



Always planning ahead
WALSINGHAM PLANNING
SPECIALIST PLANNING & HERITAGE CONSULTANTS

Heritage Statement

Horsham North (Station) Premier Inn

Premier Inn Hotels Ltd

FEBRUARY 2026

Walsingham Planning

Bourne House
Cores End Road
Bourne End
Buckinghamshire
SL8 5AR

Telephone
01628 532244

bourne.end@walsingplan.co.uk
www.walsinghamplanning.co.uk

CONTENTS

1	INTRODUCTION.....	1
2	SITE LOCATION AND DESCRIPTION	2
3	HERITAGE ASSETS.....	4
4	ASSESSMENT OF SIGNIFICANCE	5
5	THE PROPOSALS	9
6	IMPACT ASSESSMENT	12
7	ASSESSMENT AGAINST POLICY	15
8	CONCLUSIONS.....	ERROR! BOOKMARK NOT DEFINED.
	APPENDICES	20

APPENDICES

APPENDIX I: HISTORIC MAPPING

I INTRODUCTION

- I.1 This Heritage Impact Statement has been prepared by Walsingham Planning, Planning and Heritage Consultants, to support an application for full planning permission for redevelopment of the Station Beefeater Restaurant located within the Premier Inn (Horsham North) site.
- I.2 The proposals consist of the following key works:
- Partial demolition of the existing two-storey and single storey ranges of the extant hotel restaurant fronting the B2195.
 - Erection of a three-storey block adjoining the southeast of the extant three storey restaurant building to provide an additional 25 hotel guest bedrooms, new hotel reception area, new kitchen facilities and associated stores and plant areas.
 - Alteration to the existing ground floor of the extant three storey restaurant building to provide a breakfast area for hotel guests.
 - Alteration to the first and second floors of the extant three storey building to enable conversion to hotel guest bedrooms to provide an additional 6 guest bedrooms.
- I.3 The Site contains no designated heritage assets. It however located within proximity to several Grade II listed buildings and several locally listed buildings.
- I.4 In accordance with paragraph 207 of the NPPF, this statement identifies the heritage assets sensitive to the proposals and provides proportionate descriptions of their significance to enable an assessment of the impact of the proposed development upon their heritage significance. Potential impacts in this instance would be indirect and could arise as a result of introducing additional change within the setting of an identified heritage asset.
- I.5 This report should read alongside the drawings prepared by Axiom Architects and the Planning Statement, also prepared by Walsingham Planning.

2 SITE LOCATION AND DESCRIPTION

- 2.1 The Horsham North (Station) Premier Inn is located in close proximity to Horsham Station, which lies to the south of the site and on the opposite side of Nightingale Road and North Street.
- 2.2 An industrial estate is located to the north / northeast of the site, with residential development bounding the site to the northwest. Residential development is also present to the southwest of the site on the opposing side of Hurst Road.
- 2.3 The hotel's strategic position close to Horsham Town Centre and Railway Station makes it easily accessible and an attractive location to both leisure and business travellers.
- 2.4 The site currently consists of two buildings, a Beefeater restaurant to the south and Premier Inn hotel to the north. The hotel provides 64 hotel rooms, and both uses are supported by 64 on-site parking spaces (including 5 accessible spaces).
- 2.5 Vehicular access into the site is from Nightingale Road off of North Street. Visitors exit the site onto Hurst Road via a separate access.
- 2.6 The extant building presents as two separate phases; the lower two-storey range fronting the B2180 (North Street) and the taller, three storey range which fronts Hurst Road.
- 2.7 The lower, two-storey range is earlier in origin, and is present on the 1844 Tithe Survey (see Map 1 below). The building is recorded within the accompanying apportionment as 'House and Garden' occupied by George Silvester and owned by Robert Henry Hurst. Also shown on the tithe is the location of the original Horsham Railway Station.
- 2.8 The building is shown in more detail on the 1874 Town Plan and is labelled as the 'Station Inn', the change in use from house (as recorded on the 1844 Tithe apportionment) to inn it is assumed occurred as a result of the opening of the Horsham Railway Station which was erected in the 1840s and which formed the terminus of a single track branch line from Three Bridges. The station was subsequently enlarged and the railway from Horsham extended to Shoreham. The proximity to the station would have presented opportunity for trade from visitors and users of the railway.
- 2.9 On the 1874 plan, the building has a distinct L shape footprint with projecting range to the northwest. The main frontage appears to have been orientated northwest with a possible

porch shown to the right of the centre of the elevation. Access appears to have been from Hurst Road to the southwest with a driveway and gardens laid out to the northwest. To the northeast buildings and walls enclosing a central open yard are shown. The yard is accessed from North Road to the southeast.

- 2.10 The taller three-storey range adjoining the earlier building to the northwest was added sometime in the late 19th / early 20th century date and is present by the time of the 1909 Ordnance Survey map. Access appears to have remained from the southwest from Hurst Road. At this date, the building is simply labelled as 'Hotel.' The courtyard complex to the northeast is also shown however extension to southwest range had been undertaken.

