

HORSHAM VISION

- **Summary**

A Town Vision should be just that; comprehensive, thought provoking, full of ideas often at early stages. It should include imaginative ideas about how residents can live, work, shop and be entertained.

This vision should support the image of a vibrant, progressive, historic market town and be capable of being implemented in the years ahead as money and circumstances allow. At the start of the project Horsham Society said that the Vision should aim to create an integrated series of spaces that form a continuous route across the town centre. The vision should reflect the changing appearance and character of the street scene; it should be coherent and beckon public to explore further.

So what do we have? The consultants have produced a document that lacks real vision, one that fails to ask questions about the long term development of Horsham, the development of the town centre and how it should be. Instead, the document concentrates on known sites for the short term, from them suggesting a number of “strategic directions” and identified what they call “opportunity areas.

The Vision does propose the development of a Public Realm Strategy, a Cycling Strategy, a Walking Strategy and a Tourism Strategy, all as key projects. . It is important that these are separate documents, each concentrating on either a single mode of transport or a single issue and we expect them to cover many of the issues we highlight. We are generally supportive of the delivery schedule and welcome the intention to start a debate on these questions. It is critical that the key partners are jointly involved in deciding the brief and scope and then in agreeing the outcome of these new strategies.

Horsham Society ask that the Vision be more ambitious, tackling the difficult questions of access into town, improvement of the gateways, the crossings of Albion Way, entertainment options, residential ideas for different age groups, education, tourism as well as creating a north to south route, to name a few.

Overall, the Vision is lacking in breadth and ambition.

The starting point for a Vision for Horsham's future should encompass three elements: the wider context, the changing demographics, and the topographical area of prime concern in the town itself. These are considered below.

- **Horsham in the Wider Context:**

Horsham is placed between the pressures and opportunities of Crawley and Gatwick to the north, the asset of the Weald and the Downs to the immediate south, and Brighton to the further south. In turn, all are overshadowed by London.

Some questions arising from this are:

- Do we want to keep the Crawley – Horsham green gap?
- Is Southwater now part of Horsham?
- The aim must be to keep the green buffer of Denne Hill and Tower Hill to the south of Horsham.
- Should we resign our remaining industrial ambitions to the wider context of Crawley plus Gatwick?
- Are we aiming to profit from proximity to Gatwick by encouraging tourism/accommodation?
- Will we expand tourism in the future by acting as a base for eco-tourism/international tourism for the Weald and Downs?
- Are we trying to act as an outlier educational base for the universities of West Sussex and Brighton? (and Guildford?)
- How big an effect and for how much longer is the rising cost of London housing prompting more commuter residents in Horsham?
- How is the realm of retailing developing? Have large supermarkets passed their peak? Will e-commerce largely replace them? Will they become show rooms for products which are ordered on-line and delivered to our homes, perhaps by robotic vehicles? From sheds to windows to automatic vans? What might that do to planned car parks and superstores?

- **Horsham Demographics:**

- Horsham has a increasing proportion of older residents and younger couples. Are we planning for more younger family groups while also accommodating the residential and mobility needs of the elderly?
- How will the future likely distribution of our population influence the amount of residential areas we have, how much retail and how much recreational?
- Horsham is no longer the clichéd 'Historic Market Town' but predominantly a residential/retail/recreational town. Fewer people work in the town, especially with the loss of Novartis and the more modest activities of Royal Sun Alliance. Horsham is rapidly becoming less a stand-alone town, more an integral part of the north/south axis of London/Gatwick/Crawley/ Weald/ Downs/ Brighton.
- If we draw in more younger people we need schools and medical facilities.

