

ABOUT THE TRAIL

This is a self-guided walking trail. Please read the information below.



Areas of Natural Beauty/South Downs National Park

HOW TO FIND US



Start point: Horsham Rail Station but may be joined at any point.

Transport: • Train • Horsham Bus Station see bustimes.org/stops/4400HO1134

Car parks: www.visithorsham.co.uk/carparks

ACCESS & FACILITIES



Walking grade: Easy.

Distance: 4.4 km or 2.7 miles. 1.5-2 hours.

Terrain/safety: Pavements or tarmacked paths throughout. All road crossings are via pedestrian crossings, traffic islands or subway.



Refreshments: Available along the walk.



Toilets: Public toilets in town.



Dogs: Please keep dogs on leads and clean mess up.

Please respect the privacy of local residents.

FIND OUT MORE:

To learn more about the heritage of the wider district and discover additional trails, please visit www.horshammuseum.org

Supported by Horsham District Community Partnerships Forum and The National Lottery Heritage Fund.

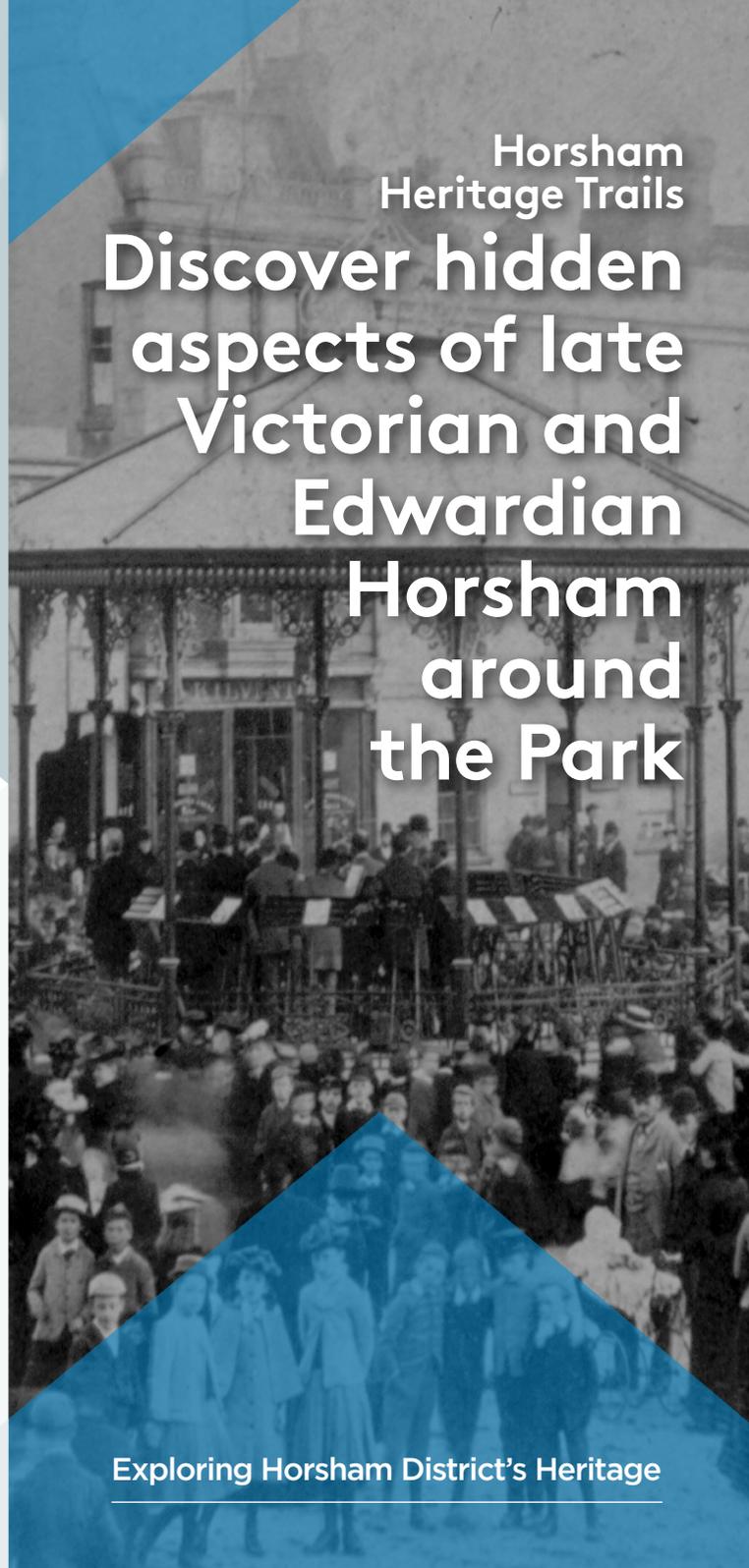


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Horsham
Heritage Trails

Discover hidden aspects of late Victorian and Edwardian Horsham around the Park



Exploring Horsham District's Heritage

Around Horsham Park

The main historical treasures of Horsham, the Causeway, St. Mary's parish church, the Carfax, etc., are well known to most residents but, what about some of the others? Often hidden in plain sight a walk around the town will reveal many glimpses of the past that may come as a surprise to both residents and visitors alike. As you follow a path loosely skirting Horsham Park, this trail aims to unearth some of these hidden treasures, particularly those dating from Victorian and Edwardian times.

