

# ***LINGFIELD VILLAGE DESIGN STATEMENT***



***Compiled by local people in order to secure the distinctive character of the Village for the future.***

The following organisations have helped to support and finance this Statement:

Lingfield Parish Council  
Tandridge District Council  
Rural Action in Surrey

# ***LINGFIELD VILLAGE DESIGN STATEMENT***



***This statement is approved by Tandridge District Council as Supplementary Planning Guidance***



# INTRODUCTION

## What is a Village Design Statement?

Village Design Statements have arisen from a growing concern that many villages are losing their identity as the result of unsympathetic development, standardisation and poor design.

Lingfield's Village Design Statement describes the village as it is today and attempts to define the qualities which give it a unique character, so that this will not be lost.

## Who made it?

It has been prepared by the local community through workshop and consultation days, meetings and surveys, and in co-operation with the local planning authority. It has enabled the people who live in Lingfield to have their views taken into account. It is hoped that through the use of this Statement these views will continue to influence the design of new development.

## Its Purpose

Its purpose is to ensure that the village retains its individuality and character through future development both large and small.

Lingfield has seen much change during the course of its long history. This will continue. Through this Statement, the people who live in Lingfield aim to safeguard its identity for the future.

## Who is it for?

The Statement is addressed to everyone making changes which alter both the look and feel of the village –

- Statutory bodies and public authorities.
- Planners, developers, builders, architects, designers, engineers.
- Local community groups.
- Householders and businesses.
- Farmers changing to alternative commercial uses.

## How does the Statement work?

Lingfield's Village Design Statement has been adopted by Tandridge District Council as Supplementary Planning Guidance.

Its recommendations should be taken into account when future changes and development, both large and small, are being drawn up and will be taken into account by the planning authorities when planning applications are being assessed.



The Cage and Gunpit Pond

# HISTORY

Lingfield's origins lie many centuries ago as a clearing in the Great Forest which covered much of the Weald at that time. In its earliest years the village was surrounded by forest where charcoal burning and the iron industry flourished, but as the forest was cleared these industries died out. However, brickmaking from the rich Tunbridge Wells clay survived into the twentieth century.



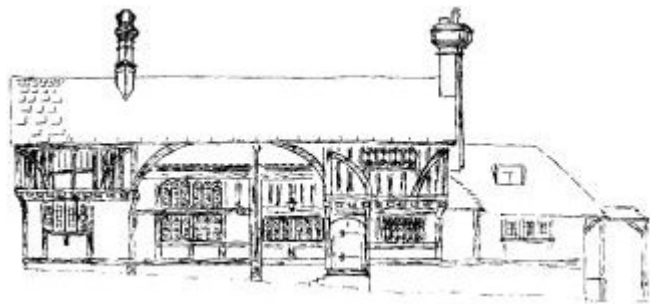
## Lingfield Park Racecourse

Much greater change followed the arrival of the railway in 1887. This brought commuters and visitors to the Racecourse. Both remain an important feature of Lingfield life.

The last fifty years have seen continuous development. In the early part of the post war period Local Authority housing estates were built, followed by private development which continues to this day.

The second half of the twentieth century has also seen Gatwick Airport grow from a grass runway to a large International Airport bringing not only employment and the prospect of easy travel but also aircraft noise to Lingfield. More recently the M25 motorway, only eight miles to the north, has in turn had its impact on the village.

For centuries Lingfield depended on a pastoral economy with tanning as an important by-product. The building that was once the tannery now houses a squash and fitness club. Agriculture changed in the nineteenth century when hops were extensively grown and large apple orchards were planted which until recently were a colourful feature of the village in springtime.



**Library. Guest House**

The village as we know it today grew from the merging of two small medieval settlements in the late nineteenth century, these were the Old Town, a cluster of buildings beside the Church, and Plaistow Street some 180 metres away.

In 1815 the Common was enclosed. Its extent is now marked out by the dead straight roads, for example Common Road, laid out by surveyors at that time.



**High Street South Side**

# LINGFIELD TODAY

Lingfield is now a large, vigorous village community of about 3,500 which has increased in size by infilling and building on farmland.