- 2.11 An aerial image dated to 1932 captures the southeast elevation of the lower building and evidences that the three, double height canted bay windows and the two entrances had been added by this date. The image also indicates that the parapet to this elevation had been added with advertisement signage installed at parapet level; this type of signage being common on inns and public houses of the period. The extant single storey range adjoining the original building to the northeast is also shown on the 1932 image.

- 2.12 The historic mapping evidences that the earlier building has been subject to successive phases of alteration with the historic frontage re-orientated. Significant alteration has been undertaken to the interior of the building also with original internal walls, features and fitting removed.

- 2.13 The taller building retains a much of original aesthetic and architectural intent externally displaying details characteristic of buildings from the turn of the 20th century such as the multi-pane top sashes to the windows, the advanced gables and asymmetrical composition, tall chimney stacks, oversailing eaves and bargeboards and hung clay tiles to the gable apexes.

3 HERITAGE ASSETS

- 3.1 The Site contains no designated or non-designated heritage assets
- 3.2 The existing Beefeater Restaurant occupies the former Station Hotel. The existing building is neither statutory nor locally listed. Nor does the building fall within the boundary of a conservation area or World Heritage Site.
- 3.3 In accordance with Historic England's GPA3 the following designated heritage assets have been identified as being potentially sensitive to the proposals within the Site by virtue of being within proximity:
- Grade II listed Horsham Railway Station (NHLE: 1268292) located to southeast of the Site.
 - Grade II listed 53 and 55 North Street (NHLE: 1286769) to the southwest of the Site.
 - Grade II listed 49 North Street (NHLE: 1027527) located to the southwest of the Site.
 - Grade II listed 45 and 47 North Street (NHLE: 1353939), located to the southwest of the Site.
 - Grade II listed Porch House (NHLE: 1027509) located to the west of the Site.
 - Grade II listed Lambsbottom Farmhouse (NHLE: 1027510) located to the northwest of the Site.
- 3.4 In addition to the above designated heritage assets, the pre-app response from the local planning authority Conservation Officer identified numbers 2 – 10 Hurst Road, a non-designated heritage asset as also being potentially sensitive to the proposal.

4 ASSESSMENT OF SIGNIFICANCE

- 4.1 The significance of a heritage asset is defined within the NPPF as *‘the value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural, artistic, or historic.’* The NPPF also notes that *‘Elements of setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral’* (MHCLG 2024, Annex 2).
- 4.2 The NPPF stipulates that a description of the significance of an asset potentially affected by the proposed development should be provided in order to satisfy the requirements of the NPPF.
- 4.3 The assessments of significance provided below are not intended to be a detailed analysis of the identified asset. The summary below has been informed by the Historic England listing description for the building, site observations and available secondary resources.

Horsham Railway Station (NHLE: 1268292)

- 4.4 The railway station derives significance principally from its special architectural interest as International Modern designed railway station.
- 4.5 This architectural style is expressed by the strong horizontal emphasis created by combination of the asymmetrical, elliptical curved frontage to North Street, the largely single storey scale and the continuous projecting concrete cornice and canopy and plinth. The brickwork elevations are emboldened by the light coloured pointing and bond pattern and pattern of openings with a series of original, horizontally emphasised panelled doors and renewed windows.
- 4.6 The entrance into the station and the ticket office is defined under a deeper canopy which has seven square panels to the underside each with a central light fitting. The canopy is supported on two brick and concrete engaged narrow, curved columns with. Above this is a tall parapet with central curved glazed light which is flanked by 3 cylindrical steps down to the single storey parapet.
- 4.7 Historic interest stems from the association with the Southern Railway and its construction in 1938 as part of a broader programme of railway modernisation. It was designed by James Robb Scott, the Chief Architect to Southern Railway, whose work helped define the architectural identity of the network during this period. Horsham forms part of a wider group

of Modern-style stations by Scott, including Durrington-on-Sea railway station, Bishopstone railway station, and Chessington South railway station, which collectively illustrate a coherent and progressive architectural approach within interwar railway design.

- 4.8 In respect to the contribution made by the setting of the railway station to an understanding and appreciation of its significance, the following elements are judged to be important:
- 4.9 *Orientation and Approach* – The station is designed to face onto North Road as the key focal and arrival point and add to how the architectural form and style of the building is experienced within approaching views.
- 4.10 *Relationship to the North Road* - The positioning of the station relative to the adjacent road network supports its original purpose as a point of arrival and departure and provides for direct access from surrounding streets. This positioning along with the architectural composition guides pedestrians and vehicles toward the principal entrance, which is a key aspect of the building's design.
- 4.11 *Wider Townscape Setting* – The architectural character of the station offers contrast to the surrounding buildings which are generally of traditional character and extending to two or three storeys in scale. This contrast adds prominence to the station both architecturally and functionally.