The reigns of Queen Victoria and King Edward VII spanned a period of great social change and were times of considerable development of the lands around the Park. Workers homes sprang up closer to the town centre while the professional classes and successful businessmen built grander homes close to the main roads to the north. The arrival of the railway stimulated a major growth in trade and business in the town. By 1900 industrial development had largely replaced the close involvement with agriculture of earlier decades. In around 1800 much of what is now Horsham Park was sold to Robert Hurst, Member of Parliament successively for Steyning and Horsham, who died in 1843. His son, Robert Henry, also MP for Horsham, left the country to escape his creditors in 1845. He was succeeded by his son, another Robert Henry, also MP for Horsham, who wielded great influence in the town until his death in 1905. His younger son, Colonel A R Hurst, sold Horsham Park house and grounds to the urban district council in 1928 for £18,000. In the years that followed further parcels of land were purchased to create the Park as we know it today.

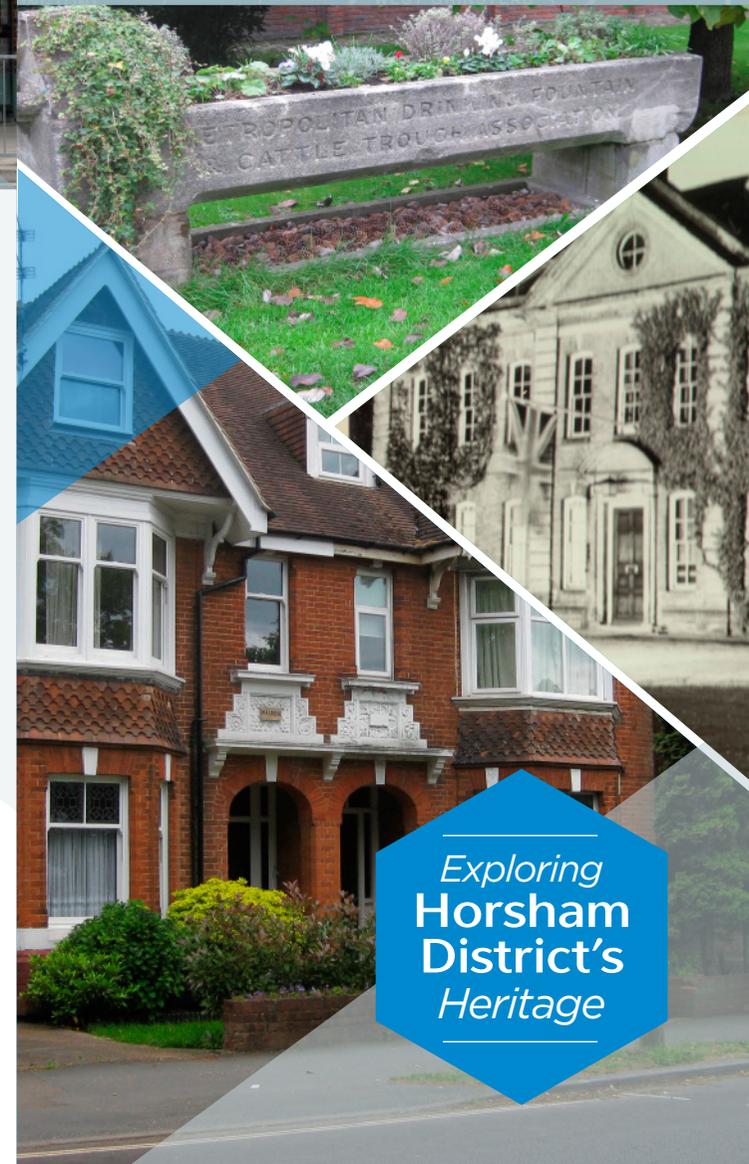
Samuel Blunt built Springfield Park between 1752 and 1758 as a Queen Anne-style mansion, intending to impress the townspeople. As if the mansion was not enough, he constructed a canal in the grounds. Ornamental pineapples were



