhill Road, at the north end of Clarence Road. Traffic from Roffey via Kings Road (for the "Roffey relief road" was

not yet built) wanting the Brighton road was diverted via Station Road and Oakhill Road where the sign says "Henfield 11m Brighton 24m" and points down Clarence Road. In the reverse direction, traffic for Crawley and London left the Brighton road via Clarence Road, and at the north end the sign "Crawley, London" routed it via Oakhill Road. This pair of road signs could well now be removed to the Museum, for the absence today of any diversionary signs in Kings Road or Brighton Road must render them quite purposeless!

To relieve the Carfax itself (where traffic was one-way, clockwise) there was a two-direction traffic route via London Road (entered either from North Parade or from the Carfax, where its ghost survives as Medwin Walk), Wickersham Road, Linden Road and North Street. Eastwards from there, traffic was two-way in Park Street and that part of East Street towards the railway bridge, with a two-way "relief" via Barttelot Road.

With redevelopment, Albion Road and Terrace, Grandford Road, Wickersham Road and Linden Road, and the southern end of London Road all disappeared entirely. Let us try to remember them.

Albion Road was a mixed bag of buildings. At the Springfield Road end a row of cottages gave way to rear entrances to the larger West Street shops. There was a smithy, and at the Carfax end the depository of a furniture removers. Mid-way there was Swan Yard, behind and beside the Swan hotel. Albion Road emerged into the Carfax where the service road now does, at the north end of Sterling Buildings. Albion Terrace was a narrow lane of residential houses, the gardens of which on the south-west side opened onto Albion Road. Behind the Springfield Road Congregational Church there was a graveyard.

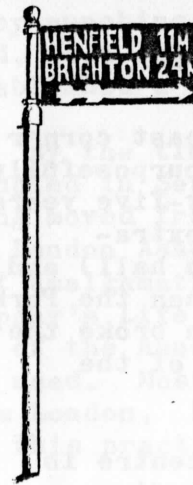


ALBION TERRACE, FROM THE CARFAX

Drawn by Annabelle Hughes from a photo lent by A.A.Wales

Wickersham Road had already been widened and on the south side there were no buildings. On the north side there were some shops and the Home Guard Club and the meeting room of the Plymouth Brethren. At the corner of Madeira Avenue (which remains today) Grandford Road turned south-west to the Carfax. Today, it is remembered by the office block named Grandford House in the Carfax. Also, from the corner of Madeira Avenue, Linden Road twisted and turned towards North Street, which it entered just above the Mecca, and where the old "Winter Gardens" cinema stood. Most of Linden Road was private houses, but there was a garage for Post Office vans on the east side.

London Road now goes only from North Parade to Albion Way, but in those days it continued southwards into the Carfax. There were shops and offices — only King and Chasemore's and Hughes Furnishings shop remain as they were.



The construction of Albion Way from Springfield Road to North Street successfully removed much traffic from the Carfax but the original plans also to develop the triangle of North Street/Carfax - East St. - Park St. were stillborn. As a necessary traffic route, Chart Way and Copnall Way were cut through, above and below St. Mark's Church.

Albion Way is an adequate road, but quite lacking any character, which perhaps will come in the fullness of time. But flanked by car-parks and only Park Surgery and the Sun Alliance & London Insurance Group buildings, the outlook appears unpromising. At least, the beginning of the cultivation and planting of the central reservation has brought a touch of humanity to the road. And St. Mark's Church can now be viewed from a respectable distance, the better to appreciate its quite splendid elevation.



OLD TRAFFIC SIGNS, OAKHILL ROAD
Drawn by a pupil of Tanbridge House School
from a photograph by A.P.Northcott

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If Horsham is your town do you
care for it enough to
join the Horsham Society ?

Sun Alliance House

From Gaol Green, at the north-east corner of the Carfax, North Street climbs purposefully towards the railway station. Twenty-five years ago, it began its progress with an extraordinary cinema (now the Mecca Bingo hall) and only acquired character and charm when the Park was reached. Only St. Mark's Church broke the skyline and attracted the attention of the loiterer in the Carfax.