- Horsham has an ageing population, and what does that imply for transport and communication? More installed capacity for electronics and more combined cycle routes for joint use by families and by mobility scooters?
 - Does the concept of cycle/pedestrian/mobility scooter use suggest more multi-purpose routes not orientated around the car? How will the projected users influence the direction of the routes, perhaps for example along, the river, and deep into town?
 - Is the continuous increase in car parking a long term solution or even a need, or should alternative modes be encouraged, e.g. walking, cycling, more and better public transport?
 - What are the possibilities for linking in the satellite residential areas of north Horsham with the rest of the town? Should we consider the inner town possible routes of a yet-to-be-built connection to north Horsham?
- **Horsham Topography:**
 - For too long the temptation has been to concentrate solely upon the central area of West St/ East St/ Carfax simply because it's there.
 - We advocate taking in a wider circle from the cricket ground in the south, round to Queen St in the east, up North St. to the station, westwards along Hurst Rd. and down North Parade to the Bishopric and back to the cricket grounds.
 - The existing east/west axis could be replaced by thinking in terms of the town centre as circling the park and emphasising the entry points of Queen St, the station, and Worthing Rd.
 - A clear North to South corridor access for pedestrian, cyclist and mobility scooter needs to be established to match the East to West thinking
 - The provision of public infrastructure with this framework in mind could be done successively over time with the aim of ultimately linking all the spaces into a harmonious whole, so that, for example, the station would become a central access point to the town rather than the distant adjunct it is now.
 - Horsham Society have previously advocated that the spaces and routes across the town centre should have coordinated finishes from the Lynd Cross, along West Street to the Carfax, linking to East Street, into Horsham Park and across to the future Hurst Road development. Each space or area should have its own distinct character that reflects its use, heritage and highlights, but the finishes should coordinate from one space to the next. There should be consistency in the street furniture and signage to create a consistent and interesting journey across the centre of Horsham. The section "Evolving image and identity" and the proposal for a "public realm strategy" is welcome.
 - Hurst Road, with its redevelopment potential, needs to be brought into the Vision to tackle, even in general terms, the thorny problem of linkage with the town centre without destroying the tranquillity of the Park.
 - **Broad suggestions for the area delineated.**

- Cricket Ground:

The access to the town proper could be improved by more green pathways as mentioned in the vision document. Several tree lined multipurpose paths could run from the river at Worthing Rd up past Lynd Cross to the park. Improved access across Albion Way is needed. A second pathway could run along the river bank past the groundsman's cottages to turn up the Causeway. If the cricket ground were sanctioned for county cricket and similar regular events then binding it closer to the town would increase footfall. Should more use of the Cricketfield for entertainment events be encouraged?

- Horsham Park

Does Horsham need an entertainment ground in the park? Should it be by Park House or be closer to the pond area?

Horsham Society does not support incursions into Horsham Park however it does request a vision of what the park should provide, what works, if any, may be required, how it is serviced and where the parking is provided; all for public discussion. The haphazard approach to the Ice Rink demonstrates this need for a plan.

- Recycling

Are more facilities needed for recycling in the town centre? Bottle banks etc for visitors and shoppers?

- Piries Place

If, or when, the Piries Place car park is to be redeveloped that what does Horsham need long term? Are more car spaces only a short term answer to a short term problem? How will this affect the transport arrangements in the area, where are the access points? Should public transport be invested in and improved at the same time and to the same degree?

- Queen St:

The stretch between East St past the Iron Bridge and out as far as Queensway or New St badly needs refurbishment. Some uniform street lighting and paving would bind it more into the town, making the area visually linked with East/West St. It needs an entry marker at, say, New St, a form of Dorking gate announcing that this is central Horsham. One small indication could be perhaps the narrowing of the pavement on the south side of Queen St east of the Iron Bridge with limited stop-over parking to generate more custom for this depressed area. Uniform frontages and improved presentation would complement the street furniture improvements.