Expansion along the approach roads has however been limited by the Green Belt which surrounds the village and within which there are strict limitations on development. Although it has attracted people who work elsewhere but wish to live in a rural setting, there are still many families that have lived in the village for generations.

The village still has two centres. The Parish Church and Old Town area remains a secluded island scarcely touched by the development around it, but the main focus of the village is now the High Street and its surroundings where the majority of shops and other facilities are found.

Old Town and Plaistow Street were designated as conservation areas in 1973, and designation followed for the High Street in 1990. This large designated area now covers much of the central core of the village, as well as the open land around New Place. This designation means that the Local planning authority has additional control over development, including the demolition or alteration of buildings, and new buildings in respect of their design and materials. Any new development should preserve or enhance the quality, character and appearance of the area. There are also nearly fifty listed buildings in the village, which contribute greatly to its character. The local planning authority exercises strict control over changes to these buildings that might affect their architectural or historic character.

The centre of the village has a sense of space given by the unusually wide Plaistow approaches and High Street where, with the exception of the regrettably tall flats, most of the buildings are no more than two storeys high.

In the High Street new houses and a much needed Community Centre have replaced the village schools built in the nineteenth century, while nearby a new and larger school has been developed to accommodate Lingfield's growing number of children.



Other amenities include the Parish and Roman Catholic Churches, several pubs, recreation grounds, football and cricket pitches and wildlife areas. The Community Centre and the Social Club are a focus for numerous activities, clubs and societies.

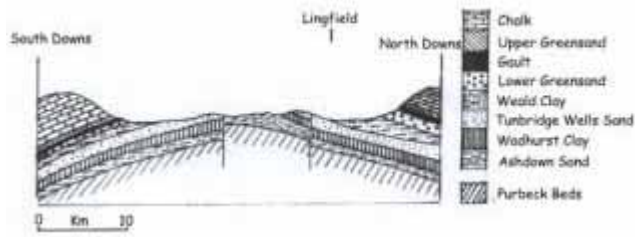
An important feature of the village is the racecourse lying on its south eastern approaches. It is one of the oldest in the country, having been established in the 1890's. Its facilities now include an all weather track and golf course.

Lingfield's greatest asset is a very real sense of community but the continued involvement of the population in village activities will be needed to secure its future.



High Street - south side

# MATERIALS



Lingfield lies in the heart of the Weald, an area of sands, sandstone and clay between the high chalk escarpments of the North and South Downs. It is situated on the northern edge of the Tunbridge Wells Sandstone beds, where the land rises from the Wealden clay of the River Eden flood plain.

This underlying geology provided its earliest building materials – oak for timber framing, clay for roof tiles and later bricks. Sandstone was used for footings and early chimneys, but only the fifteenth century church and New Place, built in 1617 were constructed of sandstone. The only building material to come from outside the area until after 1800 was Horsham stone used to roof the church and some other larger buildings.

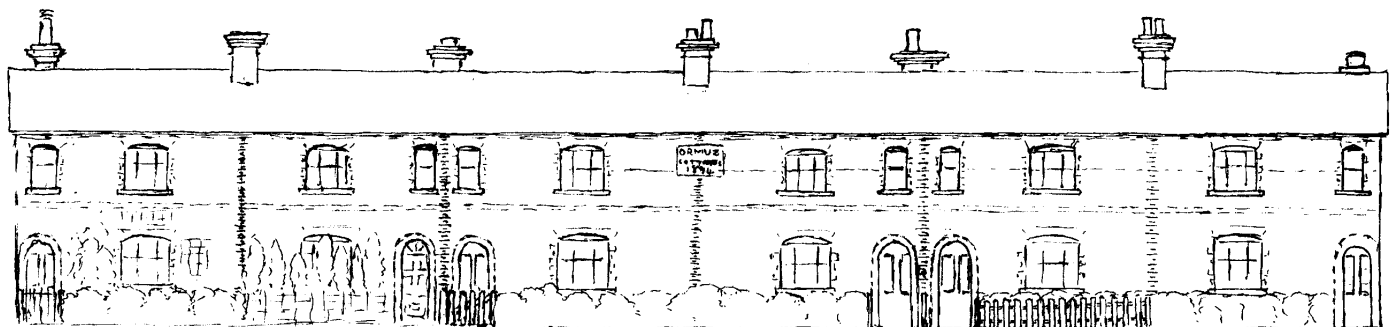
Local brick was extensively used from the eighteenth century sometimes covered in stucco. From the early nineteenth century the principal building materials were brick and tiles from local brickyards and slate for roofing from Wales.



