

Lindfield Village Design Statement 2011



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1.0 Introduction

1.1 What is a Village Design Statement?

A Village Design Statement (VDS) is a community-based document that describes the qualities and characteristics of a settlement. It sets out design guidance for future development and can influence planning applications and decisions. It will help guide change in a way that will enhance rather than detract from the quality of life in a village and its environment. The objective is to manage change not to prevent it.

The production of a VDS offers an opportunity for local people to work together and make a positive contribution to future planning and enhancement of their village and provides an important focus for community development. It also recognises the knowledge and understanding which local people have of the place where they live.

The VDS will:

- Describe the distinctive character of the village and the surrounding countryside;
- Demonstrate how this local character can be protected and enhanced in new developments;
- Draw up design principles and guidelines based on the distinctive local character.

1.2 Why produce one for Lindfield?

The Lindfield VDS seeks to ensure that any future development, large or small, is based on an understanding of the village's past and present. The aim is to draw attention to the valued characteristics of buildings and environmental features throughout the village so that unsympathetic development can be avoided.

The various policies and objectives set out in the Lindfield VDS have been developed in accordance with the following principles:

- 1) The natural and built environment, particularly those elements that are non-renewable and most valuable, need to be properly protected, managed and enhanced;
- 2) The conservation and enhancement of biodiversity, natural heritage, landscape and the built environment should be promoted as important to the character of Lindfield;

- 3) The protection of Lindfield's physical heritage (including archaeology and historic buildings) ensures the survival of a tangible representation of Lindfield's past and is a sound basis on which to plan any growth and regeneration;

- 4) The 'polluter pays' principle and the 'precautionary approach' principle are important elements of any planning policies that deal with environmental and heritage matters;

- 5) To inform new development of the character of the area and support the retention and improvement of key facilities within Lindfield, including the provision of infrastructure and public transport.

How has it been produced?

The VDS has been developed, researched, written and consulted on by local people. The VDS Steering Group has aimed to include the whole community in its preparation by:

- Inviting involvement at the outset, in the process through articles in the local press, notices in the village and a presentation at the Annual Parish Council Meeting
- Establishing a Steering Group of local residents to coordinate the process
- Sending an initial draft (in October 2007) to all local organisations
- Holding a public exhibition on the 24th November 2007 in the King Edward Hall.