45, 47, 49, 53, 55 North Street, Porch House and Lambsbottom Farm (NHLE: 1353939, 1027527, 1286769, 1027509 and 1027510 respectively)

- 4.12 The properties form a small cluster around the Hurst Road and North Road junction and hold collective historic and architectural interest in shared 17th century origins and in their vernacular character.
- 4.13 Lambsbottom Farm derives significance from its architectural and historic interest as a well-preserved 17th century timber-framed farmhouse. Its traditional construction, with exposed timber framing and plaster infill, together with a half-hipped tiled roof and weather-boarded elevations, reflects vernacular building practices of the period.
- 4.14 Similarly, Porch House is of special interest as an early 17th century farmhouse that also illustrates traditional vernacular building techniques. Its remaining fabric, comprising stone construction with brick to the west side and a half-hipped tiled roof with a louvred gablet, reflects regional materials and forms of the period. The survival of original features, including

stone mullioned casement windows with diamond panes and the original doorway set within the porch adds to its aesthetic and evidential values. In addition, the development of the building is legible through later additions, notably the extension to the north-west side of the porch, which demonstrates its continued use and adaptation to meet changing requirements.

- 4.15 Numbers 45, 47 53 and 55 North Street hold special architectural and historic interest as a pair of surviving 17th century buildings that contribute to a coherent historic streetscape. Their traditional construction, including weather-boarded (tarred) frontages with areas of red brick and a Horsham slab roof evidences vernacular materials and techniques. These buildings also retain important historic fabric, including casement windows with early 19th century diagonal leaded lights. The presence of a derelict timber barn to the rear of numbers 45 and 47 also adds evidential value, indicating the agricultural or ancillary functional origins of the site.
- 4.16 Lastly, 49 North Street is significant for its special architectural and historic interest as a surviving 17th-century building that contributes to the wider historic character of the street. Its painted brick construction and hipped tiled roof are characteristic of vernacular domestic architecture of the period.
- 4.17 The building retains important historic fenestration, including first-floor casement windows with original diamond panes, which provide strong evidential value for its early character. The ground-floor segmental-headed windows represent later adaptation while remaining sympathetic to the overall historic form.
- 4.18 Whilst each property differs in their external appearance, there is a strong visual coherence in the consistent use of diamond and diagonal paned leaded lights and in the common use of red brick, weather boarding and red clay tiles to the roofs various compositions.
- 4.19 In respect to setting, it is judged that the key aspect of their individual settings which contributes towards an understanding and appreciation of their significance is the proximity of the properties to one another. Taken together, the buildings form a small collection predominantly 17th century domestic and agricultural building that retain a high degree of architectural authenticity in their external arrangement. Their shared vernacular character is expressed through traditional materials and construction techniques, including timber framing with plaster infill, weather-boarding, painted brick, stone elements, Horsham slab and tiled roofs, and early fenestration such as casement windows with diamond-leaded lights. Despite later alterations and incremental adaptations, the group retains a clear consistency in their scale, form, and materiality.

- 4.20 Historically, the group illustrates the evolution of settlement along North Street in the post-medieval period and evidence the amalgamation of early domestic and farmstead buildings into a more urbanised streetscape.
- 4.21 The spatial relationship between the buildings is also important. Their alignment and rhythm along the street, combined with shared roofscapes and consistent two-storey domestic scale, provide cohesion and a definite aesthetic value.

2 – 10 Hurst Road (Non-designated Heritage Asset)

- 4.22 Numbers 2 – 10 Hurst Road form a terrace of five, three storey residential properties. The terrace is of red brick construction with red brick and stone detailing to the windows and doors including segmental brick arch heads with keystones and imposts. Each property of matching design with two storey canted bay window set under a projecting gabled second storey which is carried on timber decorative timber console brackets. The gables have plain barge boards and timber pendants; numbers 4, 8 and 10 also have decorative terracotta finials. Within each gable apex are paired sash windows.
- 4.23 The properties date from the late 19th century first appearing on Ordnance Survey mapping from 1895. The terrace is set behind red brick boundary walling with brick gate piers and stone cappings.
- 4.24 The terrace forms part of a larger group of locally listed buildings which line the east side of Hurst Road which are collectively of interest as a good example of late Victorian terraces, semi-detached houses and villas. The properties offer evidence as to the expansion and development of Horsham in the late 19th century whereby their proximity to the railway station would have made the properties appealing to early commuters.

5 THE PROPOSALS

Explanation for the Works

- 5.1 The proposals to Horsham PI form part of Premier Inn's programme of investment to create additional hotel guest bedroom accommodation. Since the hotel was first built and extended under planning permission DC/07/0137, Premier Inn has continued to identify considerable demand for additional budget hotel accommodation in this location. Conversely, the existing Beefeater restaurant has shown a continued shortfall in demand.
- 5.2 Premier Inn therefore seek to reconfigure the hotel bedroom and restaurant offer on the site to ensure its success and future viability. The proposals would meet Premier Inn's operational requirements at the location and go some way in helping to address this bedroom demand.
- 5.3 The proposals involve partial demolition of the existing hotel restaurant and the erection of a new, three storey extension. The existing 3-storey portion of the existing restaurant will be retained. A New guest restaurant will be located partially in the retained restaurant building and partially in the new building.