Many of Lingfield's brick buildings of the nineteenth and early twentieth century are notable for their high quality brickwork and the restrained decorative use to which it is put. Particularly characteristic is the use of dark, almost purple brick which was produced locally at the time and often used with contrasting red brick detailing. Since 1945 some materials which have not stood the test of time, or are totally inappropriate to the area have been introduced for reasons of cost or fashion.

## GUIDELINES

- *Materials for new buildings, alterations and extensions, should reflect and complement the texture and colours of those found locally.*
- *Materials foreign to the area, such as flint, should be avoided.*
- *Decorative features should harmonise with existing styles and be simple and few.*
- *Over decoration and the mixture of too many colours should be avoided.*
- *Restrained decorative brickwork echoing those styles found in the High Street should be incorporated where appropriate.*



Newchapel Road



## **BUSINESSES IN LINGFIELD**

Until the railway came businesses in Lingfield supported the farming industry and all aspects of personal life. Modern Lingfield has a surprising range of businesses reflecting the needs of residents and most goods and services can be purchased locally.

### ***Shop Fronts and Shop Signs***

All but a few shops on the western edge of the village lie within or adjacent to the Conservation Area. Care should be taken to ensure that shop fronts whilst attracting custom should also enhance the village character of the street scene.

Lingfield needs a vibrant business community both to serve its needs and provide employment, but it should be sympathetic to the overall look and wellbeing of the village. Unfortunately many of the freeholders of leased business premises are not local and have little feeling for the look of the village, being principally concerned with the commercial possibilities of the site.

- *Shop signs should be discrete, suitably coloured and indirectly lit.*
- *Vivid or clashing paint work should be avoided.*
- *Floor to ceiling plate glass windows with metal frames should be avoided.*

# BUILDINGS

Lingfield's oldest buildings survive from the Middle Ages and are mainly close to the church and in Plaistow, with some more isolated farmhouses and cottages. These are timber framed buildings, usually with tiled roofs, although the timber framing has often been covered by tile hanging with brickwork to the ground floor walls.

The Parish Church, first mentioned in about 890, was largely rebuilt on a grand scale in 1431 by Reginald de Cobham who founded a college of priests there. The college was disestablished by



**Rome Farm**

Plaistow Street, the other medieval centre of Lingfield, was an open area at the junction of five roads, probably a place of play. It is still marked by the base of the 15th century St Peter's Cross, Gun Pond, an ancient oak and an 18th century lock up known as the Old Cage. Several timber-framed farmhouses survive here, and this part of the village retained its rural character with farms, cornstores and blacksmith well into the 20th century.



**Rushford Cottage**

Henry VIII but the small group of houses known as Old Town that had grown up around the Church was the village shopping centre until the late 19th century development of the High Street. Although Old Town is now a quiet enclave of medieval and 18th century buildings its inn and shops continued in use until the middle of the 20th century.



**Billhurst Cottages**



**Old Town**

The present High Street developed from the middle of the 19th century, first with houses and Lingfield Infants and Middle Schools and later with shops on its southern side. These buildings are of brick with slate roofs, often with two tone yellow and red brickwork which some later developers have copied.



**Mount Pleasant**

The late 19th century arrival of the railway brought with it speculative developers. Some new roads were laid out (Mount Pleasant, Talbot and Camden Roads) whilst ribbon development occurred along existing ones, notably Town Hill



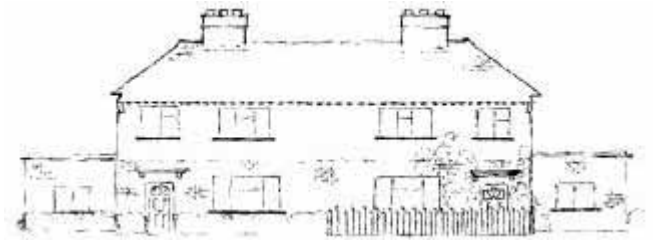
**Town Hill**

and Saxby's Lane. This development was of two kinds, speculative artisan dwellings which were usually semi-detached and plots laid out for individual purchasers. Later, Local Authority housing was built, mainly infilling along existing roads. Drivers Mead and Bakers Lane are good examples of regard for style and scale.



