

CONSERVATION AREA APPRAISAL

X SHAKESPEARE ROAD

Location

Shakespeare Road lies nearly half a mile from Worthing town centre and runs south from Tarring Road to Shelley Road. The Shakespeare Road conservation area covers the area north of Richmond Road, bounded by Victoria Park to the east and extending westwards to include Heene Road. Heene and Winchester Road conservation areas lie immediately adjacent to the south.

Topography

The land slopes gently down towards the sea and the roads linking Heene Road and Shakespeare Road are slightly curved. The street plan is asymmetrical, with wide, oblique junctions. These factors impart vitality to the streetscape.

Origins and Development of Area

Originally, this area was farmland. A few flint field boundaries may survive as perimeter walls (eg. the pebble walling on the west side of Heene Road, just north of Cowper Road). Development began circa 1890 and most of the current building stock dates from the period 1890-1910. Later infill, mostly of the 1920s and 1930s, is generally similar to the earlier buildings in terms of materials, form and massing. Small groups of these inter-war buildings blend in with earlier development on Longfellow Road (south side) and Heene Road, opposite Chaucer Road.

Except for the church of St. Matthew, on Tarring Road, built in 1899 by the local architect R.S. Hyde, initial development was entirely residential. In general, this is still the case, though many of the larger houses have become rest homes.

Three distinct types of housing are discernible. There are a few detached houses; the largest of these usually stand on generous plots, predominantly on the north side of Wykeham Road and on Chaucer Road. There are groups of small terraced houses on Heene Road (between Manor Road and Chaucer Road) and along the west side of Shakespeare Road, near the church. Elsewhere, the housing is closely packed, semi-detached with vertical emphasis.

Architectural and Landscape Qualities

Materials

Brick predominates; most is red-brown or dark red and some brickwork is very finely pointed (eg. on the south side of Cowper Road). There is some bi-chrome brickwork, mostly to give contrast to dressings and banding. Stucco and pebble-dash are common. These are usually unpainted, but most paintwork is white.

Roofs

Red clay tile and grey slate are the principal roofing materials. Where these have been replaced with modern materials (usually concrete interlocking tiles), the roofscape has suffered; this is particularly the case where houses are terraced or sited close together. Roofs are frequently hipped and gabled front elevations are prevalent. Steeply pitched front gables are a theme which unites the 1890-1910 buildings with those for the 1920s and 1930s. Building height is quite consistent - two, sometimes three storeys- and the building line has little variation, the majority of houses being set about 4 metres back from the pavement (a notable exception being the large frontages along the north side of Wykeham Road). The roofscape depends for its interest on the range of roof forms, the irregular street plan, bright-red-terracotta decorative ridge tiles and finials, the presence of mature trees and chimney pots on brick or plain-rendered stacks, a few of the pots and the stacks are strikingly tall. Television aerials are often located on chimneys and tend to clutter the roofscape.

Fenestration

Window openings are predominantly rectangular, regularly placed and of roughly the same height. Width varies significantly; Edwardian framing is usually narrower than the Victorian, which adds to the vertical emphasis of the later buildings. White-painted, timber, vertical-sliding sashes with horns predominate. Earlier examples have 2 panes, later windows often have their upper section divided into several rectangular panes. Tall, narrow, plain casements are a common feature of the Edwardian buildings. A few twentieth century detached houses have squatter window openings, with more variation in size, shape and arrangement. These often contain leaded-light casements. Replacement with modern framing, particularly PVCu, has begun to have a negative impact on the streetscene.

Doors are generally painted timber with panels and leaded stained glass. Many originally doors survive and are an important contribution to the streetscene.

Shallow, rectangular bays are a common feature and add rhythm to the street elevation. Most are decorated in some way - hung with red clay tiles, rendered and painted with mock-Tudor timber framing, inset with terracotta mouldings &c. The curved bays of the 1930s buildings on Heene Road are not characteristic of the area.

Individual decorative features such as ornamental iron-work panels, moulded lintels, dentilled string courses &c. provide additional interest.