Design Development

- 5.4 The proposals have been subject to a detailed and useful pre-app process with local planning authority. As a result, the design of the proposal as evolved and this design development is articulated within the accompanying Design and Access Statement prepared by Axiom Architects.
- 5.5 To summarise, the pre-app advise identified potential heritage impacts and the site's prominent location as key constraints. In respect to the site's prominent location on a corner plot opposite Horsham Railway Station, the LPA within their initial pre-app response noted that redevelopment presents an opportunity to create a landmark building. The design presented in the initial pre-app was however considered to be generic, failing to respond to the wider context. The advice suggested that a modern approach or interpretation of the Victorian architecture o Hurst Road could be considered.
- 5.6 The advice received also highlighted the need for a design to incorporate any plant and extract equipment at the initial design stage and to break up the bulk of the building through the use of varying roof heights.

- 5.7 In addition, activity and interest to the western corner elevation was requested to enliven the building and respond to the vibrancy and prominence of the building's location.
- 5.8 Possible amendments were further discussed with the LPA informally.
- 5.9 Noting the feedback and advice received, the design of the proposals have been revisited and the proposed extension includes the following key amendments:
- A contemporary interpretation of the rhythm of the Victorian properties on Hurst Road including a gabled roof of a pitch angle to reflect the existing and to improve massing.
 - Introduction of projecting, white painted render bays to the south elevation to add variation to the elevation and break up the massing. The bays reference the stair towers at the railway station and have been given a flat roof noting the suggestion to include varying roof heights. These bays also complement the contemporary approach to the windows.
 - Vertically aligned windows with those to the south elevation set within a contrasting dark frame to the first and second floor levels.
 - Concealing all plant behind the primary elevation roof line.
 - Including a palette of external materials that references the surrounding built form in a contemporary manner.
 - Including windows to the western corner to provide activity to the corner frontage.
 - Including additional soft landscaping around the western corner of the site to enhance the experience of the building within its prominent location.



Fig A - Proposed North and South Elevations



Fig B – Proposed east and west elevations

6 IMPACT ASSESSMENT

Methodology

- 6.1 The NPPF (2024) stipulates two levels of potential adverse impact to the significance of designated heritage assets. The NPPF references these as:
- Substantial harm.
 - Less than substantial harm.
- 6.2 Planning Practice Guidance (PPG) (Para 18) advises that within each category of harm, the extent of the harm may vary and should be clearly articulated.
- 6.3 PPG also discusses how to assess substantial harm where it states *'In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting'* (Para 19).
- 6.4 In respect to non-designated heritage assets the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account and that in weighing applications that affect a non-designated heritage asset, a balanced judgement will be required having regards to the scale of any harm or loss and the significance of the heritage asset.
- 6.5 It should also be noted that some works will result in no harm to heritage significance, having a neutral effect or could benefit heritage significance helping to better reveal or understand special interest.

Assessment

- 6.6 The proposals have the potential to indirectly affect the significance of identified heritage assets within the vicinity of the site as a consequence of introducing change within their settings. However, change should not automatically equate to harm and the proposals may have a positive, negative or neutral effect on the setting of identified assets. The Secretary of State in the Edith Summerskill House decision (APP/H5390/V/21/3277137) stated "that in

cases where impact is upon the setting of a designated heritage asset, it is only the significance that the asset derives from its setting that is affected [...] unless an asset derives a major proportion of its significance from its setting, it is very difficult to see how an impact on setting can advance a long way along the scale [of harm] towards substantial harm to significance”. This view was reiterated in the September 2025 decision relating to the Brighton Gasworks site.

Horsham Railway Station

- 6.7 The proposed development will introduce change within the setting of the railway station with the proposed replacement extension having a larger scale and footprint. The extension would also viewed in the context of the railway station in approaching views along North Street and from Hurst Road where the station forms the backdrop to the view.

- 6.8 However, the resulting visual changes to the setting of the railway station are not judged to cause harm to the setting or the significance of the station with the key aspects of the current setting from which the station derives significance from; principally its orientation and relationship with North Street and the immediate townscape setting, being conserved by the proposed works.

- 6.9 The extension would be visible on exiting the station being located to the northwest on the opposite side of the road. In response to pre-app feedback, the design approach to the extension has sought to enhance the visitor experience on leaving the railway station through a high quality design approach which balances a more contemporary and bold architecture with the rhythm, scale and materials of the three storey hotel range being retained to Hurst Road and the surrounding traditional properties. The result is active, street facing elevations which offer interest to the townscape setting of the railway station and which, albeit larger in scale than the existing part of the proposed for demolition, is clearly distinct the the modern architecture displayed the station which retains its architectural and functional prominence.