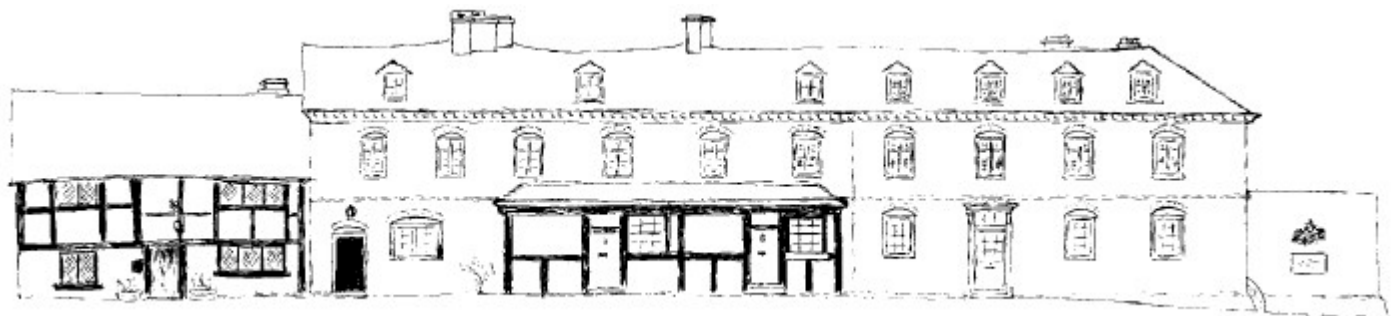
**Bakers Lane**

Unfortunately, the lack of provision for cars has led some people to remove their hedges or fences to accommodate their vehicles, which in many cases is detrimental to the street scene.



**Selbys**

Development in the past 50 years has been continuous, first with large Local Authority estates and more recently with both large and small private estates as well as fairly continuous infilling in ones and twos.



**Old Town**



# BOUNDARIES

Boundaries make a strong visual impact on the street scene. In roads such as Mount Pleasant, where a similar boundary fronts houses of different sizes and styles this results in a pleasing, unified appearance. Although hedging and fencing abound, typical of Lingfield is a low brick wall, capped and ended with similar piers.



Fronting Victorian and Edwardian properties, decorative iron railings are often incorporated.



Sections of brick and rail mixed can give a pleasing effect. A modern example of where this has been used to good effect are the houses which front the High Street.

In many squares and closes, such as College Close, an open plan has successfully been adopted. Future development should be encouraged to use purposeful lines, with the fronts of properties facing existing roads where possible, to integrate the development into the neighbourhood. Where closes do not have natural

boundaries meandering roads and small rear gardens bordering existing roads should be avoided. Such plans can make the development appear insular and removed from the surrounding area.

A proportion of mature trees and small copses should be preserved. Planting hedges, shrubs or flowers can help soften the effect of walls and side elevations and help maintain a more rural look. A good example of this is found in the houses on the approach to the Station.



## GUIDELINES

- *New front boundaries should be of high quality, for example low brick walls, with some ironwork, or hedges planted with native species. Continuity is particularly valuable where adjacent properties are of different size.*
- *Properties in new developments should front existing roads where possible.*
- *Where rear gardens adjoin roads, high fences should be screened by planting on the road side but within the curtilage of the property.*
- *Consideration should be given to the visual separation of buildings.*



New houses on the site of the Old School, High Street

# GENERAL GUIDELINES FOR NEW DEVELOPMENTS

Too often new estates have been constructed by national companies with little regard to their locality. They could be anywhere in the country there being little about them in style, layout or building materials that relates directly to Lingfield. Frequently they combine a bewildering and inappropriate array of styles and materials in the same or adjacent buildings.

