

Horsham

Historic Character Assessment Report

October 2004



Sussex Extensive Urban Survey (EUS)

Roland B Harris

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in association with Horsham District Council and the Character of West Sussex
Partnership Programme



The Sussex Extensive Urban Survey (Sussex EUS) is a study of 41 towns undertaken between 2004 and 2008 by an independent consultant (Dr Roland B Harris, BA DPhil MIFA) for East Sussex County Council (ESCC), West Sussex County Council (WSCC), and Brighton and Hove City Council; and was funded by English Heritage.

Guidance and web-sites derived from the historic town studies will be, or have been, developed by the local authorities.

All photographs and illustrations are by the author.

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Cover photo: the remains of St Mark's church and the Sun Alliance offices, North Street, Horsham.

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1 INTRODUCTION

1.1 Background to the project

This report is an archaeological, historical, and historic urban character assessment of Horsham. It is part of the Sussex Extensive Urban Survey (henceforth Sussex EUS) that examines 41 towns across the ancient county.¹

The Sussex EUS forms part of a national programme of such surveys initiated by English Heritage in 1992. The national programme is already well underway, with roughly half the English counties having been completed or currently undergoing study.

As the surveys have progressed, the approach has developed. In line with recent surveys, the Sussex EUS includes more modern towns, the main significance of which stems from the 19th and 20th centuries. Another recent innovation is the introduction of the characterization concept, comparable with the map-based techniques adopted by historic landscape characterization. This approach was developed in Lancashire (2000-4), and is further refined in Sussex.

The Sussex EUS has been funded by English Heritage, and supported in kind by the commissioning authorities: East Sussex County Council, West Sussex County Council, and Brighton and Hove City Council. A wide range of stakeholders (including district and borough councils, and Areas of Outstanding Natural Beauty) has supported the project.

In West Sussex the Sussex EUS forms part of the *Character of West Sussex Partnership Programme*,² aiming to provide guidance and advice on the protection and enhancement of all aspects of character in the county. Other historic environment projects come under this umbrella:

- Historic Landscape Characterisation (HLC) of Sussex
- Intensive Urban Survey of Chichester and Fishbourne
- Local Distinctiveness Study of West Sussex.

1.2 Aims and objectives

1.2.1 Aims

The aim of the Sussex EUS is to deliver a unique and flexible tool to aid the understanding, exploration and management of the historic qualities of 41 of the most significant towns in Sussex with a view to:

- archaeological and historic environment research and management.
- informing strategic and local policy.
- underpinning urban historic land and buildings management and interpretation.
- encouraging the integration of urban historic characterization into the wider process of protecting and enhancing urban character.

1.2.2 Objectives

Key objectives of the project include the:

- synthesis of previous archaeological and historical work.
- creation of a Geographic Information System (GIS) that maps and allows the analysis of archaeological events, monuments and urban plan components using information obtained from a variety of sources.
- analysis of the origins and development of each town by establishing and examining its principal plan components and existing standing structures.
- identification of county-wide Historic Character Types and attribution of the types to different areas within each town.
- preparation of a Statement of Historic Urban Character for each town, to include assessment of archaeological potential and Historic Environment Value.
- identification of gaps in the understanding of the past occupation and historical development of character of each town through the development of a Research Framework.
- advice to local authorities on the development of guidance derived from the town studies.

1.3 Outputs

The principal outputs of the project comprise:

- Historic character assessment reports. Documents (of which this is one) that, separately for each town, summarize the setting and pre-urban activity; synthesize current archaeological and historical research; describe the development from origins to the present day; assess the surviving historic character and historic environment value; and set out a framework for future research on the historic environment of the towns.
- Geographical Information System (GIS) for the historic environment of each town. The GIS underpins the analysis and mapping of the town

reports, and is available to local authorities as a unique tool to support their decision making. The EUS-generated GIS data includes historic buildings and archaeological data, and mapping of areas for which Historic Character Type, historic land use, and Historic Urban Character Areas have been defined. The GIS data will be maintained and updated by the West Sussex County Council *Sites & Monuments Record* (SMR) and the East Sussex County Council *Historic Environment Record* (HER).

- Informing historic environment management guidance specific to each local planning authority, for the 41 EUS towns and Winchelsea, produced under the new Local Development Frameworks, and subject to formal consultation procedures.
- Background papers for the Sussex EUS project. Documents that include the project design, a summary of the methodology and an overall bibliography.

1.4 The structure of this report

1.4.1 The Setting

This introductory section describes the topography, geology, communications, and pre-urban archaeology of the town.

1.4.2 History

The history of Horsham in this report can be a brief summary only. It aims to synthesize published research, and to provide a chronological overview of the development of the town as seen from documentary sources. The focus is placed on those matters – such as origins, economy, trade and institutions – that are most closely related to the urban historic environment today. Aspects of the town's history – such as the ecclesiastical, manorial, jurisdictional and more recent social history – have been published elsewhere, most notably in the *Victoria County History*.³

1.4.3 Archaeology

The archaeology section of this report draws on published and unpublished reports of excavations, archaeological assessments, and records of finds. This section also includes analysis of historic buildings (listed and non-listed) and the topography, the latter drawing on maps of the town from 1812-13 onwards. Again, this section follows a chronological structure, and focuses on aspects of the material evidence of the town's past that relate most closely to the historic environment today.

1.4.4 Statement of Historic Urban Character

Whereas sections on history and archaeology (above) explore the development of Horsham over time, this part of the report considers and defines the physical evidence of the past in today's townscape. It does this by means of a character-based approach, operating at three different scales: areas of common Historic Character Type; larger and topographically familiar Historic Urban Character Areas; and the whole town. Assessment is made of the Historic Environment Value of each of the Historic Urban Character Areas, taking account of the archaeological potential.

1.5 Principal sources

The principal sources drawn on during the writing of this report are listed below. Many other sources have been used too, and full references have been given by use of endnotes.

1.5.1 History

Horsham has been the subject of several local histories, but by far the most authoritative historical study has been that undertaken by **Tim Hudson** for the *Victoria County History*, published in 1986.⁴

1.5.2 Archaeology

Despite Horsham's status as one of the largest towns in late medieval western Sussex, the survival of many medieval plots and buildings, and the large scale of redevelopment of the town centre in the last two decades, the town has seen no significant archaeological study. It has been a lamentable missed opportunity and, as a result, there are no published excavations, but only numerous reports from minor archaeological assessments,⁵ watching briefs or evaluations (most unpublished, and many disappointing in revealing an absence of archaeological features). These comprise those at:

Causeway House (Horsham Museum, 9 Causeway)⁶

King & Barnes brewery (to rear of 16 Bishopric)⁷

Anchor Court, Talbot Lane⁸

King's Arms and 66-70 Bishopric⁹

Bishops Move site (Worthing Road)¹⁰

11/15 East Street¹¹

Burton's Yard car park (Cophall Way)¹²

46-46a Carfax¹³

Central Market (Cophall Way)¹⁴

Chennells Brook Farm¹⁵

Manor House (Causeway)¹⁶

St Mary's Church.¹⁷

The **West Sussex Sites & Monuments Record** (SMR) database has been invaluable for identifying such unpublished sites, and for providing the pre-urban archaeological context.

1.5.3 Historic buildings

Horsham's rich vein of surviving timber-framed buildings has received more attention than the below ground archaeology, and, in particular, has been the subject of a doctoral thesis and subsequent research by **Annabelle Hughes**.¹⁸ English Heritage's statutory list of historic buildings is also of use, though many of the descriptions fail to note timber frames hidden by later façades as they were listed without internal inspection. Very limited fieldwork only was possible during this assessment and focused on correcting dating derived from statutory listings, and identifying hitherto ignored buildings of historic interest.

1.5.4 Geology and topography

The contextual discussion of the solid and drift geology has principally derived from 1:50,000 British Geological Survey digital data, with analysis of the clay ironstone derived from

Bernard Worssam.¹⁹ Ordnance Survey Historic 25" maps for Epochs 1-4 (1875 onwards) have proved invaluable, especially as these have been used in digital form, allowing overlaying with each other and with other data. The 1844 Tithe Map (*West Sussex Record Office*) captures pre-railway Horsham at a large scale, while the 1812-13 Horsham Common enclosure map provides the earliest detailed measured survey of the town. Both these maps have been digitized and rectified to fit the National Grid to allow comparison with other maps and data. RAF vertical air photo coverage of 1947 is not available for Horsham, but the modern equivalent flown for West Sussex County Council in 2001 has been utilized. All analysis and maps utilize the most recent large-scale Ordnance Survey mapping (digital MasterMap data).

1.6 Area covered by the report

The Sussex EUS assessment of Horsham covers the full extent of the town. This includes the residential areas extending towards the A264 (on the north), Boldings Brook (on the west), St Leonard's Forest (on the east), and the River Arun and the railway (on the south).

Horsham is one of six towns in Horsham District that have assessments such as this. The others are Bramber, Henfield, Pulborough, Steyning and Storrington.

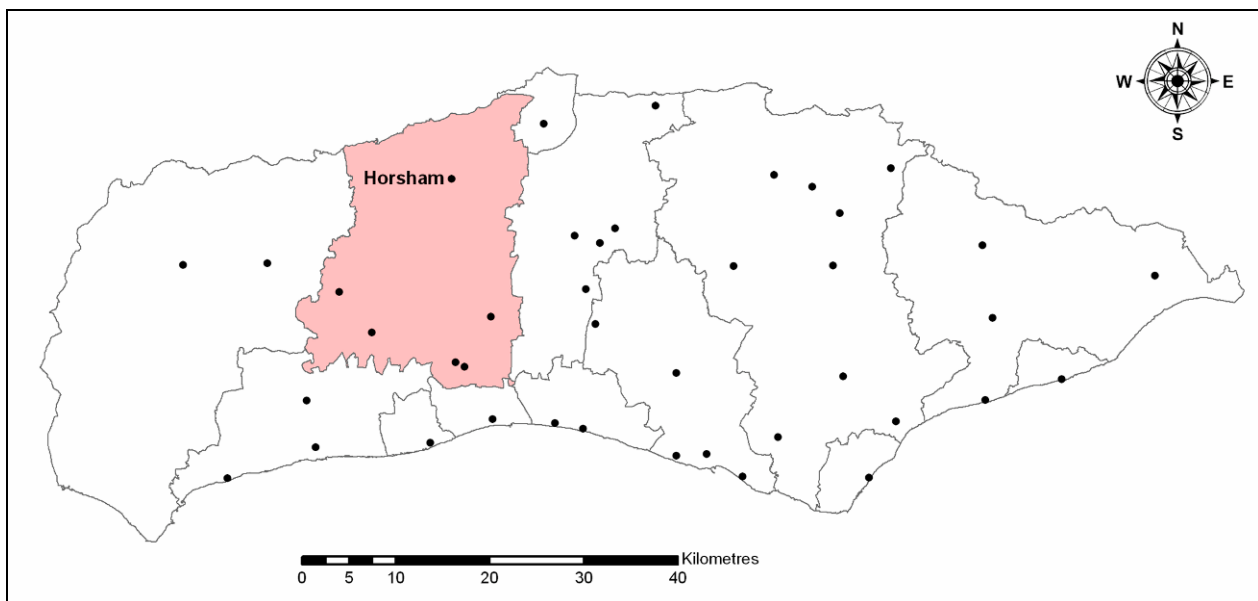


Fig. 1. Location of Horsham within Sussex. Horsham District is highlighted and points locate the 41 Sussex EUS towns.

2 THE SETTING



Fig. 2. Horsham from Denne Hill (to the south of the town).

2.1 Topography (Map 2)

Horsham is situated on the western edge of the High Weald, on a slope falling from c.90m to c.40m OSBM. To the east of the town, the land continues to rise to 130m OSBM at Knights Strength, 1.5km east of Horsham, which forms the western end of the Forest Ridge extending as far as Cranbrook (Kent). The centre of the town extends north-eastwards from the River Arun, with the oldest known part of the town (the church) built next to the river. South of the river, the land rises steeply to Denne Park (85m OSBM). To the west the town has been contained by the low-lying land along Boldings Brook and to the north by Chennells Brook (tributaries of the Arun), although modern suburbs have spilled across the latter and, to the south-west of the town, across the Arun itself. The river flows westwards then, beyond Rudgwick, turns southwards to reach the sea at Littlehampton, 32.5km from Horsham.

The street layout of the town has been modified significantly by pedestrianization and an inner ring road, but the historic principal streets of the town are Causeway (south-west to north-east) and its bifurcating north-east continuations of South Street/London Road and North Street, crossed by north-west to south-east West Street and East Street. These roads meet at the

triangular Market Square/Carfax, and this historic centre still forms the main shopping area today.

Suburbs extend up to 3.3km to the north-east of the Carfax, and the historic town is now located towards the southern, or south-western, edge of modern Horsham.

The town is almost equally split between Horsham and North Horsham civil parishes, but lies almost at the centre of the much larger pre-1894 parish of Horsham. The rapid expansion of the town has resulted in several 20th-century modifications to the parishes in this area.

2.2 Geology (Map 2)

2.2.1 Solid geology

Along with the whole of Sussex, the rocks of the Horsham area are sedimentary. Descending the higher land of High Weald and crossing Horsham towards the Low Weald, the rocks become more recent.

Most of Horsham – and all the historic core – lies on the sandstones and silty sandstones of the Upper Tunbridge Wells Sand Formation (Lower Cretaceous). This formation also includes thicker sequences (though narrower outcrops) of mudstones (commonly clays), and these are found throughout the suburbs.

The northern and south-western extremities of modern Horsham have expanded on to the more recent Weald Clay Formation (Lower Cretaceous). Whilst dominated by mudstone, this formation includes the flaggy sandstone known as Horsham Stone and familiar – through its laminate properties – as a roofing material in West Sussex. This occurs within 100m of the EUS study area (in the Denne Park area, south of the town), and forms a curving outcrop closely fringing the western tip of the High Weald and, thus, Horsham.

Clay ironstone, or siderite mudstone, provided ore for the Wealden iron industry, and there is a significant concentration of minepits in the Horsham area. Most of these are on the mudstones of the Upper Tunbridge Wells Sand Formation, immediately next to the silty sandstones. Similar concentration on the fringes of different rock types is also seen in the clay ironstone located within the Weald Clay Formation. Here it occurs within the mudstone adjacent to the Horsham Stone outcrops. The occurrence of clay ironstone in proximity to sandstone is due to the fact that iron carbonate was produced in certain environments where

organic matter was abundant, such as ‘in clays on the outer fringes of sandy deltas’ that existed at the time these sedimentary rocks were formed.²⁰

2.2.2 Drift Geology

The drift geology of the Horsham area is limited in extent, reflecting the inland location of the town. Alluvium (flanked by small areas of river terrace deposits) marks the location of the former narrow flood plain of the River Arun, and its tributaries, Boldings Brook and Chennells Brook. On the Arun next to the historic town (at Denne Farm) the alluvium extends to 100m wide, but downstream nearby at Tan Bridge is little over 25m wide. More substantial deposits of alluvium on Boldings Brook are up to 200m wide, but simply reflect the presence of the pond at Warnham Mill (originally made for Warnham Furnace, by 1609²¹).

2.3 Communications

2.3.1 Water

Although Horsham is located on the River Arun, the tidal limit has long been at Pallingham Lock, near Pulborough, 16km to the west-south-west. Canalization c.1780 resulted in significant changes north of this point, so that goods could be off-loaded at Newbridge wharf (between Wisborough Green and Billingshurst), but this was still 11km west-south-west of Horsham. From 1807 river access to the town was also provided by the River Adur, when its navigable length was extended, eventually as far as Bay Bridge wharf, at West Grinstead. Although only marginally nearer (10km), this had the merit of being directly on the Worthing/Steyping road. Despite their distance, both wharves were used for heavy goods until the advent of the railway.²²

2.3.2 Road

Since 1965 Horsham has had a north-south bypass and now it lies just off the A24. Previously this London-Worthing road passed through the centre of the town as Worthing Road/Springfield Road/North Parade. This crosses the line of West Street/East Street, which was the main north-west to south-east route to Guildford and Brighton. This was altered after 1970, when a 270° inner ring road was constructed to redirect through-traffic on this route north of the town centre, thus bypassing West Street, Carfax, and most of East Street. This dual carriageway was extended southwards as far as Tan Bridge to take traffic from the Worthing Road. The A264 is another modern

dual carriageway that provides an effective bypass on the northern edge of the town, and links to Crawley New Town, Gatwick Airport, and the M23.

2.3.3 Railway

In 1848 Horsham was linked by the London Brighton and South Coast Railway (LBSCR) to London (via Three Bridges on the 1841 London-Brighton line). This was extended to Pulborough and Petworth in 1859, and, in 1863, from Pulborough to Arundel and the coastal main line. To the north, the line to Dorking was opened in 1867. Although the Petworth line later connected to Midhurst and Petersfield, this was closed in 1964. The section used for the Horsham-Pulborough-Arundel-Portsmouth line was electrified (1938), as were the Dorking and Three Bridges lines. All remain in use today.

The LBSCR was also authorized to build a branch line from Shoreham to Horsham in 1858 (the Steyping branch), and this opened in 1861, connecting to the Pulborough (or Mid-Sussex) line at Itchingfield Junction. A branch line to Guildford was opened in 1865 (connecting to the Mid-Sussex line at Stammerham Junction; Christs Hospital after 1902). The single track of the Steyping branch was doubled in 1880, but the Guildford branch remained single. Neither was electrified, and both were closed: the former in 1966, and the latter in 1965.²³

2.4 Evidence for pre-urban activity

2.4.1 Prehistoric

The Horsham area has seen a concentration of finds providing evidence of post-glacial hunter-gatherers, so that the town has given its name to later Mesolithic assemblages characterized by hollow-based or Horsham points.²⁴ Most of these finds have been discovered beyond the town, as typically they have been located as surface finds on open (especially ploughed) land. Although none of the excavations and evaluations within the historic town centre have produced any prehistoric finds, there have been discoveries within the EUS study area and, at two sites on the edge of the suburbs, there has been concentrated exploration using test pits:

- Roffey (now under Earles Meadow) – Mesolithic (10000 BC to 4001 BC) flint scatter examined by test pits in 1991, produced three waste flakes, two reworked flakes, three broken microlith blades and eight fragments of fire-cracked flints [SMR reference: 5777 – WS4468].

- Roffey (now under Elgar Close) – Mesolithic flint scatter examined by test pits in 1995. These suggested that during the late Mesolithic period the site was used intermittently [SMR reference: 5684 – WS4392].
- Roffey ('Roffey Small' site: now under Parry Close) – Mesolithic finds comprise many unretouched flakes, 11 retouched flakes, 47 cores, three core-rejuvenation flakes, one tranchet, two sharpened flakes, some scrapers, 27 microliths (including nine obliques, two geometric and eight Horsham points), one graver and two notched pieces [SMR reference: 4044 – WS4548].
- Needles playing field (Horsham Cricket Club) – Neolithic (4000 BC to 2351 BC) polished axe [SMR reference: 5845 – WS4598].
- Roffey (now under Walton Drive) – a Neolithic flint scatter of one tranchet, five leaf arrowheads, one ogival, two barbed and tanged arrowheads, two triangular arrowheads, six transverse arrowheads, four oblique arrowheads, two hollow-based arrowheads, two plano-convex knives, 192 convex scrapers, seven fabricators, one knife, many unretouched flakes, two axe-sharpening flakes, 39 retouched flakes, 47 cores and three core-rejuvenation flakes [SMR reference: 5839 – WS4592].
- Richmond Road – Neolithic flint dagger [SMR reference: 5875 – WS4628].

2.4.2 Romano-British

The north-south London-Chichester road (Stane Street) remains the only reliably attributed Roman road in the area. It passes c.6.5km west of the centre of Horsham.

Two evaluations have produced limited evidence of Roman activity in the area:

- Chennells Brook Farm – one sherd of grog-tempered East Sussex Ware.²⁵
- Hills Place, Guildford Road – excavation of the Tudor and Georgian remains of Hills Place revealed a large Roman rubbish-pit containing significant amounts of mid-2nd-century pottery.²⁶

Elsewhere in the town, there have been few Romano-British find spots:

- Hills Place, Guildford Road – Roman quernstone found in the garden [SMR reference: 3646 – WS496].
- Denne Road – Roman coin of Septimus Severus found by a workman [SMR reference: 3655 – WS502].

2.4.3 Anglo-Saxon

No excavations or finds have produced evidence of Anglo-Saxon activity in the EUS study area.

2.4.4 Implications of pre-urban archaeology

There have been additional finds from the Horsham area (such as a Romano-British burial, SMR reference: 3642 – WS494), for which the find spots are unknown, but the implications from all the pre-urban finds are clear: evidence for Romano-British and, especially, earlier occupation of the EUS study area has been found and should be anticipated in any archaeological excavation in the area. The potential for Mesolithic sites is particularly high, though small-scale excavations in the urban centre are unlikely to produce the quantity of evidence of the sites on open ground on the suburban fringe.

3 HISTORY

3.1 Origins: 10th-13th centuries

3.1.1 Place-name

The name *Horsham* is first recorded in 947 and 963, long before any known settlement, in a description of 11 detached Wealden pastures in the area belonging to the downland estate of Washington.²⁷ Thus, the second element is more likely to derive from Old English *hamm* ('land hemmed in by water or marsh; wet land hemmed in by higher ground; river-meadow; cultivated plot on the edge of woodland'²⁸) than from *ham* (settlement). Its location on the River Arun, amongst the relatively wooded Weald, certainly fits the *hamm* derivation. The first element is less ambiguous and refers to horses, suggesting that they were kept or bred here,²⁹ and is an example (found in other place-names such as Cowden, Cowfold and Shipley) of an exception to the main use of the Saxon Weald for seasonal pannage by pigs.



Fig. 3. St Mary's church: view from Normandy.

3.1.2 Church

There is no reference to a church at Horsham in Domesday Book (1086), and the parish church is first documented as late as 1230. At this date John de Braose (lord of the Rape of Bramber) appropriated it to Rusper priory (a Benedictine nunnery). A vicarage was ordained in 1231, at which point it was required that the vicar should have an assistant priest, a deacon and

subdeacon, reflecting both the size of the rural parish and the increasing population of the town.³⁰ The architectural evidence of the church reveals that a large parish church had been founded by the later 12th century (section 4.1.1).

3.1.3 The origins of the borough

Just as the documentary evidence for the church substantially post-dates building of a large-scale church, there is a need to be cautious in the interpretation of the significance of the first record of Horsham as a borough, in 1235.³¹ For example, borough status for other post-Conquest towns in Sussex at New Shoreham (founded c.1086-96) and Bramber (founded c.1070) are not recorded until 1208-9, and 1294 respectively.³² However, in the case of Horsham, there are no documentary sources that provide insight into any earlier town, or the transition from 10th-century *hamm* to 13th-century town.

Hudson has suggested that Horsham was a 'new town' founded by the de Braoses c.1200. Certainly, William de Braose (lord of Bramber Rape) held the estate later called the manor and borough of Horsham before 1208, and it descended thereafter with Bramber Rape.³³ However, there is no documentary evidence for the planned creation of a new town (this is considered further under section 4.1.3).