- North St:

This is central to expanding the town from its east/west constriction. More residential areas are being built, converting some present commercial units; more retail/residential could be supplied at the car park behind the old telephone exchange building. This area provides car parking at present which should continue could instead be increased to multi-level as an alternative. The street scene is enhanced by old buildings such as North Chapel. The area around the station would

benefit from some retail units on the present bus/stop taxi rank area, some of which could use instead the car park to the immediate north of the station. There are opportunities yet constraints here so this area needs a development plan that includes routes into the town centre and improvement under the railway line and into Horsham Park. This would link with any development on the car parks to the east of the railway.

The car park area to the east now used by RSA staff and running along New St could be developed into residential/ car park as outlined in the vision document. A green island along the centre of North St, at the cost of narrowing it a little, would provide an introduction to the park area of Horsham. An area of integrated traffic/pedestrian use extending down to The Capitol would slow traffic down on entry and provide a semi-piazza appearance at the station.

Should the west side of North St. be enlivened by converting Park House into a boutique hotel? The exterior is worth keeping, although the interior has been altered. Some part of the accommodation might need to be built on the present car park to the far north of Park House to make it commercially viable. There are many constraints as it is important that this does not encroach onto Horsham Park, compliments Park House as well as contributing and improving the street scene of North Street.

- Hurst Rd:

There are several good sized sites on this road which are open to re-development, including the fire station and the police station. There is an opportunity to develop these sites in conjunction with those in North St and the car parks in New St while remembering that the catchment area for retail development would include Horsham Gates and Century House. Attention should be paid to how to open up access to the park from these developments, particularly along the present narrow path which runs beside the hospital. The developments should be kept low rise to keep the uninterrupted view of the skyline in the park and the development should be in keeping with the theme of complementing the park and using it as a focal point for the town. Types of development might include medical, residential or high tech offices while avoiding light industrial or warehousing. There are a number of older cottages/houses along Hurst Rd which give it a mature atmosphere and they add to the street scene.

- Albion Way:

This is a problem area because it serves mainly to conduct through traffic round the centre of the town, it divides residents from the town and park and it slices the Bishopric off from West St. The street scene is dominated by the ugly backs of the M&S car park. It could be embraced by a wall of small flats, much as Burton Court does for the Piries Place car park, with a terraced area stretching over the highway to be planted and to protect the flats from noise and pollution. From this terrace a spiralling ramp could cross Albion Way and give entry to the park by the roundabout at Madeira Avenue. An enhanced green ramped access from Medwin Walk would join the park to the town and improve access well beyond the present narrow underpass.

Access across, under or over Albion Way is needed, the current crossings are inadequate as traffic flows grow. These improved crossings need to accommodate pedestrians, families, mobility scooters and cyclist.

Should Albion Way be a single carriageway, becoming a boulevard allowing pedestrian and cycle routes alongside amongst trees? It has been considered before but not progressed, however it would ease the access from the town to John Lewis.

- Albion Way/Bishopric:

The segment of Albion Way from the Bishopric to the Worthing Rd roundabout is a difficult barrier cutting off the Waitrose/John Lewis site from the town. The second pedestrian crossing proposed may be a partial solution but it needs an imaginative solution to solve the access and transport issues and will likely involve major infrastructure. Horsham District Council should present options and strategic plans involving all sites in this zone.

- John Lewis / Currys

How is this to be considered in the vision? If Currys/Office Outlet is to be redeveloped, then what to? Retail or residential? Is there an opportunity to overcome the access problem to John Lewis, as it is not addressed in the document? If a further raised deck or podium is provided, does this give an opportunity for pedestrian access towards the forum, a pedestrian deck over Albion Way perhaps linking to the Forum? Can Albion Way be sunk to allow at grade pedestrian access. If Sainsbury's car park is redeveloped then what does the town need there? Retail, entertainment or residential? Would this enable access for a North South non-car access corridor towards the Cricketfield. This whole area of Horsham needs a comprehensive integrated vision, not piecemeal developments.

- Sainsbury's:

This is a key site that has so many possibilities and links to other sites, but also constraints, that it should be central to public discussions as to what use is appropriate and what how it could benefit Horsham.