Front garden walls normally comprise vermiculated panels of large, irregular, unknapped flints with red-brown brick dressings. Occasionally, basket-weave brickwork is substituted for flint. Where these have survived demolition for frontage parking, their uniformity gives the streetscene coherence. Plainer types of flint or brown brick walling are usually found at the backs and sides of plots. Smooth render and pebble-dash have, unfortunately, been used to conceal some flint walling (the junction of Cowper Road and Shakespeare Road has brick with vermiculated flint panelled walls on 3 side, but the wall to the north east has rendered panels).

Street Furniture, Surfaces and Local Details

Several cast iron street signs have survived, mostly mounted on walls. Even though some need repainting, the flimsier modern, free-standing signs compare unfavourably. Sadly, most lamp standards are modern, but some original cast iron ones have survived.

Pavements

Although there is some gravelly tarmac and driveway crossings are mostly plain concrete, grey and pink concrete slab paving predominates with attractive granite kerbstones.

Contribution of Greenery

The area is densely built-up and contains no open space. Although Victoria park is adjacent to the eastern boundary, it is hidden by the houses on Shakespeare Road. Some gardens are well-planted with mature trees and shrubs, but many have been turned into hard-standing. In the streets, avenues of pollarded Limes which have been allowed to grow out, are characteristic

Enhancement Opportunities

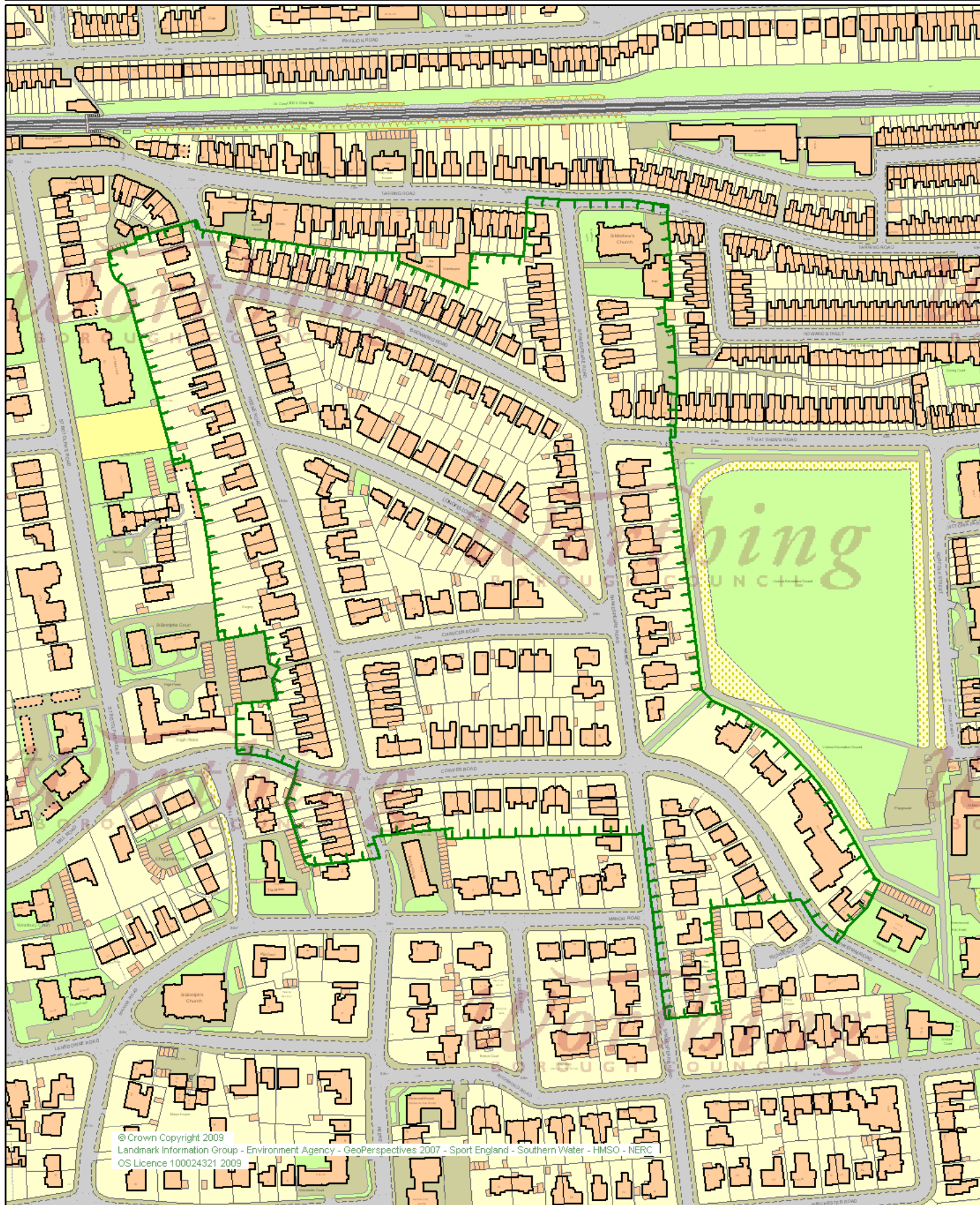
- Remove the overhead lines and poles.
- Resurface the concrete crossings (driveway entries).
- Plant additional trees, particularly Limes in Heene Road and Shakespeare Road (especially on the west side) and Silver Birch in Cowper Road.
- Clean the graffiti from the junction box on Heene Road.
- Restore front garden walls to a more uniform height (eg. replace the boundary walls of Nos. 32 and 35 Browning Road and Nos. 47-7 [odd] Richmond Road). Encourage the use of suitable brick or flint in appropriate designs. (eg. Replace the concrete air-brick wall of No. 45 Shakespeare Road).
- Remove fencing place behind boundary walls in lieu of hedging. The fence dividing the churchyard from the church hall garden could be replaced with a hedge or a wall or railings of appropriate design and materials or at least screen planted.
- Encourage frontage planting. Discourage the provision of hard-standing in front gardens (eg Nos. 53 and 55 Shakespeare Road), particularly where this involves demolition of the garden wall. Provide gates of appropriate design and materials to screen existing areas of hard-standing from the street.