- 6.10 In addition, the proposal helps to ensure the historic, functional association between railway station and the site are retained with the extension supporting the continued, long-term use of the building as a hotel continues.

45, 47, 49, 53, 55 North Street, Porch House and Lambsbottom Farm (NHLE: I353939, I027527, I286769, I027509 and I027510)

- 6.11** The proposals would introduce change within the wider setting of listed buildings which form a small, cluster to the south and southwest of the existing hotel on the opposing side of Hurst Road and North Street.
- 6.12** The listed buildings, neither individually nor collectively, are not considered to derive significance from the hotel building its current arrangement with the listed buildings forming a coherent, vernacular group of domestic and former agricultural properties.
- 6.13** The resulting changes arising from the proposals within the setting of the assets is not judged to result in harm to the significance of the buildings. This is based upon an understanding that much of the significance of the buildings derives from their remaining physical fabric and features which clearly display their historic, vernacular character. The significance the assets derive from their setting principally stems from their group value which would not be affected by the proposals.

2 – 10 Hurst Road (Non-designated Heritage Asset)

- 6.14** Numbers 2 to 10 Hurst Road are located to the immediate northwest of the existing hotel and comprise of an attractive terrace row of three storey, late 19th century dwellings.
- 6.15** The proposal would introduce change to the immediate setting of the terrace. However , whilst the terrace is located in close proximity to the site, it is judged that the proposals would not result in harm to their significance in this instance with the overall resulting changes being neutral in effect with the design of the proposed replicating the form and scale of the existing three storey range fronting Hurst Road which is being retained, and complementing the rhythm and composition of the properties to Hurst Road including number 2 to 10 which have their principal frontages with vertically emphasised windows and gables facing Hurst Road. The extension through the form, scale and materials integrates successfully into the existing setting of the terrace which would retain its local interest as a good example of late Victorian terraces, semi-detached houses and villas which offer evidence as to the expansion and development of Horsham in the late 19th century.

7 ASSESSMENT AGAINST POLICY

National Planning Policy

- 7.1 Chapter 16 of the NPPF (2024) is relevant to the consideration of the proposals.
- 7.2 Paragraph 207 requires that a description of the heritage assets affected by a proposed development be provided. This statement complies with this requirement providing proportionate descriptions of significance of the assets identified as being sensitive to the proposed redevelopment of the site.
- 7.3 In respect to Paragraph 208, the proposals have been subject to amendments in consultation with the Local Planning Authority in order to minimise and remove potential conflict between the conservation of nearby heritage assets and the integration of the proposed development.
- 7.4 Paragraph 210 states that in determining applications, Local Planning Authorities should take account of the following:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality.
 - c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 7.5 In respect to part c), the proposal introduces an extension to the existing hotel, enhancing the street scene at a key town centre junction. Over time, the hotel has been significantly altered and extended, resulting in the loss of much of its original character. The scheme involves removing the heavily modified two-storey restaurant element and replacing it with a high-quality, contemporary extension that will provide additional guest bedrooms. This will help secure the hotel's long-term viability, enabling it to continue supporting the local economy and delivering important services to its customers. The new extension is designed to integrate sensitively with the existing site and the surrounding townscape including the setting of nearby heritage assets.
- 7.6 Paragraphs 213 – 215 relate to development proposals affecting designated heritage assets. In causing no harm to the significance of nearby listed buildings through having a neutral effect

on their settings, the tests set out in paragraphs 213 to 215 would not be engaged in this instance.

- 7.7 In respect to non-designated heritage assets, Paragraph 216 applies. applies. No harm to the significance of the nearby number 2 to 10 Hurst Road is judged to result from the proposal with their local heritage interest conserved.

Local Planning Policy

- 7.8 Relevant local planning policy is presented within the Horsham District Planning Framework (2015).
- 7.9 Policy 34 discusses cultural and heritage assets. This policy sets out requirements to help protect the areas heritage assets and historic environment. These requirements include:
- 1) Making a positive contribution to the character and distinctness of an area.
 - 2) Preserve and ensure a clear legibility of locally vernacular building forms and their settings, features, fabric and materials.
 - 3) Retain and improves the setting of heritage assets, including views, public rights of way, trees and landscape features, including historic public realm features.
- 7.10 In consideration of the existing building, the retention and repurposing of part of the historic building is judged to be a positive helping to ensure the building remains within a long-term use appropriate to its significance as a historic hotel. Whilst part of the existing building would be lost, this portion has been subject to significant previous change both internally and externally which is judged to have diluted any remaining significance held.
- 7.11 The proposed form and scale of the extension (in place of the lower range) complements the scale and form of the taller range which is to be retained. The contemporary design approach assists in breaking up the overall massing of the extension and adds interest and rhythm to the elevation would enhance the street scene at this important junction.
- 7.12 With Horsham Railway Station, its significance lies principally within its architectural interest and the proposals would not affect this either directly or indirectly with the station retaining its prominence within the townscape as result of its distinctive and bold appearance. There is a historic relationship between the existing building and the railway station in terms of historic

function however this would be conserved with the existing building and the extension to be used as a hotel.