The future of this site may depend on the evolution of the retail industry. If e-commerce makes supermarkets redundant as we know them to-day then this is a good site for high density residential building. Something more like the multi-layers of Potter's Place rather than the row of small town houses in the vision document is required. Some of this intense infill could be on a multi-storey car park and could rise to the pedestrian level of the Forum. The present piazza in front of the Forum should be left, to enjoy the warm sunny south facing aspect.

- Lynd Cross/bus station/Blackhorse Way:

This area will have to be refurbished once the multiplex is finished in West St. A suggestion is to pave the whole area uniformly without any traffic barriers and use it as an integrated space with vehicles and people moving at will across the open space. Blackhorse Way could be one way eastwards (with cycle contraflow) which would give enough space to screen off the bin area and still leave room for deliveries and waste disposal.

- West St/ East St/Carfax

These successful areas could be linked by public furniture -- standard lighting, uniform paving. They should invite users to walk through to the Carfax and on up to the Park via Chart Way or to the Albion ramp. It should be natural to walk from East Street at Denne Rd on towards the Iron Bridge to Queen St.

- Transport

Are there alternatives to solely more car parks? Should access by non-car users and pedestrians be encouraged by better access, routes and facilities? Should routes from the Railway Station be clearer? Is the bus station sufficient or should it be enlarged?

There are so many ideas to consider in a Vision.

- **Key Points**

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- 2 Overall, the Baseline documents are incomplete and omit key planning National Planning documents (NPPF), key HDPF Policies on sustainability as well as other important documents and contributions
 - 2.2 Add Horsham Society Design Brief as a reference document
 - Include Town centre Character Design Guidance 4. Add Horsham Conservation Areas
 - 3.15 The review does not provide any advice as part of the Market Review on whether the level of Retail provision is too high or too low. What is the advice?
 - 3.16 The review does not provide any advice as part of the Market Review on whether the level of Office provision is too high or too low. What is the advice?
 - 5.7 The claim that it is car oriented is an observation with no consideration of other sustainable modes. Many, indeed most, try to walk, cycle or use public transport so the idea that the town centre is only car oriented is questionable. There is no vision on the strategic town centre review. No vision or what to do about the car orientated town centre.
 - 5.10 This is a review, not a baseline, so why are the barriers to crossing the dual carriageway not analysed and recommendations made?
 - 5.15 These gateways are the arteries for Horsham trade as a centre. This document knows where they are but does not understand them and does not develop ideas or visions for them.
 - 5.22 The crossing to John Lewis is a key problem and must be improved
 - 5.24 The Commercial Quarter is no longer Commercial - now largely residential, with leisure. No cycle routes are shown.
 - 5.28 We welcome an improvement to the crossing of Worthing Road at this point for John Lewis, although there are clear traffic implications. The diagram shows an additional crossing to John Lewis between the existing crossing and the roundabout. This idea needs to be developed
 - 5.28 The diagram of the "large footprint retail" inadequate and incomplete drawing - need to show all cycle routes, potential cycle routes and facilities. What has happened to the additional crossing and the link through to Worthing road?
 - 5.41 The lack of community facilities, e.g. disabled changing spaces, cycle facilities, must be considered and promoted by the Council.
 - 5.42 Key issue, make the gateways more pedestrian, public transport and cycle friendly.
 - 5.43 / Evolving Image and identity – excellent section that should act as the starting point
 - 5.44 for the Public Realm Strategy. Involve Horsham Society in the work to define Horsham place as a modern market town.
 - 5.45 A debatable inference, since there were no other sites as alternatives.