The newest estates are often enclaves unconnected by footpaths to the rest of the village. The system of footpaths which joins different parts of the village with each other and its centre is a distinctive feature of Lingfield. Unconnected to it these estates detract from the sense of village community. Lacking access to it encourages the use of the car for relatively short journeys into the village centre.

Shared surfaces can be appropriate in new housing developments, and the positioning of parking spaces as a means of controlling speeds can form part of the overall design. Careful design is also needed to avoid large blocks of visually unattractive roadside parking bays as this can make the road look unnaturally wide, even if a mixture of road surfaces is used. In some circumstances it may be more appropriate to locate parking spaces directly in front of the houses, though the new Surrey Design Guide seeks to promote an approach to design which moves away from the emphasis on meeting the needs of the car to encourage a less car dominated environment. Where possible the road design should obviate the need for obtrusive road markings.

The layout and design of new development can have a significant impact on the incidence of such

crimes as vandalism, theft and crimes against the person. The potential for minimising such crimes through design should therefore always be considered when proposals are being formulated.

The Tandridge District Local Plan contains policies which seek to protect local character and encourage good design in new development. In particular, Policy BE1 sets out a number of general principles relating to the design and layout of new development, and states that development should respect the form created by other buildings in the locality and avoid over development of a site. The Plan also recognises that innovation and originality can make a positive contribution to the vitality of the environment in certain appropriate locations. Good quality contemporary design and the use of quality new materials can help to enhance the distinctiveness of an area, as long as it is informed by the local context. Policy HE3 of the Plan relates specifically to development within conservation areas.

## GUIDELINES

- *Materials used should harmonise with existing buildings.*
- *The design of new buildings should be sympathetic to the style of buildings in the locality, both in size and materials.*
- *Residential developments should include a mix of houses including affordable homes for local people.*
- *TV satellite dishes should be sited as unobtrusively as possible.*
- *Where possible, architectural features of neighbouring buildings should be incorporated in new buildings to achieve a sense of harmony in the street scene. Developers should avoid using features from several neighbouring buildings of different ages and styles in one development, and certainly not in one building.*



Vicarage Road

- *Materials, which are characteristic of the area, i.e. as close in colour and texture to those which used to be made locally, should be used.*

**These include:**

- *Plain clay roof tiles, not pantiles.*
- *Plain clay hanging tiles.*
- *Red brick, with or without burnt headers.*
- *“Burnt” header bricks – as used in the Old School House adjoining the Community Centre.*

**To be used in moderation:**

- *Local sandstone.*
- *Weatherboard on traditional style buildings only. The scale of the timber to reflect that used locally, i.e. broad planks, either white painted or “tarred”.*
- *Yellow brick.*
- *Slate or slate like material.*
- *Render.*

**Those to be avoided:**

- *Flint.*
- *Mock Tudor elevations, although the integral use of large timbers is not discouraged.*
- *Reconstituted stone.*

**Elevations, particularly those that face onto the street, should meet the following guidelines:**

- *Generally windows and doors to be in proportion to the wall area.*
- *Windows and doors should be set in reveals. Over elaborate detailing should be avoided.*

**External works:**

- *Developers should provide durable and quality front boundaries, such as low brick walls, iron railings or a mixture of both, or hedging to achieve harmony in the street scene.*
- *Where new properties back onto existing roads, the backs of houses should be screened by hedges, shrubs or trees.*
- *Developers should incorporate a planting scheme to integrate the development with the rural character of the village and ensure that adequate arrangements through legal*

*agreements are made for its ongoing maintenance.*

- *Developers should retain mature trees and site buildings far enough from them to ensure that the trees are likely to be kept by subsequent owners. In most cases this means that the footings of buildings should be outside the canopy of the tree.*
- *If there are no trees, or none that can be retained, provision should be made for the planting of native species, preferably in areas of common ownership.*
- *Gated housing developments would be out of character and should be avoided.*
- *Paths linking new developments to other paths and roads should be incorporated to encourage people to walk short distances within the village.*
- *Off street parking should be provided.*
- *Large expanses of uninterrupted hard surfaces should be avoided.*



