

Design & Access Statement/Heritage Statement

THE DORSET ARMS

58 HIGH STREET
EAST GRINSTEAD
RH19 3DE

Introduction:

This Design & Access Statement seeks to meet the documentary requirements of the current NPPF, for buildings located within a Conservation Area and for buildings having a grade listing. It has been submitted to assess the interest of the application site to justify the proposed works in terms of their impact on the heritage asset identified. The statement assesses the nature, extent and importance of the significance of the asset and its setting to allow the impact of the proposed works on that significance and setting to be properly assessed by the local planning authority.

Existing elevation



Description of proposal

Installation of replacement signs to include 1x all mounted projecting sign, 1x set of sign written house name letters, 1x set of sign written secondary text, 3x amenity boards, 1x door plaque, 2x small lanterns, 1x welcome panel, 1x set of sign written house name and logo, 1x single sided post mounted car park sign, 1x single sided post mounted corex sign and 3x chalkboards and repainting of the exterior of the building

The proposal includes removing all existing signs and repainting of the exterior of the building by the main contractor. The colours are shown on drawing 199005 DORSET ARMS and show a change of colour from the pale blue/grey to a more traditional RAL 9001. The replacement signs have been designed to complement the style of the building with traditional hand sign written house displays. The proposed lighting would be warm white to give soft illumination to the signs and building where shown.

Proposed elevations



The Listing

This list entry was subject to a Minor Amendment on 31 October 2024 to amend the name and address and to reformat the text to current standards.

TQ 3957 1/37

HIGH STREET (south side) No 58, The Dorset Arms

(Formerly listed as Ye Dorset Arms Hotel, HIGH STREET) 28.1.48.
GV II C18 painted brick facing of earlier building. Two storey eight windows double-hung sashes with glazing bars in cased frames. C19 tile roof C19 dormers. Timber framing within.
The Dorset Arms, Dorset House Nos 66 to 76 (even), Cromwell House and Nos 82 to 88 (even) form a group.

Listing NGR: TQ3966937927

A little History

There was a building on the site from much earlier times, demonstrated by the long portland behind, and what commendable foresight the medieval town planners showed with their land arrangement! Originally to allow the owners to be self sufficient in food, it has since ensured ample space for stabling, carriages, motor garaging and car parking.

The Dorset's fortunes have been closely bound with those of the town, notably the coaching trade, which started in the fifteenth century. The longest and oldest route to Brighton went via East Grinstead and Lewes. Coaches stopped at The Cat Inn, and its enterprising landlord put specially struck farthing tokens in customers' change, to encourage return visits: an early form of loyalty scheme.

The coaching trade's expansion was severely hampered by the terrible roads. The Government's solution was turnpiking, whereby a charge was levied on travellers, at toll gates, to generate income for maintenance. The East Grinstead to Lewes road was turnpiked from 1717, and by 1762, the charge was 6d, around £11 today. How outrageous, the Dartford Bridge toll charge is only £2.50.

Ye Dorset Arms now prospered: it had the Post, as well as passenger travellers, and new local routes started and finished there. It was advertised in coaching guidebooks and regularly patronised by illustrious persons, including politicians, aristocrats and royalty, many of whom stayed there on their way to see the Prince Regent in his Brighton home.

In 1841, the railway service from London to Brighton brought this era to an end, but The Dorset Arms soon found new custom from the motor and coach trade. In 1903, it was noted as a fine house, whose landlord took a great interest in its history. In the 1920s, its signage announced that it was "For Families and Gentlemen", replacing the earlier "Commercial Hotel and Posting House". The Horse and Carriage Yard had become The Motor Garage, and the building had an AA plaque. In 1947, William Luscombe wrote that it combined an old fashioned charm with really modern amenities.

Impact on the area

These signs have been specifically designed with careful consideration given to the historic fabric, character and setting of the building and area. The exterior would benefit from an external refurbishment due to the age and weathering. The impact on the building, and wider street scene will be a positive one.

Conclusion:

The proposal is considered to cause no adverse harm to the surrounding

Area which would be preserved. The proposals are therefore considered to meet the objectives of the NPPF concerning development in an historic context and meet the requirements of relevant local planning policy.