- 6.3 The Society has been pressing for action to improve Blackhorse Way since the Forum development was built. We support the introduction of one-way traffic from just east of the car park entrance/exit to South Street, coupled with a narrowing of the highway to allow better pavements, loading bays and - most important – a scheme to hide the refuse bins and otherwise tidy the rear entrances of the West Street shops.
- 6.6 Redevelopment of Sainsbury's is not acceptable in its current form, as public opinion has demonstrated.
- 6.8 What is being proposed for the Commercial quarter? The section is vague and overlooks that the quarter is moving to residential instead of Commercial
- 6.19 This is dull and stating the obvious for the most part, without any vision
- 6.23 Should redevelopments be promoted where residential overlooks railway lines?
- 6.25/6 Why did Horsham District Council not consider development option for the station
.26 and RSA car parks when Winterton Court was redeveloped and access could have been resolved? Any new developed has difficult access onto New Street,.
- 6.29 There will be significant traffic impact on New Street, whatever developer contributions are made.
- 6.31- There is no vision on the key development sites, this is effectively just a list
6.38
- 6.43/ The argument that the Forum needs a development on the south side is arbitrary.
6.45 offsets the winds is offset to produce an attractive open piazza.
- Horsham Society has previously commented that Forum has been problematic from the start but its most prominent and valuable feature is that it has a warm sunny south facing aspect over low level development so has lots of sunshine. Enclosing it would make it a dark and barren place. Moving Sainsbury's westwards would destroy the successful pedestrian route linking the store with West Street and the rest of the town centre. The Consultants have identified the need for more car parking space, downsizing Sainsbury's would inevitably mean less car parking. The Consultants need to identify space, and a provider, for replacement space. Furthermore, high density residential development would have to have parking provided. If, as seems probable, this too would be underground the overall cost would almost certainly rule out the provision of an acceptable number of affordable homes. Town centre living is only attractive to certain demographic groups, possibly not for young families with children. With the growing number of small units of accommodation driven by the redevelopment of offices into flats, the Council needs to undertake a review of type of new accommodation required on other sites.
- The suggestion that Sainsbury's might be moved westwards to face Worthing Road, with an underground car park and high density residential development above needs far more thought than a separate consultation. It is coupled with a suggestion that the Library may be replaced and the Forum enclosed on the south side. The suggestions as outlined are superficial, confused and very unsatisfactory.
- 6.45 Horsham Society object to the casual demolition of the pleasant library building
- 6.46 The terrace housing sketch is a bland layout, poor design and does not match the Horsham town centre grain

- 6.60 The evidence that this development is not making a sufficient contribution to the town centre as a whole because of access difficulties on foot is something the Society pointed out at the time it was designed. In the original sketches for the development a new crossing was shown on Albion Way at the foot of the steps leading down from the stores. This always seemed difficult because of the significant change in levels across the road and the closeness to the Office Outlet roundabout. Nevertheless the time has come to look at all the available options, both for a crossing and - importantly - a pedestrian route through to Worthing Rd.
- 6.60 The Office Outlet/Currys needs an imaginative solution needed. It needs a vision, this document provides nothing.
- 6.62 Horsham Society object to the casual loss of the pocket park, New Street Gardens
- 6.62 Access onto New Street would be difficult. This should have been taken into account before Horsham District Council/Saxon Weald redeveloped Winterton Court.
- 6.61 What pedestrian improvements are planned outside Horsham station? They are shown on 6.66 but not described?
- 7.14 It is long overdue for the Council to enforce existing rules on Blackhorse Way to tidy it up.
- 7.45 The proposals for Queen Street are disappointing and lack any flair, imagination or originality. The railway bridge and the area immediately around it certainly needs cleaning and renovation. Where is the potential for redevelopment mentioned by the Consultant's? Is it realistically achievable?
- 7.49 Repeated drawings and no new proposals
- 7.51 Additional office space is suggested for the River Arun Corridor but it is quite unclear where these sites are.
- 7.53/7.54 The provision for cycling into and through the town is unsatisfactory, leading to conflicts – real and imagined – between cyclists and pedestrians. We are not generally in favour of designated cycle lanes through the town centre because of space restrictions. But the north/south axis through Lynd Cross might be wide enough to consider one. Overall it is disappointing that cycling access has not been addressed by the Consultants. We should aspire to a town where we can have both safe cycling and safety for pedestrians
- 7.57 Needs comprehensive signage and way finding across Horsham
- 7.58 At the start of the project we said that the Vision should aim to create an integrated series of spaces that form a continuous route across Horsham
- 7.61 Amusingly, the most popular public response to Lynd Cross is to do very little...
- 7.62 Horsham Society strongly object to removal of these trees which mask the busy dual carriage way. Removing them simply makes the road more visible but no easier to cross.
- 7.63 This is vision is devoid of ideas regarding a key problem of crossing the Dual carriageway in different places. Until this is satisfactorily resolved, the town centre remains locked in by dual carriageways and barriers preventing easy access by pedestrians or cyclists.
- 8 The conclusion to this lengthy document are weak.
- 8.8 Horsham Society would wish to be involved in the implemental team.