Today this exit from the town centre is dominated by Sun Alliance House, standing between the Carfax and the Park. Its design is (seen from the south) mediocre and only its size makes an instant impression. This aspect is of the 1972 extension, which does not blend happily with the original Stocklund House, to which it is joined. But it all might have been so much worse.... We remember that one of the schemes for Town Centre Development in the sixties would have put eight-storey housing even closer to the Carfax. And a few years later that redevelopment was to achieve an aesthetic nadir with the construction of the Albion Way multi-storey car park !

Sun Alliance, like all large employers with head offices in London, was under pressure to move at least some of its staff and jobs out of the capital. Company representatives had visited Horsham at the turn of the sixties, and had indeed looked at the site where Stocklund House was to rise a year or two later, but no decision was taken. When the development had happened, they looked again and decided to move into Stocklund House, sub-letting those parts

beyond their needs. (The Company had already had a key-punching office over a shop in the London Road, so a foothold in the town had been established a year or so earlier.)

By the time that the new offices were to be occupied in September 1963, with around 400 jobs being moved from the metropolis, the merger with the London Assurance was under way, and in fact that amalgamation, and the decision to base the Company's Life Division in Horsham, ensured that all of the hundred thousand square feet of space was used. Most of the staff at that time moved from London, but some were recruited locally, and this practice was to continue.

By 1972 the staff had increased to over 1300 and the extension, mentioned earlier, had become necessary. It provided an additional 38,000 square feet, and in 1979 a further extension is in progress to provide another 15,000 square feet. But this last, happening behind the main building, will be generally visible only from the Park. Meanwhile, overflow offices in the Royal Insurance building just above St. Mark's Church and in Grandford House in the Carfax, indicate the pressure on space at Sun Alliance House.

Now, however, the Company is of the opinion that its Horsham offices have grown enough, and any further increase is thought unlikely. In the years the office has been in the town, computerisation has become an established tool, and the business can continue to grow without a parallel increase in the number of staff.

What is the effect of the sudden arrival in a town the size of Horsham of a thousand new faces (for wives and children, and some employed wives' husbands, move when the office moves) ? Fortunately and perhaps not quite coincidentally,

the influx of the Sun Alliance and London staff happened at a time when new house-building was proceeding apace in the town. Around 1963 houses were being built on the site of Millmeads in Pondtail Road (about 20 acres) and on Treherne Farm and Spencer's Farm, to form roads now called Old Millmeads and Trundle Mead. Ashleigh House and Chestnut Lodge also fell to the developers, providing 66 new houses and 43 maisonettes and flats.

In a survey made in 1973, of 75 houses built on the Millmeads estate between 1961 and 1964, it is interesting to note that fourteen were occupied by employees of Sun Alliance and London and their families. Only another 17 had moved for reasons of employment at all other local offices and factories, plus two employed at Gatwick airport. The same survey disclosed that 25 of the 75 households had moved from London, and another 18 from the home counties, so over half were "moving away" from the capital. In the 43, no doubt almost all the 14 Sun Alliance and London households were included, amounting to about one third of all the refugees !

Most of those that moved with the Company are reportedly happy in Horsham and its neighbourhood. (As a matter of fact, a proportion initially settled in towns and villages some distance away, which accounts for the four-wheeled traffic that contributes to the morning and evening congestion in the town.)

Certainly, it is difficult to avoid the Company's staff, whether in the local church or chapel, or in the dozens of voluntary organisations that flourish (or valiantly attempt to) in the town. Company policy has

always encouraged the staff to participate in local affairs, and the benefit to the town must be considerable. The Horsham Society is very grateful to the company for producing this booklet on a "cost-of-materials-only" basis.

The "Town Trails"

by Annabelle Hughes



In 1978 the Society's first "Town Trail" was launched as a pilot scheme to gauge the response that could be expected for this and similar leaflets. It proved a great success, nearly all the first thousand copies being sold within the first year. As a result of the interest generated, a reprint of 2000 was ordered and work put in hand on similar projects.