Urban trades are first recorded in the form of a draper mentioned c.1230, and at least two drapers or cloth merchants in 1262-3. Other merchants recorded in the later 13th century include Walter Randolph who dealt in cloth, wine and wool. The non-local trade that this implies finds an echo in a resident of Marlpost manor – possibly in Horsham's western extension, or suburb, of Bishopric – called Fleming c.1285.³⁴ A tanner was also recorded as living in Marlpost manor at this date, again possibly meaning Bishopric as this area was certainly later a tanning centre:³⁵ the suburb is not recorded in the 1285 custumal, however, suggesting that it may not have come into existence until the 15th century.³⁶

A three-day fair (July) was granted in 1233 to William de Braose, and in 1279 he claimed the right to hold Wednesday and Saturday markets too. Both markets and fair appear to have been held in the Carfax/Market Square from the outset.³⁷

In 1292 there were 52 burgages in Horsham borough each paying 1s. rent, and this may well have been the case earlier.³⁸

3.2 The later medieval town

3.2.1 Economic history

The late medieval period saw considerable economic growth in Horsham, transforming its position in the hierarchy of Sussex towns. In 1327 its wealth placed Horsham 12th of non-Cinque Port towns in the county, and in 1334 the town had the lowest taxation assessment of any Sussex borough except Bramber. By 1524 Horsham had become the sixth wealthiest town in Sussex, the third wealthiest in western Sussex (after Chichester and Petworth), and had the highest per capita wealth at £6 per person. Moreover, it is likely that these figures underplay the growth in Horsham for, in addition to the 107 assessed for tax in the borough in 1524, many of the 36 tax payers listed in Marlpost tithing are likely to have lived in Bishopric. The 1,130% growth of Horsham was unmatched, but high growth rates were seen elsewhere in highly wooded areas of the Weald at Cuckfield and Battle.³⁹ This suggests that the economic development of Horsham was part of a more general Wealden trend, though the location of the town on a key route across the Weald and its distance from competitors are other factors.

Bishopric gained its name (recorded from 1514) from the fact that it lay in the Archbishop of Canterbury's manor of Marlpost. We have seen that a tannery may have existed in the area by c.1285 (section 3.1.3), and by 1426 there are references to three tanners and a shoemaker in Marlpost tithing. Given that the name Tan Bridge is recorded from the same period, it is evident that in the 15th century Bishopric was the location of the tannery and, as a downstream extension, or suburb, it was well suited.⁴⁰

The iron industry was active in the Horsham area in the later medieval period too, with a bloomery at Roffey, which existed between 1327 and 1347. Military demands on the Wealden iron industry (for horseshoes, nails and arrowheads) were considerable, and Horsham became a centre for the trade in arrows: the surnames Bowyer and Fletcher are recorded within Horsham in the 1330s; in 1338, 6000 crossbow arrows were bought at Horsham; in 1342 the town supplied part of a batch amassed by the sheriff of Kent; and in 1346 it provided 150 sheaves of arrows.⁴¹

These implications of long-distance trade links are supplemented by evidence of debts of Horsham men to London traders (1401 and 1433); two parish residents with the surname French in 1378; and natives of the Netherlands and Cologne living in the town in 1436.⁴²

Records of merchants and tradesmen are more numerous after 1300: a spicer in 1362; drapers in 1433 and 1474; a chapman in 1438; and a cloth merchant in 1456. Surnames recorded in the town before 1350 include Marchant, Chaloner (dealer in blankets), Baker, Cooper, Glover, Turner, Salter and Skinner.⁴³

There is a specific reference to a shop in 1307,⁴⁴ but the only indication of retail zoning is in the name Butcher's Row, the former name of Middle Street. Although not recorded till 1727 this may well have originated earlier, probably in the late medieval period.⁴⁵

The July fair, and Wednesday and Saturday markets continued through this period, with an additional Monday market and two more fairs (week before Whitsun, and November) granted in 1449 to the archbishop of Canterbury in Bishopric.⁴⁶ Extra-mural markets were often the basis for suburbs in medieval towns, and it may be that Bishopric's origins lie in the regularization of an existing (unofficial and toll-free) market.⁴⁷

3.2.2 Church

The later medieval history of the church (recorded as dedicated to St Mary the Virgin from 1423⁴⁸) is largely one of the creation of chantries and brotherhoods. The Holy Trinity chantry was founded by Walter Burgess in 1307, with its (surviving) chapel on the north side of church originally only accessible from north porch. Butler's chantry was founded in 1444, probably occupying the north chancel (or Roffey) chapel. The brotherhood of St John the Baptist was founded in 1457, and comprised master, four wardens and both male and female members. It had its altar in St Mary's church in the south chancel chapel. This may have been identical with the brotherhood of St Anne recorded from 1514. A brotherhood of Our Lady and St John was the object a bequest in 1497. It is likely that the clergy of the various chantries and brotherhoods assisted the vicar, since at their subsequent dissolution the vicar was unable to serve the large parish alone.⁴⁹

3.2.3 Urban institutions

Horsham has a long jurisdictional history, but there is no clear evidence that the medieval borough court, the county court (held in the town in 1316, 1319, 1331 and 1334) and assizes (held in the town in 1307, 1315 and 1344) used a dedicated building. There was no medieval county gaol in Horsham, and prisoners were delivered to Guildford gaol.⁵⁰

3.3 The town c.1500-1800

3.3.1 Economic history

The growth of Horsham continued and its population almost tripled from 1500-1800. The 107 tax payers (plus those of Bishopric) of 1524 (giving a population of c.500), were succeeded by c.165 hearth-tax payers in the borough and possibly an additional 30 in Bishopric in 1664. By 1801, there was an urban population of 1,539.⁵¹



Fig. 4. The former Red Lion (8 Carfax): a 16th-century timber-framed inn concealed behind the present frontage.

It is evident during this period that Horsham was the key town for travellers crossing the Weald, with the route from London to Shoreham and Brighton going via Dorking, Horsham and Steyning.⁵² There was an inn on the corner of West Street and the market place called the Red Lion in 1598.⁵³ This had 24 rooms in 1611 and could accommodate over 30 guests. The Red Lion was superseded by the King's Head, recorded in 1665 and arguably purpose built.⁵⁴ From the 17th century onwards the King's Head and the Anchor (recorded from 1611, in Market Square east of the town hall) were the principal inns.⁵⁵

In 1686 Horsham had 365 stables, which was substantially more than the next largest provider

in Sussex (Chichester, with 221) and, with 83 guest beds, the town offered almost the same quantity of accommodation as the largest provider (Chichester, with 84 beds).⁵⁶

The number of turnpike roads leading to and from Horsham reflects just how pivotal the town was at this time and, more prosaically, the need for improvement to the notoriously difficult roads through intractable Wealden clays. One of the lesser routes to London (that via Warnham and Dorking, now the modern A24) supplanted the others when the road was turnpiked under an act of 1755. The southern continuation of this from Horsham to Steyning and Upper Beeding, via Southwater and West Grinstead, was turnpiked in 1764/5. At same time the north-south routes through Denne Park were closed for horse or wagon traffic. In the late 18th the turnpike was an alternative route from London to Brighton, and the main route to Worthing and Littlehampton until opening of the direct Worthing turnpike, south of West Grinstead, in 1804. The road from Horsham to Mannings Heath and to Crabtree in Lower Beeding was turnpiked (and seemingly realigned in the New Town area of Horsham) as another route to Brighton in 1792, and the Horsham to Colgate, Pease Pottage and East Grinstead road was turnpiked in 1771, providing better access to Crawley.⁵⁷

Within the town, the period saw the expected range of trades of a medium-sized market town. These included specialized trades, such as that of armourer, by the 16th century. The main industries in the 17th and 18th centuries were brewing and tanning. By 1790s brewing had consolidated to the point that there were only two breweries – Rawlinsons (on the west side of Worthing Road) and the Fountain brewery in Carfax. Tanneries were located throughout most of the period near Tan Bridge, as they had been in 15th century. However, main focus of the industry shifted in the 18th century to the common east of the town. The 'lower tanyard' south of Brighton Road existed by 1719 and the 'upper tanyard' north of the road existed by 1787.⁵⁸ Tanyards supported leather crafts and these (shoemakers, saddlers, glovers etc.) were the most important in the borough in 17th century and later: 15% of male heads of households were engaged in such crafts in 1664.⁵⁹

Some evidence of economic zoning is discernible in this period, with tax lists showing that South Street and Causeway were the wealthiest areas in the 16th and 17th centuries. By 1770 Causeway had its avenue of trees and fashionable status. The suburb of Bishopric was also a wealthy area during this period, though it declined in the 18th century and, by c.1800 had

become the roughest quarter of the town. By contrast, North Street emerged as the 2nd wealthiest area in the 18th century, no doubt influenced by Horsham Park house.⁶⁰

3.3.2 Church and religion

This period began with the drama of Henry VIII's Dissolution of the Monasteries. Its impact on the chantries and brotherhood was immediate and terminal. Holy Trinity chantry was dissolved c.1541 and Butler's chantry was dissolved in 1544. The brotherhood of St John the Baptist is last recorded in 1520, and the brotherhood of St Anne (possibly the same) was recorded from 1514, and dissolved in 1549, although its brotherhood house in North Street still survived in 1622.⁶¹

Horsham had a significant number of Roman Catholic recusants. There were 30 recorded in the parish in 1676, and 22 listed in 1767. A Catholic priest at Horsham is mentioned c.1690.⁶²



Fig. 5. Baptist (Unitarian) chapel, Worthing Road (1719).

Protestant nonconformism flourished in Horsham in the 17th and 18th centuries. Although there is no evidence that George Fox founded the Quakers at Horsham in 1655,⁶³ Quakerism was first preached in Sussex in the town that year.⁶⁴ Quakerism thereafter flourished in Horsham in the renewed conformism of the Restoration (1660) and, especially, the Act of Uniformity (1662) with its Revised Book of Common Prayer. Following the Toleration Act (1689), the growing group of Quakers built a meeting house in Worthing Road in 1693. This was replaced in 1785-6 by a new one set further back from street on the same plot (not the present building).⁶⁵

Baptists were in Horsham possibly from 1669, initially meeting in private houses. The surviving

chapel and burial ground on west side of Worthing Road was registered in 1719. Methodists are recorded in Horsham from 1776, but had no purpose-built chapel until the 19th century.⁶⁶

3.3.3 Urban institutions

The town hall, or market house, is recorded in 1648, but is likely to have existed at an earlier date. A new building was begun before 1721, with an open arcade on the ground floor. The town hall was used for diverse functions: for county quarter sessions occasionally held at Horsham in the late 16th and early 17th centuries, and for western division only sessions from 1696 (including nearly all summer sessions from 1722-1939); for the assizes (sporadically in the 16th century, more regularly in the 17th and 18th centuries); for the borough courts (though these also used inns); as a meeting place from the mid 18th century; for plays in the late 18th century (although there is a reference to an unidentified theatre in 1792 and 1801); and as a butter and poultry market.⁶⁷

Sussex, so long without a county gaol gained one at Lewes in the 1490s then another at Horsham by 1541.⁶⁸ Initially occupying private houses, first on the west side of North Street, then (c.1600) moving to a house on the corner of North Street and Carfax, and moving again (1640/1) to the site of 15 Carfax (now the Post Office). In 1774 the conditions in the gaol were criticized by the penal reformer John Howard, and a new purpose-built prison was begun the following year on the north side of East Street (a site now partly under the railway).⁶⁹

Horsham's free grammar school (Collyer's) was founded in 1533 by Richard Collyer, citizen and mercer of London, and native of Horsham. A schoolhouse near St Mary's was acquired in 1540.⁷⁰

In 1727 the parish acquired a workhouse, by purchasing and converting almshouses in Normandy already functioning as a poorhouse or workhouse in the 17th century.⁷¹

Like many Sussex towns, Horsham's size attracted military usage, albeit limited and transitory. In 1586 the town was made a place for keeping military stores and at the end of the period (1796), barracks were built on the east side of Worthing Road, to the south-west of the town.⁷² These were built as part of the short-lived defensive response to threat engendered by French Revolutionary and Napoleonic wars. Soldiers at Horsham were housed in nine wooden two-storey buildings.⁷³

3.4 Expansion: c.1800-2004

3.4.1 Economic history

Horsham's growth continued after 1800, with the population rising from 1,539 in 1801 to 10,781 in 1901. Population growth in 1801-51 was faster than anywhere else in Sussex excepting the coastal towns.⁷⁴ In the late 20th century Horsham's growth has been outstripped by nearby Crawley New Town, but has remained impressive. During 1951-2001 the population more than doubled to c.44,000.⁷⁵ This expansion has been largely on the north and east sides of the town over what, until enclosure in 1812-13, had been the open land of the common.⁷⁶

Although socio-economic changes since 1800 make comparisons difficult, the rate of growth in Horsham certainly means that it has not seen the comparative stagnation and loss of rank experienced by many of the other medieval market towns of inland Sussex.



Fig. 6. The Old Stout House, 29 Carfax: the King & Barnes pub façade hides a 16th-century timber-framed building.

The main industries of tanning and brewing of the previous period continued into the 20th century. The 'lower tanyard' closed 1832-c.1844; but the 'upper tanyard' survived until c.1911. An additional tanyard on same stream, but further

north beyond Depot Road, was recorded in 1831, and closed between 1844 and 1876. Meanwhile, the Fountain (Carfax) and Rawlinson's (Worthing Road) breweries came to be operated by Henry Michell in 1834 and 1841, respectively, were bought by Rock brewery of Brighton in 1911, and stopped brewing in 1912. Two other breweries had been bought in North Parade and modern Queen Street in the 1860s and 1870s by separate companies who then merged in 1906 to become King & Barnes Ltd. After 1912 their brewery in Bishopric was the only one in the town,⁷⁷ and it closed in 1999.⁷⁸

Retail trades and services expanded in the 19th and 20th centuries, with a decreasing relationship with agriculture. In the early 20th century building and related trades were the largest employers.⁷⁹ Horsham's numerous brickyards of the 19th and 20th centuries supplied this building trade, closely allied to the expansion of the town itself, but also responded to the opportunities of the railway (opened 1848). For example, Henry Michell (the brewer) supplied 500,000 bricks to Sydenham in 1852 for the relocation of the Crystal Palace. His brickworks was next to the railway, on the site of the gaol (see below), and there were other brickworks within the EUS study area on the east side of Hurst Road (Lambbottom brickworks), and several around the Depot Road/Foundry Lane area.⁸⁰

Engineering and manufacturing became a significant part of the economy in the 19th and 20th centuries. For example, an iron foundry and engineering business in Foundry Lane operated from the late 19th century to 1980 (Lintott Engineering Ltd); CIBA off Parsonage Road (from 1937) manufacturing medical and chemical products; and expansion of small light engineering firms on the industrial estates east and west of King's Road provided after c.1946.⁸¹

Transport links have proved central to much of Horsham's development. The 18th-century process of road improvement through turnpiking continued with the Horsham to Guildford road turnpiked in 1809; the road from Broadbridge Heath to Billingshurst turnpiked and made more direct by an act of 1811 (giving better access to Petworth and Arundel); and the Horsham to Crawley road, via Roffey, turnpiked in 1823.⁸² Improvements to the Adur and Arun rivers in the late 18th and 19th century allowed heavy goods to reach the town more easily (section 2.3.1), but it was the arrival of multiple railway connections (section 2.3.3) that allowed Horsham to compete with other towns between the mid-19th and mid-20th centuries. The decline of the railways in the 20th century simply restored Horsham's position as road centre and, as a result, major

modifications have been made to the road network within and around the town since the 1960s (section 2.3.2).



Fig. 7. Bishopric from Albion Way (the inner ring road). Road traffic and redevelopment in modern Horsham reflect the continuing economic success of the town.

Economic zoning has become still more evident, with clearly defined industrial zones north and north-east of the station and, on a smaller scale, at North Heath Estate; and commercial and local authority offices centred on North Street (most notably the Sun Alliance Insurance Group, with headquarters in the town since 1964). Creation of a shopping centre between West Street and Carfax in 1976 (and subsequent renewal), coupled with provision of multi-storey car-parking (easily accessed from the inner ring road) and provision of town centre supermarkets, has maintained the retail focus of the town within the historic centre.

3.4.2 Church and religion

St Mary's church has remained intact as an institution throughout this period, and saw a major restoration in 1864-5.⁸³ The vicarage was demolished in 1840, and the land absorbed in

the churchyard, with the present vicarage then built to the north.⁸⁴

The increasing population required additional provision of Anglican churches. St Mark's, North Street, opened in 1841, flanked by boys' and girls' National schools. This was largely rebuilt c.1870, with a tower and spire being added. The church closed 1936, to help provide for a new church in Cambridge Road on the east side of town, where a site had been bought in 1899: St Leonard's church opened here in 1939. St Mark's reopened in 1949, but has since been demolished except for the tower and spire, with the site now largely occupied by a commercial office building. In the north-east suburb of Roffey, the church of All Saints was built in 1878 and a parish created at the same time. A year later the Holy Trinity iron mission room was opened to serve the expanding population of area north of Springfield Park. This was replaced in 1900 by a new church of red brick just to the east, and the iron mission room was moved to Broadbridge Heath in 1904. Five other mission rooms had been built around parish by 1895: Bishopric (ceased by 1930s), Denne Road, Barrington Road, New Town (ceased by 1930s), Tower Hill (ceased by 1930s). A parish room and library opened in the Causeway in 1888.⁸⁵

Provision for Roman Catholics was made c.1820 by re-use of a building owned by the Duke of Norfolk on east side of Springfield Road (just north of Bishopric), and a new church was built in front of this in 1865.⁸⁶



Fig. 8. London Road: Methodist church (rebuilt 1883) with Brunswick Place (1835) beyond.

Protestant nonconformism continued to thrive in the 19th century, and survives today. The Quaker meeting house in Worthing Road was rebuilt in

1834, and both it and the nearby Baptist chapel remain in use, the latter styled a Unitarian chapel since the late 19th century. Other Baptist chapels were built in New Street in 1834 (Reheboth Baptist); Park Terrace East c.1857 (Jireh Strict Baptist – closed mid-20th century); Brighton Road in 1896; and Oakhill Road in 1903. An Independent (or Congregationalist) church was founded in 1800, with its first purpose-built chapel built in Springfield Road in 1814 (now styled a United Reformed Church). Horsham has had Wesleyan Methodists since the late 18th century, but their first chapel was built on London Road in 1832. The Plymouth Brethren chapel in Denne Road was built in 1863. Other minor denominations include the Salvation Army (registered in 1887 and from 1969 in the citadel in Barttelot Road), and the non-sectarian Railway Mission chapel in Oakhill Road (by 1896).⁸⁷

3.4.3 Urban institutions



Fig. 9. Town hall: north façade of 1812.

During the 19th and 20th centuries Horsham has seen the development of a wide range of social and public functions that did not exist previously. The detail of these is beyond the scope of this brief account, but the salient institutions are included.

The town hall was too small and in poor condition by the early 19th century, and was enlarged c.1812 with addition of new north façade in Norman style, battlemented and turreted. By 1830 this too had become dangerous, leading to the departure of the court of assizes and, in 1866, the temporary abandonment of Horsham by the quarter sessions too. As a result of the latter the town hall was repaired, and then, in 1888, rebuilt, with only the north façade kept – and even this was heightened. It was used for quarter sessions until 1939 (having shared with Chichester until the latter's new courthouse opened in 1940) and as a law court till 1974, when new law courts opened in Hurst Road. After establishment of West Sussex as an administrative county in 1889, Horsham was for a time joint county town with Chichester, and, accordingly, county council meetings were held in the town hall from 1890. This came to an end in 1916, when the council bought premises in Chichester and it became sole county town.⁸⁸

The town's administration had declined in the 18th century, and the borough finally came to an end in 1835. A local board of health was established in 1875, under the Local Government Act of 1858 and, by 1887, this utilized the town hall for its offices. This was succeeded in 1894 by the urban district council, which also had offices in Market Square, before purchasing Horsham Park house (now simply Park House) in 1928. This became the office of Horsham District Council in 1974 when it succeeded the urban district council and the rural districts of Horsham and Chanctonbury.⁸⁹

The late 18th-century county gaol was enlarged in 1819-20. Horsham's last hanging took place in front of it in 1844, but the gaol was closed in 1845, and demolished soon after. The first paid constable (1839) was followed by provision of a police station in Queen Street in 1846, and a subsidiary station in Crawley Road by 1874. A new police station was built in Barttelot Road in 1894, in turn replaced by that in Hurst Road in 1973. The pillory in Carfax (recorded from the 17th century) survived until the mid 19th century, and the stocks (variously located in Carfax and Market Square) survived until 1944.⁹⁰

Collyer's school had declined in the 18th century and had become downgraded to an elementary school by c.1800, this being legally confirmed in 1813. Although rebuilt in 1840, the school was not resurrected as a grammar school until 1889. The old school closed in 1890 and re-opened on its present site in its new form in 1893.⁹¹

The town's educational function was expanded with the creation of a National school (for boys and girls) in the Holy Trinity chantry chapel of Horsham church (1812). A National infants' school was built on glebe land on the west side Denne Road in 1831. Thereafter there are multiple relocations, openings and closures. Some of this was engendered by Horsham's new school board (1873) as they sought to deliver universal provision of elementary education (as required by the 1870 Education Act) to a rapidly expanding population, and, later, as a result of the 1944 Education Act.

This complexity has resulted in the following schools today: St Leonard's Infants School, Oxford Road (built 1915); Trafalgar Infants School, Victory Road (1949); Greenway School, Greenway (juniors: 1950); The Forest School, Comptons Lane (comprehensive: 1954); Millais School, Depot Road (comprehensive: 1958); St Mary's Primary School, Normandy (1960s); Littlehaven Infants School, Hawkesbourne Road (1962); North Holmes Junior School, Crawley Road (1965); Arunside Primary School, Blackbridge Lane (1967); St John's RC Primary School, Blackbridge Lane (1967); Heron Way Primary School, Heron Way (1968); Leechpool Primary School, Leechpool Lane (1972); St Robert Southwell RC First School, Lamb's Farm Road (1975); Chesworth Junior School, King's Road (1976); North Heath Primary School, North Heath Lane (by 1977); The Queen Elizabeth II Silver Jubilee School, Comptons Lane (school for handicapped children: 1977); and Holbrook Primary School, Holbrook School Lane (1992).⁹²

In 1835 Horsham parish became part of Horsham poor-law union. The parish workhouse continued to be used until the new union workhouse was built in Crawley Road in 1838-9. An infirmary with 65 beds was added to the workhouse in 1868. In 1948 this became the Forest mental hospital, but is now converted to residential use. St Mary's almshouses were founded in 1842, and used the former parish workhouse in Normandy.⁹³

A cottage hospital in Hurst Road was opened 1892, enlarged 1907 and 1923, extended thereafter, to include an eastern extension for geriatric patients (c.1980).⁹⁴

The increasing population was clearly too much for the restricted churchyard of the parish church and, as a result, Denne Road cemetery was consecrated in 1852. A secular cemetery followed at Roffey, opposite All Saints church, in 1880. In 1900 Hills cemetery, on the west side of the town became Horsham's main cemetery, and was extended in 1923 and 1956.⁹⁵

Sporting, cultural and entertainment facilities were a feature of the burgeoning town, and only a sample can be mentioned here. The cricket team had existed since 1772, and the modern cricket ground on the southern edge of the town was established in 1851 and enlarged in 1894. Horsham football club was formed in 1870, playing first at Springfield Park and then Horsham Park, but after 1909 moved to their present ground off Queen Street. The purchase of Horsham Park by the council in 1928 enabled the development of facilities for tennis, swimming and putting in the 1930s, and indoor sports were provided for by the opening of The Park sports centre on the edge of Horsham Park in 1975.⁹⁶

Horsham has a considerable history of circulating libraries, library societies, and parish libraries dating back to 1804. This culminated in the opening of a county council library in the town hall in 1925, with a branch in Carfax in 1928, and then in St Mark's church hall, North Street, from 1934-57. In 1957 in the first library purpose-built by the county council was opened near Horsham Park house, and the modern library is off Worthing Road.⁹⁷

As elsewhere, early cinemas in Horsham were small, with the Central picture hall in North Street (later, the Winter Garden theatre) opening in 1910 (closed 1936); the Carfax electric theatre (later, cinema) following in 1912 (converted to a theatre in 1935, later known as the Court Royal and finally the Royal, before closing in 1956); the Gem (flourished in the 1910s); and the Capitol theatre, built as theatre and cinema in 1923 (finally closed in 1983). The opening of two super-cinemas in North Street each seating over 1000 (the Odeon and the Ritz) in 1936 confirmed Horsham's status as a large modern town.⁹⁸

4 ARCHAEOLOGY

4.1 Origins: 10th-13th centuries (Map 5)

4.1.1 Buildings



Fig. 10. St Mary's church: 12th-century north door.