- 9.1 Horsham Society would welcome involvement in the Public Realm Strategy. This should be a standalone document not subsumed in other strategies
- 9.5 The delivery schedule is the strongest point of the document. We urge Horsham District Council to progress with these, but it is critical that the key partners are jointly involved in writing the briefs and then agreeing the outcome.

- Detailed response

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- Baseline review
- 2.2 It is essential that the Vision should reference and use documents produced by local civic societies. Horsham Society request Add Horsham Society Design Brief as a reference document. Add National Planning Policy Framework (NPPF). Need to include Town Centre Character and Design General Guidance 4, to protect and enhance the heritage assets. There is no reason to exclude them. Add reference to Horsham Conservation Area. This is major omission
- 2.8 Age 30-49 in table is not 4.8% of population.
- 3 Market review
- 3.6 Needs comment as to whether this number of office to residential conversions is desirable. Can it, or should it, be managed by Planning Control?
- 3.9 What is the expected growth or change in population?
- 3.15 Needs comment as to whether the level of retail provision is too high/too low so what should be done. Otherwise there is no vision about what Horsham needs. Furthermore, because the Vision has taken so long to produce in a number of cases events have already overtaken their recommendations. For example, the suggestion that North Street be retained for offices comes too late. That bird has flown with a very large proportion of North Street office space facing conversion to residential use. Also the recommendation for more hotel space has been overtaken or realised, at least in part, by the new Premier Inn in Piries Place.
- 3.16 Same question on the office market. What is needed in the future?
- 3.21 Is this advice to Council to encourage office space instead of conversion to residential?
- 4 SWOT Analysis
- Retail weakness - what evidence is there of households asking for more cinemas, especially as it is at the expense of retail space?
- 5 Strategic Town centre Review
- 5.7 The claims the town centre is car orientated because it is the preferred method of transport, is simply untrue. Many people walk, many cycle, many use public transport and some on motorised scooters. Many use cars because it is the only way, but to suggest that most drive is without evidence. The vision must look beyond the present and to the future, so what is the vision? Otherwise this is no more than a prejudiced view of Horsham, reinforcing stereotypical behaviour.
- 5.10 Dreadful barriers and poor signalised crossing present a major barrier either direction to pedestrians and cyclists
- 5.13 It seems ironic that the main council offices, for both West Sussex and Horsham District form part of street with "little sense of place" or "animation".
- 5.14 This is busy pedestrian route. It is not primarily a car orientated as a gateway, only as a junction on the road
- 5.15 The gateways to the town are the arteries for Horsham trade as a centre. This document knows where they are but does not understand them and does not develop ideas or visions for them.