Meanwhile, to mark the course of the first walk, it was decided that some kind of plaque was needed at each of the nine points mentioned. Aluminium markers would have proved far too expensive, so an approach was made to a local pottery teacher, Harvey Bradley, and he submitted a design. The Society chose a discreet stoneware circle, to contain the trail reference number, and round the edge the words "Horsham Society Town Trail".

A garden in the street

We have elsewhere in these essays lauded the ideal of co-operation between citizens and Council in projects that neither can do alone. But it must be said at the outset that this is not an enterprise to be undertaken by the impatient or the faint-hearted. Let the following tale illustrate the pitfalls in the well-meant way !

As an integral part of the Town Centre Redevelopment in the early seventies, the Albion Way "distributor road" was cut through the town, north of the Carfax. The responsible authority was the West Sussex County Council, and in due course they completed the job by some planting in the central reservation and the roundabout islands. But the hot, dry summer of 1976 shrivelled their efforts, and the road soon became a very sorry sight. The County Council had no money to spend on replanting.

The Council, as "owner" of the affected land, naturally had to be consulted about any plans. Their reaction was encouraging: any offer to replant and maintain the "waste land" would be welcomed, and the proposers assisted in any way that involved no present or future expense. Undaunted, the original "proposers" — Mr. and Mrs. David Bosanquet and Mr. Stan. Parsons — drew up a plan for the planting of trees and shrubs with the expert help of Mr. J. Miller. They wrote to a cross-section of people in the town to elicit funds. The press

was helpful and gave them excellent coverage and while some support was forthcoming it fell short of their target of £4,000. Nonetheless, there was sufficient to make a start.

Then the clouds gathered. The County Council, which had approved the plan in principle, discovered that no trees could be planted in the central reservation because an electric cable ran underground throughout its length. The Council also required, reasonably from their point of view, as trustees of the ratepayers' contributions, but unnerving to the man involved, that he should undertake the maintenance of the planting in perpetuity, legally binding his "heirs and assigns" ! Months of seemingly endless discussion were to ensue.

So the money that was raised in the Spring of 1978 was not to show any result until the Summer of 1979, when the proposers were able to persuade the District Council, at no cost to the ratepayers, to join with them and make a start on the Springfield Road roundabout (no longer strictly such, having been "modified") and on the verge of Copnall Way, where the Horsham Society and the Horsham Museum Society had re-erected the Diamond Jubilee Fountain. Beds of roses and borders of yellow privet, together with other shrubs were cut into the heavy soil, and flowered within weeks. At last someone cared ! However, whilst this splendid beginning lifted the hearts of those passing that way, it was but a beginning and much remained to be done if the original dream was to be fulfilled.

One problem which David Bosanquet is determined to tackle arises from the unofficial pedestrian crossing-place from Medwin Walk to the Park Surgery and London Road. This is where the planners, in their wisdom, built a pedestrian

subway, and where the pedestrians (or the majority of them) in their obstinacy, insist on their ancient right to cross the road in the old-fashioned way. We won't discuss the very interesting and vital pros and cons of this matter here (a book could be written on the subject) but simply state the problem. The people won't go underground and if they cross on the surface they need some paving on the central reservation and the verges. At present people cross where they can, turning a part of the central reservation into a muddy waste, but if a reasonable position is chosen and if the ground on either side was cultivated and cared for it is to be hoped that it will be respected and only the paved area used.

The position now (Summer 1979) is, therefore, that the exercise in citizen/Council co-operation has been successfully born. Can it be reared? It needs —

1. Townsfolk (and businesses) to care enough to contribute the modest amount needed to complete the project,
2. Users of the road (and this means drivers as well as pedestrians) to respect the efforts of others (even if they think those efforts misdirected) and not to damage the plants, and
3. Somebody (the Horsham Society or a few of its members, perhaps) to join forces with the Bosanquets and Parsons and so give a real impetus to finish the job.

As all gardeners know, once planted, trees and shrubs need care and maintenance. The Parks Department of the District Council has done a good job so far and will, it is quite certain, continue if it is seen to be appreciated.