The earliest architectural evidence for Horsham is the parish church of St Mary. The west end only of the Romanesque church survives in the form of the western tower, the west wall and the western 8m of the north aisle wall. The few surviving details of local sandstone are robust and plain, comprising a west doorway, and a window and doorway in the north aisle wall. Both doorways are of two orders, the northern one with simple impost and hood mould, and the western with no impost, but a plain continuous chamfer on the inner order. This has a segmental rear arch. The tower arch to nave is another robust two-ordered arch, though here is pointed. Together, these features indicate a late 12th-century date. The early tower rises seemingly to full its height, with what may be a blocked 12th-century opening at the top of the east wall. The scale of the 12th-century church, however, is far from modest, for it had an

external width that, at a minimum of 18.3m (the tower arch is off-centre and could indicate a still wider nave), is just wider than the large 12th-century collegiate church at Steyning.

St Mary's church underwent a major rebuilding in the mid 13th century. Although these works have produced a consistent building distinguished by a nave and chancel that form a single space (on the basis of surviving wall shafts, possibly with a modest arch providing more separation than today), the arcades of the chancel are of c.1300. The north porch and the changes to the earlier tower (the belfry openings and the buttresses) date from this period.

Chennells Brook farmhouse, Rusper Road, is the only other pre-1300 building. While this important late 13th-century house, with its quasi-aisles and base-crucks, is one of the key historic buildings within the EUS study area, it lies 3km north-east of the medieval town.⁹⁹

4.1.2 Excavations

The lack of substantial archaeological investigations in Horsham means that evidence for the formative pre-1300 period comprises only a few sherds of pottery from controlled excavations, with no archaeological features identified. One residual sherd of apparent c.1200 date was discovered during a small excavation and partial excavation in 1975/6 at the rear of **Causeway House** (Horsham Museum), 9 Causeway.¹⁰⁰ Two residual sherds of Surrey white ware pottery were recovered from the **Bishops Move site** (Worthing Road), suggesting 13th or 14th-century activity in the area.¹⁰¹ A single sherd of late 13th or early 14th-century date was discovered during trial trenching at the **Manor House** (Causeway) in 2001.¹⁰²

Given that archaeological investigation against the south face of **St Mary's Church** in 2003 was limited to a watching brief, it is probably unwise to draw conclusions from the fact that no burials were dated earlier than the 15th century.¹⁰³

4.1.3 Topographic analysis (Map 6)

The absence of archaeological evidence has resulted in considerable ambiguity as to the chronology and topographical development of the town, although the location of historic buildings and the limited documentary records provide some indications. As a result recent analysis has focused on historic maps, though there are risks in using these as the principal basis for understanding the much earlier topography of the town.



Fig. 11. St Mary's church: nave looking south-west.

The earliest routeway identified in Horsham is the High Weald ridge-top route, possibly a major prehistoric trackway,¹⁰⁴ that reaches the town centre from the north-east through the former Horsham Common, along North Street. West of the town a possible prehistoric or Romano-British route appears to have continued along the line of Bishopric and the Guildford Road to Rowhook, where it met Stane Street (1st century AD) at the junction with a branch Roman road to the north-west, just north of the Roman roadside settlement at Alfoldean. It is possible that another contemporary route continued this line along East Street, Queen Street and St Leonard's Road, through Domesday Green and Bradburys to Handcross.¹⁰⁵ If so, Horsham would have been marked by a junction of major late prehistoric/Romano-British trackways, with obvious significance for its later development. Certainly the antiquity and importance of these three routeways is indicated by the fact that the earliest medieval routeways – which evidently derive from the network of strongly north-south oriented Anglo-Saxon droveways – appear to be secondary.

By the 12th century the north-south route had become the most important, linking Shoreham and Steyning to London. This appears to have utilized pre-existing droveways and, in the

Horsham area, passed through, or near, what are now Southwater Street and Denne Park before joining the High Weald ridge-top route at Carfax, following this along North Street before leaving this to Chennells Brook and Rusper.

There is broad, and wholly reasonable, agreement on the convenience of Horsham as a narrow crossing point of the River Arun for this north-south route, though less consensus as to the exact location of the crossing point. The antiquity of the church and the alignment of the Causeway and the market place beyond have suggested that the earliest crossing lay at the weir and footbridge 90m south-west of the church.¹⁰⁶ This has the merit of crossing a considerably narrower floodplain (70m) than at the bridge just to the east, at the foot of Denne Road (170m).¹⁰⁷ The location of the church suggests that – at least at the time of its founding – the north-south route was the pre-eminent route.¹⁰⁸

Alternatively and less convincingly, Denne Road/Park Road has been identified as the earliest north-south route, with the river crossing at Denne (or Cobbets) Bridge, and the route continuing southwards to the form the hollow way curving up to Denne Park. To the north of the river, this route would have formed a crossroads with East Street, this, so the

argument goes, forming ‘an early nucleating force’.¹⁰⁹

The 1611 survey is perhaps the most useful map for the study of medieval Horsham, for it shows the location of burgages – on Causeway (then South Street), Carfax (Scarfolkes), London Road (also Scarfolkes), North Street, and Denne Road/Park Street (confusingly then called ‘East Street or the Back Lane’).

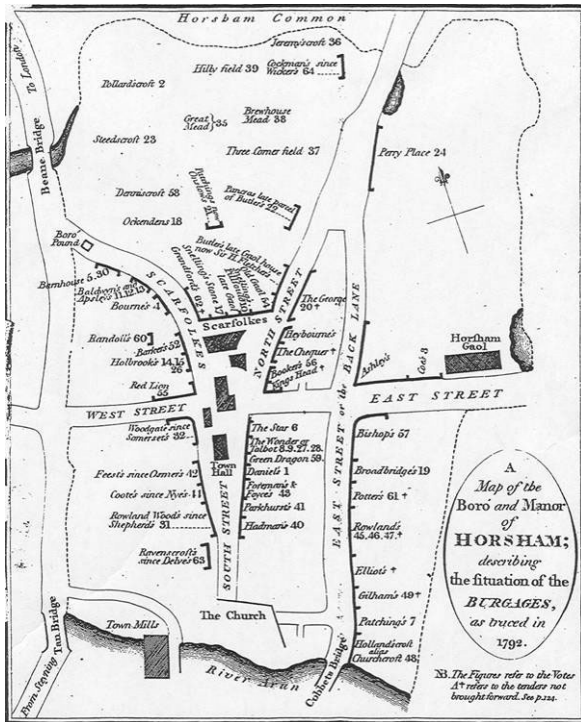


Fig. 12. Survey of the borough (1611) as traced in 1792.

The lack of burgages within the market place supports the interpretation that permanent buildings there encroached onto an open space. The absence of burgages on the west side of Denne Road/Park Street appears equally significant. Rather than implying a gap in the foci of the early medieval settlement, as has been argued,¹¹⁰ this suggests that the burgages on the east side of the Causeway, Market Square and Carfax (South Street and North Street on the 1611 survey) extended so that the back of the plots reached Denne Road/Park Street because the latter, if it existed at all, was not a commercial street. This implies that the burgage plots on Denne Road/Park Street were secondary, representing a planned extension of the earlier town, and that Denne Bridge could be associated with this development.

The record of Horsham as a borough in 1235 and contemporary evidence of urban trades provide a date by which the town was established. Given that the 1292 record of 52 burgages matches later numbers, any secondary

expansion of the plots on Denne Road/Park Street is likely to have occurred by the late 13th century. A context for a shift of the main crossing point of the Arun from the church to Denne Bridge (and, presumably, creation of the street called Normandy to link the Causeway to Denne Road) is provided by the almost complete rebuilding of the church in the 13th century.

The origins of the burgages have been seen as contemporary with the building of the first church, but this has been based on an implausibly late date for the church,¹¹¹ which was evidently already substantial from the late 12th century. Hudson suggests that the church may predate any nucleated settlement, as elsewhere in the Weald.¹¹² Gardiner has examined development of such Wealden villages and towns, identifying examples where open areas or ‘focal places’ were established on major routeways, to which churches were attracted to serve the dispersed settlement so characteristic of the Weald, followed by the emergence of permanent nucleated settlements, or substitute towns (e.g. Mayfield, Wadhurst, Ticehurst, Wartling, Rotherfield and Heathfield). With the churches a secondary development, the open spaces must pre-date c.1100, by which date most of the Wealden churches had been founded.¹¹³ Perhaps significantly, the unplanned open places that preceded settlement at these trading centres were often triangular, with that at Rotherfield having a comparable funnel shape to that at Horsham and, at 575m x 180m, of even larger scale than the 420m x 135m of the Carfax and Causeway. A similar sequence (market place, then church, and, finally, nucleated settlement) is likely to account for the origins of Horsham. However, it is perhaps improbable (though by no means impossible) that such a large 12th-century church was constructed purely for a dispersed rural community, even for a large parish, and this could suggest that Horsham had acquired a proto-urban nucleated settlement by the late 1100s. Indeed, such a development might have provided the impetus for the building or, perhaps more likely, rebuilding of the church in the 12th century.

The likelihood of the pre-urban existence of an open space, or market place, runs counter to the current orthodoxy that the triangular market place itself is the principal evidence of early planning,¹¹⁴ and raises the question as to the degree of seigniorial involvement and planning. We have seen that such triangular market places can be associated with permissive, or unplanned, settlements (Wealden examples being Rotherfield, Wadhurst and Ticehurst), so the assumption that the Carfax is a planned

component set out by the de Braoses is suspect. The parallel arrangement of Denne Road and the Causeway is a more convincing sign of planning, as it reveals a consistent c.120m length to the burgage plots on the latter. Likewise, the borough boundary on the 1611 survey survived as an intact field boundary in 1844, parallel to Denne Road. This suggests the setting out of the burgages here to a regular c.180m length, the larger plot size being consistent with a later date as a deliberate ploy to attract occupation.

Elsewhere, the convergence of North Street and Park Street, and the mildly dog-legged form of London Road give the plan of Horsham an irregularity within which it is hard to determine evidence of planning. Indeed, it is ironic that the consistency of the plots of West Street (e.g. on the 1844 tithe map) should be one of the most regular features of the early town plan, as these plots appear to derive in part from the fine north-east to south-west subdivision of large north-west to south-east burgage plots, and partly from encroachment. At a finer level, considerable regularity in orientation and scale of the plots is evident on the tithe map, most notably between Causeway and Denne Road, but also on the west and north sides of Carfax. There is, however, an insufficient basis to attempt to reconstruct standard burgage plot widths, a process always fraught with risks.

4.1.4 Discussion of the origins of Horsham (Map 6)

The implications, therefore, are that there was creation or, at the very least, regularization of plots around an earlier triangular, or funnel-shaped, open space and radial routeways, with more fundamental planning, or re-planning, of the town in the Causeway and Denne Road area. This planned development probably dates from the later 12th or early 13th centuries, while the open area or 'focal place' is likely to substantially pre-date the 12th-century church and any associated nucleated, or proto-urban, settlement. The apparent secondary nature of the plots on Denne Road, the replacement of an earlier crossing by Denne Bridge, and the creation of Normandy, appear to represent early and planned modification of the town, presumably resulting from the continued seigneurial ambitions for development of the Horsham's economic potential in the 13th century. Such conclusions must remain tentative and speculative, and serve to emphasize the need for focused and sufficiently large-scale archaeological excavation in the centre of Horsham.

4.2 Later medieval town (Map 7)

4.2.1 Buildings

All except two (the church and Chennells Brook) of Horsham's 33 pre-1500 buildings date from the 14th or 15th centuries. 27 of these fall within the area of the contemporary borough and its built-up suburbs, with the others being isolated houses engulfed by post-medieval expansion of the town. Although survival rates from c.1500 cannot be as high as just under half the 'good stock' (i.e. excluding flimsy housing of the very poor), as has been argued,¹¹⁵ this surviving sample is substantial. The medieval houses are concentrated on the Causeway and Carfax, but are also found on West Street, North Street, East Street and at the east end of Bishopric. 12 additional houses of this period have been lost but have been recorded (either photographically or by measured survey), and show the same general distribution.¹¹⁶



Fig. 13. Flagstones, 24-6 Causeway: a medieval timber-framed house despite displaying a date of 1615.

Some of the later medieval buildings have distinctly urban features. Several of those on the west side of the Causeway abut, confirming the largely continuous nature of the street frontages. The former Red Lion, on the northern corner of

West Street and Carfax, has a (now well hidden) jettied first floor on both frontages, with a dragon beam.¹¹⁷ Still more urban is the unlisted house of mid-14th-century date at 30-4 East Street that has a five-bay continuous jetty, but is only one room deep.¹¹⁸ Similar houses survive at 29 Causeway (part of 'Minstrels')¹¹⁹ and 11 Middle Street,¹²⁰ the latter now dismantled and re-erected at the Weald & Downland Open Air Museum. A further example existed at 38-42 Bishopric until demolished in 1970.¹²¹ All these townhouses appear to have been rows of single-cell houses akin to Lady Row, Goodramgate, York, probably comprising small shops on the ground floor, with accommodation in the rooms above. As such they are comparable to the timber-framed, and typically quite separately occupied, commercial frontages of the more conventional 13th and 14th-century houses of the larger English towns,¹²² although there is no evidence of undercrofts below the shops in these, or other, Horsham buildings.



Fig. 14. 11-12 Causeway, showing the exposed 15th-century timber framing of the cross-wing.

The evidence from the late medieval townhouses is skewed, however, since insubstantial buildings are less likely to have survived, and the concentration of buildings in part reflects the post-medieval fortunes of the

town. For example, the lack of medieval buildings in parts of the historic core (e.g. much of the west and north sides of the Carfax, and North Street) results from later replacement and demolition.

The parish church saw only minor modifications during the late medieval period. The creation of the chantry of Holy Trinity in 1307 added a chapel to the north side of the north aisle, originally accessed via the porch and only now properly connected to the nave via a 19th-century arcade. The 15th century saw widespread replacement of windows including the east window (the current east window being a 19th-century restoration of this). A vestry was added to the north chancel aisle in the late 15th century.

4.2.2 Excavations

The later medieval expansion of Horsham and its dramatic rise in the hierarchy of Sussex towns is not matched by archaeological evidence, again due to the lack of excavations.

An archaeological evaluation on the former **King & Barnes brewery site** (to rear of 16 Bishopric) in 2002 located two 14th to 15th-century ditches at right-angles to the street. These were the earliest features located in the evaluation, and probably represent property boundaries.¹²³

An archaeological evaluation at the **King's Arms and 66-70 Bishopric** produced more limited evidence of medieval occupation, in the form of five sherds of late medieval pottery.¹²⁴

A trial excavation on the **Central Market site** (now Waitrose) recovered two sherds of late medieval pottery, but no medieval features.¹²⁵

An archaeological assessment at the motte-and-bailey castle or moated site at **Chennells Brook Farm** was unable to determine which type of monument the surviving earthworks represent, and the only medieval finds were 14th and 15th-century pottery. Although now absorbed by the northern suburbs of Horsham, the site lies over 3km north-east of the medieval town.¹²⁶

Fused glass and glass drops were found in a garden on the east side of the Causeway, perhaps suggesting a glassworks nearby.¹²⁷

The addition of a vestry to the south side of **St Mary's Church** in 2003 involved removal of a substantial area of deposits typically to the depth of the natural sandstone, and was accompanied by a watching brief. The earliest dated burials were of the 15th century.¹²⁸

4.2.3 Topography (Map 7)

The late medieval street layout of Horsham largely continued that established by 1300. The only major communications route remained that from Steyning and Shoreham to London. The northern part of this remained along North Street, then onwards via Rusper. Whatever the case for an initial crossing point near the church, the main route out of the town thereafter was over Denne (Cobbets) Bridge and through Denne Park, as indicated by the surviving deep hollow-way. The road presumably originally led west of Denne Park house and continued by way of Southwater Street or Easteds Farm. Another route south following the modern Brighton Road to Steyning via Nuthurst existed by 1463.¹²⁹

The north part of the modern Worthing Road (B2237) existed in this period since Tan Bridge is mentioned in 1426 and was apparently then of stone.¹³⁰



Fig. 15. Collett's Alley, alongside 5-6 Carfax.

Although it has become a commonplace that Horsham lacked the pressure on land of many other towns, the late medieval growth and rise in status can be expected to have had an impact on the earlier town centre. Evidence for this is considerable, and takes the form of encroachment into public space and subdivision of burgage plots. Most notably encroachment occurred within the previously open triangular market place, or Carfax/Market Square, in the

form of blocks or permanent tenements, separated by alleys and the more substantial Middle Street. 5/6 Carfax, and 36 Carfax (c.1400) are medieval, and to these can be added the lost buildings at 11 Middle Street (14th century; at the Weald & Downland Open Air Museum, Singleton) and 4 Middle Street.¹³¹

The most obvious context for the encroachment is the general intensification of town-centre commercial areas, and associated values, in the late 13th and early 14th centuries, and the architectural survivals, or recorded losses, are consistent with this. Although the postulated post-medieval continuation of this process of infilling the market place is possible,¹³² later buildings are more likely to represent replacement of encroachments that occurred before the mid-14th century.

Other medieval encroachment may have occurred on West Street and East Street, which are considerably narrower than their western and eastern continuations beyond the borough. However, neither street shows a narrowing nearer the commercial centre of the town (Carfax), as is evident where such a piecemeal process has occurred elsewhere (e.g. Watergate Street, Chester; and the Pentice, Winchester), and, thus, the narrowness of these streets is more likely to result from planned encroachment with the development of tenements along these streets partly out of pre-existing burgage plots facing Causeway/Carfax, or could simply reflect an early differentiation between street widths within the borough and within the suburbs (as seen, for example, in the contrast between The Strait/Steep Hill and the suburb of Wigford in 12th-century Lincoln).

4.3 The town c.1500-1800

4.3.1 Buildings

Horsham has 75 surviving buildings that date from between 1500 and 1800: 11 from the 16th century, 35 from the 17th century, and 29 from the 18th century.

All except four of the 16th and 17th-century buildings are timber framed. Several of the early 16th-century buildings have continuous jetties, and mark the demise of open halls. Multiple jetties again confirm urban design, with the obscured example at 11 Market Square (built 1611;¹³³ grade II) on a narrow building at right-angles to the street, reflecting the value of town-centre street frontages at this date.



Fig. 16. 6-13 Market Square.



Fig. 17. Horsham Park house: early 18th-century south-east front.

The 29 surviving 18th-century houses of Horsham are mostly of brick (13 with Horsham stone roofs), although Fivensgreen (Grade II) in North Heath Lane (i.e. 3km north of the contemporary town) is a late timber frame. Moreover, there are many apparently 18th-century houses, such as The Chantry, 27

Causeway, as earlier timber frames were re-fronted or remodelled.

Of the wholly new-built 18th-century houses within the town centre, The Manor House, Causeway, is one of the most extensive. Built in 1704, it comprises a double-pile brick building, with pediment, set slightly back from the street front with two large detached stable blocks that also survive: one now along Blackhorse Way (cut through the grounds in the late 20th century) and the other, with Diocletian windows, to the south in Causeway (now a chapel and church centre). Equally large and plain houses survive on the northern edge of the Georgian town, at Horsham Park house (rebuilt in the early 18th century) and Springfield Park (1750s).

The church underwent minor modifications during this period. The Jesus chapel south of the south chancel aisle was added c.1520 and, after c.1600, box pews and galleries began to proliferate in the church, leading to the construction of dormer windows in the south aisle.¹³⁴ Remarkably, the Unitarian (formerly Baptist) chapel of c.1719 survives on the west side of Worthing Road.

4.3.2 Topography (Maps 7-9)

Between 1500 and 1800 there was little change in the street plan of the town, but, rather, changes in the relative importance of routes to the town. The route over Tan Bridge had replaced that through Denne Park by 1724,¹³⁵ and may have done so considerably earlier. It is evident from the 1611 survey that Denne Road and Park Street, though equipped with burgages, were not part of the commercial centre (if, indeed, they ever had been). Moreover, the use of Friday Lane as an alternative name for East Street and Back Lane (now Denne Road and Park Street) from c.1548 suggests a small group of houses detached from the rest of the town.¹³⁶ This apparent decline is likely to have been linked to the shift of the main north-south route to Tan Bridge and Worthing Road, but the process could have been long drawn out.

This westwards shift was paralleled in the supplanting of the main route to London from North Street (thence to Rusper) by London Road (thence to Warnham and Dorking). The turnpiking of 1755 (Horsham's first: section 3.3.1) simply upgraded an existing route, however, since the location of the burgages in 1611 and, more significantly, the triangular form of the market place indicate that London Road marked a significant (albeit largely unrecorded) route from the earliest period of the town.



Fig. 18. The Chantry, 27 Causeway: the 18th-century façade hides the medieval timber frame (of a barn) behind.



Fig. 19. Causeway House (9 Causeway), home of Horsham Museum: c.1600 timber-frame frontage to medieval house behind, possibly representing post-medieval encroachment.

Several medieval houses with frontages of this later period are found on the east side of the Causeway as far north as 5 Market Square (demolished), and have been interpreted as encroachment of c.6m at this time.¹³⁷

The population growth during the period (especially during the 18th century) is reflected in rebuilding and infilling, but also by the expansion along the main routes to Horsham. This is seen

on the grand scale by new gentry houses at Horsham Park and Springfield Park, but more typical is the 18th-century ribbon development along Queen Street, London Road/North Parade, Bishopric and Worthing Road.

4.4 Expansion: c.1800-2004 (Maps 3 and 11)

4.4.1 Buildings and topography

With the population growing by a factor of almost 30 between 1800 and the present, it is inevitable that the buildings and streets of Horsham are predominantly of this period. The early to mid-19th century saw substantial infill west of the Carfax and north of West Street, and on the site of the gaol (demolished in 1845). However, the enclosure of Horsham common (1812-13) has shaped the expansion of the town to the east and north. Development on the common typically expanded outwards from the existing town (e.g. north of Queen Street) and along the existing main routes giving isolated suburban populations (e.g. along the Brighton Road, Crawley Road and London Road). New straight roads were set across the common for suburban development, but the area was vast and large parts (such as that south of Crawley Road) were not built on until the 20th century. In addition to such infill, the 20th century has seen even larger scale expansion of the town on agricultural land to the north of the former common, filling the area between the Dorking and Three Bridges railway lines, and now neatly contained by the northern bypass of the A264. To the west the 20th century also saw large areas of housing developed north and south of Guildford Road.

While a great stimulus to the growth of Horsham, the direct impact of the railway (1848) on the pre-existing historic core of the town was minimal, for the line skirted the east of the town and the station was placed to the north-east. Of greater significance, the replacement of older buildings in the town centre was already under way in the 19th century, with timber-framed townhouses giving way to larger residential and, especially, commercial buildings of brick and stone. Surviving examples include the Anchor Hotel, Market Square (1899), which replaced the earlier coaching inn complete with carriageway.

The revival of road traffic in the mid-20th century was less kind to the historic core as the inner ring road severed Bishopric, Springfield Road, London Road, North Street and Park Street, in between cutting swathes through medieval burgage plots. Associated town-centre redevelopment of multi-storey car parks,

shopping centres (Swan Walk, Piries Place), supermarkets, and office buildings, have also given much of the centre a late 20th-century character, sweeping away older buildings, historic plots, and minor intra-burgage plot lanes. Many of these changes have been captured by Horsham Photographic Society who in 1951 and 2000 systematically recorded the town.¹³⁸



Fig. 20. Richmond Terrace, Carfax, c.1845.