- 5.22 The crossing to John Lewis is a key problem and must be improved
- 5.22 Spot on -- "There is no easy crossing point for pedestrians and cyclists moving between the John Lewis at Home and the rest of the town centre. There is a danger that such provision could lead to a single stop and therefore it is recommended that the Council seeks to enhance linkages between the store and the rest of the town centre."
- 5.24 The northern commercial quarter along North street is no longer commercial but now largely residential character as office have been sold and converted to residential. This was led by Horsham council selling their own offices, then showing their own inability to control planning and conversions. The commercial element is now a minority so equally leisure with the Park, Pavilions, Capitol Theatre and Black Jug public house.
- 5.26 The diagram shows what appears to be a crossing directly north of the roundabout into John Lewis/Currys. It's not there but seems desirable together with the link through to Worthing Road.
- 5.28 Diagram shows what appears to be an imaginary crossing directly adjacent to the roundabout into JL/Currys. The crossing is not there. Is this a proposal? The diagram shows a link across to Worthing Road. Is this going to happen? This is an important link.
We question whether the main access is by car. Certainly this assumption leads to the need to make non car access much better
- 5.30 The "halfway house" phrase suggests unfinished. It does have a sense of space, and place to being the sunshine. Describing it as halfway implies that it needs further development. This is not so. Omit the reference to halfway house.
Secondary retail
- 5.31 There is a lack of visual continuity in the Bishopric - so what is proposed?
Strategic Directions for Town centre
- 5.41 The lack of community facilities is encouraged by disinterests by the planning authority. Requests for inclusion in different developments have been ignored by the planning authority, while developers have no financial benefit to include them
- 5.42 Key issue, make the gateways more pedestrian, public transport and cycle friendly.
- 5.43 involve and include Horsham Society
- 5.44 involve and include Horsham Society
- 5.45 Not so. Sainsbury's redevelopment did not have support, 44% against 34% in favour. Response to other proposals were hardly overwhelming, indeed some there is some debatable maths in the summary response.
Town Centre Opportunity Areas
- 6.3 Horsham District Council and WSCC have control over Blackhorse Way. The bad state and lack of management is their responsibility and in their gift, indeed duty, to resolve. It does not need a study, nor Sherlock Holmes, to identify the problems and responsibilities.

- 6.6 This is a controversial subject and the redevelopment of the Sainsbury's car park site reduces parking substantially as it is widely used and an integral part of the town as this study has shown in 5.19. Sacrificing this for dense residential is not approved by the questionnaire, where 44% were against, only a minority in favour. Demolition of the existing Library is not acceptable as this is an attractive and much used building, protection of the trees in this area is critical.
- 6.7 What does this mean is there *should* be no change? What is the vision?
- 6.8 This whole section is vague and unclear as to what is being offered. What links are being proposed, what transport?
- 6.9 What has happened to the proposed and much needed pedestrian route from Worthing Road to John Lewis and the imaginary but much needed additional Crossing of Albion Way?
- 6.10 Where is the route to and from John Lewis referred to below?
- 6.13 This seems to ignore the redevelopment of Swan Walk to provide a cinema, compare with the extensive description of the plans for inclusion of a smaller cinema in Piries place
- 6.18 That might be considered complacent.
Queen Street
- 6.19 What are the proposals?
River Arun Corridor
- 6.21 A "counterbalance to formal leisure offering of Horsham Park". Explain?
- 6.23 What exactly is in the mind about "potential to create new residential-led developments along the corridor
Royal Sun Alliance & Station Car parks
- 6.25/6.2 the issue here is access see 6.62
6
- 6.27 It is also adjacent to the railway line, so residential may be possible but not desirable. There seems an inbuilt assumption that surface car parks are inefficient.
- 6.29 There would be significant traffic impact on New Street. How will developer contributions improve this narrow street?
- 6.30 Horsham District Council should be controlling A Boards
Key Development Sites
- 6.31-6.38 This section is muddled and unclear. What is proposed here?
- 6.33 *Albany* House, throughout
- 6.34 It has been approved.
Black Horse Way / Forum / Sainsbury's
- 6.42 "fairly ideally". Does that mean ideally?
- 6.43 - This is made up to justify the result. There is no southerly gale across the Forum.
- 6.45 The Forum has a sunny view south onto some magnificent trees, the remnants of a park. This whole proposal needs careful consideration as it would entail losing a pleasant and well used library building to replace it with the same.
- 6.45 We object to this casual demolition
- 6.46 The public opinion is clearly against this.
The proposed dense terrace housing is most inappropriate for a town centre location and conflicts with all the fuzzy words in previous sections about Horsham being an attractive place to live. The sketch is just unattractive.