**An unsympathetic extension**

- *Additions should be sympathetic in scale, style and materials to the original building.*
- *Roof lights on pitched roofs fronting properties should be avoided.*

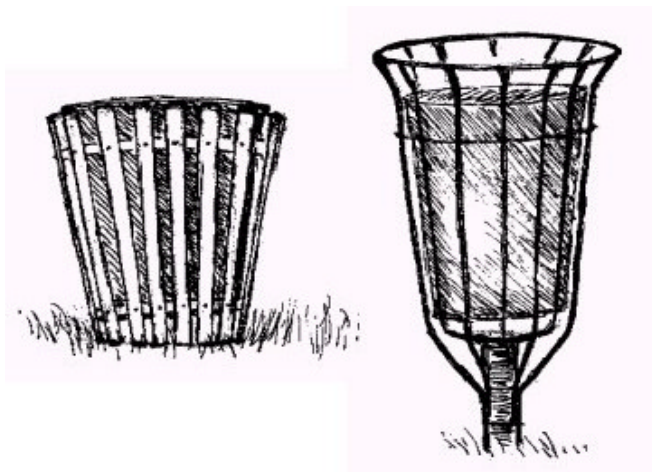
# STREET FURNITURE, SIGNS AND ROADS

Lingfield's lack of a coherent design and pattern of street furniture is due, in part, to ad hoc development. This is particularly noticeable in the village centre. Near the pond there are seven varieties of lampposts and lights and seven styles of litterbin. Overhead telephone lines in the vicinity of the conservation area detract from the street scene.

Road signs proliferate in the village and it is hoped that in future they will be of the minimum size necessary. Unnecessary commercial signs should be discouraged and new businesses and developers made aware of the need to respect this. Clusters of poor quality signs of varying styles are best avoided.

The planters in the village centre have brightened their areas though the style of that in the East Grinstead Road is the most attractive. No particular type of paving or road surfacing is considered characteristic of the locality, though there are a few cobblestones outside the Greyhound Inn and in the Old Town some small areas of red brick are to be found.

Where housing is small scale pavements are not always necessary and narrower roads are to be encouraged as on street parking will reduce speeds. Too many roadside parking bays are to be avoided, for even with a mixture of road surfaces roads look unnaturally wide. It is considered more suitable to increase front garden size in order to accommodate a car than to provide on street parking.



A mixture of road surfaces is often more pleasing to the eye than large areas of tarmac, though too much variety should be avoided. High curbs should also be avoided. Parking on verges should be deterred with concrete cones, cast iron or wooden bollards rather than signs.

## GUIDELINES

The street scene is enhanced by the inclusion of good quality street furniture that blends in with its surroundings

- *Street furniture such as litter bins, planters, seats and salt bins should be of a colour and form which reflect the character of their surroundings and makes use of traditional materials e.g. hardwood or a mixture of ironwork and hardwood.*
- *Power and telecommunications cables should be installed underground.*
- *To avoid urbanisation road makings should be minimised.*
- *Large concrete curbs should be avoided.*
- *TV aerials and dishes should be sited as unobtrusively as possible.*

Other than in the village centre street lighting should be muted and lampposts should not overpower surrounding buildings.

Future development of existing areas or new developments should:

- *Keep road width in proportion to size of properties.*
- *Have larger front gardens so less on road parking is needed.*
- *Limit expanses of black tarmac and concrete bricks.*



## OPEN SPACES

Lingfield is characterised by the extent and variety of its open spaces. Not only is the village surrounded by farmland but within its boundaries there is still much land, once part of the common, which is still farmed. There are also three recreation grounds, including sports fields. The main sports ground is located towards the western edge of the village. Both this and the all weather court at Talbot Road are floodlit for winter use. The appearance of the Talbot Road sports pavilion would be much improved by planting to conceal its exterior.

Plaistow, in the village centre is still an open area where the village pond provides a surprisingly peaceful spot screened by mature shrubs from the surrounding busy roads.



### The pond

Opposite the station there are water meadows made accessible by a scheme sponsored by English Heritage, English Nature and the Countryside Commission, with the land managed to improve opportunities for wildlife. These water meadows form the edge of the Eden flood plain and kingfishers, swans, herons and wildfowl may be seen along the river.