- 7.13 Whilst within the setting of 45, 47, 49, 53, 55 North Street, Porch House and Lambsbottom Farm and 2 to 10 Hurst Road, the existing building is not a feature of their settings which positively adds to the experience of the assets either individually or collectively and the proposed extension would not affect, in the case of 45, 47, 49, 53, 55 North Street, Porch House and Lambsbottom Farm, the experience of the buildings as coherent group of vernacular buildings and in the case of 2 – 10 Hurst Road, the experience of the properties as an attractive, terrace group of late 19th century date.
- 7.14 The proposal is therefore judged to comply with the aims of Policy 34 of the local plan.

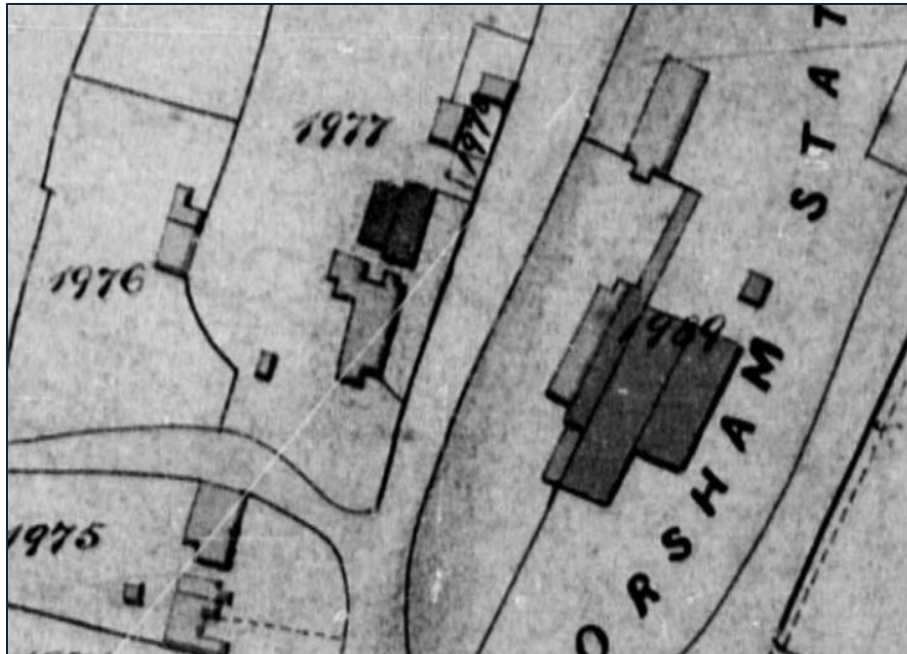
8 CONCLUSION

- 8.1 This Heritage Statement has been prepared with due respect to guidance published by Historic England and with the utilisation of the terminology in full accordance with the NPPF to accompany an application for full planning permission for the partial demolition of the existing hotel restaurant to allow for the extension of the hotel, a replacement hotel restaurant and all associated works.
- 8.2 The site contains no designated heritage assets, nor is the extant building identified as a non-designated heritage asset. However, the application site falls within the setting several heritage assets, both designated and non-designated heritage assets, and the proposals therefore have the potential to affect the significance of these assets through introducing change within their settings.
- 8.3 The submitted scheme has been carefully designed following pre-app advice with Horsham District Council to minimise potential adverse effects and support positive integration into the town centre location.
- 8.4 The proposed development will introduce some changes within the settings of nearby heritage assets; however, these changes are not considered to result in harm to their significance. In relation to Horsham Railway Station, the key aspects of its setting, particularly its orientation, architectural prominence, and relationship with the surrounding townscape would be conserved. The extension, while larger in scale than the existing range to be demolished, is designed to complement the character of the area and enhance the experience of the station's surroundings without competing with the asset or detracting from how it is currently experienced.
- 8.5 Similarly, the nearby listed buildings on North Street and Hurst Road do not derive their significance from the application site, and their group value and vernacular character remain unaffected. As such, it is judged the proposal would not result in harm to their significance.
- 8.6 For the non-designated heritage numbers 2–10 Hurst Road, the proposals introduce change within its immediate setting; however, the design responds positively to the established scale, form, and architectural rhythm of the terrace. This results in a neutral effect on its significance, with its character and local interest preserved.

