

## RICHMOND ROAD RESPONSES

Consultee Ref	Comment Number	Type of response	Nature of Response	Comment	Officer View and Recommendations
1	1	Email	Observation	Writer notes that some of the guidance within the document is useful there is a concern that in some areas practicality, modern living and environmental standards need to have a stronger voice.	Noted – however the Listed Building and Conservation Areas Act 1990 requires that special attention should be paid to the desirability of preserving or enhancing the character or appearance of the conservation area. The Conservation Area Appraisal seeks to support this requirement by highlighting the elements that contribute to the significance of the conservation area. The NPPF notes that local planning authorities should look for opportunities for new development within Conservation Areas to enhance or better reveal their significance. Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. It is also suggested that modern living and environmental standards do not preclude considering opportunities for development that are in keeping with the special character of the Conservation Area. No action.
1	2	Email	Observation	Writer notes that some assumptions in the document are factually incorrect. For example – the majority of the windows in Wemblehurst Road are not (and were never) traditional sash windows. Over the years, some of these have been replaced by aluminium and PVC. Some of these are quality replacements which are in keeping, others not, but many of these windows were in place long before 1989 when the Conservation Area status was designated. Modern wooden windows are known to have a poor life span and aluminium windows in many cases are now the preferred option for many homeowners because of their insulation properties and long life. They also blend in well on period properties and enhance the attractiveness of the home, both outside and in because of the increased amount of light. It is absolutely certain that if these products were available in 1900 they would have been used.	Noted – As above. In addition, the Conservation Area Appraisal seeks to encourage the use of materials that are sympathetic to the special historic and architectural character of the area. Windows and doors form part of the character of a building and their loss can incrementally lessen the overall character of an area. Consideration should be given to the quality, design and material of replacement windows including the thickness of the glass which impact on reflections and shadows, as well as the details of openings, and the prominence of trickle vents. The appraisal seeks to ensure a balance that is pragmatic and appropriate between ensuring that special attention is paid to the character of the area and ensuring that buildings can evolve sympathetically. No action.
1	3	Email	Observation	The writer indicates that it is entirely appropriate for homeowners in 2021 to want a driveway to park their car/s. In large houses (such as those on Wemblehurst Road) there may be 4 or more cars in one household, and this would necessitate appropriate parking space and also EV charging points, garage and car shelters. Whilst care should always be taken to match style and create a tasteful frontage for a property, owners should not be punished for moving with the times and simply enhancing their property to suit the demands of modern life.	Noted – As above (comment 1). In addition, the appraisal does not seek to prevent development but encourage a sympathetic approach that reflects the special character of the area. The design, location and materials used for vehicle parking etc should be sympathetic to its location and seek to enhance the character of the area.