Close to the heart of the village lies an area of about 26 acres once part of Lingfield common from which there are far reaching views to the North Downs. These 26 acres include a wildlife area now owned by Tandridge District Council and managed by local people to increase the conservation value of the area. Since 1994 new hedges, hundreds of trees and wild flowers have

been planted, bird-nesting boxes have been put up in mature trees and a pond built. Local people, groups and schools have been involved in these projects which have been funded entirely by contributions and grants.



### Gate to Community Orchard and Meadow

Beside the wildlife area lie the Centenary Fields, owned and managed by the Parish Council, which include a wild flower meadow, a butterfly garden and community orchard. The latter is an exciting project to grow large trees bearing a wide variety of fruit for people to enjoy. All the fruit trees have been donated by villagers or purchased with the aid of grants and planted by volunteers.

Amongst these fruit trees is an example of the Lingfield Forge, an apple variety grown widely in the locality in the past. This community orchard in some small way replaces the apple orchards that once characterised the area.

Both the wildlife area and Centenary Fields are on a high site which slopes towards the north, giving far reaching views towards the North Downs.

## GUIDELINES

*Future development, including extensions, should maintain and enhance:*

- *Views out of the village to the open countryside.*
- *Views of the church from outside the village*
- *Existing views within the village.*
- *Existing relationships between buildings and important open spaces.*

# APPROACHES

Lingfield may be approached by road, footpath or rail. By road all the approaches are through countryside. These breaks between one community and another are important if Lingfield is to retain its character as a village. The approach roads often have a footpath only on one side, which contributes to the rural character of the village. The transition to village from countryside heightens the sense that one has arrived at a destination. Because the centre of the village is on higher ground the spire of the Parish Church at its centre can be seen across fields from most directions.

Entering the village from East Grinstead up Jacks Bridge hill one immediately arrives at its busy centre. This is an attractive approach with steep banks on either side of the road. There is no footpath up the hill and if one is constructed in the future, both for safety and appearance, it should be located on top of one of the banks and not cut into them.

Approaching the village from Edenbridge, past the racecourse, the fields at the foot of Town Hill are an important break between the village and the development at the racecourse. Across these fields there is an excellent view of the Parish Church and a glimpse of one of the few oast houses left in the area. This is a reminder that hops used to be grown around the village.



Arriving at the railway station is a mixed experience. The pleasing Victorian architecture of the station buildings, painted in green and cream in association with Lingfield Park Racecourse, is spoilt by the desolate appearance of the station car park, which could be improved by resurfacing, and the planting of trees and shrubs.



Beyond this lies New Place, one of the few stone built houses in the village. From here the most direct route to the village centre by foot is through New Place fields from which the spire of the Parish Church becomes clearly visible. This path is well lit by old, attractive lampposts.

Approaching Lingfield from Crowhurst and Haxted one crosses what used to be common land on long straight roads. The land is now farmed and from the road there are views across the fields to the village. It is important to preserve these sight lines as the centre of the village, located by the spire of the Parish Church, can be identified from its approaches.

## GUIDELINES

*To preserve the rural nature of the area:*

- *Approach roads should remain unchanged with pavements on one side only, and soft verges protected to preserve the rural nature of the area.*
- *Hedges should be retained and hedgerow trees encouraged.*
- *Views of the village centre, particularly the church, from the approach roads should be preserved.*



**Lingfield Station**

# FOOTPATHS

One of Lingfield's most important defining characteristics is its network of well used footpaths. Set amongst farmland it is well served to the North, East and West by footpaths forming a network of routes from outlying parts of the village to its centre. Some provide pleasant walks across farmland giving fine views of the village set on a hill within its rural landscape. Others are hard surfaced making it possible, in all weathers, to walk into the village centre from the station or to the shops and schools by direct routes avoiding road traffic.