- Restore the missing string course to the front elevation of No. 192 Heene Road.
- Remove/discourage building of flat roofed extensions and dormers (eg No. 160 Heene Road, which dormer is very visible from the street).
- Replace modern metal and concrete lamp posts with lamp standards modelled on the older examples in Longfellow Road and Browning Road. Retain all the surviving cast iron lamp posts.
- Retain the slab paving and granite kerbs. Replace the tarmac-aggregate pavements of Longfellow Road with slabs to match those in the other streets. Pave the entrance to Victoria Park.
- Repaint the bench in Chaucer Road.
- Resite television aerials (eg Nos. 43-63 Shakespeare Road) and satellite dishes (eg No. 61 Shakespeare Road) so that they cannot be seen from the street.
- Replace/discourage further use of modern window framing, particularly PVCu (eg Frazer Lodge, Wykeham Road). Maintain the white/cream painted timber sashes of original design wherever possible.
- Replace modern road name plates with cast iron signs of similar design to that in Cowper Road. Repaint the cast iron sign on Cowper Road and relocate the one in Longfellow Road, dispensing with its rusty, modern metal posts.
- Permit demolition/redevelopment of Nos. 8 10 and 12 Shakespeare Road, retaining their pebble boundary walls.
- Permit demolition/redevelopment of the flat-roofed rear extension of No. 4 Chaucer Road (Willett Lodge) which fronts Longfellow Road.

Setting

- Remove the pebble-dash from Bradley House's front wall and restore the underlying flint-work.
- Permit demolition or refurbishment of the front elevation of the flat-roofed extensions and concrete hard-standing behind No. 153 Tarring Road.
- Encourage appropriate development of the vacant plot on Tarring Road and screen/tidy the frontage to improve the view from the conservation area.
- Improve the shop frontages on Tarring Road.
- Provide a large gate of appropriate design to screen the rear access and garage by No. 124 Tarring Road.

- Encourage the retention of the original style of fenestration in the houses opposite the junction of Tarring Road and Shakespeare Road.
- Screen plant the substation in St. Matthew's Road.
- Replace the telephone kiosk in St. Matthew's Road with a K6 model.



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