1	4	Email	Observation	The writer notes that the purpose of a chimney is to extract the by-product of burning fossil fuels. The majority of homes now have central heating and fossil fuel burning is positively discouraged. There should not be such an emphasis put on retaining unused chimneys where they are not required in the home to be operative, especially since there are a source of damp and water ingress, as well as being detrimental to the insulation value of the building.	Noted – as above (comment 1). In addition, chimneys can provide an important resource in the understanding of a building. They offer opportunities to understand the layout of buildings, the technology of heating, the affluence of an owner, and differing fashions. They also break up and add interest to roofscapes and can contribute to a sense of place. Chimneys can be key features that contribute to the significance and character of historic buildings. They may also fulfil structural a function. No action.
1	5	Email	Observation	The writer indicates that whilst trees are often a pleasant part of a road's appeal – there are examples of trees and foliage in Wimblehurst Road and Gordon Road which are a nuisance. Examples would be oversized trees which obstruct the pavement, drop damaging sap or large quantities of leaves creating a slip hazard for pedestrians, create constant trip hazards on the pavement, and obstruct the view of drivers (Gordon Road/Richmond Road in particular). There should be a requirement for trees that do impinge on the quality of living in the road to be identified and removed.	Noted - Trees play an important role in the appearance of the Conservation Area and provide many ecological benefits including oxygen, heat islands, shade, and habitat for wildlife. Indeed, the Governments design guidance is now advocating the provision of street trees as part of good design. It is acknowledged that it is an inevitability of nature that trees will drop leaves and sap. This is a seasonal nuisance and can often be managed to reduce the nuisance without requiring the removal of the tree. Approval would be required within the Conservation Area for works to cut live growth from trees which have trunks (including any multi-stemmed trees) of 75mm in diameter (3 inches/7.5 centimetres) or greater at a height 1.5m above ground level. Trees that are dead, dying or dangerous should be identified by the owner and contact made with the local authority with regards to next steps. No action.
1	6	Email	Observation	The writer notes that the pavements within Wimblehurst Road are dangerously low. It is a narrow road with fast moving traffic. Large vehicles mount the pavement regularly, which endangers pedestrians. The quality of tarmac is poor, causing puddles outside driveways. The width of some driveways is not sufficient for a car to turn into without mounting the curb. These are all features which should be addressed by HDC to enhance the road. A speed limit of 20 mph should certainly be considered.	Noted – The width of pavements, their condition and their height are the responsibility of West Sussex County Council Highways. Homeowners can apply for planning permission, and separate consent from West Sussex Highways to widen the dropped kerb where required. No action.
2	7	Email	Support	Writer is supportive of the proposal to extend the Conservation Area to include various houses on Hurst Road, in particular, 86 Hurst Road, which has very fine brickwork.	Noted – no action.
2	8	Email	Observation	Writer suggests that there should be a requirement within the appraisal that window frame colours should respect the neighbourhood and traditions of the period. The writer would like occupiers to seek approval if they wish to either a) install plastic windows or b) paint windows (or other masonry) any colour other than white.	Noted – where works are undertaken to alter or improve a dwelling house under permitted development rights, the development is subject to the condition that the materials used in any exterior work (other than materials used in the construction of a conservatory) must be of a similar appearance to those used in the construction of

					the exterior of the existing dwelling house. This can include windows. No action.
2	9	Email	Observation	The writer suggests that the frontages of all properties on Richmond Road should be brought within the scope of the Management Plan. Although the modern houses may not be part of the conversation area, their front gardens are an important plan of the overall street scene and inappropriate development could affect the overall impression of the Conservation Area	Noted – however it is suggested although the gardens to the front of the 1960's development dwellings in Richmond Road are attractive features the key characteristic of the conservation area is the pavement, and trees, and therefore these have been suggested as an addition to the conservation area. No action.
3	10	Email	Observation	The writer refers to Houses of Multiple Occupancy, and that these are a reality of life in any predominately Victorian or Edwardian areas due to size and suitability for conversion, especially as HDC through the RCA are potentially burdening householders with more costly sympathetic repairs to keep their properties in order; this historically creates a market for properties to pass into the HMO sector rather than remain as family dwellings. The writer is concerned about the lack of provision to control parking, and to ensure the property is maintained to a high standard of its neighbours.	Noted – If planning permission is required for conversion, then issues such as parking would be considered as part of the process. With regards to the condition of land or buildings Section 215 (s215) of the Town & Country Planning Act 1990 (the Act) provides a local planning authority with the power, in certain circumstances, to take steps requiring land to be cleaned up when its condition adversely affects the amenity of the area. If it appears that the amenity of part of their area is being adversely affected by the condition of neighbouring land and buildings, they may serve a notice on the owner requiring that the situation be remedied. The use of s215 by LPAs is discretionary and it is therefore up to the LPA to decide whether a notice under these provisions would be appropriate in a particular case, taking into account all the local circumstances. No action.
3	11	Email	Observation	The writer notes that the document seems in the section marked "movement and connectivity" to label Richmond and Gordon roads as quieter and predominately used by local destination traffic, by local does the Author mean within the bounds of the RCA or a broader Horsham definition? It is suggested that Gordon Rd, apart from buses is "sleepy" Richmond however, is a well-used cut through from the North to Hurst Road and the station, added to which is the continuous pedestrian and cycle traffic heading for the Town Centre via Hurst Road and the Twitten alongside the Fire Station into the park. Possibly a larger usage than perceived which might justify amendment.	Noted – text clarified within document.
3	12	Email	Observation	The writer notes that a 24hr bus service runs the length of Richmond Road. The writer would object most strongly to any form of traffic calming being brought into use on two grounds, causing buses to continually have smooth progress disrupted by any measures, causing deceleration and subsequent acceleration in the middle of the night raising the noise profile and intrusively interrupting sleep patterns of residents, and with reference elsewhere in the document to the increase	Noted – any traffic calming considered would be undertaken by West Sussex County Council. No action.