added to the entrance pillars reflecting what was an exotic, i.e., expensive, fruit at the time. In 1887 Springfield Park became a school for boarders and day pupils before being replaced by a preparatory school from 1904. Later, after many years as a girls' school, the site was converted into a residential complex in 2000. Samuel Blunt is remembered by Blunts Way, to the south of the site.

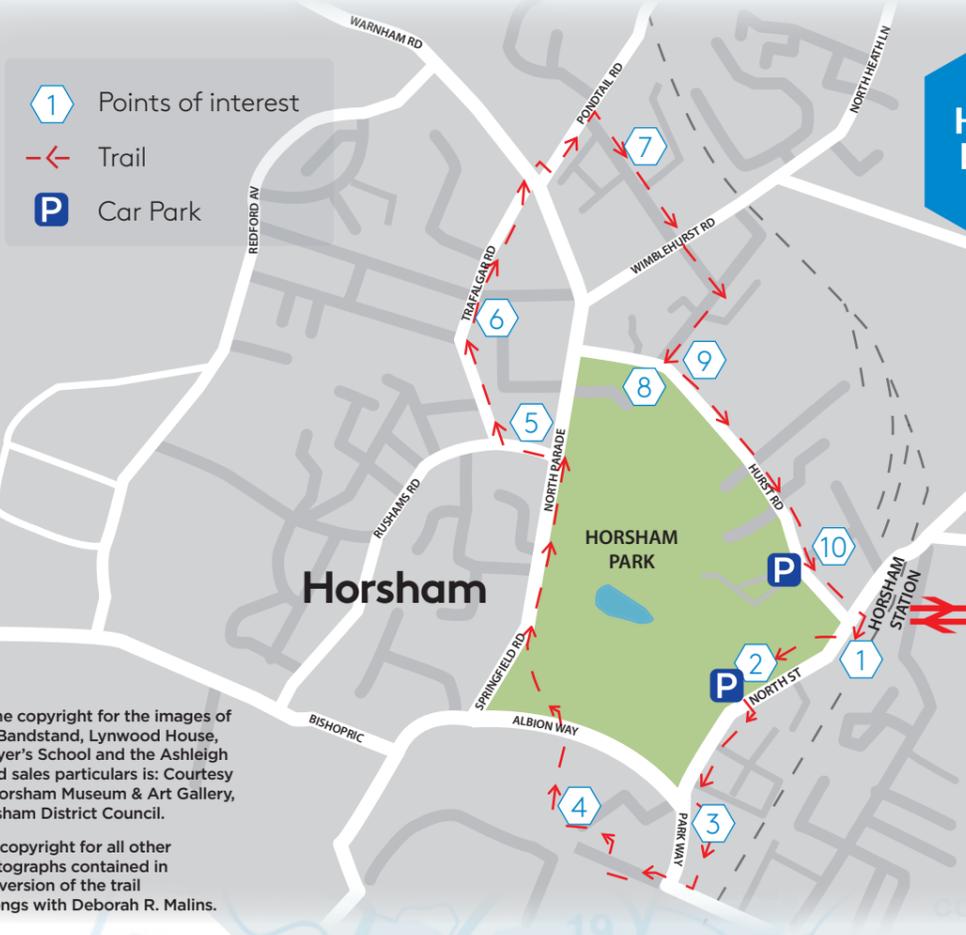
The area north and west of Springfield Park was built upon gradually, taking over much of former common land. Trafalgar Road, and the roads leading off it, was known as 'the back of the common'. It developed a strong sense of identity and community spirit as homes, shops, allotments, school and church, largely for the working classes, were established. Today, all that remains of the ancient Common is the triangular green in front of the Dog and Bacon pub. (The site of the pub itself dates from the 1770s. Its name may be a corruption of 'Dorking Beacon'). The growing middle-class built villa residences along North Parade, now largely replaced by blocks of flats. Further middle-class residences may still be seen in Ashleigh Road and, more impressively, in the Wimplehurst/Richmond/Gordon and Hurst Road