Substantial villas were part of the early 19th-century suburbs, with surviving examples at 63 London Road (c.1820), and an earlier example on the (partly residential) north side of Carfax (No. 13). Grand terraces were built at this time too, with surviving examples at Richmond Terrace along the northern side of Carfax itself (c.1845), and Brunswick Place on London Road (1835). Even more modest terraces could have some pretensions, such as the bowed façades of 1-5 Brighton Road (early to mid-19th century), although more substantial lengths of small terrace housing and closely spaced semi-detached housing were more typical later in the 19th century. Examples survive in the roads immediately east and west of the station (e.g. Station Road, Barrington Road, and Gladstone Road), north of East Street and Queen Street (e.g. west side of Park Terrace East, Barttelot Road, Norfolk Road, Wellington Road, and Victoria Street) and in what was still a detached suburb north of Springfield Park (e.g. Trafalgar Road and Victory Road). More spacious detached villas were built, however, as at Wimblehurst Road, begun at the end of the 19th

century north of the relocated and re-founded grammar school.

Rows of closely spaced semi-detached housing dominated the 20th century, as development of the common continued (e.g. north of Brighton Road at Oakhill Road and Clarence Road, and north of Springfield Park at the eastern ends of Kempshott Road and Swindon Road). After 1918 many of these were council houses (e.g. in the Oakhill area and north of Crawley Road), and this continued after the Second World War at the Spencer's farm and Needles estates. Much of the development was private, such as the pre-war mixture of detached and semi-detached housing in the then isolated suburb of Hillside and the Crescent. The post-1945 building of suburbs, which accounts for most of the buildings in Horsham, continued the earlier mix, but also brought an upsurge of bungalow construction and small-scale blocks of flats.



Fig. 21. The Anchor Hotel, Market Square (rebuilt 1899).

Public building is represented by the town hall of 1812 of which the north façade only survives (the rest is 1880); the neo-classical workhouse, now Ashdown Court, Crawley Road (1838); red brick Collyer's school (1892); the large number of primary and secondary schools (see section 3.4.3); the grouping of law courts, fire station, ambulance station and police station on Hurst Road (late 1960s and 1970s); and the hospital, Hurst Road (begun 1892, expanded during the 20th century).



Fig. 22. Late 19th-century housing, Barttelot Road.

Of the new churches and chapels several survive. The tower and spire of c.1870 from the redundant church of St Mark's church, North Street, was preserved in the midst of the Sun Alliance office block (like the remains of a Wren church in the post-Blitz City of London) when the rest of the church was demolished in 1989. The other Anglican churches built in this period remain in use (section 2.4.2). Many of the Roman Catholic and Protestant nonconformist churches (section 2.4.2) and chapels remain,

losses being to later replacement rather than redundancy. These re-buildings have seen the Roman Catholic chapel in Springfield Road (c.1820) and the purpose-built church in front of it (1865) replaced by the present church on the opposite side of the street (1919-23); the Brighton Road Baptist church (1896) replaced by the present one in 1923; the Congregationalist church in Springfield Road (1814) replaced by later ones in 1884 and 1981-3; and the Methodist church in London Road (1832), replaced by the present one in 1883.

Industrial buildings have been more prone to replacement and redundancy, with loss of the buildings next to the station and off Foundry Lane. Even the 19th-century station building itself and the signal box were replaced when the line was electrified in 1938, although the new buildings are amongst the most distinctive surviving examples of pre-war architecture in the town. Of similar date and confident modernist design is the CIBA laboratory off Parsonage Road (1939). The 1867-8 rebuilding of Provender, or Town, Mill survives,¹³⁹ as does Prewett's Mill at Tan Bridge (1861): both have been converted to offices. The prefabricated cast-iron tanyard building at the 'upper tanyard' north of Brighton Road, was dismantled in 1982 and has been re-erected at the Chalk Pits Museum, Amberley, West Sussex.¹⁴⁰

Earlier evidence of entertainment in Horsham is found in the art deco former Ritz/ABC cinema of 1936 in North Street, which was converted to an arts centre in 1984. The bandstand in Carfax dates from 1892.



Fig. 23. 6 Middle Street; modernism of the later 20th century in the historic town centre.

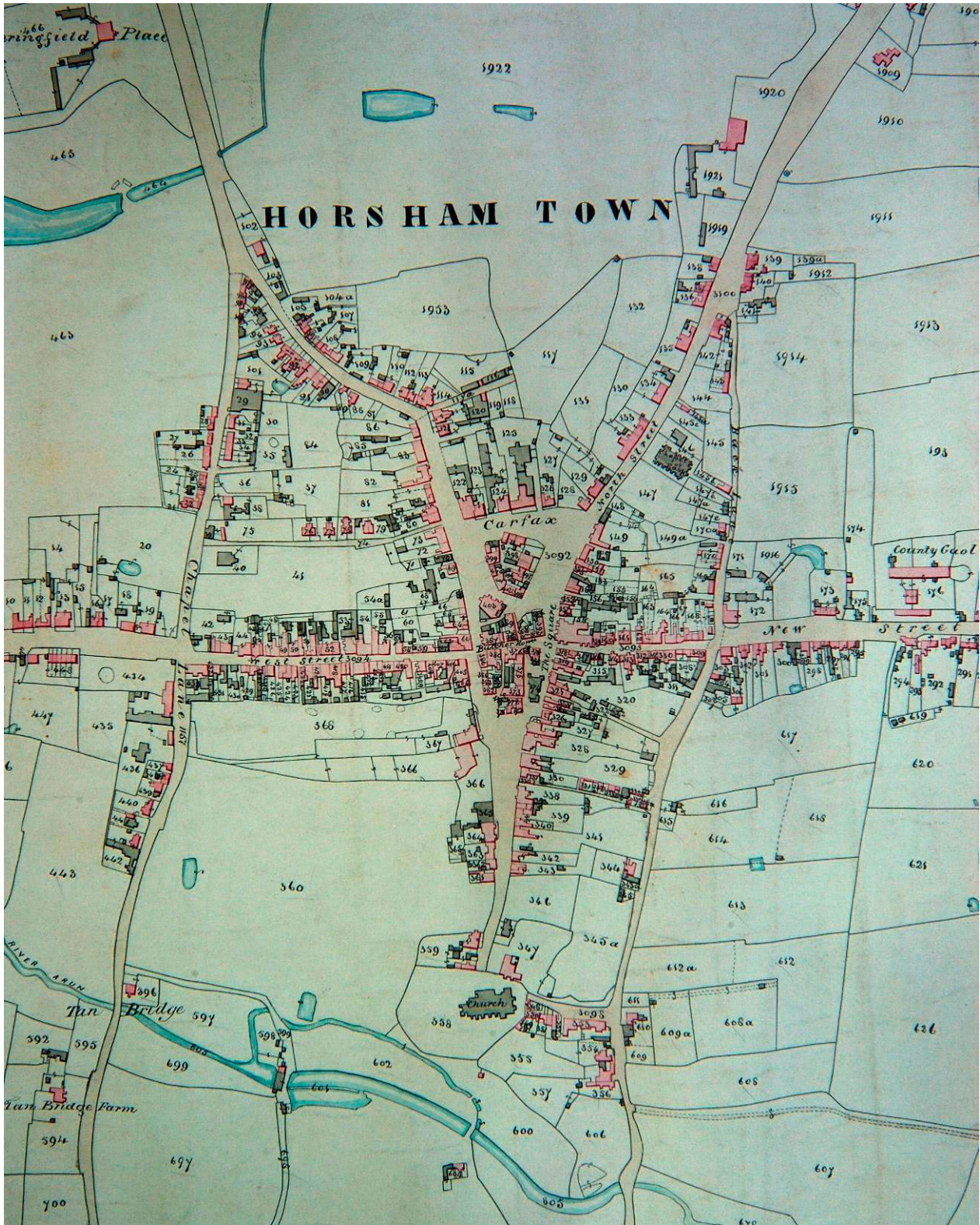


Fig. 24. Horsham tithe map, 1844 (copy in West Sussex Record Office).

5 STATEMENT OF HISTORIC URBAN CHARACTER

5.1 Town summary

5.1.1 Historic environment overview

The continuing economic growth of Horsham has had considerable impact on its historic fabric: the 19th and 20th centuries have both added to and destroyed much of the earlier town. In this context, the Causeway stands out all the more as a remarkable street of medieval and post-medieval buildings. Many of the other pre-c.1800 historic buildings survive in the midst of later 20th-century development that has removed most of the burgage and other historic plots. Less visible is the archaeological evidence of the earlier town, whose origins lie in the market place and the 12th-century (or earlier) foundation of the church. The potential of this archaeology has yet to be realized and it is diminishing resource.

5.1.2 Historic environment designations (Map 4)

There are 131 listed buildings in the EUS study area (one Grade I, six Grade II*, and 125 Grade II). Of these, 28 predate 1500; seven are 16th century; 31 are 17th century; 29 are 18th century; 28 are early 19th century; seven are later 19th century; and two are 20th century.¹⁴¹

There are an additional 13 important historic buildings recognized in this assessment that have not been listed. Remarkably these are all timber-framed townhouses, five of which are pre-1500, four are 16th century, and four are 17th century.

The earthworks of the early post-Conquest motte-and-bailey castle, or, perhaps, later medieval moated site, at Chennells Brook, Rusper Road, is the one Scheduled Monument in the study area. Horsham also has a Conservation Area.

5.1.3 Historic building materials

With the exception of the church (largely of local sandstone from the Upper Tunbridge Wells Sand Formation), all the pre-1600 buildings are timber framed. Likewise the 17th century is dominated by timber framing, although there are two instances of stone construction and one of brick. From 1700, brick is the dominant building material, although stone is used for four estate,

or similar, walls, and there is one late example of timber framing (18th-century Fivensgreen, North Heath Lane). Clay tiles are used for tile-hanging (10 examples) and roofs. Horsham Stone is a flaggy sandstone used for roofing (38 examples, all of these on pre-1800 buildings). 15 buildings have weatherboarding, all except one of pre-1800 date.

5.2 Historic Character Types

5.2.1 Historic Character Types and chronology (Maps 5-11)

Historic Character Types (HCTs) for Sussex EUS
Lane/road [includes all historic routes]
Major road scheme [modern ring roads, motorways etc.]
Bridge/causeway
Regular burgage plots
Irregular historic plots [i.e. pre-1800]
Proto-urban
Vacant [reverted from built-up to fields etc.]
Market place
Church/churchyard [i.e. parish]
Cemetery
Religious house [abbey, priory, convent etc.]
Great house
Castle
Town defences
Other fortification
Barracks
School/college
Public
Farmstead/barn
Mill
Suburb [estates and individual houses]
Retail and commercial [i.e. post-1800]
Extractive industry [e.g. sand pit, brickfield]
Heavy industry [e.g. steel or automotive industry]
Light industry [e.g. industrial estates]
Utility
Quay/wharf [inc. boatyards]
Harbour/marina/dock
Station, sidings and track
Inland water
Orchard
Market garden [inc. nursery]
Allotments
Race course
Sports field [inc. stadia, courts, centres etc.]
Park
Informal parkland [e.g. small civic areas, large grounds]
Seafront [piers, promenades etc.]
Beach/cliffs

Table 1. Sussex EUS Historic Character Types.

Historic Character Types have been developed in the Sussex EUS to describe areas of common character by reference to generic types found across all 41 towns. Historic function is often the key determinant of character type, hence the term ‘Historic Character Types’ and the time-depth implicit in many of the types in Table 1 (e.g. *regular burgage plots*). The types also reflect the character of these towns, and, thus, they are different from those that would be applied nationally or to another county.

The Historic Character Types have been mapped to areas within the towns (polygons in the Geographical Information System that underpins the Sussex EUS). Whilst character type can prove consistent throughout a large area (for example, across a late 20th-century housing estate), different historic use of part of that area has been used as a basis for subdivision. This is to allow the application of the types in Table 1 to the mapped polygons throughout the 15 periods of the **EUS chronology** (Table 2). This means that for any area within the town, or mapped polygon on the Geographical Information System, both the present Historic Character Type and the past land use(s) are defined.

This approach gives time-depth to the map-based character component of the Sussex EUS, and is structured to take account of both upstanding and buried physical evidence of the past. It enables the generation of maps (e.g. Maps 6-13) showing the changing land use of the urban area throughout the history of each town, and, through use of the Geographical Information System developed as part of this assessment, for simple interrogation of any area in the town to show all its known past land uses.

Period	Date
Period 1	500,000BC-AD42
Period 2	43-409
Period 3	410-949
Period 4	950-1065
Period 5	1066-1149
Period 6	1150-1349
Period 7	1350-1499
Period 8	1500-1599
Period 9	1600-1699
Period 10	1700-1799
Period 11	1800-1840
Period 12	1841-1880
Period 13	1881-1913
Period 14	1914-1945
Period 15	1946-present

Table 2. Sussex EUS chronology.

5.2.2 Historic Character Types in Horsham (Maps 10 and 11)

Although Historic Character Types represent county-wide types, modern Horsham is characterized by its particular concentration of some types and the comparative rarity, or absence, of others. For example, the identification of large areas of *regular burgage plots* reflects the early importance of the town and the survival of medieval buildings and plot boundaries. The considerable extent of *irregular historic plots* reflects the survival of areas that saw later medieval abandonment and post-medieval (especially 18th-century) reorganization and expansion.

5.3 Historic Urban Character Areas (Maps 12 and 13)

5.3.1 Defining Historic Urban Character Areas (HUCAs)

Whereas Historic Character Types have been applied to areas of the Sussex towns with consistent visible character and historical development – and are mapped across the whole history for each town – **Historic Urban Character Areas (HUCAs)** represent meaningful areas of the modern town. Although similar areas are found in many towns, HUCAs are unique, can include components of different history and antiquity, and usually represent amalgamation of several Historic Character Types.

Thus, HUCA 1 in Horsham combines five Historic Character Types that represent *regular burgage plots* and *church/churchyard* dating from Period 6 (i.e. 1150-1349); *irregular historic plots* dating from Period 6 (1150-1349) and Period 10 (18th century); and small areas described as *suburb* and *public* dating from Period 13 (1881-1913). Combining this complexity into a single HUCA called *Causeway* reflects the largely coherent character of the area today. This coherence renders HUCAs suitable spatial units for describing the historic environment of the EUS towns, for assessing their **archaeological potential, Historic Environment Value** and for linking to **research questions**.

Some components of the towns are not included as HUCAs: roads (other than those that were built as part of a particular development) and waterways (other than ponds or lakes with known origins) are kept separate as they frequently antedate surviving buildings or the known urban activity.

5.3.2 Archaeological potential

Whilst the nature and extent of areas to which Historic Character Types have been applied is closely related to the survival of buried archaeology, this assessment considers the archaeological potential at the larger scale of the HUCAs. The reasons are twofold: first, the typically smaller scale of areas of common Historic Character Type could misleadingly imply that high, or even low, archaeological potential is precisely confined, or that archaeological value is exactly coterminous with the edge of specific features (standing or buried); and, second, most Sussex towns have had insufficient archaeological investigation to support this precision. For this reason, too, there is no grading or ranking of archaeological potential. Rather, the summary of archaeological potential is used to inform the overall (graded) assessment of **Historic Environment Value** of each HUCA (see below).

When considering the archaeological potential of the towns, it is important to recognize that archaeology often survives 19th and 20th-century development and that it is misleading to assume complete destruction. Also, whilst pre-urban archaeology (such as the prehistoric and Romano-British finds located in Horsham) tells us little about the towns themselves, it contributes to wider archaeological research.

In assessing the likelihood of buried archaeology within areas in the towns there has been consideration of the potential for archaeology 'buried', or hidden, within later buildings and structures, as well as that for below-ground features.

5.3.3 Historic Environment Value (Map 14)

The **Historic Environment Value (HEV)** of each HUCA is assessed here, and expressed as a value from 1 (low) to 5 (high). Such values are iniquitous to some and always subjective, but here provide a necessary means of consistently and intelligently differentiating (for the purposes of conservation) the upstanding fabric, boundaries and archaeology that form the historic urban environment. The Historic Environment Value (HEV) of each HUCA is based on assessment of:

- Townscape rarity
- Time-depth or antiquity
- Completeness.

Lesser additional considerations in the assessment comprise:

- Visibility
- Historic association.

The full methodology for assessing Historic Environment Value forms part of the annexe to the historic environment management guidance for Horsham District.

5.3.4 Vulnerability

The vulnerability of each HUCA is also considered, although many future threats cannot be anticipated. These brief analyses mean that this Statement of Historic Urban Character can be used to focus conservation guidance.

5.3.5 Research questions

Where relevant, reference is made to questions in the **Research Framework** for Horsham (below, section 6). This referencing links these key questions to specific HUCAs, helping ensure that any investigation of the historic environment (such as that as a condition of development, under PPG15 or PPG16) is properly focused.

5.3.6 Horsham's Historic Urban Character Areas (Maps 12 and 13)

The following assessments of the Historic Urban Character Areas (HUCAs) of Horsham commence with those that make up the historic core. Inevitably, these assessments are more extensive than those that relate to recent expansion of the town.

HUCA 1 Causeway (HEV 5)

HUCA 1 is in the centre of the 12th/13th-century town, and immediately south of the modern commercial centre.

Today the area has a largely continuously built-up street frontage leading to, and including, the parish church. There are 26 listed buildings (23 Grade II, two Grade II* and one Grade I), of which 11 are Period 7 (1350-1499), seven are Period 9 (17th century), and five are Period 10 (18th century). The unbroken run of medieval and post-medieval timber-framed buildings on the east side of the street, extending from 6 Market Square to 20 Causeway, is particularly remarkable. This includes Causeway House (9 Causeway, home of Horsham Museum; Grade II*), a 15th-century house (which had a two-bay open hall) with a front range added c.1600. This is just one of 18 timber-framed buildings in the HUCA. Other key historic building materials include Horsham stone roofs (12 buildings) and use of weatherboard and tile-hanging. The parish church of St Mary (Grade I) lies at the

southern end of the HUCA and dates from the 12th century (tower and west end of what was already a large nave). It was largely rebuilt in the 13th century, and is of local sandstone. The Manor House (Grade II*) is a large 18th-century house with detached stables to the south (and to the north, outside this HUCA).

Burgage plots are evident on the east side of the Causeway/Market Square, but are poorly defined on the west side even south of the Manor House.

The reasonable survival of medieval plots (and the buildings thereon) and the potential for 12th century and earlier archaeology means that **archaeological potential** of nearly all this HUCA is high.

The rarity of the survival and condition of plots and, especially, the late medieval and post-medieval buildings; the completeness of historic street-front; the visibility of the historic fabric; and the archaeological potential give this HUCA the very highest **Historic Environment Value (HEV)** of 5.

This HUCA has seen no significant recent change, and with little commercial or public use, the listing of nearly all its buildings, and with one of the key buildings (Causeway House) used as museum for over 60 years, the **vulnerability** is low. The biggest change has been the creation of a car park off Talbot Lane (late 20th century), and this type of rear of plot redevelopment is perhaps the greatest threat.

Research questions especially relevant to this HUCA relate to the origins of the town (RQ3-5), burgage plots (RQ6, RQ12), and the river crossing (RQ11).

HUCA 2 Denne Road (HEV 3)

HUCA 2 lies on the edge of the 13th-century town, and may represent an early planned expansion that never saw the commercial pressure, and subdivision, of areas of burgage plots to the west. Denne Road was the main southwards route from the town during the medieval period, but by the early post-medieval period the area was lightly occupied, and the road had ceased to be of importance by the early 18th century. Today it retains its low density of development and discontinuous street frontage. There are three listed buildings (all Grade II), of which one is a timber-framed building of Period 9 (17th century) and two are brick built houses of Period 11 (1800-1840). Arun Lodge, Denne Road, is unlisted but is an important 17th-century timber-framed house.

A few burgage plot boundaries are preserved although those on the east side of Denne Road are truncated by the railway and 20th-century development beyond.

Although redevelopment of individual buildings and plots by houses, commercial premises and the cemetery has been destructive, the HUCA has seen less intensive redevelopment than most other parts of the medieval town and the **archaeological potential** of much of this HUCA is medium to high.

The survival of some burgage plots boundaries and post-medieval buildings; and the archaeological potential give this HUCA a moderate to high **Historic Environment Value (HEV)** of 3.

The combination of commercial pressures on and near Denne Road and significant Historic Environment Value mean that **vulnerability** is high. Rebuilding of business and public premises (e.g. the school and the depot); minor structural additions; and occasional rebuilding of non-listed buildings are all constant and continuing threats to buildings and archaeology. Additionally, the less protected boundaries are vulnerable to redevelopment.

Research questions especially relevant to this HUCA relate to the origins of the town (RQ3-5), burgage plots (RQ6, RQ12), and the river crossing (RQ11).

HUCA 3 Carfax (HEV 4)

HUCA 3 lies in the centre of the medieval and modern town. It comprises the plots and buildings surrounding and within the triangular-shaped market place around which Horsham grew up.

There are 22 listed buildings (all Grade II), of which four are Period 7 (1350-1499), one is Period 8 (16th century), four are Period 9 (17th century) and five are Period 10 (18th century). All of the pre-1700 listed buildings are timber framed, though mostly obscured behind later facades. It is this re-facing that accounts for the fact that there are five unlisted timber-framed buildings of pre-1700. Given the importance of Horsham's coaching past and the demolition of most of the other town-centre inns, the survival of the 16th-century gateway building at the King's Head is particularly significant, as is the 16th-century former Red Lion (8 Carfax). 24/24a and 29 Carfax are 16th century, and 28 Carfax is of Period 7 (1350-1499). Although demolished, the 14th-century shop from 11 Middle Street has been re-erected at the Weald & Downland Open Air Museum (Singleton). Of later buildings the

town hall (which preserves its façade of 1812; Grade II), the bandstand (1892; Grade II), and the Anchor Hotel (1899; unlisted), contribute to the town-centre feel of the HUCA.

Some parts of pre-1800 plots are well preserved (including alleys between plots) but, given the redevelopment of the rear of plots that has constrained the extent of this HUCA, these are typically near the street fronts and, thus, largely marked by the walls of the historic buildings themselves.

Although recent redevelopment has been significant and the archaeological potential of the area has been largely uninvestigated, it is highly likely that areas devoid of recent development (i.e. within the buildings and curtilages of the surviving historic buildings) have high **archaeological potential**.

The survival of several late medieval and post-medieval buildings, together with some preservation of irregular historic plots and alleys; and the archaeological potential is, to a considerable degree, counterbalanced by the high level of 19th and 20th-century redevelopment, giving this diverse HUCA a moderate to high **Historic Environment Value (HEV)** of 4.

The combination of moderate to high Historic Environment value; the presence of important and long-recognized historic buildings unprotected by statutory listings; and the sometimes overwhelming commercial pressures on HUCA 3 mean that **vulnerability** is very high. Internal and shop-front refitting of business premises; minor structural additions; and occasional demolition of historic buildings are all constant threats to buildings and archaeology.

Research questions especially relevant to this HUCA relate to early settlement (RQ3, RQ4, RQ5) burgage plots (RQ6, RQ12), and encroachment (RQ7).

HUCA 4 East Street (HEV 3)

HUCA 4 lies on the eastern edge of the centre of the medieval and modern town.

Today the HUCA comprises built-up street frontages, mostly of 19th and 20th-century date, now opened up on the north side by the inner ring road, which joins East Street. There are two listed buildings, both Grade II and both Period 7 (1350-1499) timber frames. There are another three such medieval buildings that remain unlisted: 15, 30-4, and 58 East Street. 30-4 is a particularly noteworthy building as it is of mid-14th-century date, has a five-bay continuous

jetty, and is only one room deep: it is an early survival of a clearly urban building type.

Pre-1800 plots are well preserved, but represent medieval north-south subdivisions of larger east-west burgage plots of which 1-3 Denne Road (with its medieval house) represents a truncated survival.