				of street furniture in support of humps, lumps or islands. The road has 22 hrs a day of free on street parking which is widely used, these parked vehicles create the calming effects on the traffic flows already added to which Richmond Rd is a designated emergency vehicle route, again active calming runs contrary to this.	
4	13	Email	Support	The writer supports the proposal to extend the Richmond Road Conservation Area to include properties 84 to 88 Hurst Road, 3 Richmond Road, the roadside pavement, trees and walls of Richmond Road between the junction with Hurst Road and the existing Conservation Area.	Noted – no action.
4	14	Email		The writer notes that the photograph shows Wimblehurst Road crossing the railway bridge. It is suggested that this photo is not a primary viewpoint and should be substituted with a photo showing Wimblehurst Road towards North Parade. It is noted that Wimblehurst Road has become a distributor road as more development within Horsham has taken place and the road has become much busier. It should also be noted that Richmond and Gordon Roads are very well used as a through route to Collyers Sixth Form College, the hospital, the town centre and the railway station and also subject to large pedestrian and traffic volumes.	Noted – further clarification and photograph added.
4	15	Email	Observation	It is acknowledged that road signs such as those relating to parking, one-way signage, HGV weight restriction signage, etc need to be managed carefully within the Conservation Area. But as traffic volumes have measurably increased over the decades as Horsham has developed, and the roads and pavements in the Conservation Area are relatively narrow, it would be suggested that a balance needs to be met with any signage to help mitigate traffic collisions and help pedestrian safety within the area.	Noted – a balance would be supported in ensuring highway safety, but that any disused signage is removed when it is no longer required.
4	16	Email	Observation	The writer would support where possible the reinstatement of boundaries of frontages, although this could be difficult if the frontage to a property is limited in size, especially if the space is required for car parking. The writer would also support the retention of mature trees within the streetscape.	Noted. No action.
4	17	Email	Observation	The writer would support the installation of appropriate 'Conservation Area' signs at the entry gateways to the Conservation Area.	Noted. This may be a consideration for the future if any funding was to become available. However any signage would need to reflect the character of the area and not result in a proliferation of signs in addition to those required for highway safety.
4	18	Email	Observation	The writer would support the retention of timber windows (especially those facing the street) wherever possible, being repaired or replaced with timber windows replicating the original design.	Noted – no action.

4	19	Email	Observation	To help as a traffic calming measure, the writer would support the introduction of a 20mph speed limit within the Conservation Area. Wimblehurst Road is subject to a 7.5tonnes Regulatory HGV Weight Limit. At the moment the Regulatory Weight Limit signage in the locality is incorrect resulting in inappropriate use of Wimblehurst Road by drivers of HGVs even though they are not delivering or picking up from an address in the road. Presently Wimblehurst Road Residents Association are about to embark on work for a Community Highways Scheme with the support of our local West Sussex County Councillor, North Horsham Parish Council and Horsham Denne Neighbourhood Council. This is to correct the misleading HGV signage in the locality, provide a designated route for HGVs to access Horsham Enterprise Park avoiding the Conservation Area, and to ensure all Sat Nav information is correct regarding this.	Noted.
5	20	Email	Objection	Many of the houses and surrounding drives/gardens and land have already undergone significant changes. The writer is concerned at the justification for an appraisal to be put in place now. There is already a real inconsistency of approach and to move forward with this seems a bit late and wholly unnecessary. Any decisions that would result in additional hurdles or paradoxically affect the value of property doesn't really make sense, particularly when there are already planning controls in place and if these are followed correctly, they provide the necessary frameworks for the area?	Noted – the Conservation Area Appraisal does not seek to prevent development but to provide clarity, and consistency to encourage sympathetic proposals that reduce the incremental changes that can erode character over time. The conservation area designation has been in place since 1989, and therefore the controls on development have been in place for over 30 years. Research undertaken by Historic England and the London School of Economics has demonstrated that owners of residential properties within conservation areas generally consider these controls to be beneficial because they often also sustain or increase the value of those properties within the Conservation Area.
5	21	Email	Observation	The writer considers that the real issues are the over-development of numerous adjacent areas that create horrific traffic problems along Wimblehurst Road; how can the council be moving forward with this when they enable such development on the old Novartis site which will simply push yet more traffic down the road, a route that is poorly equipped to deal with it.	Noted – It is the duty of Horsham District Council to review their conservation areas and formulate and publish proposals for their preservation and enhancement. Each planning application is determined on its individual merits in accordance with local and national planning policy. The presence of the conservation area is a material consideration in planning applications.
5	22	Email	Objection	The writer considers that the fact that so much time has been spent on this document is upsetting; the significant issues around refuse, traffic and over-development all require focus and the writer sees this exercise as a complete waste of valuable council resources. The writer does not support this exercise or the classification and hope that efforts can be re-directed to activity where they will create more value for local residents.	Noted – It is the duty of Horsham District Council to review their conservation areas and formulate and publish proposals for their preservation and enhancement. The conservation area designation has been in place since 1989, and therefore the controls on development have been in place for over 30 years. Research undertaken by Historic England and the London School of Economics has demonstrated that owners of residential properties within conservation areas generally consider these controls to be beneficial