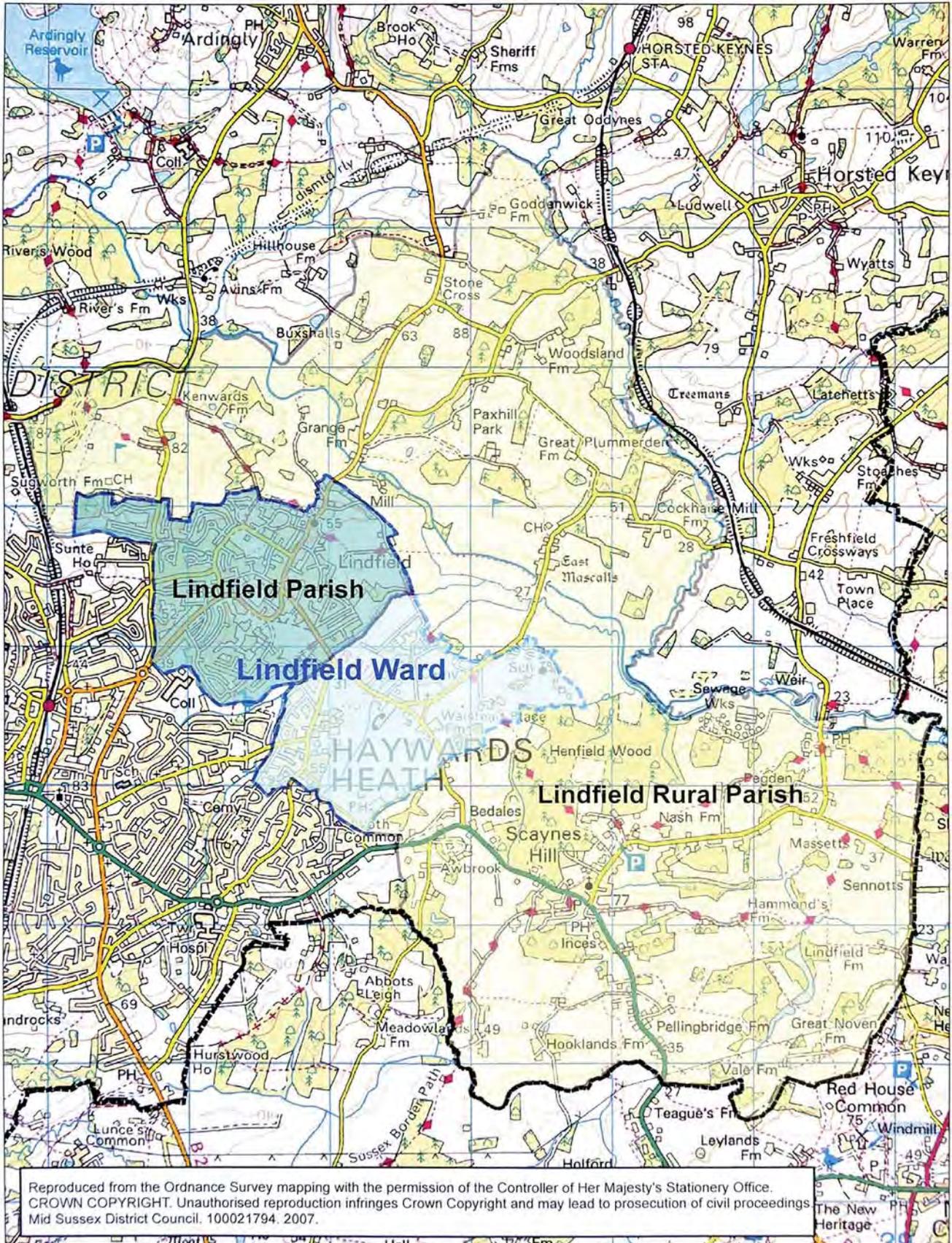
1.3 The VDS in the planning process

The VDS is a statutory document intended as supplementary guidance that will be used alongside current local, regional and national planning documents.

The VDS can additionally be used by the community to approach various funding organisations to fulfil community aspirations.