Although recent redevelopment has been significant and the archaeological potential of the area has been largely uninvestigated, it is highly likely that areas devoid of recent development (i.e. within the buildings and curtilages of the surviving historic buildings) have moderate to high **archaeological potential**.

The survival of the medieval buildings, together with preservation of irregular historic plots; and the archaeological potential give this HUCA the a moderate to high **Historic Environment Value (HEV)** of 3.

The combination of moderate to high Historic Environment value; the presence of important medieval buildings unprotected by statutory listings; and the commercial pressures on HUCA 3 mean that **vulnerability** is very high. Internal and shop-front refitting of business premises; minor structural additions; and rebuilding of non-listed buildings are all constant threats to buildings and archaeology.

Research questions especially relevant to this HUCA relate to early settlement (RQ3, RQ4, RQ5) burgage plots (RQ6, RQ12), and encroachment (RQ7).

HUCA 5 West Street (HEV 2)

HUCA 5 is on the west side of the centre of the medieval and modern town. Today it is a pedestrianised and built-up street, mostly of 20th-century buildings. There are two 18th-century listed buildings (Grade II), however, and one timber-framed medieval building (40 West Street).

Many pre-1800 plots are preserved, but represent medieval N-S subdivisions of larger E-W burgage plots.

Recent redevelopment has been considerable, and, while pockets of archaeological deposits might survive (especially within the buildings and curtilages of the surviving historic buildings), the area has a low **archaeological potential**.

The survival of a few historic buildings; the preservation of irregular historic plots; and the archaeological potential give this HUCA a moderate **Historic Environment Value (HEV)** of 2.

The moderate Historic Environment value means that **vulnerability** is low.

Research questions especially relevant to this HUCA relate to early settlement (RQ3, RQ4, RQ5) burgage plots (RQ6, RQ12), and encroachment (RQ7).

HUCA 6 Worthing Road chapels (HEV 3)

HUCA 6 lies to the west of the medieval borough in the medieval extension, or suburb, of Bishopric.

Today the HUCA is a small island of historic plots and buildings amongst the largely 20th-century streetscape of Worthing Road. There are five listed buildings (all Grade II), of which one is Period 7 (1350-1499), one is Period 9 (17th century) and two are Period 10 (18th century). The two nonconformist chapels are the most distinctive of these: the Baptist (now styled Unitarian) chapel and graveyard dates from 1719, and the Friends Meeting House (Quaker) is a rebuild of 1834. Some of the boundaries of the irregular historic plots survive.

The survival of historic buildings and plots, and the limited impact of the 19th-century and later building suggest that the **archaeological potential** of this HUCA is moderate.

The partial survival of historic plots and, especially, the medieval and post-medieval buildings; the visibility of the historic fabric; and the archaeological potential give this HUCA a moderate to high **Historic Environment Value (HEV)** of 3.

HUCA 6 has seen little change itself in the 20th century, but the scale of this HUCA is very much the product of considerable changes, and especially demolitions, all around it. Further loss of historic buildings is less likely due to the high proportion of listed buildings, meaning **vulnerability** is low. Perhaps the greatest threat is to its key characteristic of having two early nonconformist chapels: if these become redundant and are converted this would have considerable impact.

Research questions especially relevant to this HUCA relate to the development of Bishopric (RQ9) and medieval and post-medieval zones (RQ8, RQ16).

HUCA 7 Bishopric north (HEV 3)

HUCA 7 lies to the west of the medieval borough in the medieval extension, or suburb, of Bishopric.

Today the HUCA is a small island of historic plots and buildings amongst the largely 20th-century streetscape of Bishopric and Guildford Road, cut by the inner ring road. There are five listed buildings (all Grade II), of which two are Period 7 (1350-1499), one is Period 8 (16th century) and two are Period 9 (17th century). The most notable of these is the substantial medieval building of the Green Dragon. There are also two unlisted 17th-century timber-framed buildings: 24 and 26/8 Bishopric. Some of the boundaries of the irregular historic plots survive.

The survival of historic buildings and plots, the findings of two minor archaeological evaluations in the HUCA, and the limited impact of the 19th-century and later building suggest that the **archaeological potential** of this HUCA is medium.

The partial survival of historic plots and, especially, the medieval and post-medieval buildings; and the archaeological potential give this HUCA a moderate to high **Historic Environment Value (HEV)** of 3.

The north side of Bishopric has seen considerable change in recent years with the creation of the ring road and, most recently, the demise of the King & Barnes brewery, and associated redevelopment. Coupled with the moderate to high Historic Environment Value, and the existence of unlisted 17th-century timber-framed buildings, this means that the HUCA has a high degree of **vulnerability**.

Research questions especially relevant to this HUCA relate to the development of Bishopric (RQ9) and medieval and post-medieval zones (RQ8, RQ16).

HUCA 8 London Road (HEV 2)

HUCA 8 is on the north-east fringe of the medieval town and is now on the modern commercial centre, though separated from the latter by the ring road. Today the HUCA is a mixture of housing (including flats), surgeries, and commercial premises. There are six listed buildings (all Grade II), of which one is Period 9 (17th century), two are Period 10 (18th century) and three are Period 11 (1800-40). Amongst the later listed buildings is Brunswick Place, a quirky grand suburban terrace of 1835. Few pre-1800 boundaries survive.

The location of the HUCA on the edge of pre-18th-century settlement, and the substantial amount of redevelopment in the 19th and 20th centuries mean that the **archaeological potential** of this HUCA is medium.

The combination of moderate architectural and historic boundary interest with medium archaeological potential gives this HUCA a moderate **Historic Environment Value (HEV)** of 2.

HUCA 8 has seen considerable change in the 19th and 20th centuries as the vacant crofts have been redeveloped. Scope for further infill (especially around the health centre) remains, however, and this means that the **vulnerability** of the HUCA, and especially its archaeology, is medium to high.

Research questions especially relevant to this HUCA relate to the extent of the Saxo-Norman town (RQ6), and medieval and post-medieval zones (RQ8, RQ15, RQ18).

HUCA 9 Springfield (HEV 2)

HUCA 9 is a northern suburb of Horsham that developed as an isolated area north of 18th-century Springfield Park in the 19th century and, through 20th-century expansion and infill, is now part of the extensive northern suburbs of the town.

There are 12 listed buildings (11 Grade II, one Grade II*), of which one is Period 8 (16th century), six are Period 10 (18th century), and five are Period 11 (1800-40). The 16th-century house is a timber-framed cottage (Willow Cottage and Beaulieu Cottage, North Parade) and the 18th-century listed buildings are the large house at Springfield Park and its various ancillary buildings, and Warnham Mill (which had an earlier history as a 17th-century iron furnace).

Several of the few pre-c. 1800 field boundaries survive.

Despite the location of this HUCA outside the pre-1800 town, and the density of development, a non-urban archaeological find has been made (a Neolithic flint dagger on Hurst Hill) suggesting the nature of the area's limited **archaeological potential**, though the discrete areas of Springfield Park and Warnham Mill have potential for garden and industrial archaeology respectively.

The quality of the 19th and 20th-century development, the survival of several historic buildings and some historic boundaries, and limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 2.

The Historic Environment Value of the area means that its **vulnerability** is low, with the exceptions of the immediate vicinity of the historic buildings (especially Springfield Park and Warnham Mill).

Broad, or Horsham-wide, **research questions** only apply to this area.

HUCA 10 Horsham Park (HEV 3)

HUCA 10 lies immediately north of the medieval town, although the creation of the park in the 18th century (expanded to the north in the 19th century) absorbed some of the less central burgages.

Today the area is an urban park, combining sporting facilities and the offices of Horsham District Council. There are five listed buildings, four of which (Grade II) are former ancillary buildings (and a wall) around Horsham Park house itself (Grade II*). All are 18th-century except for a timber-framed outbuilding (now called the Barn), which is 17th century.

The location of the HUCA outside the medieval town, the significant redevelopment and landscaping, and the absence of archaeological finds from the area, suggest that the **archaeological potential** of the HUCA is limited, though the area immediately around the house and ancillary buildings is likely to have a higher potential, especially given the existence of earlier buildings and burgages in the area.

The survival of historic buildings, especially the 18th-century house, together with the modest park of this date; and the limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 3.

Horsham Park has seen major building works in the southern and, especially and most recently, the eastern part, and there is considerable scope for more such development so that the **vulnerability** is high.

Research questions especially relevant to this HUCA relate to the post-medieval zones (RQ16).

HUCA 11 Albion Way (HEV 1)

HUCA 11 lies in the medieval borough and its medieval extension, or suburb, of Bishopric. Today the HUCA comprises modern commercial areas (and some non-commercial buildings and land uses, such as the library and the bowling green) all closely associated with the inner ring road, or Albion Way. Despite the large scale of this town centre HUCA there are no listed buildings or survival of historic, and especially burgrave, plots.

The thoroughness of the redevelopment, and absence of surviving historic features mean that **archaeological potential** is low.

The absence of historic buildings and plots, and the low archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The low Historic Environment Value of the area means that **vulnerability** is low.

Broad, or Horsham-wide, **research questions** only apply to this area.

HUCA 12 Arun (HEV 1)

HUCA 12 lies either side of the River Arun, between the medieval bridges of Tan Bridge and Denne (or Cobbets) Bridge. It comprises open land and floodplain on the southern edge of the pre-1800 town, with the river utilized by mills. Today, the area remains largely open, comprising a garden of remembrance (immediately south of the churchyard), a recreation ground, the cricket ground, and two former mills. One of these mills (Provender, or Town, Mill) survives as rebuilt in 1868, although the other, Prewett's Mill at Tan Bridge (1861) is not listed. Both are brick built and have been converted to offices. There were few pre-1800 boundaries, and most of these survive.

Whilst the HUCA lies to the south of the medieval town, the openness of much of the area, the presence of Town Mill (which had predecessors), the site of the c.1800 barracks (which extended into the SW part of the cricket ground), and the chance find of a Neolithic axe (cricket ground) suggest a limited to moderate **archaeological potential**.

The lack of historic buildings and boundaries, and the limited to moderate archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low. Perhaps the greatest threat is to the openness of the area as, to a considerable extent, this maintains the abrupt junction of the historic town with the countryside. Redevelopment around Town Mill and the further proliferation of sport/amenity facilities at the cricket ground would undermine this characteristic.

Research questions especially relevant to this HUCA relate to the early medieval routes and river crossings (RQ4) and to post-medieval zoning (RQ16).

HUCA 13 New Town (HEV 2)

HUCA 13 lies east of the medieval town, and forms the south-east suburb of the modern town. Today it comprises scattered post-medieval ribbon development engulfed by 19th and 20th-

century suburbs. The latter consists of some terrace housing, but mostly later 20th-century semi-detached housing, with some shops along Queen Street with light industry and the town's football ground to the rear. There are nine listed buildings (all Grade II), of which two are Period 8 (16th century), three are Period 9 (17th century) and four are Period 11 (1800-40). All of the pre-1700 buildings are timber framed, two with Horsham stone roofs and three with weatherboarding. There is also one unlisted timber-framed house of 17th-century date (Parker's Cottage, Brighton Road: just NW of Athelstan Way). Several of these earlier houses appear to mark a former, more southerly, line of the pre-turnpike Brighton Road. There were few pre-1800 boundaries, and most of these survive.

The location of the HUCA outside the medieval town, the significant redevelopment, and the fact that archaeology has been confined to Second World War defences (trenches, anti-tank blocks, and a pill box in the Chesworth Close area) suggest that the **archaeological potential** of the HUCA is limited, though the area immediately around the 16th and 17th-century houses has greater potential.

The quality of the predominantly 19th and 20th-century development, the survival of some historic buildings and boundaries, and the limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 2.

The Historic Environment Value of the area and the lack of opportunity for significant further infill mean that its **vulnerability** is low.

Broad, or Horsham-wide, **research questions** only apply to this area.

HUCA 14 Horsham Common north (HEV 1)

HUCA 14 lies north-east of the medieval town, and forms a large part of the modern north-east suburbs. The HUCA largely overlies a substantial part of the Horsham Common (inclosed 1812-13). Today, the area is a mixture of 19th-century ribbon development along Crawley Road, King's Road and Rusper Road, with housing development of remaining open land in the 20th century, especially after 1945. Several early buildings survive, largely comprising cottages and small farmhouses built on the common. There are nine listed buildings (all Grade II), of which two are Period 7 (1350-1499), one is Period 8 (16th century), two are Period 9 (17th century), and one is Period 10 (18th century). Four of the pre-1700 buildings are timber framed, and three listed buildings have

Horsham stone roofs. Later listed buildings reflect the growth of the suburb: All Saints church, Crawley Road, Roffey, was built and a new parish created in 1878, and the new union workhouse was built in 1838-9 (now residential apartments). The previous land use as a common means that there are few historic boundaries.

This HUCA is located outside the historic town and what significant archaeological finds there have been (mostly prehistoric flint scatters) have been found on agricultural land prior to development, suggesting limited **archaeological potential**, although this may be greater around the surviving historic houses.

The quality of the 19th and 20th-century development, the thin scatter of historic buildings across a very large area, the absence of many historic boundaries, and limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area and the lack of opportunity for significant further infill mean that its **vulnerability** is low.

Broad, or Horsham-wide, **research questions** only apply to this area.

HUCA 15 North Heath (HEV 1)

HUCA 15 lies north of the c.1800 town, and forms the modern northern suburb of Horsham. Today the HUCA is almost entirely composed of post-1945 housing, with a little pre-war housing, and, where the two railways converge at the southern end of the HUCA, an area of light industry. This recent expansion of Horsham has engulfed and preserved a few early cottages and farmhouses. There are five listed buildings (all Grade II), of which one is Period 6 (1150-1349), one is Period 7 (1350-1499), one is Period 9 (17th century), one is Period 10 (18th century) and one is Period 11 (1800-40). The most remarkable of these is the late 13th-century quasi-aisled house at Chennells Brook. This and two other buildings (including 18th-century Fivensgreen, North Heath Lane) are timber framed, and three houses have Horsham stone roofs. The unlisted CIBA laboratory off Parsonage Road dates from 1939, and is one of the more impressive pre-war survivals in the town. To the north of Chennells Brook the surviving earthworks of an early post-Conquest motte-and-bailey castle, or possibly a later medieval moated site, is the only Scheduled Monument in Horsham.

The location of this HUCA outside the historic town, the general lack of archaeological finds or

features in the area, and the extensive nature of the 20th-century development are to only small degree counteracted by the potential offered by the early medieval sites at Chennells Brook, adjacent sites of a short lived 18th-century house (Warnham Place; SMR WS3958) and a brick kiln; SMR WS4839), and flint scatters found (on pre-development agricultural land), suggesting that there is only limited **archaeological potential**.

The quality of the 20th-century housing development, the thinness of the scatter of historic buildings and monuments, the relative paucity of historic boundaries, and limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area and the lack of opportunity for significant further infill mean that its **vulnerability** is low. The principal threat is further degradation of the castle/moated site at Chennells Brook, and any modifications to Chennells Brook farmhouse (although Chennells Brook farmhouse has been recognized, and published (1963), as an important and rare 13th-century quasi-aisled hall with base-crucks, it remains under-protected by a Grade II listing on the basis of its interpretation as a 17th-century brick building).

Broad, or Horsham-wide, **research questions** only apply to this area.

HUCA 16 North Street (HEV 1)

HUCA 16 lies mostly within the medieval borough, and is the business centre of the modern town. Today it comprises retail outlets and multi-storey car park, south of Copnall Way, with offices to the north, along North Street, and, at the northern edge of the HUCA, the railway station. Despite the area of this HUCA within the medieval town, redevelopment in the late 20th century (which included the construction of an inner ring road and the closure of part of the prehistoric route that is North Street) has been so thorough that few historic buildings survive. There are four listed buildings (three Grade II, one Grade II*), of which two are Period 7 (1350-1499), one is Period 9 (17th century) and one is Period 14 (1914-45). Medieval Northchapel, 42-8 North Street (Grade II*), is a substantial timber-framed house, and the other pre-1700 are also timber framed. The railway station (Grade II; 1938) is of concrete and brick, functionally modern, and lacks the art deco detailing of the unlisted Ritz cinema (1936), which now forms part of the Arts Centre on North Street (1984). Although unlisted, complete demolition of 19th-century St Mark's church, North Street, was

resisted and the tower and spire of c.1870 have been preserved amongst the modern office blocks of the Sun Alliance. Few historic boundaries survive.

Although largely located within the medieval borough, the lack of archaeology revealed by trial excavations at the Burton's Yard Car Park and Central Market sites and, above all, the scale of late 20th-century redevelopment means that there is only limited **archaeological potential**, perhaps with some potential within the surviving historic buildings and their curtilages.

The architectural quality of much of the 20th-century development, the absence of many historic buildings or historic boundaries, and limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area and the lack of opportunity for significant further infill mean that its **vulnerability** is low.

Broad, or Horsham-wide, **research questions** only apply to this area.

HUCA 17 Hurst Road (HEV 2)

HUCA 17 lies north of the c.1800 town and Horsham Park, on what was (until enclosure in 1812-13) part of Horsham Common. Today the suburb is dominated by public buildings: Collyer's school (relocated in the 19th century and now a sixth form college), the cottage hospital (begun 1892, and considerably expanded in the 20th century) and the late 1960s/70s grouping of law courts, fire station, ambulance station and police station. The former goods yard of the station is now a small industrial estate. Between all this, are small areas of housing: Hurst Avenue and Gladstone Road are early 20th century, while the area surrounding the late 20th-century development of Parkside Mews is remarkable for its survival of four pre-1700 buildings, representing a small cluster on the former common. There are six listed buildings (all Grade II), of which five are Period 9 (17th century) and one (Collyer's school) is of 1892. Four buildings are timber-framed, three are weatherboarded, and one has a Horsham stone roof.

The location of this HUCA outside the pre-1900 town, the absence of any known non-urban archaeology (other than a 19th-century brickworks), and the density of development (even around the surviving 17th-century buildings) suggest limited **archaeological potential**.

The quality of the largely 20th-century development, the survival of a cluster of non-urban historic buildings (and the late 19th-century school), and limited archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 2.

The Historic Environment Value of the area, and the recent development around the cluster of 17th-century buildings, mean that its **vulnerability** is low.

Broad, or Horsham-wide, **research questions** only apply to this area.

HUCA 18 Horsham Common south (HEV 1)

HUCA 18 lies east of the medieval town, and forms a large part of the modern eastern suburbs. The HUCA largely overlies a substantial part of the Horsham Common (inclosed 1812-13). Today, the area is a mixture of a small amount of pre-1840 century ribbon development along the north side of Brighton Road, followed by more substantial building of terrace housing and closely spaced semi-detached housing east of the railway, in the later 19th and early 20th centuries. The largest, eastern, part of the HUCA comprises late 20th-century housing and schools. Three pre-enclosure buildings survive, comprising cottages and small farmhouses built on the common. There are seven listed buildings (all Grade II), of which one is Period 8 (16th century), two are Period 9 (17th century), and four are Period 11 (1800-40). The pre-1700 buildings are timber framed, and one has a Horsham stone roof. There are few historic boundaries.

This HUCA is located outside the historic town, is densely built up (apart from the school playing and recreation fields), and the only known sites are brickfields and the tanyard (now occupied by Tanyard Close), suggesting only limited **archaeological potential**.

The quality of the 19th and 20th-century development, the very thin scatter of historic buildings across a very large area, the absence of many historic boundaries, and limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area and the lack of opportunity for significant further infill mean that its **vulnerability** is low. Perhaps the greatest threat to character would be the loss of the open spaces of the 20th-century school playing fields.

Broad, or Horsham-wide, **research questions** only apply to this area.

HUCA 19 Guildford Road north (HEV 1)

HUCA 19 lies largely west of the c.1900 and earlier town, and overlies agricultural land. Today it mostly comprises late 20th-century development of bungalows, chalet bungalows, semi-detached houses, flats, and a school (Greenway). The extreme south-east of the HUCA represents retail and commercial redevelopment of earlier building to the rear of plots on Bishopric (most notably the former King & Barnes brewery site, redeveloped from 2000) and the west side of Springfield Road. There are no listed buildings. Few of the pre-c.1800 field boundaries survive.

The location of this HUCA outside the pre-1900 town, the absence of any known non-urban archaeology, and the density of development suggest limited **archaeological potential**.

The quality of the 20th-century development, the absence of historic buildings or many historic boundaries, and limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low.

Broad, or Horsham-wide, **research questions** only apply to this area.

HUCA 20 Guildford Road south (HEV 1)

HUCA 20 lies south-west of the c.1900 and earlier town, and overlies agricultural land. Today it mostly comprises 20th-century housing development (much of it post-1945) of semi-detached and detached houses, flats, and school (Arunside, and St John’s RC). Hills cemetery has been the main one for the town

since 1900. There is one listed building (Grade II*), a timber-framed farmhouse of Period 7 (1350-1499) – The Needles and Netherledys, Blackbridge Lane. Few of the pre-c.1800 field boundaries survive.

The location of this HUCA outside the pre-1900 town, the limited nature of known archaeology (Roman and post-medieval material from the site of the former Jacobean mansion of Hills Place, Guildford Road), and the density of development suggest limited **archaeological potential**.

The quality of the 20th-century development, the absence of historic buildings or many historic boundaries, and limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low.

Broad, or Horsham-wide, **research questions** only apply to this area.

5.3.7 Summary table of Historic Urban Character Areas (HUCAs) for Horsham

Table 3 summarizes the assessments made in the individual Historic Urban Character Area descriptions (above). It provides a simplified comparison of the assessments across different parts of the town, and helps to draw out key points. As such it supports the preparation of guidance for the town (see section 1.3).

The table shows how Historic Character Types combine into more recognizable Historic Urban Character Areas (HUCAs). It summarizes the archaeological potential that, along with historic buildings and boundaries, contribute to the assessment of the Historic Environment Value of each HUCA. The assessment of vulnerability of each HUCA is important for developing guidance.

Summary of assessment of Historic Urban Character Areas (HUCAs) for Horsham				
Historic Character Types (HCTs)	Historic Urban Character Area (HUCA)	Archaeological potential	Historic Environment Value (HEV)	Vulnerability
Regular burgage plots Irregular historic plots Church/churchyard Public Suburb	1. Causeway	High	5	Low
Irregular historic plots Suburb	2. Denne Road	Medium to high	3	High

Summary of assessment of Historic Urban Character Areas (HUCAs) for Horsham				
Historic Character Types (HCTs)	Historic Urban Character Area (HUCA)	Archaeological potential	Historic Environment Value (HEV)	Vulnerability
Public Retail and commercial Cemetery School/college				
Regular burgage plots Irregular historic plots	3. Carfax	High	4	High
Irregular historic plots Regular burgage plots Retail and commercial Suburb	4. East Street	Moderate to high	3	High
Irregular historic plots	5. West Street	Low	2	Low
Irregular historic plots	6. Worthing Road chapels	Moderate	3	Low
Irregular historic plots Suburb	7. Bishopric north	Medium	3	High
Irregular historic plots Public Suburb	8. London Road	Medium	2	Medium to high
Irregular historic plots Church/churchyard Allotments Sportsfield Park School/college Mill Suburb	9. Springfield	Limited	2	Low
Park Inland water	10. Horsham Park	Limited	3	High
Retail and commercial Sports field Suburb	11. Albion Way	Low	1	Low
Sports field Mill Informal parkland	12. Arun	Limited to moderate	1	Low
Irregular historic plots Light industry Retail and commercial Sports field Suburb	13. New Town	Limited	2	Low
Irregular historic plots Church/churchyard	14. Horsham Common north	Limited	1	Low

Summary of assessment of Historic Urban Character Areas (HUCAs) for Horsham				
Historic Character Types (HCTs)	Historic Urban Character Area (HUCA)	Archaeological potential	Historic Environment Value (HEV)	Vulnerability
Cemetery Farmstead/barn Public Allotments Informal parkland Light industry School/college Sports field Utility Suburb				
Irregular historic plots Castle Farmstead/barn School/college Sports field Light industry Inland water Informal parkland Suburb	15. North heath	Limited	1	Low
Irregular historic plots Retail and commercial Public Station, sidings and track Suburb	16. North Street	Limited	1	Low
Irregular historic plots Light industry Public School/college Suburb	17. Hurst Road	Limited	2	Low
Irregular historic plots Informal parkland Light industry Church/churchyard Allotments Farmstead/barn School/college Sports field	18. Horsham Common south	Limited	1	Low
Allotments Retail and commercial School/college	19. Guildford Road north	Limited	1	Low

Summary of assessment of Historic Urban Character Areas (HUCAs) for Horsham				
<i>Historic Character Types (HCTs)</i>	<i>Historic Urban Character Area (HUCA)</i>	<i>Archaeological potential</i>	<i>Historic Environment Value (HEV)</i>	<i>Vulnerability</i>
Suburb				
Cemetery Allotments Farmstead/barn Informal parkland School/college Suburb	20. Guildford Road south	Limited	1	Low

Table 3. Summary of assessment of Historic Urban Character Areas (HUCAs) for Horsham.