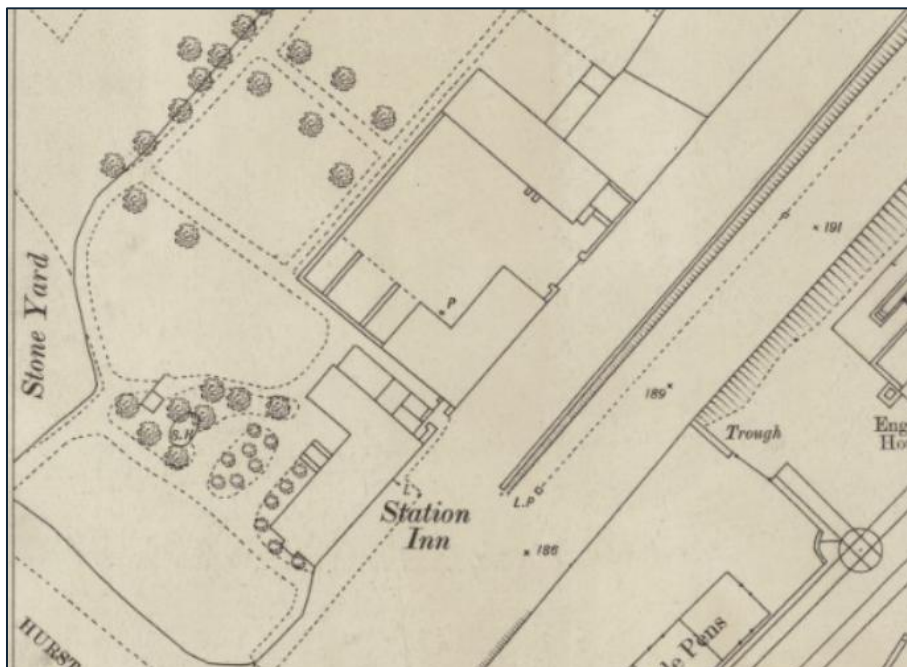
- 8.7 Overall, the proposal would conserve the significance of designated and non-designated heritage assets, with no harm identified. The proposal is therefore judged to be in accordance with the aims of both national and local planning policy.