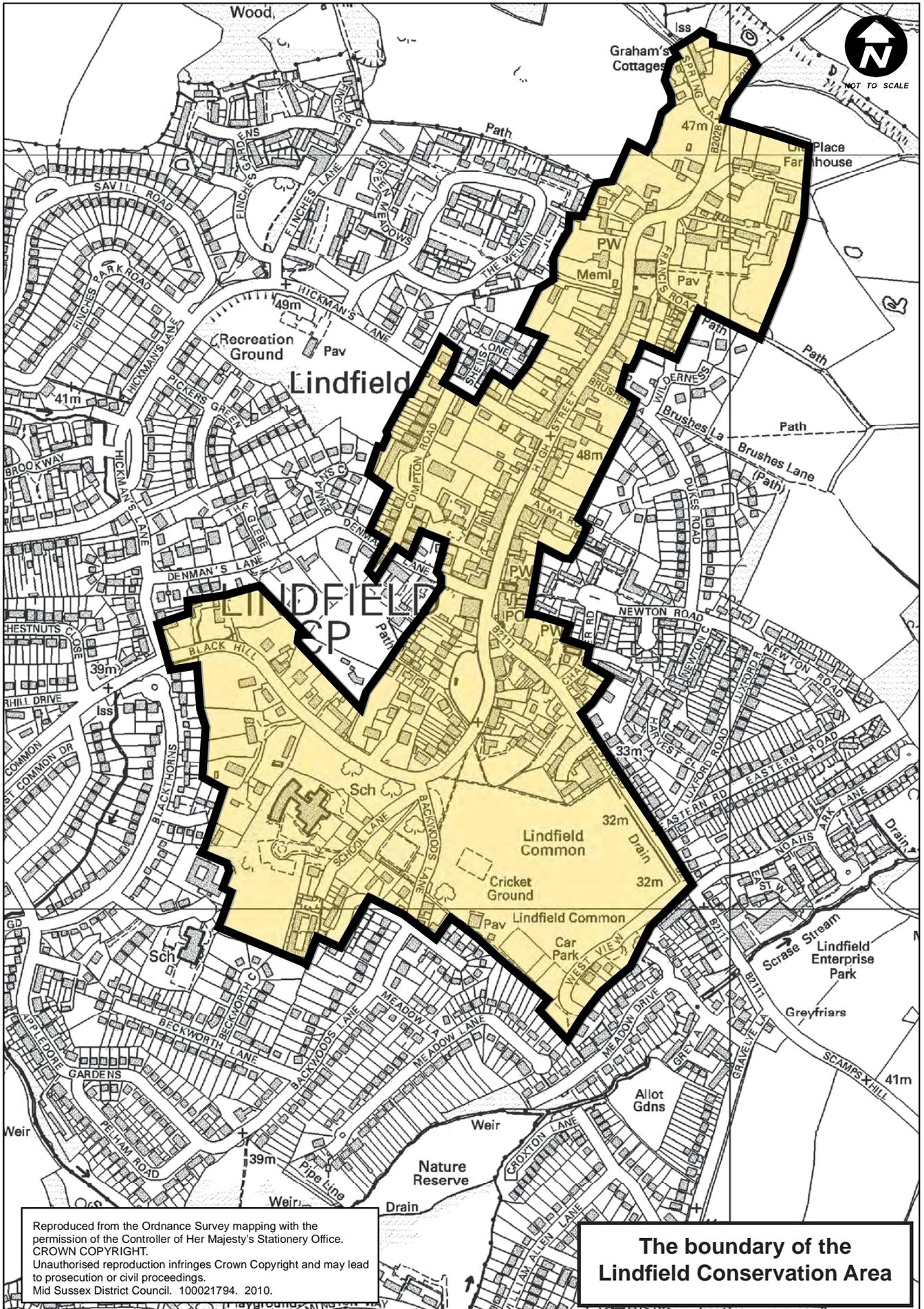
The VDS is not a Masterplan of ready-made design solutions, and its recommendations should not be viewed as a barrier to modern design. Rather, this document highlights the unique qualities of architectural, historical, and natural importance that contribute to Lindfield's character. It is concerned with how planned development should be carried out, so that it is in harmony with its setting and contributes to the conservation and, where possible, enhancement of local environment.

Lindfield Ward, Lindfield and Rural Parishes



Key:

- Lindfield Parish is tinted blue and is a part of Lindfield Ward.
- The area of Lindfield Ward outside Lindfield Parish is tinted pale blue.
- The area covered by this Village Design Statement is Lindfield Ward.
- Lindfield Rural Parish is tinted yellow and includes the area tinted pale blue.



2.0 Lindfield in context

Lindfield is located to the north east of Haywards Heath in the central area of the district of Mid Sussex.

The Mid Sussex District Council Rural Issues Background Paper (2009) has identified Lindfield as a Local Service Centre as it supports a wide range of services and facilities. However, concern exists in the community that many of these services and facilities are already under strain, and they will need to be maintained and improved. There is also concern that the current strong sense of community will be diluted if Lindfield expands too rapidly.

Lindfield covers a wide geographical area; the old parish included what is now College Road and went as far west as the Borde Hill Estate. Today, the two Lindfield Parishes still cover a wide area. Within their boundaries is the Ward of Lindfield, defined for the election of representatives to Mid Sussex District Council. The Parish and Ward boundaries are shown on a map on the page 2.

The 2001 Census of population for Lindfield recorded a population of approximately 5,395 people in the village which made it the second largest village in the District. In 2007, West Sussex County Council (WSSCC) reported that there were 6,558 people in Lindfield Ward.