6 HISTORIC ENVIRONMENT RESEARCH FRAMEWORK

6.1 Pre-urban activity

Development pressure and opportunities for developer funding mean that archaeological excavations in the town, or prior to expansion of the town, should be more likely to occur than in the surrounding area. Thus, archaeological excavations in Horsham should address:

RQ1: What was the nature of the palaeo-environment (ancient environment), and the prehistoric, Roman, and Early Anglo-Saxon human activity in the area?

6.2 Origins

There has been no significant archaeological excavation within the area of the medieval town, and this must be a priority.

RQ2: What was the form, construction detail (e.g. sculpture) and precise date of the 12th-century church, and is there any evidence for an earlier church?

RQ3: What evidence is there for pre-c.1150, even Anglo-Saxon, settlement?

RQ4: What was the pre-borough road layout, how did this evolve by 1300, and how did it relate to east-west routes, river crossings (e.g. was there a river crossing next to the church), and a transhumant Downland-Wealden economy?

RQ5: What was the extent of any settlement in the late 12th and early 13th centuries, and to what extent did it change over this period?

RQ6: What is the evidence for planned development of the town and the early development of burgage plots, and did this overlie an earlier permissive settlement?

RQ7: When and where did built-up street frontages, and encroachment, first occur?

RQ8: What different zones (e.g. social differentiation, or types of activity) were there during this period, and how did they change?

RQ9: To what degree did Bishopric evolve, and remain, as a discrete area distinct from the rest of the town (i.e. did it function like an extra-mural suburb in a larger walled town)?

RQ10: What is the evidence for trade, the economy and Horsham's relationship with its hinterland in this period and how did this change over time?

6.3 Later medieval town

RQ11: What evidence is there for the evolution of the street plan during this period, especially in relation to the impact of the putative change in location of the main river crossing?

RQ12: How have tenements/burgage plots developed from the first built-up street frontages to the plots that survive today (consider, especially, East Street, West Street and Market Square/Carfax)?

RQ13: What different zones (e.g. social differentiation, or types of activity: especially consider industry), were there during this period, and how did they change?

RQ14: What documentary and archaeological evidence is there for any late medieval decline (especially consider Denne Road/Park Street)?

RQ15: What evidence can the standing buildings provide for their function and date (i.e. through dendrochronology), especially those on the main commercial streets?

6.4 Post-medieval town

RQ16: What different zones (e.g. social differentiation, or types of activity: especially consider the brewing and tanning industries), were there during this period, and how did they change?

RQ17: How were the medieval and early post-medieval buildings adapted for new functions and changing status (e.g. creation of carriageways, or subdivision of hall houses)?

7 Notes

¹ The 41 towns of the Sussex EUS are: Alfriston, Arundel, Battle, Bexhill, Bognor Regis, Bramber, Brighton, Burgess Hill, Crawley, Crowborough, Cuckfield, Ditchling, Eastbourne, East Grinstead, Hailsham, Hastings, Haywards Heath, Heathfield, Henfield, Horsham, Hove, Lewes, Lindfield, Littlehampton, Mayfield, Midhurst, Newhaven, Peacehaven, Petworth, Pevensey, Pulborough, Robertsbridge, Rotherfield, Rye, Seaford, Shoreham, Steyning, Storrington, Uckfield, Wadhurst and Worthing. Chichester and Winchelsea are omitted as they are the subjects of more intensive studies.

² The *Character of West Sussex Partnership Programme* is led by West Sussex County Council in conjunction with the borough and district councils, AONB agencies and stakeholders. The main aims of the partnership are to produce a range of interlocking characterization studies; to produce planning and land management guidance; and to raise public and community awareness of character as a vital and attractive ingredient of the environment of the county. The full range of characterization studies comprise:

Landscape Character Assessments and Landscape Strategy for West Sussex (2005).

Historic Landscape Characterisation (HLC) of Sussex (2003-8).

Sussex Extensive Urban Survey (EUS) (2004-8).

Intensive Urban Survey of Chichester/Fishbourne (2005-6) (Chichester District Council).

Local Distinctiveness Study of West Sussex (2004-6).

³ Hudson, T. P., 'Horsham', in *Victoria County History* 6:2 (1986), 129-203.

⁴ Hudson, T. P., 'Horsham', in *Victoria County History* 6:2 (1986), 129-203.

⁵ Note that those assessments on the extreme edge of the suburbs at Roffey concerned purely with the Mesolithic flint assemblages, and that concerned with the Roman rubbish dump at Hills Place are considered below, under sections 2.4.1 and 2.4.2.

⁶ Kirby, J., 'Excavations in Horsham 1975-1976', SAC 116 (1978), 396-8; Knight, S., *An Archaeological Watching Brief at Horsham Museum, 9 The Causeway, Horsham, West Sussex* (unpubl. Archaeology South-East report, project no. 1449, 2002).

⁷ Priestley-Bell, G., *An Archaeological Evaluation of the Former King and Barnes Brewery Site, Horsham, West Sussex* (unpublished Archaeology South-East report, project no. 1543, 2002).

⁸ Greatorex, C., *An Archaeological Assessment at Anchor Court, Talbot Lane, Horsham, West Sussex* (unpubl. Archaeology South-East report, 1995).

⁹ Hunter, P. and Pine, C., *Summary Report of an Archaeological Evaluation of the Land to the Rear of the King's Arms PH and 66-70, Bishopric, Horsham, West Sussex* (unpubl. Development Archaeology Services report, 1999).

¹⁰ Hawkins, D. et al, *An Archaeological Evaluation: former Bishops Move site, Worthing Road, Horsham, West Sussex* (unpubl. CgMs Consulting report, 2000).

¹¹ Stevens, S., *An Archaeological Evaluation (Stage 2) at 11/15 East Street, Horsham, West Sussex* (unpubl. Archaeology South-East report, project no. 1143, 1999).

¹² Rudling, D., 'Trial Excavations in Horsham, West Sussex, 1987', SAC 126 (1988), 245.

¹³ *46-46a Carfax, Horsham, West Sussex: Archaeological Evaluation* (unpubl. Foundations Archaeology report, 2002).

¹⁴ Ibid.

¹⁵ Place, C., *Chennell's Brook Farm, Horsham, West Sussex: An Archaeological Assessment* (unpubl. Field Archaeology Unit, Institute of Archaeology report, April 1989).

¹⁶ Beresford, G., *Manor House, Causeway, Horsham: An Archaeological Trial Excavation* (unpubl. report, 2001).

¹⁷ Butler, C., and Knight, S., *An Archaeological Watching Brief at St Mary's Church, Horsham, West Sussex* (unpubl. Archaeology South-East report, project no. 1679, 2004).

¹⁸ Hughes, A. F., *The Evolution and Ownership of Timber-framed houses within the old parish and market catchment area of Horsham circa 1300-1650: a socio-economic survey* (unpubl. D.Phil. thesis, University of Sussex, 1988).

¹⁹ Worssam, B., 'The geology of Wealden iron', in Cleere, H., & Crossley, D., *The Iron Industry of the Weald* (2nd edtn. 1995), 1-30.

²⁰ Worssam, B., 'The geology of Wealden iron', in Cleere, H., & Crossley, D., *The Iron Industry of the Weald* (2nd edtn. 1995), 12.

²¹ Cleere, H., & Crossley, D., *The Iron Industry of the Weald* (2nd edtn. 1995), 364.

²² Hudson, T. P., *Victoria County History* 6:2 (1986), 150; Vine, P. A. L., *West Sussex Waterways* (1985), 4-12.

²³ Mitchell, V. & Smith, K., *Branch Lines to Horsham* (1982); Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 40-1.

²⁴ Holgate, R., 'Late Glacial and Post-Glacial hunter-gatherers in Sussex', in Rudling, D., (ed.), *The Archaeology of Sussex to AD 2000* (2003), 29-38, at 34-6.

²⁵ Place, C., *Chennell's Brook Farm, Horsham, West Sussex: An Archaeological Assessment* (unpubl. Field Archaeology Unit, Institute of Archaeology report, 5).

²⁶ Williams, M., *Hills Place: Horsham's lost Roman site* (Horsham Heritage Journal, 2000); Lyne, M., *The Roman pottery assemblage from Hills Place, Horsham* (unpubl. report, 2000).

²⁷ Gardiner, M. F., *Medieval Settlement and Society in the Eastern Sussex Weald* (unpubl. Ph.D. thesis, University of London, 1995), 40.

²⁸ Gelling, M. & Cole, A., *The Landscape of Place-names* (2000), 46-55; see also, Coates, R., 'Place-Names before 1066', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 32.

²⁹ Mawer, A. & Stenton, F.M., *The Place-names of Sussex* (1929-30; reprinted 2001), 225; Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 131.

³⁰ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 190.

³¹ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 131.

³² Bleach, J., & Gardiner, M., 'Medieval markets and Ports', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 42-3.

³³ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 135.

³⁴ *Ibid.*, 174.

³⁵ *Ibid.*, 136.

³⁶ Redwood, B.C. & Wilson, A.E. (eds.), *Customs of the Sussex manors of the Archbishop of Canterbury*, S.R.S., 57 (1958), 26-30. I am indebted to Mark Gardiner for this suggestion as to the late medieval origins of Bishopric.

³⁷ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 171-2.

³⁸ *Ibid.*, 180.

³⁹ Cornwall, J., 'Sussex Wealth and Society in the Reign of Henry VIII', SAC 114 (1976), 1-26; Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 147.

⁴⁰ Mawer, A. & Stenton, F.M., *The Place-names of Sussex* (1929-30; reprinted 2001), 225 and 229; Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 136.

⁴¹ Cleere, H., & Crossley, D., *The Iron Industry of the Weald* (2nd edn. 1995), 88-9, and 95; Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 178.

⁴² Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 174.

⁴³ *Ibid.*

⁴⁴ Hughes, A. F., *Shops and Shopping: the first four hundred years in Horsham* (1989), 2.

⁴⁵ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 136.

⁴⁶ *Ibid.*, 172.

⁴⁷ Pers. comm. Mark Gardiner.

⁴⁸ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 193.

⁴⁹ *Ibid.*, 190-1.

⁵⁰ *Ibid.* 133 and 180.

⁵¹ *Ibid.*, 147; Cornwall, J., 'Sussex Wealth and Society in the Reign of Henry VIII', SAC 114 (1976), 1-26, at 15.

⁵² Pennington, J., in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 68-9.

⁵³ Hudson, T. P., *Victoria County History* 6:2 (1986), 151.

⁵⁴ Pennington, J., 'Inns and Taverns of Western Sussex, England, 1550-1700: A Documentary and Architectural Investigation', in Kümin, B., & Tlustý, B. A., (eds.), *The World of the Tavern: Public Houses in Early Modern Europe* (2002), 116-35, at 131-3.

⁵⁵ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 151.

⁵⁶ Pennington, J., 'Inns and Taverns of Western Sussex, England, 1550-1700: A Documentary and Architectural Investigation', in Kümin, B., & Tlustý, B. A., (eds.), *The World of the Tavern: Public Houses in Early Modern Europe* (2002), 116-35, at 120.

⁵⁷ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 149.

⁵⁸ *Ibid.*, 174-6.

⁵⁹ Greenwood, J., 'The Tanyard Buildings. Horsham: A Suggested Chronology', SAC 124 (1986), 268.

⁶⁰ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 137-8.

⁶¹ *Ibid.*, 191.

⁶² Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 195; McCann, T., 'Religious Observance in the 17th Century', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 56-7.

⁶³ Howard, M., 'Civil War', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 58-9.

⁶⁴ Rector, W. K., 'Lewes Quakers in the Seventeenth and Eighteenth Centuries', SAC 116 (1978), 31-40, at 31-2.

⁶⁵ Albery, W., *A Millennium of Facts in the History of Horsham and Sussex, 947-1947* (1947), 407-54.

⁶⁶ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 196-7.

⁶⁷ *Ibid.*, 133, 152-3 and 183.

⁶⁸ Pugh, R. B., 'Mediaeval Sussex Prisons', SAC 97 (1959), 69-81, at 80.

⁶⁹ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 133.

⁷⁰ Page, W. (ed.), *Victoria County History* 2 (1907), 421-2.

⁷¹ *Ibid.*, 186.

⁷² *Ibid.*, 132.

⁷³ Hudson, A., 'Napoleonic Barracks in Sussex', SAC 124 (1986), 267-8.

⁷⁴ Short, B., 'Population Change 1801-1851', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 88-9.

⁷⁵ Boughton, S., and Hardman, K., 'Population Change 1951-2001', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 120-1.

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⁷⁷ Hudson, T. P., *Victoria County History* 6:2 (1986), 176.

⁷⁸ Priestley-Bell, G., *An Archaeological Evaluation of the Former King and Barnes Brewery Site, Horsham, West Sussex* (unpublished Archaeology South-East report, project no. 1543, 2002), 5.

⁷⁹ Hudson, T. P., *Victoria County History* 6:2 (1986), 175.

⁸⁰ Beswick, M., *Brickmaking in Sussex: A History and Gazetteer* (revised edn., 2001), 200-2.

⁸¹ Hudson, T. P., *Victoria County History* 6:2 (1986), 175-7.

⁸² *Ibid.*, 149.

⁸³ *Ibid.*, 194.

⁸⁴ *Ibid.*, 190.

⁸⁵ *Ibid.*, 192-3.

⁸⁶ *Ibid.*, 195-6.

⁸⁷ *Ibid.* 196-8.

⁸⁸ *Ibid.*, 134-5, 141 and 183.

⁸⁹ *Ibid.*, 181-3; Godfrey, J., 'Local Government in the 19th and 20th Centuries', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 126-7.

⁹⁰ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 134, 184 and 188.

⁹¹ Page, W. (ed.), *Victoria County History* 2 (1907), 422-3; Windrum, A., *Horsham: An Historical Survey* (1978), 163.

⁹² Note that given the complexity of educational provision in the town, dates given refer to the date of the present building which can pre-date or post-date the creation of the current school on the site. Note also that Tanbridge House School (comprehensive school) lies outside the EUS study area. A detailed discussion of the development of education provision in Horsham can be found in: Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 199-202.

⁹³ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 186 and 188.

⁹⁴ *Ibid.*

⁹⁵ Hudson, T. P. (ed.) *Victoria County History* 6:2 (1986), 188.

⁹⁶ *Ibid.*, 155-6.

⁹⁷ *Ibid.*, 154.

⁹⁸ *Ibid.*, 152-3.

⁹⁹ Mason, R. T., 'Chennells Brook Farm, Horsham', SAC (1963) 101, 40-7.

¹⁰⁰ Kirby, J., 'Excavations in Horsham 1975-1976', SAC 116 (1978), 396-8.

¹⁰¹ Hawkins, D. *et al*, *An Archaeological Evaluation: former Bishops Move site, Worthing Road, Horsham, West Sussex* (unpubl. CgMs Consulting report, 2000), 9.

¹⁰² Beresford, G., *Manor House, Causeway, Horsham: An Archaeological Trial Excavation* (unpubl. report, 2001), 5.

¹⁰³ Butler, C., and Knight, S., *An Archaeological Watching Brief at St Mary's Church, Horsham, West Sussex* (unpubl. Archaeology South-East report, project no. 1679, 2004).

¹⁰⁴ Or the Ashdown Forest-Turners Hill-Pease Pottage-Horsham ridgeway: Margary, I. D., *Roman Ways in the Weald*, (1948) 264.

¹⁰⁵ For the eastern part of this route see: Beckensall, S. G., 'The Excavation of Money Mound', SAC 105 (1967), 13-30, at 13.

¹⁰⁶ Hudson, T. P., *Victoria County History* 6:2 (1986), 135.

¹⁰⁷ In this context the 7m-wide cambered linear feature, with associated ditch, surviving in 2004 south of Barrack Field Crossing (at TQ 16870 29851) might prove significant as it lies directly on the route from the putative church crossing to Denne Park and the hollow way leading to Denne Bridge, though it is, perhaps, more likely to represent an eroded woodland bank or former field boundary.

¹⁰⁸ Pers. comm.. Mark Gardiner.

¹⁰⁹ Aldsworth, F., & Freke, D., *Historic Towns in Sussex: an archaeological survey* (1976), 33.

¹¹⁰ Aldsworth, F., & Freke, D., *Historic Towns in Sussex: an archaeological survey* (1976), 34; Hudson, T. P., *Victoria County History* 6:2 (1986), 135.

¹¹¹ Aldsworth, F., & Freke, D., *Historic Towns in Sussex: an archaeological survey* (1976), 33.

¹¹² Hudson, T. P., *Victoria County History* 6:2 (1986), 135.

¹¹³ Gardiner, M., 'Trade, Rural Industry and the Origins of Villages: some Evidence from South-East England', in de

Boe, G., & Verhaeghe, F., (eds.), *Rural Settlements in Medieval Europe: Papers of the Medieval Europe Brugge 1997 Conference* 6 (1997), 63-73.

¹¹⁴ Aldsworth, F., & Freke, D., *Historic Towns in Sussex: an archaeological survey* (1976), 33; Hudson, T. P., *Victoria County History* 6:2 (1986), 135.

¹¹⁵ Hughes, A. F., *The Evolution and Ownership of Timber-framed houses within the old parish and market catchment area of Horsham circa 1300-1650: a socio-economic survey* (unpubl. D.Phil. thesis, University of Sussex, 1988), 17-18. The application of similar calculations using the 1524 subsidy rolls would mean a c.100% survival rate of houses from this time in nearby Steyning, which is demonstrably incorrect.

¹¹⁶ These comprise: house east of 38-42 Bishopric; Bornes, corner of Carfax and London Road; 7/8 Carfax; 3 East Street; 5 Market Square; 4 Middle Street; 11 Middle Street (now at Weald & Downland Open Air Museum, Singleton); Priests House, Normandy; Perry Place, North Street; The White Horse, Springfield Road; 26-7 West Street; and The Old Swan, West Street. Source: Hughes, A. F., *The Evolution and Ownership of Timber-framed houses within the old parish and market catchment area of Horsham circa 1300-1650: a socio-economic survey* (unpubl. DPhil thesis, University of Sussex, 1988), 188-277.

¹¹⁷ Pers. comm. Dr Annabelle Hughes.

¹¹⁸ Hughes, A. F., *The Evolution and Ownership of Timber-framed houses within the old parish and market catchment area of Horsham circa 1300-1650: a socio-economic survey* (unpubl. DPhil thesis, University of Sussex, 1988), 243-6.

¹¹⁹ *Ibid.*, 227-8.

¹²⁰ *Ibid.*, 256-9.

¹²¹ *Ibid.*, 188-90.

¹²² Harris, R. B., 'The English medieval townhouse as evidence for the property market', in Pitte, D., & Ayers, B., (eds.), *The Medieval House in Normandy and England* (2002), 47-56; Harris, R. B., *The Origins and Development of English Medieval Townhouses Operating Commercially on Two Storeys* (unpubl. University of Oxford D. Phil. Thesis, 1994).

¹²³ Priestley-Bell, G., *An Archaeological Evaluation of the Former King and Barnes Brewery Site, Horsham, West Sussex* (unpublished Archaeology South-East report, project no. 1543, 2002).

¹²⁴ Hunter, P. and Pine, C., *Summary Report of an Archaeological Evaluation of the Land to the Rear of the King's Arms PH and 66-70, Bishopric, Horsham, West Sussex* (unpubl. Development Archaeology Services report, 1999), 12.

¹²⁵ Rudling, D., 'Trial Excavations in Horsham, West Sussex, 1987', SAC 126 (1988), 245.

¹²⁶ Place, C., *Chennell's Brook Farm, Horsham, West Sussex: An Archaeological Assessment* (unpubl. Field Archaeology Unit, Institute of Archaeology report, 1989).

¹²⁷ Kenyon, G. H., *The Glass Industry of the Weald* (1967), 212.

¹²⁸ Butler, C., and Knight, S., *An Archaeological Watching Brief at St Mary's Church, Horsham, West Sussex* (unpubl. Archaeology South-East report, project no. 1679, 2004).

¹²⁹ Hudson, T. P., *Victoria County History* 6:2 (1986), 149.

¹³⁰ *Ibid.*

¹³¹ Hughes, A. F., *The Evolution and Ownership of Timber-framed houses within the old parish and market catchment area of Horsham circa 1300-1650: a socio-economic survey* (unpubl. DPhil thesis, University of Sussex, 1988), 260-1.

¹³² Hughes, A. F., *The Evolution and Ownership of Timber-framed houses within the old parish and market catchment area of Horsham circa 1300-1650: a socio-economic survey* (unpubl. DPhil thesis, University of Sussex, 1988), 12-15.

¹³³ Pers. comm. Dr Annabelle Hughes.

¹³⁴ Hudson, T. P., *Victoria County History* 6:2 (1986), 193-4.

¹³⁵ Richard Budgen, *Map of Sussex* (1724).

¹³⁶ Hudson, T. P., *Victoria County History* 6:2 (1986), 135; Mawer, A, & Stenton, F.M., *The Place-names of Sussex* (1929-30; reprinted 2001), 229-30 and 446.