APPENDICES

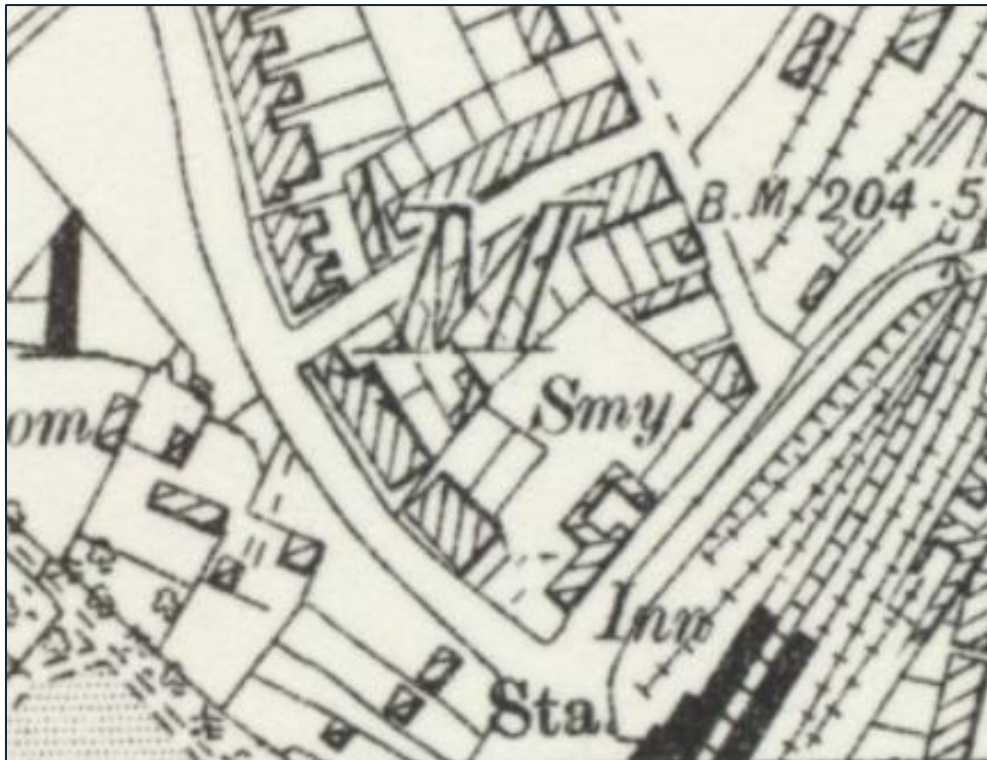
Appendix I: Historic Mapping



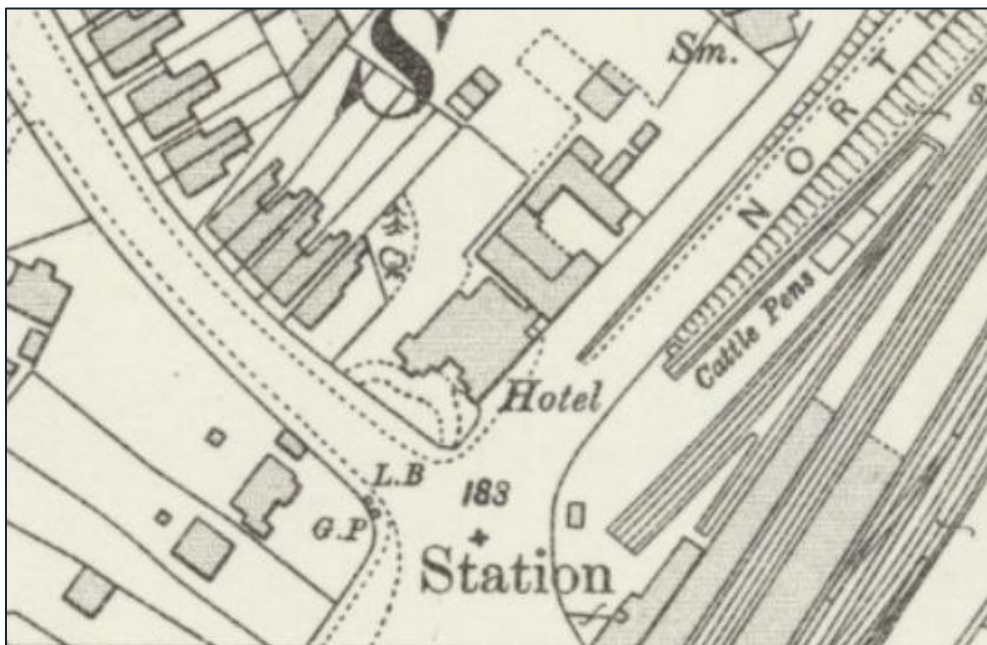
Map 1 - Extract of the 1844 Tithe Survey for Parish of Horsham.



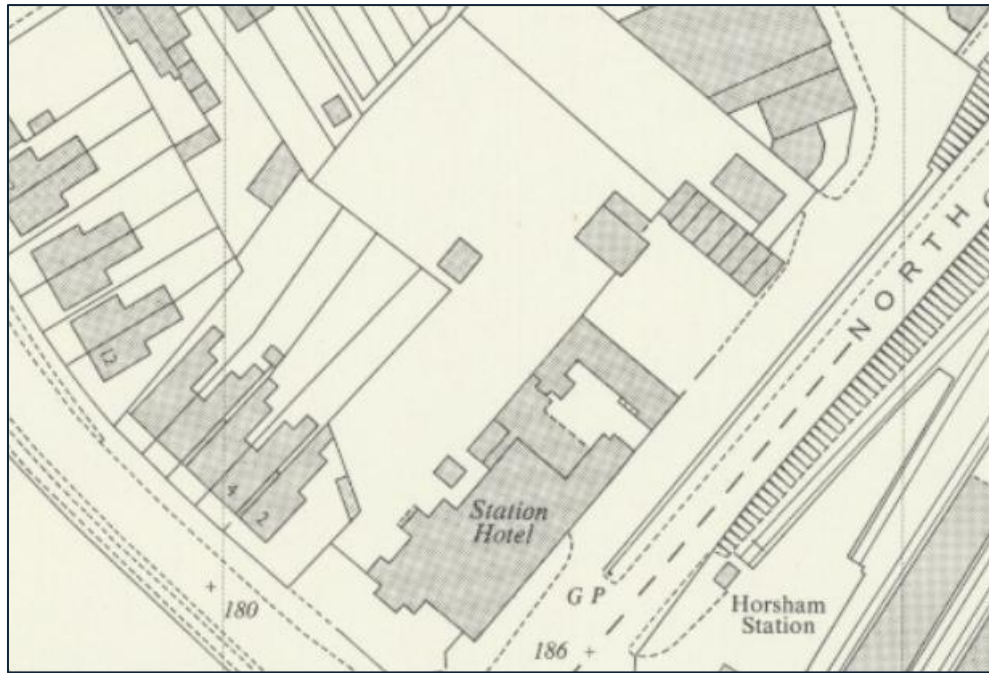
Map 2 – Extract of the 1874 (published 1876) Ordnance Survey Town Plan for Horsham – Sussex (XIII.8.24) (Reproduced with the permission of the National Library of Scotland).



*Map 3 - Extract of the 1895 to 1896 (published 1898) Ordnance Survey Map for Sussex (XIII.NE)
(Reproduced with the permission of the National Library of Scotland).*



*Map 4 - Extract of the 1909 (published 1911) Ordnance Survey Map for Sussex (XIII.8)
(Reproduced with the permission of the National Library of Scotland).*



*Map 5 - Extract of the 1962 (published 1963) Ordnance Survey Map ref TQ1731SE – A
(Reproduced with the permission of the National Library of Scotland).*