Lindfield VDS is a design statement about a **village**, its buildings, its setting and its community, giving importance, above all, to a sense of place that defines the village. Accordingly, the VDS encompasses the Parish of Lindfield together with some areas which are in Lindfield Ward and outside the administrative boundary of Lindfield Parish.



Lindfield House at the northern gateway to the village

3.0 Village character and setting

Lindfield Parish is bordered by landscapes of importance for their intrinsic value as places of natural beauty and because they provide invaluable assets for both residents and visitors in terms of recreation and tourism. This landscape area has been characterised as the Ouse Valley in the Landscape Character Assessment for Mid Sussex.

The importance of landscape and visual amenity and the role of planning in the protection and conservation of the landscape, views and prospects and the amenities of places and features of natural beauty are widely recognised. A map on page 16 shows the locations and extent of a number of significant views which appear in this section of the VDS.

Lindfield was first mentioned in 765AD when it was known as Lindefeldia, meaning 'open land with lime trees'. The original meaning of Lindfield still provides the best definition of the village's setting but the latter is under increasing threat from a variety of influences.

Lindfield has managed to retain rural separation between itself and its neighbouring settlements to the north and north west, and east towards the hamlet of Walstead and the village of Scaynes Hill. These rural approaches to Lindfield are key features of the character and identity of the village, and significantly contribute to its identity as a settlement.

Scaynes Hill and Lindfield benefit from the ancient Costells Wood, owned by the Woodland Trust, which provides a much valued home to wildlife. Lindfield itself has on its eastern boundary the Eastern Road Nature Reserve and to the south east the Scrase Valley Nature Reserve. To the immediate north of Lindfield (View 'L') just above the Ouse sits Paxhill Park with its surrounding estate of about sixty acres. The house was built in 1595, and although subsequently added to and modernised, remains very pleasing to the eye.

There are two large open areas of land to the immediate east and west of the village which are the respective homes of Lindfield and Haywards Heath golf clubs. The River Ouse itself, although a major feature of the local setting, is an amenity which is not made the most of due to restricted, or non-existent, public access to lengthy stretches of its banks.

3.1 Entering Lindfield

Lindfield can be entered through any one of six routes, two from the north and the south and one from the east or the west. Three of these routes are rural in character and three distinctly urban. This is because the boundary between Lindfield and Haywards Heath is indistinct as the settlements have merged into each other. However, the distinction between Haywards Heath and Lindfield is important for the character and setting of Lindfield and contributes to the identity and community spirit which is such an important part of sustaining the existing vibrant and caring community.

Rural approaches

From the east, Lindfield Ward is entered in pleasant countryside at Walstead and travelling on along Scamps Hill and Lewes Road (the B2111) you remain in a rural setting, dropping down a gentle hill to reach the village just before the junction with Gravelye Lane.



View 'A' - Final approach to High Street from the East
(Viewpoint at TQ34757:25315, view-arc 62° centred 45°W of Grid North)

Travelling from the north, the main route is along the B2028 through attractive and undulating countryside. On reaching Buxshalls Hill you pass Grange Farm, cross over the River Ouse via the Midwyn (or Lindfield) Bridge and then, sweeping upwards on Town Hill, Lindfield village is entered just before the junction with Spring Lane. See the image on page 4.

Alternatively, you can approach from the north along High Beech Lane, which is an even more rural route, and enter the village almost adjacent to the entrance to Haywards Heath Golf Club.

Urban approaches

Coming from the west the surroundings are very different, as you travel along the urbanised College Road and Gander Hill, entering the village at the Crossways mini roundabout.



View 'B' - Back along Sunte Avenue towards Crossways and the approach from Gander Hill
(Viewpoint at TQ34169:25495, view-arc 17° centred 99°W of Grid North)

Approaching from the south, the main route passes through a completely urban setting and the village is entered at the junction of West Common and Summerhill Lane. The final stage of this approach reveals glimpses of the Common through the trees lining Black Hill.