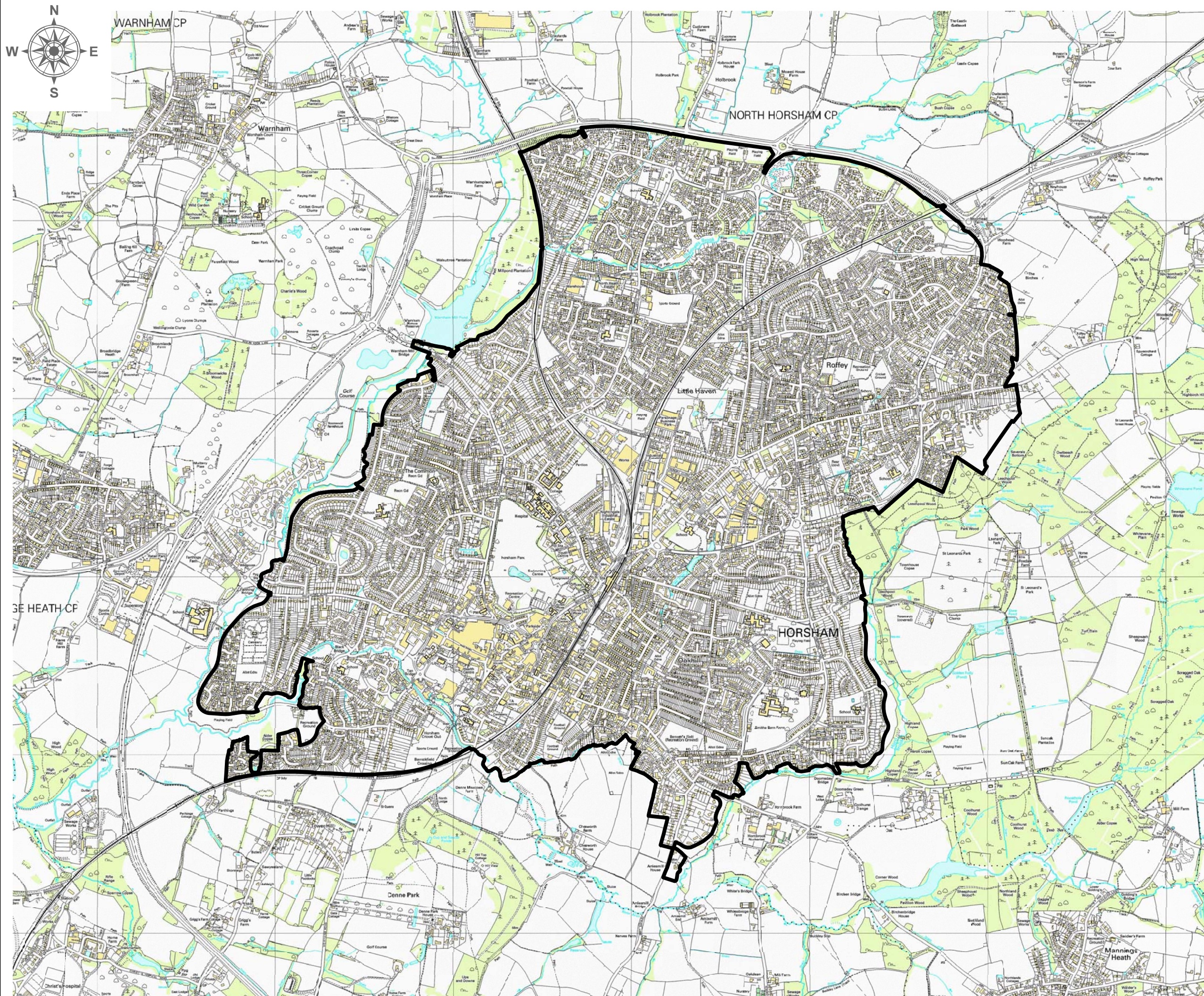
¹³⁷ Hughes, A. F., *The Evolution and Ownership of Timber-framed houses within the old parish and market catchment area of Horsham circa 1300-1650: a socio-economic survey* (unpubl. DPhil thesis, University of Sussex, 1988), 214, 250, 255 and 362.

¹³⁸ *Then and Now Horsham* (Horsham Museum Society & Horsham Photographic Society, 2201): the full archive is kept at Horsham Museum.

¹³⁹ Stidder, D., & Smith, C., *Watermills of Sussex* vol. 2 (2001), 25-6.

¹⁴⁰ Aldsworth, F. G., 'A Prefabricated Cast-Iron Tanyard Building at Brighton Road, Horsham, West Sussex', *SAC* 121 (1983), 173-82.

¹⁴¹ Listed building data is drawn from the statutory lists produced by English Heritage, but has been amended – especially in regard to the dating – during the Sussex EUS. The GIS data prepared during the Sussex EUS contains the full references to the sources for revised dates: in many cases these come from fieldwork undertaken by the author.



Sussex EUS



ENGLISH HERITAGE

HORSHAM MAP 1

Extent of Horsham EUS study area

KEY

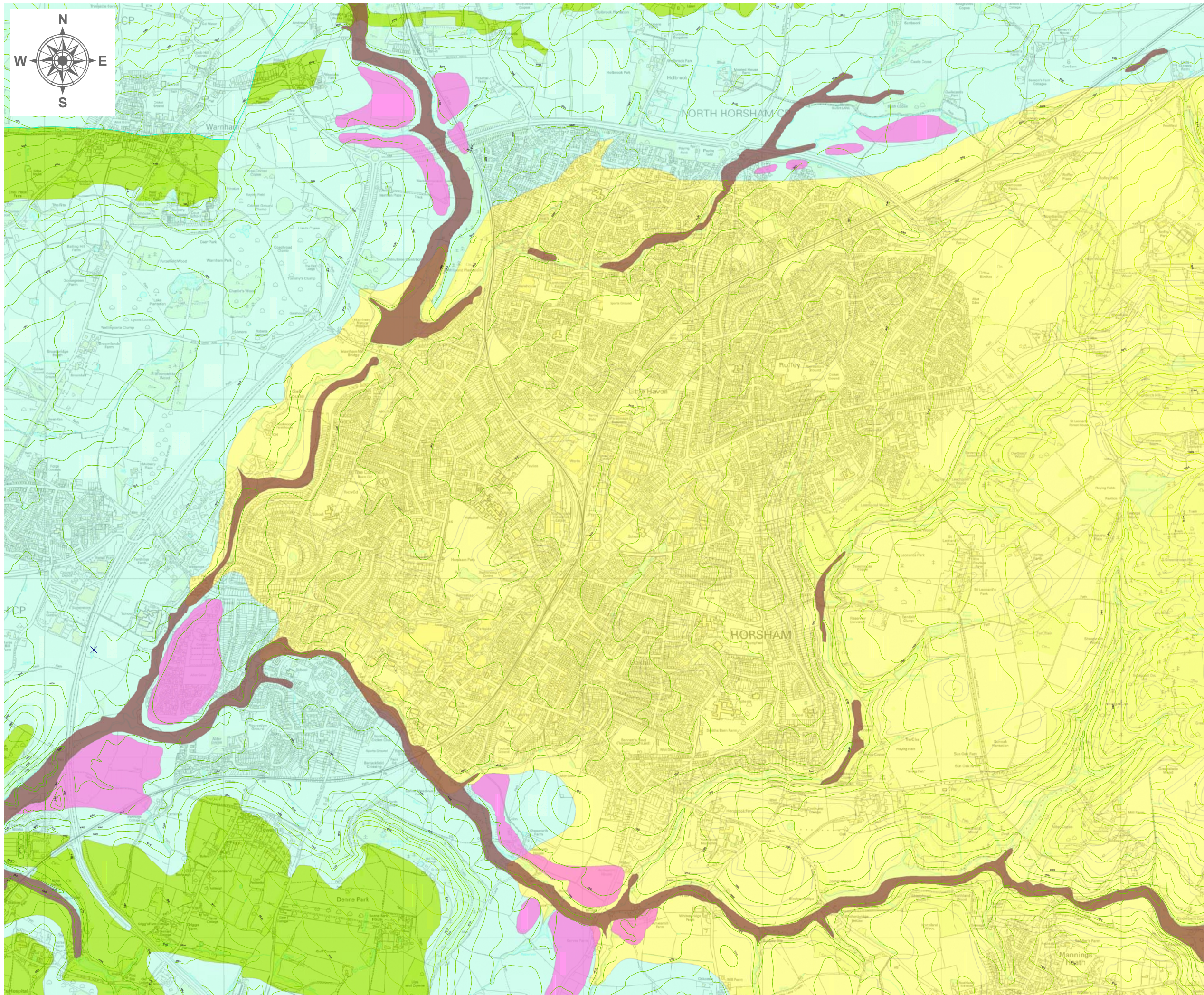
EUS boundary

EUS research and mapping:
Dr Roland B Harris BA DPhil MIFA
September 2004

SCALE 1:20,000

Meters
0 87.5 175 350 525 700

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Sussex EUS



ENGLISH HERITAGE

HORSHAM MAP 2
Solid and drift geology,
with 5m contours

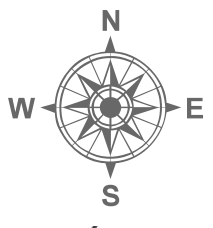
KEY	
Drift geology	
	ALLUVIUM
	RIVER TERRACE DEPOSITS, 3 TO 4 [ARUN]
	RIVER TERRACE DEPOSITS, 4 [ARUN]
Solid geology	
	HORSHAM STONE
	UPPER TUNBRIDGE WELLS SAND FORMATION
	WEALD CLAY FORMATION

EUS research and mapping:
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SCALE 1:20,000

 Meters
 0 80 160 320 480 640

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Sussex EUS

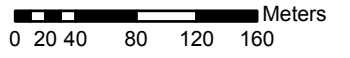


ENGLISH HERITAGE

HORSHAM MAP 3
Ordnance Survey 1st Series 25" (1875)

EUS research and mapping:
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September 2004

SCALE 1:5,000



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HORSHAM MAP 4
Historic buildings:
central Horsham.

NB Grades of listed buildings are shown. No grade means that the building is not listed, but has significant historical value as determined by the Sussex EUS.

KEY

Horsham buildings

Listing Grade

- I
- II
- II*
- None

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 September 2004

SCALE 1:5,000

0 20 40 80 120 160 Meters

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Sussex EUS



ENGLISH HERITAGE

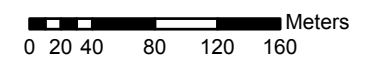
HORSHAM MAP 5
Period 6 (1150-1349)

KEY

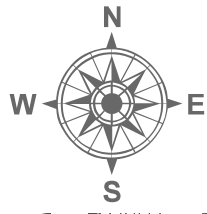
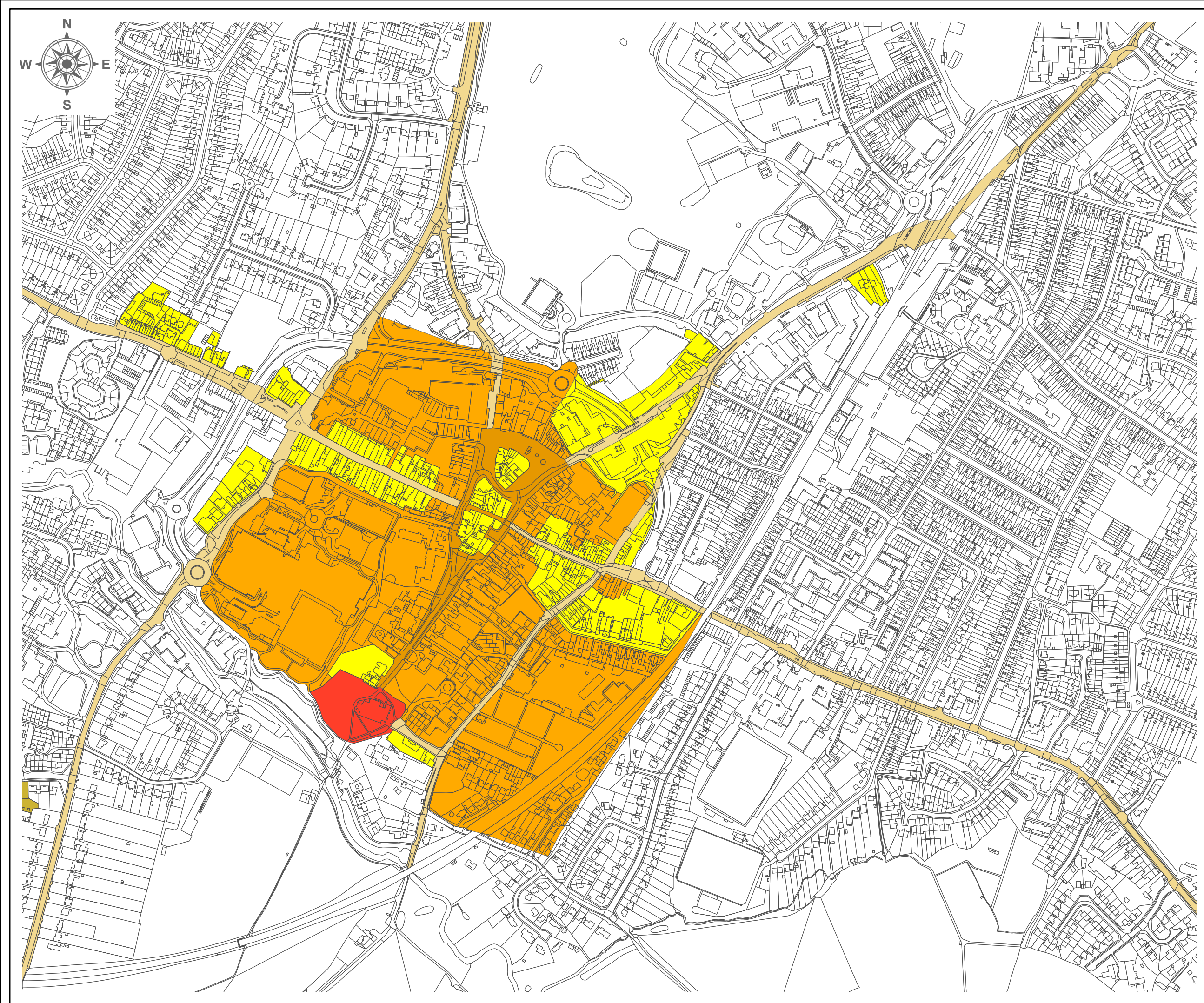
- EUS Horsham**
HCT
- Church/churchyard
 - Irregular historic plots
 - Lane/road
 - Market place
 - Regular burgage plots

EUS research and mapping:
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 September 2004

SCALE 1:4,827



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Sussex EUS



ENGLISH HERITAGE

HORSHAM MAP 6

Period 7 (1350-1499)

KEY

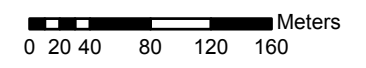
EUS Horsham

HCT

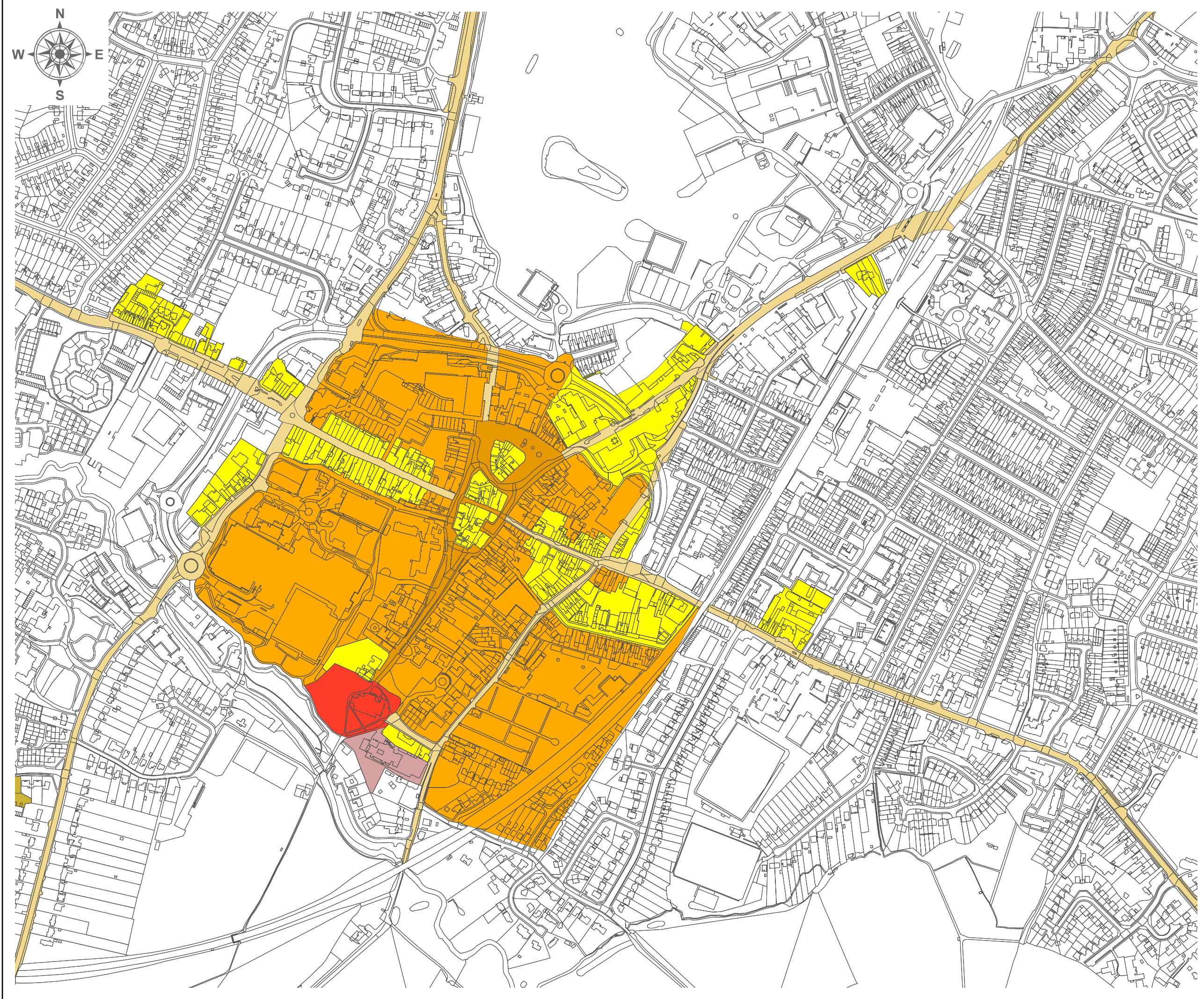
- Church/churchyard
- Farmstead/barn
- Irregular historic plots
- Lane/road
- Market place
- Regular burgage plots

EUS research and mapping:
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SCALE 1:5,000



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Sussex EUS



ENGLISH HERITAGE

HORSHAM MAP 7

Period 8 (1500-99)

KEY

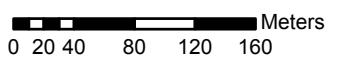
EUS Horsham

HCT

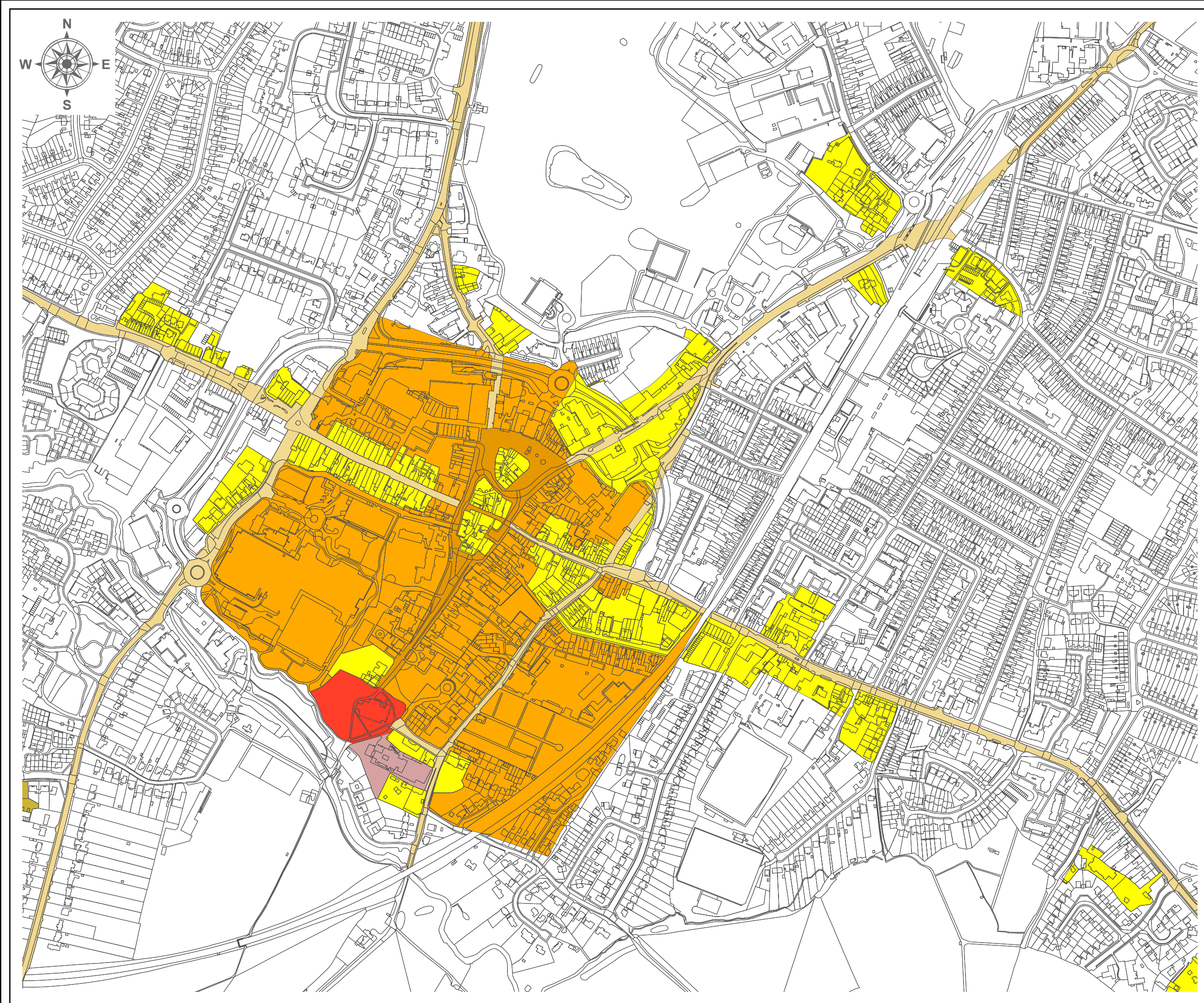
- Church/churchyard
- Farmstead/barn
- Irregular historic plots
- Lane/road
- Market place
- Regular burgage plots
- School/college

EUS research and mapping:
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Sussex EUS



ENGLISH HERITAGE

HORSHAM MAP 8

Period 9 (1600-99)

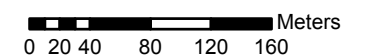
KEY

EUS Horsham
HCT

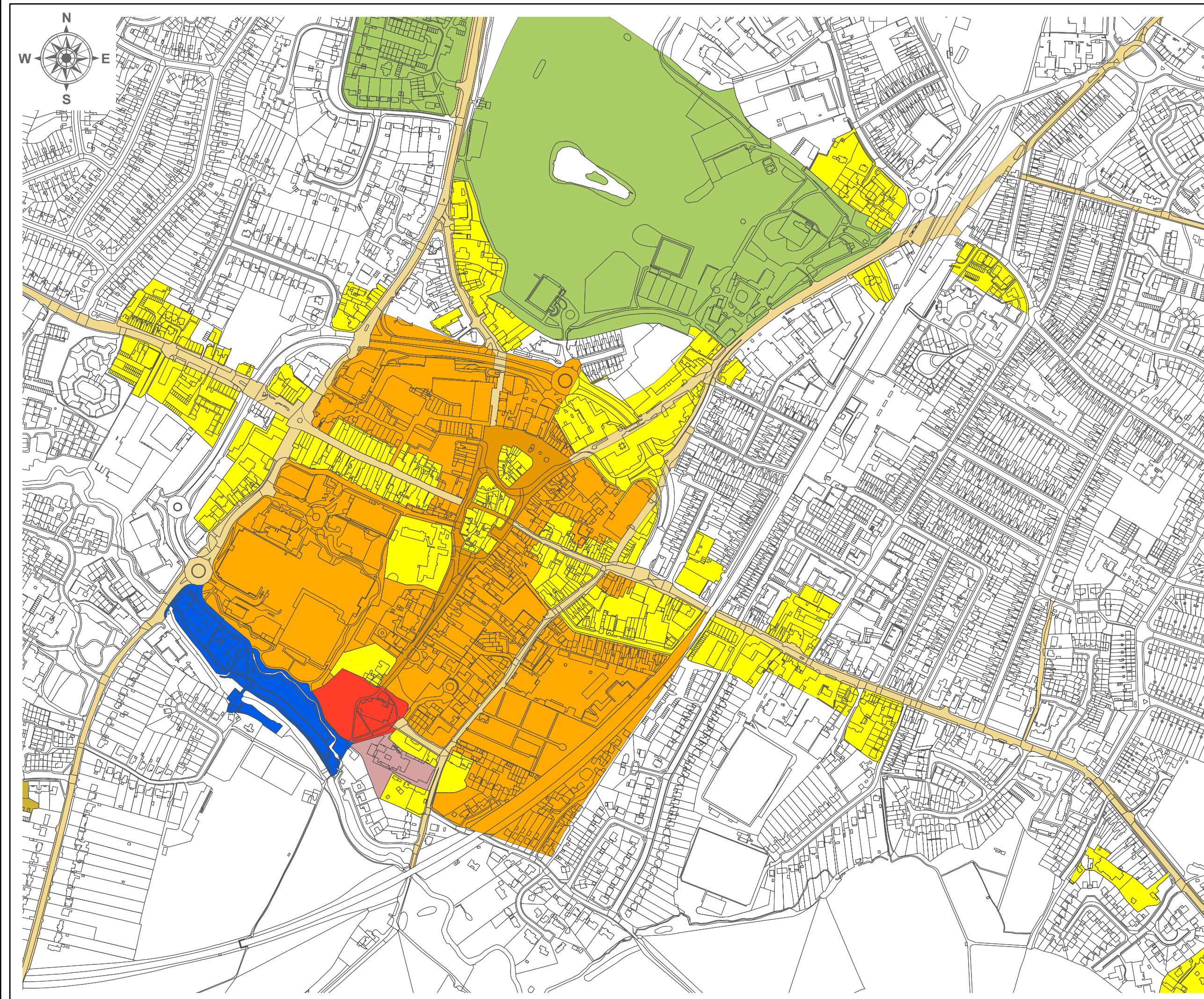
- Church/churchyard
- Farmstead/barn
- Irregular historic plots
- Lane/road
- Market place
- Regular burgage plots
- School/college