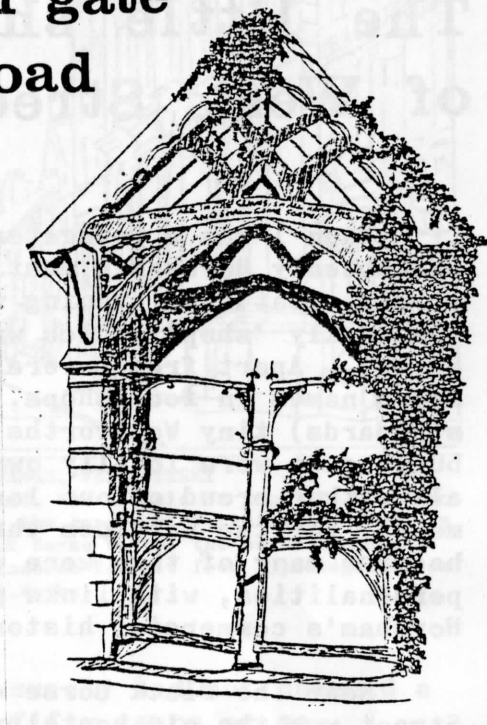
The old lych gate in Denne Road

This drawing of the lych gate was made some years ago — since then its condition has much worsened. Nor is the cemetery in any better state of preservation. Its history is given by Anthony Windrum in "Horsham, An Historical Survey" :—

The churchyard of St. Mary's having been filled,

"By 1849 it was clear that ground would have to be found elsewhere, so the site in Denne Road was consecrated as a cemetery in 1852 and the churchyard closed for burial in 1856. The lych gate (now sadly deteriorating) was decided upon in 1853 by the Vestry.... In 1884 the cemetery had to be enlarged to an adjoining plot, and here a part was left unconsecrated for other burials."

In the summer of 1979, the War Memorial Fund trustees offered to assist in repairing the gate if the Horsham Society would raise the balance of the cost. The Forest Youth Wing has promised to help clear the overgrown vegetation, so by the end of 1980 considerable improvement is anticipated.



Drawn by a pupil of
Tanbridge House School

The little shops of West Street

by A. A. Wales

When I was a youngster, West Street was undoubtedly Horsham's most important shopping street. Saturday evening was the big night for the weekly 'shop', which was done mainly in West Street. Apart from several of the nationally-known names in food shops, and a (by present-day standards) tiny Woolworths, the majority of businesses were locally owned. I'm sure we were all rather proud of our local traders, not merely for the services they provided, but because many of them were characters and personalities, with links going back into Horsham's commercial history.

Near the Black Horse corner end of West Street was the old hostelry the "Prince of Wales". From Arthur Lyle's (outfitters) next door, I can remember being shown a secret panel connecting the two buildings, which I was told had been used by Sussex smugglers. At the time I remember best, Lyle's shop was run by Arthur's son, affectionately known as Bobby Lyle to the rest of West Street and most of his customers. He was well known for his outsize taste in pipes. Martin's, the tobacconist, in Middle Street always had a very large pipe in the front of its window, and as boys we felt that this must be Bobby Lyle's ideal. The other tavern in West Street was "The Swan", further along on the same side. This had some nice stained glass which, when the pub was being demolished, was saved at the eleventh hour, and is now in a private house in America.



THE CORN EXCHANGE, WEST STREET

Built in 1868 and now demolished. See article on page 46. The Black Horse Hotel, next door, was on the corner of Worthing Road, and is remembered in the name of Black Horse Way — the new road behind the shops. Drawn by Mrs. Elisabeth Barrett from a photograph lent by A.A.Wales

Many of the shops surely had not changed a great deal in the past fifty years or so. I always felt that one of these was Stephens, the ironmongers and "dealers in bee appliances" on the corner opposite the Black Horse Hotel. Beehives jostled dustbins and sacks of nails in the dim, crowded interior. It was the sort of shop where you went in prepared for a long and enjoyable session, sitting down in one of the chairs provided and allowing the distinctive smell and the general air of dusty bustle to percolate into your pores. Another and similar shop, although selling less dusty wares, was Price & Co., the printers and stationers. This business was completely part of old Horsham, and the important part it played can be realised when looking at the printer's imprint on many books and pamphlets produced locally from 1848 onwards. As well as printing for Collyer's School and the Italian