View 'C' - Black Hill is the last stage of the southern approach
 (Viewpoint at TQ34435:25250, view-arc 25° centred 125°E of Grid North)

Alternatively, you may journey from the urban setting of Northlands Avenue to Gravelye Lane and enter the village at the junction with Lyoth Lane, where you will at least glimpse open countryside to your right and some older houses and gardens.

3.2 Views into and out of Lindfield

Lindfield's valley setting and escarpment to the north allow for some extended viewpoints both into and out of the village. These viewpoints, the location and scope of which are set out on the map on page 16, are important to the village character. Some of the views are shown below.



View 'D full' - From Lindfield Common to open countryside above Gravelye Lane
 (Viewpoint at TQ34617:25103, view-arc 100° centred 115°E of Grid North)



View 'D part' - Autumn from Lindfield Common to open countryside above Gravelye Lane
 (Viewpoint at TQ34617:25103, view-arc 11° centred 115°E of Grid North)

Lindfield nestles into its beautiful landscape setting in a wide arc sweeping anticlockwise from the south east to the north west. Its remaining boundaries have merged with Haywards Heath. A number of scenic routes and footpaths radiate out from the village across the Ouse Valley towards the High Weald.



View 'E' - SSE to a rural scene from a footpath just north of Criplands
(Viewpoint at TQ35101:24559, view-arc 94° centred 155°E of Grid North)



View 'F' - Looking NW to Lindfield along the Ouse Valley from Great Walstead Farm
(Viewpoint at TQ36319:24990, view-arc 100° centred 45°W of Grid North)



View 'G' - From a footpath at Hangman's Acre NNE along the Ouse Valley
(Viewpoint at TQ35599:25643, view-arc 67° centred 15°E of Grid North)



View 'H' - A wide panorama from the footpath above Kenwards Farm
(Viewpoint at TQ34038:26594, view-arc 194° centred 58°W of Grid North)



View 'I' - A panorama from the footpath behind The Welkin
(Viewpoint at TQ34567:26046, view-arc 104° centred 37°E of Grid North)



View 'J' - Looking N over landscape to the East of Old Place and above Dean's Mill
(Viewpoint at TQ35125:25715, view-arc 104° centred on Grid North)



View 'K' - Looking ENE to Hangman's Acre from a footpath by the Wilderness Field
(Viewpoint at TQ35176:25661, view-arc 89° centred 70°E of Grid North)

3.3 The rivers and Lindfield

The historic village of Lindfield is situated on the high ground above the upper reaches of the River Ouse and set among attractive countryside which forms part of the High Weald. The Weald is a beautiful and ancient landscape with small fields, abundant woodlands, rolling hills, narrow steep valleys, heaths, hamlets and farms. This is a landscape characterised by sandstone outcrops, with clay and shale soils. The River Ouse and its tributaries are important features in Lindfield's setting.

Some characteristic river scenes are shown below. The location and scope of the viewpoints are set out on the map on page 16.



View 'L' - The River Ouse flows downstream from Lindfield Bridge
(Viewpoint at TQ35228:26265, view-arc 61° centred 80°E of Grid North)



View 'M' - Dean's Mill on the River Ouse across head stream
(Viewpoint at TQ35410:26-95, view-arc 61° centred 175°E of Grid North)



View 'N' - The River Ouse from the eyot at Dean's Mill to Lindfield Bridge
(Viewpoint at TQ35400:26200, view-arc 62° centred 70°W of Grid North)

The Scrase Stream (or Brook), a tributary of the River Ouse, is a recurring feature in parts of the built environment of Lindfield as well as bounding the Scrase Valley Nature Reserve. The Scrase Stream, at present, is constrained by development and though it could contribute to sea trout spawning, this habitat is of low quality. Measures to protect the water quality of streams would be recommended to ensure they can function as sites of high productivity and biodiversity.