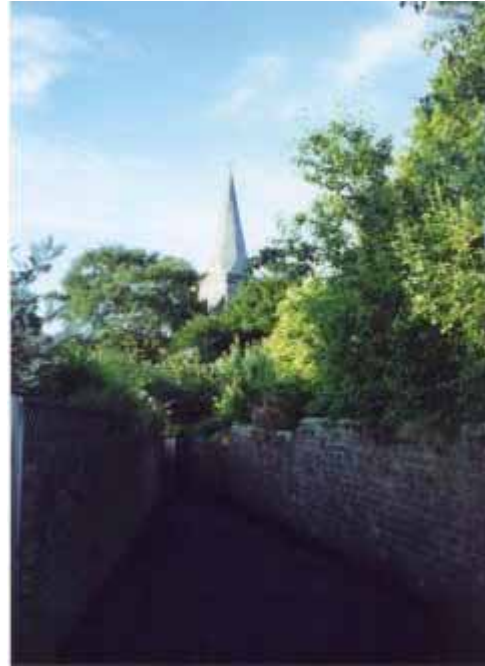


**Footpath from Station to Village centre**

These footpaths are an essential feature of Lingfield, giving access to open spaces, amenities and residential areas. These open the village to the whole community, and should be safeguarded at all costs.

## **GUIDELINES**

- *Developers should be encouraged to incorporate through paths and link them to existing footpaths where possible.*
- *Footpaths to local school and shops should be included in any new development.*
- *New footpaths should be adequately lit for safety.*



**Footpath from High Street to the Church**

## **Useful Contacts:**

The Environmental Protection Department  
Tandridge District Council  
Council Offices  
Station Road East  
Oxted,  
RH8 0BT  
Tel: 01883 732859

Historic Buildings Advisor  
Surrey County Council Environment  
County Hall  
Kingston upon Thames  
KT1 2DT  
Tel: 020 8 541 9416 (listed buildings enquiries only)

Rights of Way Officer  
Surrey County Council (Highways)  
Council Offices  
Station Road East  
Oxted  
RH8 0BT  
Tel: 01883 732790

The Surrey Police Architectural Liaison Officer  
Mount Browne  
Sandy Lane  
Guildford  
GU3 1HG  
Tel: 01483 482305

The Development Control Engineer  
(Tandridge Highway)  
Surrey County Council – Environment  
County Hall  
Kingston upon Thames  
KT1 2DY  
Tel: 0208 541 9332

## **SOME EXAMPLES OF DISTINCTIVE BUILDINGS AND PLACES NOT PREVIOUSLY COVERED IN THIS STATEMENT**

### **ST PETER AND ST PAUL**

The church dates from the 14th century and is built of local sandstone. The tower is a familiar landmark and can be seen several miles away when approaching the village.



### **LLEWELLYN PALMER HALL**

This Hall was built for the village as a St John's Ambulance Station. It fell into disuse some years ago and has now been converted into a house. The conversion is notable for retaining the main features of the original exterior of the building.



### **THATCHED COTTAGE**

This is the only remaining thatched building in the village. It occupies a prominent position on the main western approach to the village centre.





## PRIMARY SCHOOL

The present primary school has been situated in its present site in Vicarage Road since 1993 when the first school site was extended. The extension has been carefully blended into the 1950s building by ensuring continuity of external finishes.



## GUN PIT ROAD DEVELOPMENT

This publicly owned development is managed for occupation by elderly residents. It is right in the centre of the village yet well removed from passing traffic.

The development consists of small houses and flats around a central lawn. There is pedestrian access only to the front of most properties with car parking and garages screened from view separately to one side. A good network of paths links the development with other parts of the village, avoiding the busy roads.

The arrangement of the buildings and the absence of traffic enhance the sense of community evident in the development.

## ST BERNARD'S

St Bernard's Catholic Church is built of reconstituted Cotswold stone and was completed in 1962.



## **NEW PLACE**

New Place dates from the early 17th century. The original building was substantially larger than the present house which is one of only two buildings in the village built of local sandstone, the other being the parish church. Built into the front wall of the property is a fine example of a mounting block, used when horses were the main form of transport.



## **COMMUNITY CENTRE**

The Lingfield and Dormansland Community Centre has been secured for the benefit of both villages. In former years it was Lingfield's infants school.



## **ST CHRISTOPHERS**

The colour and the banding of the brickwork in these flats mirror features in the late 19th century shops opposite in the High Street.