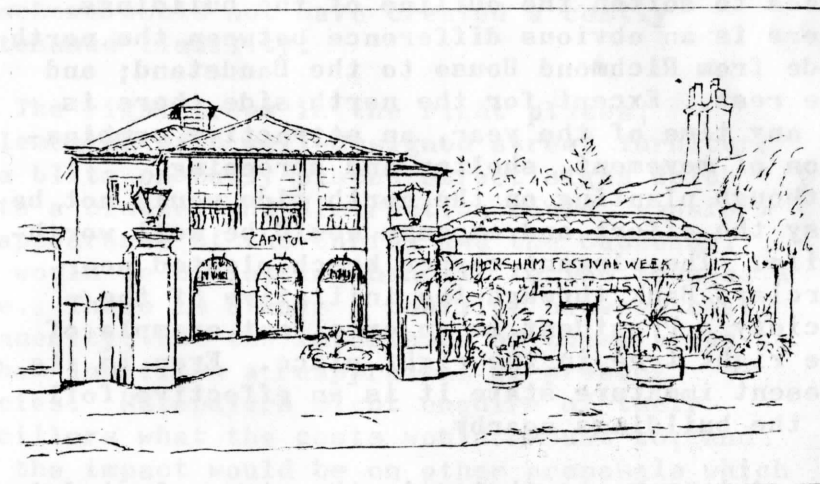
embassy, they also produced some of the work of our local historian William Alberty. Alberty's saddle and harness shop (now in the Museum) was in fact next door, and was almost a little museum of leather craft, Alberty's grandfather having started in the trade in West Street as an apprentice in 1795.

Across the street was Williams & Smith, the lovely old chemist shop, and the sort of place which still had large bottles of coloured liquid in the window, and mysterious wooden drawers behind the counter. This was the shop where my mother bought her medicines, not in pre-packed boxes and bottles as today, but loose in white paper packets closed with red sealing wax, or in bottles provided by the customer. Such things as Witch Hazel, Friars' Balsam, tincture of myrrh and senna pods come to mind ! The chemists advertised themselves as "proprietors of Williams' Pectoral Balsam", although I was always more intrigued by the inscription on the door (now in the Museum) stating that the shop was the West Street Post Office. However, by my day there were no stamps or letters to be seen, just pills and potions.

I never dared to venture inside Pullen's Domestic Servants' Registry at number 51, although I'm sure in its time it provided a very necessary service. At the time I remember, business must have been at a fairly low ebb, and the window display appeared to be rather static. Past the Swan yard, with its air of a medieval inn courtyard, was a shop which I found immensely satisfying. This was Wallis and Cheesman, the music warehouse. Here I bought my 78 rpm records and although by this time many people were playing their records on radiograms and electric record-players, here one was allowed to hear one's choice on a fine H.M.V. cabinet

wind-up gramophone. One more shop which never failed to please me, by reason of its fine aroma (compounded of various kinds of oats and meal, dog biscuits and other undefinable products), and the well-ordered confusion of its stock, was Thomas Baker at number 24, listed as a corn dealer, but in fact selling much else besides. My special treat as a boy was to be taken in to see Miss Baker who presided behind the counter, and to be presented with a penny chocolate biscuit wrapped in silver paper. Heaven never came any nearer to me than that !

(Readers whose appetites for nostalgia have been whetted by the above may enjoy Tony Wales' recently-published book, "A Sussex Garland". At local bookshops.)



THE CAPITOL THEATRE

Once fronting onto London Road, as in this drawing, it is now immured in the Swan Walk shopping development (behind Boot's). It was built, after the 1914-18 war, to give employment to ex-servicemen, particularly bandmen of the (local) 4th Bttn. Royal Sussex Regiment. Drawn by Mrs. Elisabeth Barrett from a photograph by A.R. Williams

Trees & street furniture - Conflict or complement ?

by Derek G. Kemp

From mediaeval times when Fairs were held regularly in the Carfax until continuous enclosure and development made it no longer practical to do so, this area has been a centre of human activity. Although there may be few buildings which have much architectural merit individually, they form collectively an attractive mixture of styles which is not untypical of country towns in England.