View 'O' - Dwellings at the head of Meadow Drive look out over the Scrase Stream
(Viewpoint at TQ34789:24756, view-arc 92° centred 125°W of Grid North)

3.4 Important open spaces

Open spaces within the village environment, including those provided within modern developments, are one of the most important characteristics of the village, which are valued by residents and visitors and providing the locations for many popular social events and traditions, such as cricket, summer fairs and Bonfire Night, to be continued. Some of the most significant open spaces within the built environment of Lindfield are shown below. The location and scope of the viewpoints are given on the map on page 16.



View 'P' - From Lindfield Common towards High Street and All Saints Church
(Viewpoint at TQ34645:25123, view-arc 80° centred 30°E of Grid North)



View 'Q' - Towards Lindfield Common and the Cricket Pavilion from High Street,
(Viewpoint at TQ34641:25221, view-arc 100° centred 165°E of Grid North)



View 'R' - From Picker's Green recreation ground towards Finches Gardens
(Viewpoint at TQ34358:25751, view-arc 53° centred 5°E of Grid North)

3.5 Characteristic views within Lindfield as-built

There is a variety of characteristic views within the village, including tree-lined streets, lanes that have retained their hedges and streets renowned for their historic buildings. Some are shown below. The location and scope of the viewpoints are given on the map on page 16.



View 'S' - Tree-lined Luxford Road to the east of the village centre
(Viewpoint at TQ34979:25190, view-arc 15° centred 20°E of Grid North)



View 'T' - Old and new hedges retain the traditional character of Hickmans Lane
(Viewpoint at TQ34640:25700, view-arc 16° centred 58°W of Grid North)



View 'U' - High Street renowned for its historic buildings and pollarded limes
(Viewpoint at TQ34687:25384, view-arc 66° centred 5°W of Grid North)



View 'V' - Tree-lined School Lane with parts of Lindfield Common on both sides
(Viewpoint at TQ34544:25111, view-arc 100° centred 50°E of Grid North)

Village Design Statement Guidelines: Landscape and visual amenity	
Guideline 1	<p>General visual and scenic amenity</p> <p>Any new development in or around Lindfield will need to have regard for the value of the landscape, its character, distinctiveness and sensitivity in order to minimise the visual and environmental impact of development, particularly in areas identified as sensitive landscapes.</p>
Guideline 2	<p>Scenic landscape</p> <p>All development should conserve the visual and scenic amenities of those areas of natural beauty identified as 'Areas of Outstanding Natural Beauty'.</p>
Guideline 3	<p>Views and prospects</p> <p>The character of important views and prospects, particularly river views, views of natural beauty, views of cultural significance, seen both within and from the Lindfield Conservation Area, views and settings of all Listed Buildings and views of other significant buildings and townscapes, including the following, should be protected:</p> <ul style="list-style-type: none"> • The Witch Inn • The semi-detached Edwardian villas at 10 to 20 Sunte Avenue • Summerhill House (now a school) • Stables, Coach House and Farm Office at Finches • Barrington House • The Old Fire Station behind King Edward Hall <p>The vistas of and between historic buildings and over Lindfield Pond and Lindfield Common and the surrounding countryside are considered particularly important and should be protected by careful placement of new buildings and extensions and by limiting their heights and massing.</p>
Guideline 4	<p>Development on approach roads</p> <p>Approach roads into Lindfield should be protected from inappropriate development, which would detract from the setting of the village.</p>
Guideline 5	<p>Village edge guidelines</p> <p>Unsympathetic development in a northerly and easterly direction should be discouraged and rural gaps around the village maintained to ensure a distinction in character between built up areas and open countryside and to retain the identity of Lindfield.</p>
Guideline 6	<p>Rights of way and access to the River Ouse</p> <p>It is an objective, wherever possible, to protect the established public rights of way, and to promote disabled access and, subject to proper consultation in advance with landowners, to give general support to increase access to open areas including the banks of the River Ouse.</p>
Guideline 7	<p>Protection of Listed Buildings at Old Place and Dean's Mill</p> <p>The settings of the exceptionally important group of Listed Buildings at Old Place and the Listed Building at Dean's Mill must be safeguarded.</p>
Guideline 8	<p>Protection of the amenity of Lindfield Common</p> <p>Any new development to the south west of Scamps Hill should be arranged in terms of the orientation, height and spacing of buildings, the selection of sympathetic materials and the use of existing and new trees and hedgerows, to preserve the amenity of the rising ground and to mitigate any adverse impact on the skyline seen from the Common, a social amenity valued by villagers and visitors alike and a part of the Lindfield Conservation Area.</p>