areas. Hurst Road was constructed in the 1860s to link North Parade with the railway station. Much of the land was donated by R H Hurst, who may well have been ensuring that the boundary of his property would remain in the hands of the middle-class. The land was developed to include the construction of Horsham's first hospital, Collyer's School and the School of Art. The School of Art moved into its purpose-built premises in 1891, a site now occupied by the Springboard Project.



Exploring
Horsham
District's
Heritage

Exploring Horsham District's Heritage



1 Horsham Rail Station

The railway came to Horsham in 1848 with the opening of a branch line from Three Bridges. Over the following 20 years lines to Petworth, Guildford and Dorking were built.

On leaving the station bear left and cross North Street at the pedestrian crossing. Enter Horsham Park and at the giant redwood (sequoia) tree follow the path round to your left to walk past Park House.

2 Park House

The house dates from 1720. Although from an earlier period, it and its grounds, were central to Horsham's development at the turn of the 20th Century. The house was sold to the local council in 1928 for use as their offices. Nowadays the council have moved to nearby Parkside and the house is a popular venue for weddings. There is a sundial, entitled "Sungod", in front of the House.

From Park House make your way to North Street where, just south of the pedestrian crossing, you will find a horse trough. This was set up by the Metropolitan Drinking Fountain and Cattle Trough Association in honour of Captain R B Drummond MVO. Joining the police in 1879 he was the Chief Constable of West Sussex Police by 1912.

Cross North Street from opposite the Capitol Theatre then continue south to the traffic lights. Take the path on the left into Barttelot Road, (named for Sir Walter Barttelot, MP for West Sussex, 1887-1893).

3 Peel House

Peel House was the Headquarters for the West Sussex Constabulary from 1897 - 1922 and in use as a police station until 1973. Perhaps its most infamous occupant was the acid bath murderer, John George Haigh, who was held in No. 2 cell in 1949. The gates to the rear yard show the Centenary 1994 police badge.

At the southern end of Barttelot Road turn right past the Christian Life Church and on into East Street. Cross Park Place and after 60 metres turn right into Stan's Way, (named for Stan Parsons, a founder-member of the Horsham Society) noting the Millennium plaque on your right behind the railings under the archway. Take the left fork into Piries Place and cross diagonally to go through the twitten, or alleyway, into the Carfax.

4 The Bandstand, Carfax

In 1891 funds were raised through public subscription for the bandstand. An "off the shelf" model was made by a Glasgow foundry and it was officially presented to the town the following year. See if you can find the staves and notes hidden in the metalwork.

After spending a few minutes to take in the sights in the Carfax leave via Medwin Walk, next to the entrance to Swan Walk. Cross the dual carriageway, Albion Way, to enter the Park. At the Light Tree sculpture turn left and follow the path leading to the short-term carpark and North Parade. As you walk up North Parade note the stone wall opposite marking the boundary of Springfield Park. Behind the wall, in what was then Springfield Meadow, was Horsham Football Club's first ground, from 1871 to 1904. Near the milestone which shows you are 36 miles from Westminster Bridge, cross North Parade into Rushams Road.