- Piries Place
- 6.55 Why do they not include the Council owned Piries Place Car Park. Horsham District Council are the client of this document?
- 6.56 So what is the recommendation?
Office Outlet / Currys
- 6.60 Yes but access to this quarter of town is very difficult. Redevelopment and retail cannot be fully maximised unless and until pedestrian access is improved. This is a fundamental fault that Horsham planning created but has yet to resolve.
- 6.60 This solution may need a wholesale review and imaginative solutions, possibly extending the pedestrian realm over the road, perhaps by sinking the road, in order to connect this area to the town. Expensive but effective
Royal Sun Alliance & Station Car parks
- 6.62 Horsham Society object to the casual loss of the pocket park in New Street Gardens
- 6.62 Access onto New Street would be very difficult.
- 6.61 The diagram clearly shows the benefits of developing this land in conjunction with Winterton Court.
- 6.61 What pedestrian improvements are planned outside Horsham station? They are shown on 6.66 but not described?
Key development sites
Black Horse Way / Forum / Sainsbury's
- 7.2 Needs early engagement with Horsham Society
- 7.13 The worry is that this sounds as if it has already been decided as a good idea, without full investigation. Refer to the public consultation where despite the creative maths, 46% object to redevelopment against 34% in favour.
Black Horse Way
- 7.14 This is long overdue by Horsham District Council requiring enforcement of existing rules.
Office Outlet / Currys
Needs imaginative solution to bring this area into easy pedestrian access otherwise footfall and trade will be low.
Royal Sun Alliance & Station Car parks
- 7.38 Good luck...
Civic Quarter
- 7.41 Given the Council's inability to restrict changes in the commercial quarter, it is most unlikely that the Council will be able to, or want to resist these pressures, especially as residential units would assist housing targets
- 7.42 Pie in the Sky. The Council does not have robust traffic modelling, relying entirely on WSCC, who aren't really interested, and the developer, who will prove everything is possible.
- 7.43/7.4 This is Horsham District Council though...
4
- 7.45 So what is the plan? How will it be encouraged and made to happen. Who by, when?
- 7.49 This is the same bland sketch used in previous consultation with no definite ideas.
River Arun Corridor

- 7.51 Unclear where additional office space is being provided if it is converted to residential.
- 7.53 This should, be a vision, not a maintenance document requesting paths to be swept clean. What improvements? Which routes?, Who will they benefit - pedestrians, cyclist, mobility scooters, families?
Way finding and Signage
- 7.57 Easy and straightforward, but need careful consideration to avoid gimmickry and street clutter. They need to be comprehensive across all areas of Horsham, not just those in this study
Public realm
- 7.58 Carfax and West Street have different styles, so the art is to link them but not simply paint them the same colour.
Definitely highlight the modern aspect with good modern, not bland modern, architecture and design
- 7.60 But this is Horsham Council that we are talking about again...
- 7.61 Amusingly the most popular public response is to do very little.
- 7.62 Horsham Society strongly object to removal of these trees which mask the busy dual carriage way. Removing them simply makes the road more visible but no easier to cross.
Road Crossings
- 7.63 These problems were known when Horsham council promoted the East end, so it is for Horsham council to resolve them
- 7.71 So what has happened to the imaginary crossing at the southern end of Albion Way.
What improvement are there to be to the crossing of the dual carriageway at the Bishopric?

Horsham Society
11.10.17