Aerial photograph of Lindfield by Chris Bosker

Map of significant townscape and landscape viewpoints into and from Lindfield



Key:

Each view image in this section of the VDS is identified by a single letter which appears on a yellow disc at or near the centre of a sector on the map. The magenta coloured radial lines and the angle included represent the approximate visible distance and the arc covered by the corresponding image. The grid reference of the view point, the horizontal view angle and the direction of each view relative to grid north for each view may be found below the view image.

The view points have been established by Global Positioning System (GPS) and are subject to some inaccuracy.

3.6 Natural heritage

The historic and beautiful village is situated on the side of a hill which is topped by All Saints Church and Old Place, from where the High Street Conservation Area slopes down to the village pond and the Common. Within the village there are extensive areas of both natural and new landscaping, many aspects of which are greatly admired, inspiring countless photographers and artists.

The natural spring-fed pond with its varied wildlife is a major source of enjoyment to residents and visitors alike, as is the Common, where cricket has been played for over 200 years and which remains central to many village celebrations and leisure activities. The visual amenity of the much-loved eastward view from the Common, should be protected should any development take place in that direction.

Trees also make a valuable contribution to the natural heritage and to local visual amenity. Particular trees, or more often groups of trees, can be important components of the local landscape/ townscape, the setting of buildings, or to the

successful integration of new development into the landscape. Landscaping can help reduce the visual impact of a development.

The ancient High Street is widely regarded as one of the finest in Sussex, with its avenue of lime trees rightly described by a visiting tree consultant as 'Lindfield's Crowning Glory'. The High Street embraces over 40 medieval and post medieval timber-framed houses, the number and variety of which provide a visual treat. Less well-known are the fine avenues of trees on Black Hill, along the northern boundary of the Common, and in Compton Road, which runs parallel to, and to the west of, High Street.

Development can, if not sensitively designed, located and built, result in the loss of, or damage to, important trees. It is, therefore, desirable that existing trees are taken into consideration in the formulation and assessment of development proposals.

Equally important to the character of the settlement is to maintain and improve the planting of local tree species. Some of these are listed below.

Locally Present Tree Species	Locally Present Hedge Species
Oak	Hawthorn
Lime	Blackthorn
Sweet Chestnut	Elder
Field Maple	Hazel
Hazel	Dog-rose
Hornbeam	Honeysuckle
Ash	Holly
	White Bryony

Although rightly famed for its rich history and architectural heritage, there is much more to Lindfield than gently sleeping history. Other significant and much valued features of the natural environment include: hedgerows (both old and new), two nature reserves, well maintained allotments, the many footpaths and twittens which provide ease of pedestrian access around the village, attractive open spaces located within various residential areas, Hickman's Lane Playing Fields, the King Edward Hall, and, in addition to the arboreal delights already referred to, trees wherever you look.

The most significant sections of hedgerow may be found along the road boundary of Hickmans Lane playing fields, in the private hedging along Denman's Lane and in the new hawthorn hedgerow

adjacent to the bowling green, donated and planted in January 2007 by the South of England Hedgelaying Society in memory of a former resident. While these may be the most significant, they are far from alone as Lindfield has a rich tapestry of hedging weaving its way throughout the village providing an important haven for wildlife.

Within the residential areas there is a range of flower beds, shrubberies and grassed areas. These assist wildlife and enhance the village's overall rural appearance; for example, at Chaloner Road, Tollgate Surgery, Newton Road, Savill Road, Finches Park Road, The Welkin, Finches Gardens and West Common Drive.