					because they often also sustain or increase the value of those properties within the conservation area.
6	23	Email	Support	Writer must compliment the document, it being very detailed, comprehensive, and in fully supportive of the elements we value for the area in which we have chosen to live.	Noted – no action.
6	24	Email	Observation	The writer had one concern with the management plan. This being the importance of the symmetry of roofline upon the street-scape. This is particularly appropriate for the 2 pairs of semi-detached properties. There should be reference to, 'roof extensions' and their effect on roof-symmetry (which in itself has not been highlighted as an important feature).	Noted – further text should be added to the management plan referring to roofshape.
7	25	Email	Support	Writer offers full support for the proposals, in particular the extension to include the properties on Hurst Road and the adjacent section of Pinehurst.	Noted – no action.
8	26	Email	Observation	The writer welcomes the proposed extension of the current conservation area into Hurst Road and to properties of historical and architectural significance.  There are however some other properties that the writer feels should also be included in the proposed extended zone which are of similar style and significance being dated from the early 1870's. They are also, incidentally, on the Local List produced by the Horsham Society. These properties have similar sash windows, bay windows, barge board styles and height and are of similar Victorian villa style. The properties that ought to be included in the protected area are 21, 23 and 25 Hurst Road.	Noted - whilst it is acknowledged that the properties identified by the respondent are of local interest it would be suggested that they do not relate as closely to the group of buildings that form the core of the conservation area. It would therefore be suggested that they do not have the same cohesive sense of place that is achieved in the conservation area due to the grouping of building forms and design.
9	27	Email	Observation	The writer agrees with the addition of 84, 86 and 88 Hurst Rd to the Conservation area and note their proposed up-grading from the Local List, setting a hopeful precedent.	Noted – no action.
9	28	Email	Observation	The writer recommends that the appraisal and management plan is make known to the owners of the properties within the conservation area as the basis for a programme of voluntary implementation of its advice.	Noted – owners were all written to as part of the public consultation, and if the appraisal document is adopted it will be made available on the Council's web site. Notification will also be given in the local paper.
9	29	Email	Observation	The writer disagrees with the exclusion of the Old Horsham Hospital building in Hurst Rd. It complements Collyer's which is Listed Grade 2 ; the building named Abbeyfield (No.21) could be included as could numbers 23 and 25 which are elegant houses of the same period as Richmond Road and have amongst other features notable barge boards. A future review of this area might extend the conservation principle further along Hurst Rd to include, for example, the row of terraced villas at the south-eastern end, the station itself and the buildings on Hurst Road named Porch House (17th century) and Lambsbottom.	Noted – As indicated within the text consideration was given to the addition of the Old Horsham Hospital. Whilst it is acknowledged that the properties identified by the respondent are of local interest it would be suggested that they do not relate as closely to the group of buildings that form the core of the conservation area. It would therefore be suggested that they do not have the same cohesive sense of place that is achieved in the

					conservation area due to the grouping of building forms and design.
10	30	Email	Observation	Building Audit Map needs to be added.	Noted – Building audit added.
10	31	Email	Observation	The writer refers to the possible inclusion of The Wimblehurst Road Residents Association, and editorial changes to the document.	Noted – addition to be made to include residents and editorial changes made.