What the Carfax lacks is the complement of trees to soften the outline of the buildings. There is an obvious difference between the north side from Richmond House to the Bandstand; and the rest. Except for the north side there is, at any time of the year, an attractive combination of movement, shelter and screening. Although planting on the north side would not be easy the effort and expense would be well worthwhile. The elegant copper beech planted near Barclays Bank through the initiative of the Society's President is an excellent example of the right tree in the right place. Even in its present immature state it is an effective foil to the buildings nearby.

A less happy choice is the stems planted in Medwin Walk. They are not very elegant specimens and suffer from being set where turbulence created by the adjoining buildings in a relatively narrow space inhibits their growth.

The Carfax also lacks tasteful street furniture. There is evidence of incompatibilities and lost opportunities — a sad contrast to

towns like Norwich where, without excessive expense, very attractive street lamps, bollards and contrasting areas of paving have been installed to enhance the street scene. Attractive corners such as Market Square — particularly near the "Bear" — cry out for sympathetic treatment.

Another area that justifies a less grudging — and more imaginative — approach is the north end of the Causeway, for which a modest landscaping scheme was produced by the Society a few years ago. This would create a tranquil oasis for visitors to the town and townsfolk alike; and enhance the amenity which the splendid trees on the west side already offer. The cost of doing this would be very modest in relation to the long-term benefits which would be provided. Furthermore the scheme would not have created a costly maintenance liability.

The right trees in the right places, complemented with well-designed street furniture and a blitz on badly-placed street signs which create a clutter and distraction could transform the appearance of the Carfax and the Causeway. This would be of lasting benefit to the town as a whole. There is always a conflict between cost and amenity; but the importance of these areas to Horsham justifies a reappraisal of present policies. Ratepayers might enquire of their councillors what the costs would amount to; and what the impact would be on other proposals which form items in the yearly budgets for local expenditure.

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If this booklet has interested you, join the Horsham Society and keep on being interested

The Swan Walk Development

Fortunate is the town whose shopping centre is comprehensive and compact, so that the most distant shop is still only a stone's throw from Gaol Green. (It is a fact that the Bishopric, the Public Library, Queen Street and the Museum in the Causeway are all within a quarter-mile of the Carfax.) And, in these days, doubly fortunate is the shopping centre with convenient and sufficient car-parking space.

In the nineteenth century Horsham, as a thriving market town, faced a problem of space for markets. In 1862 the corn and poultry markets combined with the cattle market to use the Bishopric every Wednesday. In 1868 a new Corn Exchange and Market Hall was built in West Street. A hundred years on, a similar problem faced the town's shops, for the population of the urban area had begun to grow sturdily. From under 20,000 souls in the early fifties it had grown to nearly 30,000 within twenty years, and a new collection of shops was required. Another major development was called for.

Shopping precincts of all sorts and sizes have been planted in town centres since the end of the 1939-45 war. In the New Towns, the town is planned around the business centre and there is little excuse for failure. But to insert a new shopping complex into an existing town centre poses a hundred problems, and experience in other towns has shown that failure, in one way or another, is only too easy to achieve, with the consequent harm to the character of the town.

In Horsham, the Urban District Council was alive to the problem and came up with its own ideas for a solution. In a nutshell, the problem was (1) to provide about 150,000 sq.ft.

of new shopping space, (2) to remove all the through traffic from the shopping centre but to maintain access for shop deliveries and (3) to integrate the new buildings and roads into a very restricted town centre, with special regard to its character and the comfort and convenience of its people.

The U.D.C. set up a "Central Area Redevelopment Committee, under the chairmanship of Mr. Maurice Simpson. Finance was in the hands of Mr. David Gould, Treasurer to the U.D.C. A survey of shopping habits was conducted in 1965 and the design of the Swan Walk precinct (named after the Swan Inn, which stood where the new shops are entered from West Street) was on the drawing board.