5 General Keatinge

In 1904, behind what is now Ravenscroft Court on North Parade, stood Lynwood House. One of the "great and the good" of the period this was the home, in his retirement, of General Richard Harte Keatinge who won the Victoria Cross for his actions during the Indian Mutiny in 1858. He is buried in Hills Cemetery, Horsham, under an impressive headstone.

On entering Trafalgar Road immediately to your right, in 1874 a school for 250 boys, girls and infants was built. By 1891 the school had been enlarged to take up to 400 children although the average attendance was 150 boys and girls and 100 infants.

6 Trafalgar Road

Trafalgar, Victory and Nelson Roads were built in the 1870s-80s and named to commemorate the great sea battle of 1805. The area housed many of the town's workers - labourers, railway workers, domestic servants, etc, - whose children would have gone to the school whose site you've just passed. The northern end of the road was developed around 1900 by wealthier citizens.

At the northern end of Trafalgar Road cross North Parade to enter Pondtail Road. After 150 metres turn right into Ashleigh Road.

7 Ashleigh Road

The plots on the west side of Ashleigh Road came up for sale in May 1901. Five of the large Edwardian homes built on the plots remain, including Nos. 18 and 20 with their colonial style verandas. They remain considerably grander than the homes you saw in Trafalgar Road.

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Horsham Station



Park House



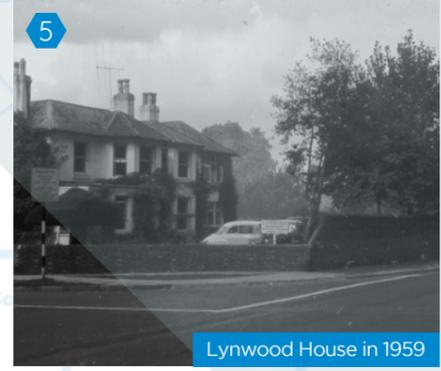
Horse trough



Peel House gate



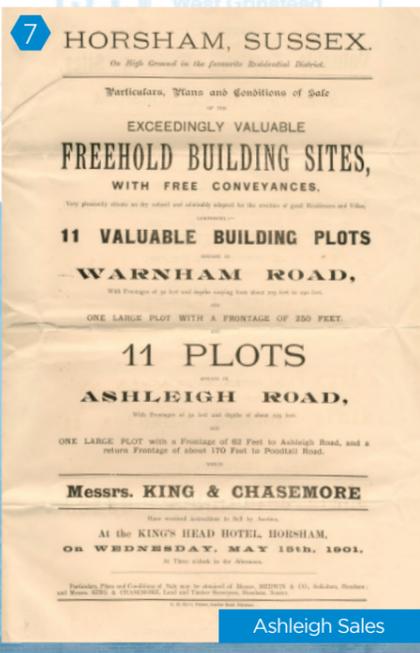
The bandstand during Queen Victoria's Jubilee celebrations, 1897



Lynwood House in 1959



King Edward VII letterbox



Ashleigh Sales



Horsham Hospital



Collyers in the 1900s

At the end of Ashleigh Road cross Wimbleshurst Road to enter Gordon Road, then Richmond Road walking past Collyer's College to reach Hurst Road.

8 Horsham Hospital - The cottage hospital was built on land donated by R H Hurst at a cost of £1,300, funded by voluntary subscription. Six beds and an operating room were opened July 1892 and medical services were provided free of charge by five local medical practitioners. On opening there was only one person on the full-time payroll, the matron, Miss Edith Harrison.

Company of the City of London, the school had outgrown its original site by St Mary's parish church, by the 1880's. R H Hurst made land available for a new school and the foundation stone was laid in 1892. When newly built the school housed 100 boys and about 20 boarders.

9 Collyer's School Founded in 1532 by Richard Collyer, a member of the Mercers' Livery

10 Hurst Road Continue your walk along Hurst Road until you arrive back at the Station, noting the well-preserved Victorian houses, built 1874 - 1890, at the western and eastern ends.



Hurst Road houses