EUS research and mapping:
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HORSHAM MAP 9
Period 10 (1700-99)

KEY

EUS Horsham

HCT

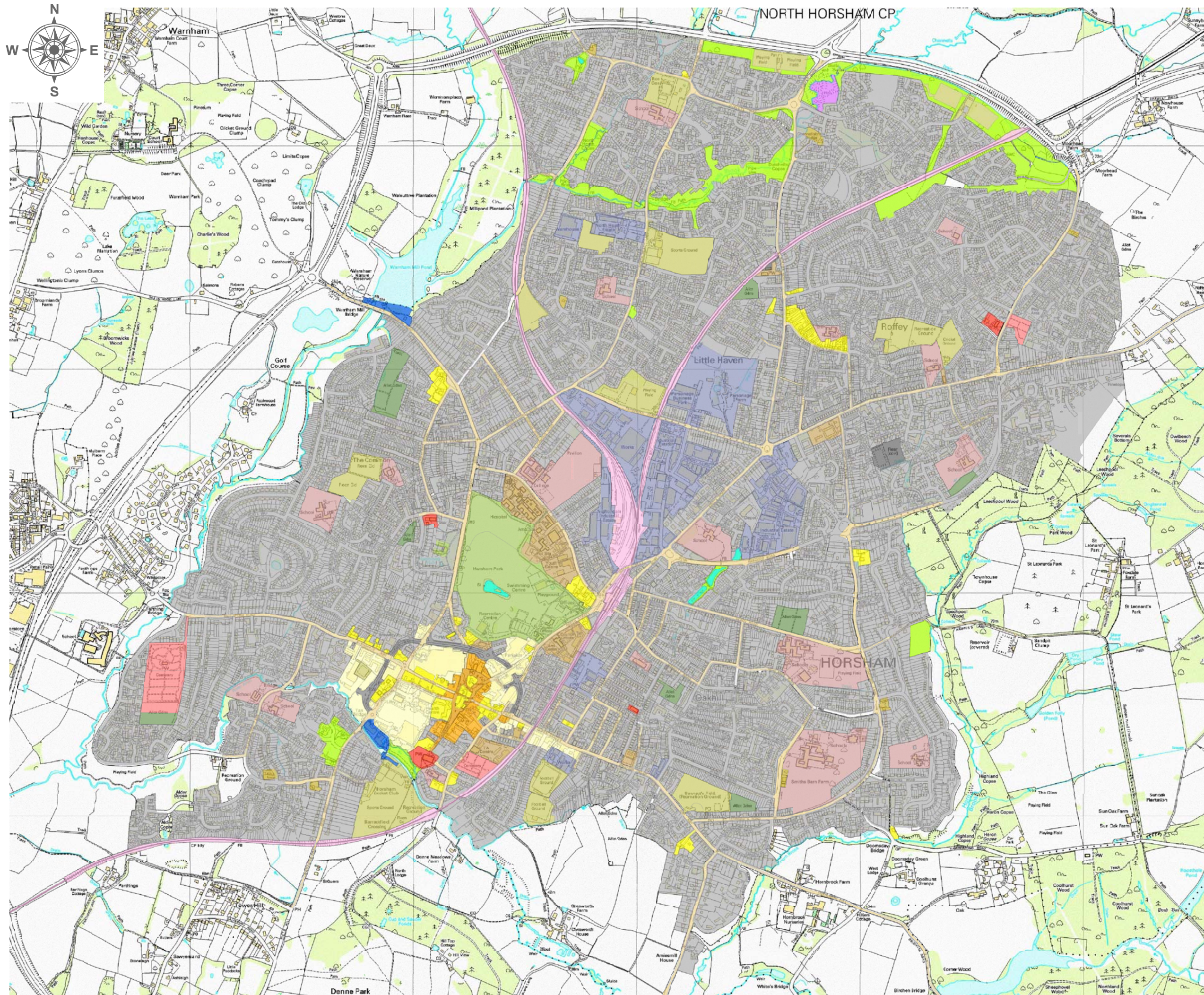
- Church/churchyard
- Farmstead/barn
- Irregular historic plots
- Lane/road
- Market place
- Mill
- Park
- Regular burgage plots
- School/college

EUS research and mapping:
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 September 2004

SCALE 1:5,000

0 20 40 80 120 160 Meters

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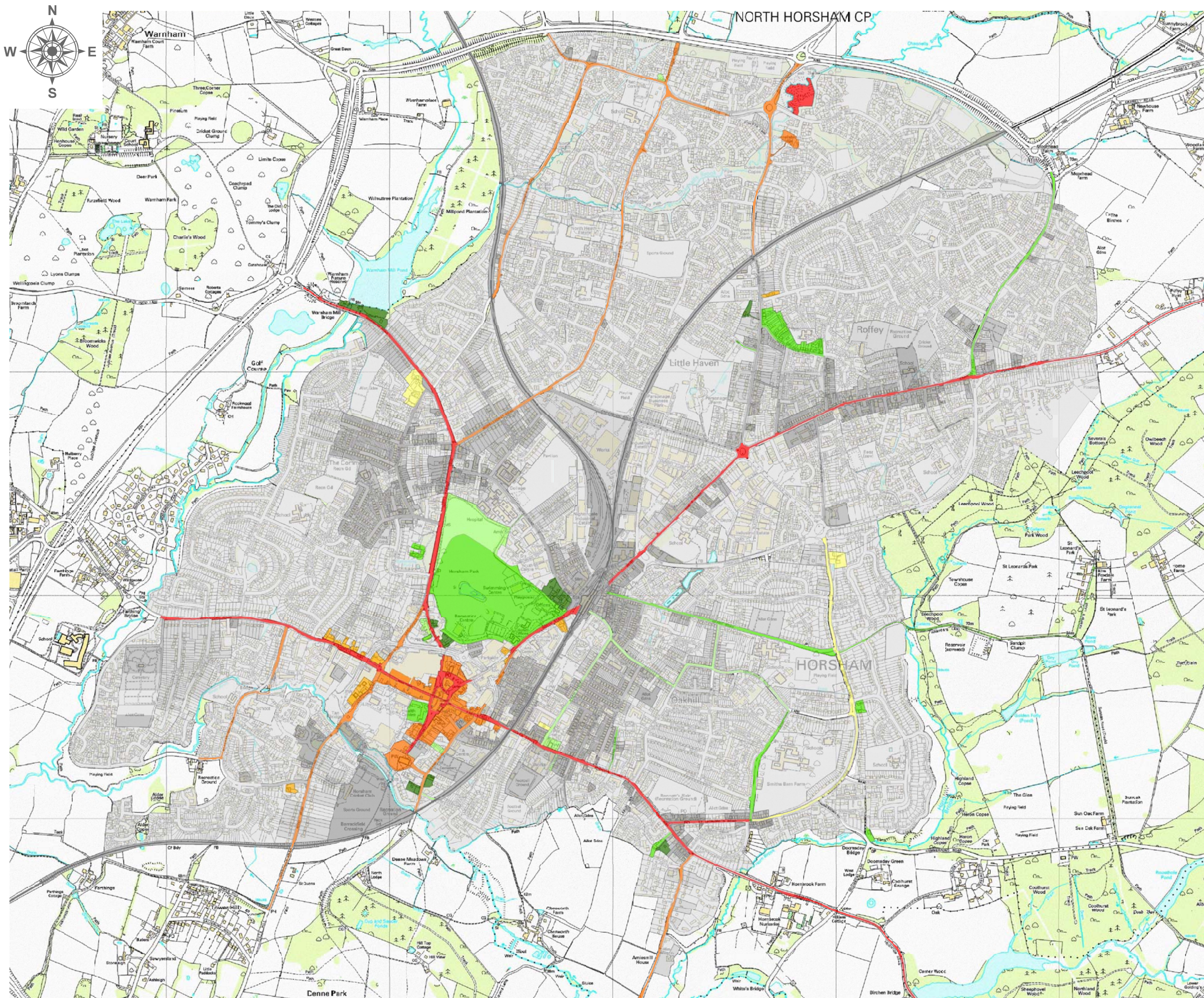
HORSHAM MAP 10
Historic Character
Types (2004)

KEY	
EUS Horsham	
HCT	
	Allotments
	Castle
	Cemetery
	Church/churchyard
	Farmstead/barn
	Informal parkland
	Inland water
	Irregular historic plots
	Lane/road
	Light industry
	Major road scheme
	Market place
	Mill
	Park
	Public
	Regular burgage plots
	Retail and commercial
	School/college
	Sports field
	Station, sidings and track
	Suburb
	Utility

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HORSHAM MAP 11

Historic Character Type areas showing principal period from which present character is derived.

KEY

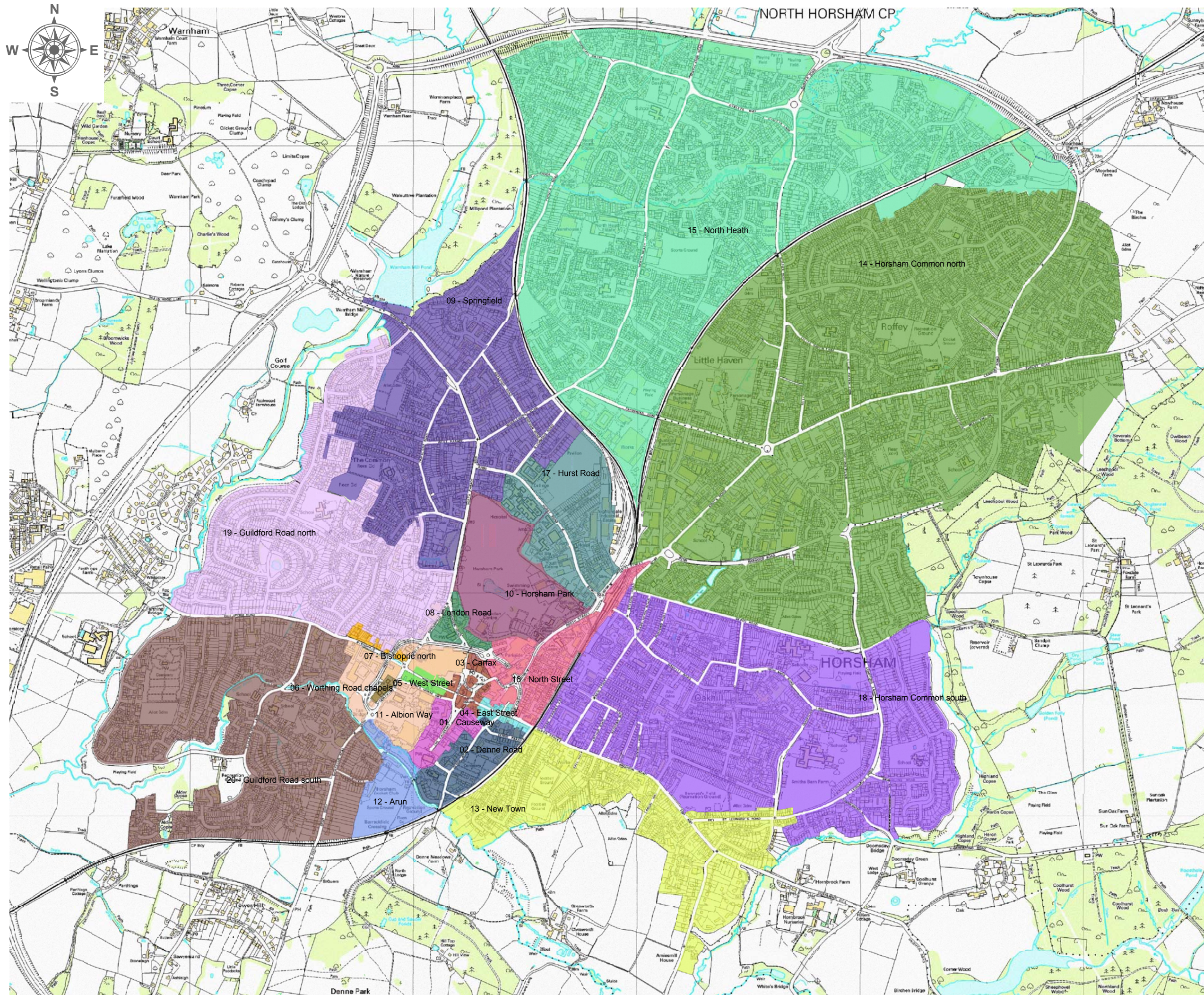
EUS Horsham PERIOD

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15

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 August 2004

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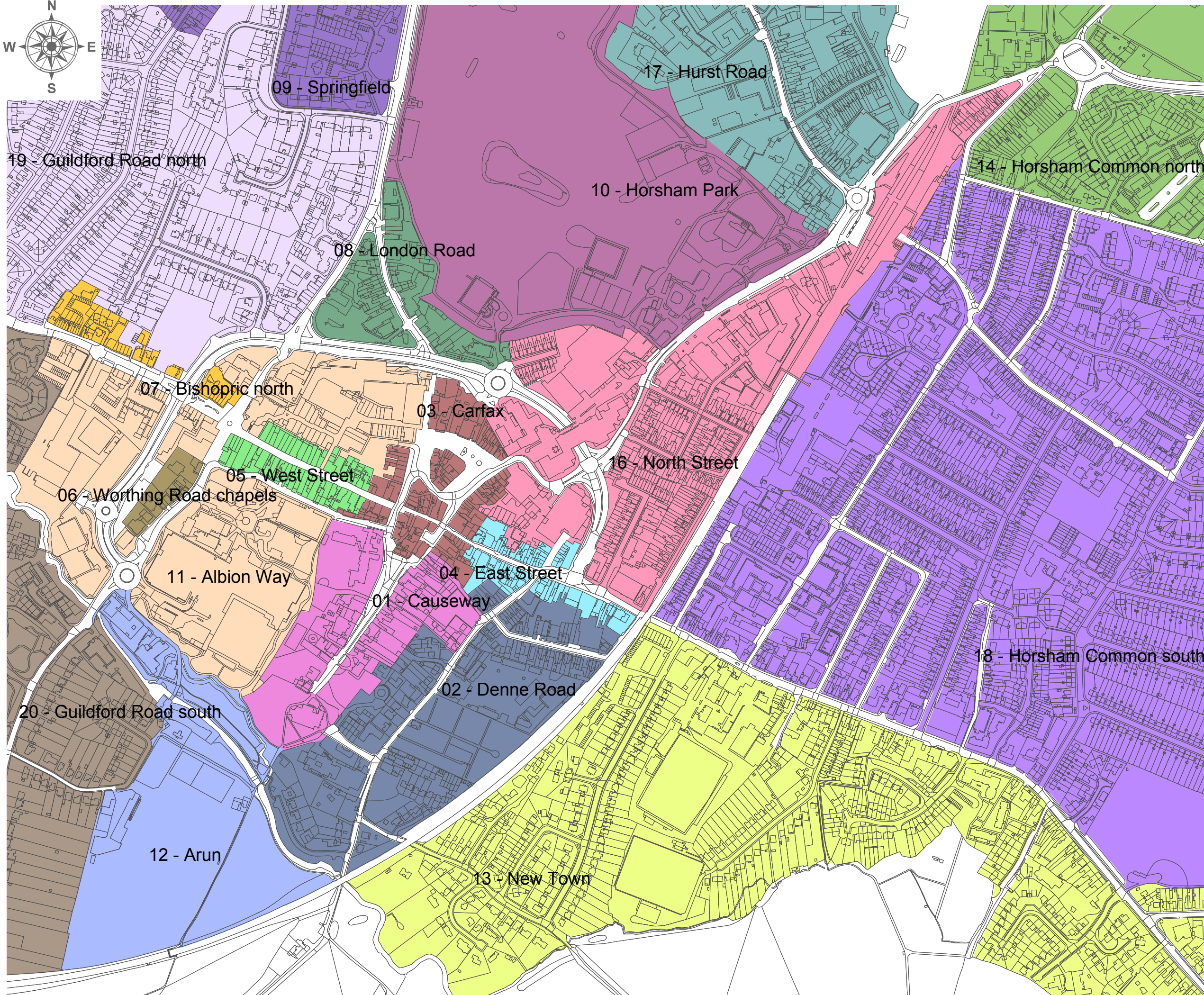
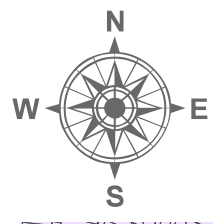
HORSHAM MAP 12 Historic Urban Character Areas (HUCAs)

KEY	
HUCA	KEY
[Pink]	01 - Causeway
[Dark Blue]	02 - Denne Road
[Red]	03 - Carfax
[Light Blue]	04 - East Street
[Light Green]	05 - West Street
[Brown]	06 - Worthing Road chapels
[Orange]	07 - Bishopric north
[Dark Green]	08 - London Road
[Purple]	09 - Springfield
[Dark Purple]	10 - Horsham Park
[Light Orange]	11 - Albion Way
[Blue]	12 - Arun
[Yellow]	13 - New Town
[Light Green]	14 - Horsham Common north
[Green]	15 - North Heath
[Pink]	16 - North Street
[Dark Blue]	17 - Hurst Road
[Purple]	18 - Horsham Common south
[Light Purple]	19 - Guildford Road north
[Brown]	20 - Guildford Road south

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September 2004

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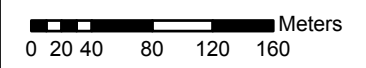
HORSHAM MAP 13

Detail of central area showing Historic Urban Character Areas (HUCAs)

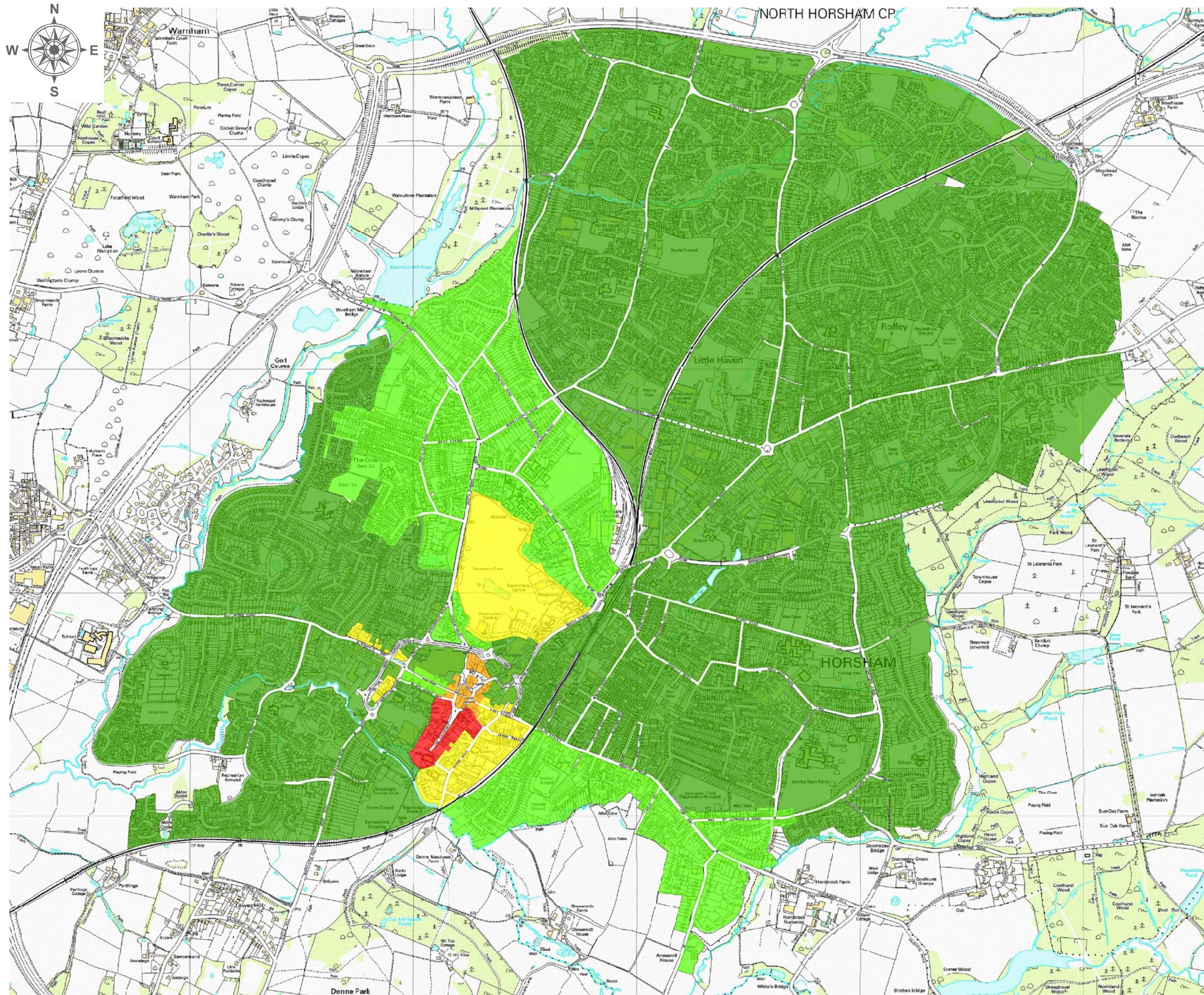
KEY	
HUCA	
01 - Causeway	[Pink square]
02 - Denne Road	[Dark Blue square]
03 - Carfax	[Brown square]
04 - East Street	[Light Blue square]
05 - West Street	[Green square]
06 - Worthing Road chapels	[Dark Green square]
07 - Bishopric north	[Orange square]
08 - London Road	[Dark Purple square]
09 - Springfield	[Purple square]
10 - Horsham Park	[Red square]
11 - Albion Way	[Light Orange square]
12 - Arun	[Blue square]
13 - New Town	[Yellow square]
14 - Horsham Common north	[Light Green square]
15 - North Heath	[Light Purple square]
16 - North Street	[Pink square]
17 - Hurst Road	[Teal square]
18 - Horsham Common south	[Purple square]
19 - Guildford Road north	[Light Purple square]
20 - Guildford Road south	[Brown square]

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HORSHAM MAP 14
Historic Environment Value (HEV) - assessed for Historic Urban Character Areas (HUCAs)

KEY

EUS Horsham

HEV

	1
	2
	3
	4
	5

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