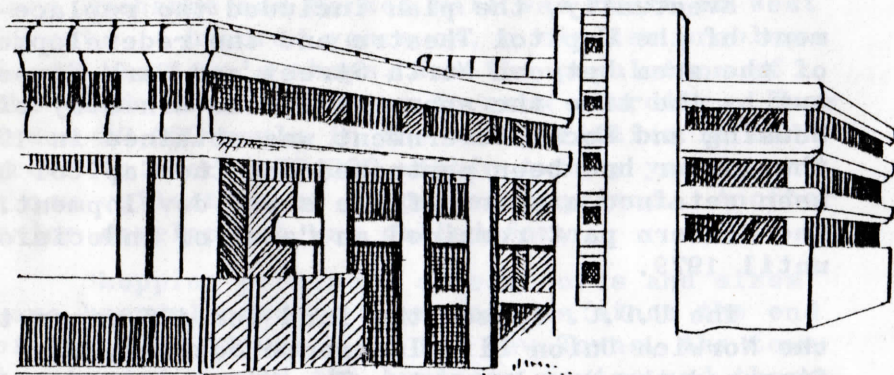
Eventually, the plan included the replacement of the Capitol Theatre and the redevelopment of the area between North Street and Park Street, but by the time the approval of the Ministry of Housing and Local Government was obtained in 1967 the latter had been postponed and the Capitol had been retained as part of the shops development. The eastern part remained an "area of indecision" until 1979.

The U.D.C. leased the land for 125 years to the Norwich Union Life Insurance Society, who financed the development. The U.D.C. appointed Clifford Culpin and Partners as Design Architects and the Norwich Union appointed Fitzroy, Robinson and Partners as Executive Architects. Messrs P R Willett of Croydon were the main contractors.

The Swan Walk precinct opened for business in 1976 and provided over thirty new shops (including two of over 30,000 sq.ft. each — Sainsbury's and Boot's) and behind it appeared a multi-storey car-park to accommodate 700 cars.

The most usually-heard opinion is that Horsham is no longer what it was. But change in

itself is neither good nor bad, simply a sign of life. The comment's implications of the complete destruction of an idyllic town are nonsense. The writer's own opinion is that the redevelopment has succeeded. The shopping area is well-designed (apart from the blank wall of Boot's fronting Medwin Walk) and some aspects (such as the tiled roofs to the arcades) are pleasant. The new trees will no doubt justify their existence when they have grown. And the most decrepit pensioner can tell the time now without spectacles! The multi-storey car-park is dreadful in every respect, except that it works. And a great deal of traffic, with no business in the Carfax, now avoids it.



THE ALBION WAY CAR-PARK

Undoubtedly the ugly duckling of the Town Centre development, for whom none has a kind word, it dominates the approaches to the town centre from the north, west and south. It offers convenient parking for the Swan Walk shops and the Capitol Theatre, but otherwise stands as an awful warning of what never to do again.

Drawn by a pupil of Tanbridge House School from a photograph by A.P. Northcott

The Horsham Society

An independent body A registered charity
Registered with the Civic Trust
Affiliated to the C P R E

President	W Stanley Parsons
Chairman	Anthony H Windrum
Secretary	Annabelle F Hughes
Treasurer	Kenneth P Marshall

The Society has as its objects :—

- 1 To stimulate public interest in Horsham and its immediate surroundings,
- 2 To promote high standards of planning and architecture in Horsham, and
- 3 To secure the preservation, protection, development and improvement of features of historic or public interest in Horsham.

The Society has been concerned, in one way or another, with almost every subject that has been described or mentioned in this booklet, together with a hundred other matters — some big, some small, most of great importance to all, whether resident or visitor.

With a subscribing membership around 500, the voice of the Society commands attention, both in local government and at Westminster, where our Member of Parliament has frequently forwarded the views of the Society. A very close relationship exists with the District Council, even if the Society is frequently critical of its actions, and much good has been achieved in co-operation.

A much larger membership would increase the influence and, more importantly, would surely be able to augment the small number of members able to be active in the service of the Society and the town.

YOUR MEMBERSHIP would be welcome, and your active participation in this work would benefit everyone. Write or telephone the Membership Secretary today, or post the green slip stapled in this booklet to

Arthur P Northcott

35 Cricket Field Road, Horsham, West Sussex, RH12 1TE
Telephone Horsham (0403-) 2706