The Scrase Valley Nature Reserve forms a narrow southern boundary between Lindfield and Haywards Heath. It covers fifteen acres, lying astride of the

Scrase Stream (a tributary of the River Ouse) and comprises mixed woodland, grass and marshland with over one hundred and forty recorded plant types. On the village's south east boundary there is the Eastern Road Nature Reserve which borders the Scrase Stream and at nine acres is smaller than its southern neighbour, but equally valued. It comprises maturing woodland, scrub and flower-rich rough grassland adjacent to old wood and wetland habitats. The great diversity of plants on this site is due to its rather varied former uses as: mushroom factory, orchard, sewage works and, finally until 1975, a landfill site.

To highlight the importance of the landscape, the West Sussex County Council Landscape Strategy and the Landscape Character Assessment for Mid Sussex should be considered when any development is planned. In particular, the relevant Land Management Guidelines should be considered:

- Lindfield Ward: HW3 Ouse Valley

This outlines the key characteristics, historic features, biodiversity, key issues, and landscape and visual sensitivities of the area along with land management guidelines.

Lindfield Village Design Statement Guidelines: Management of the natural heritage	
Guideline 9	<p>Management of natural heritage</p> <p>All stakeholders should work together to conserve, manage and, where possible, enhance Lindfield's natural heritage, including all habitats, species, landscapes and nature reserves. Opportunities should be taken to link up existing green spaces, hedgerows, woodlands, trees, rivers and footpaths.</p>
Guideline 10	<p>Features of natural interest</p> <p>Any new development should minimise adverse impact on habitats of natural value that are key features of Lindfield's ecological network or townscape. These features include hedgerows, woodlands, trees and other small green spaces, and development can also incorporate wildlife enhancements into the design.</p>
Guideline 11	<p>Design and landscaping of new developments</p> <p>(a) Any new developments should respect the character, pattern and tradition of existing places, materials and built forms, and fit appropriately into the landscape.</p> <p>(b) New development should use predominantly local species and groupings, including those listed above.</p> <p>(c) Significant new development should be subject to the submission, approval and implementation of a landscaping scheme.</p>
Guideline 12	<p>Tree preservation</p> <p>(a) Existing trees in Lindfield should be protected and enhanced, to ensure that development proposals do not compromise important trees and include an appropriate level of new tree planting and where appropriate, make use of Tree Preservation Orders to protect important trees, or groups of trees, which may be at risk.</p> <p>(b) Mature trees, groups of mature trees, and mature hedgerows that are not formally protected under Tree Preservation Orders and the Hedgerow Regulations 1997 should be safeguarded, wherever possible.</p> <p>(c) Existing established planting, including mature trees, should be protected and managed to ensure continued good health.</p>

3.7 A note on Lindfield Common; the village pond; allotments; and the maintenance of trees, hedges and green verges

The role of open spaces in creating an attractive environment in which to live and work is widely recognised. Lindfield contains significant elements, such as parks, road verges and flower beds, which are important, not only for their value as places of natural beauty, but also because they provide a real asset for the people of Lindfield and visitors alike.

Many non-structural landscape features, such as the Common, the village pond and various grassed verges and flowerbeds contribute to the character

and built heritage in Lindfield. High standards of maintenance are essential for existing and new landscapes as carelessness, poor upkeep, and a lack of awareness can result in their loss or damage.

The combination of these features is an important part of Lindfield’s townscape, often providing significant historic references and contributing to the character of the area. These features can be vulnerable to needless partial or total destruction, as well as poor reconstruction. Raising an awareness of the value of these various features and promoting standards in relation to their rebuild and repair are important.

Lindfield Village Design Statement Guidelines: Protection of landscape features of built heritage	
Guideline 13	<p>Protection of landscape features Landscape features of the built environment should be protected. These elements include Lindfield Common, the village pond, allotments, various tree rows, hedges and planted verges.</p>



The Common with King Edward Hall

4.0 Village Structure

The general policy for how new buildings are to be set into our townscape and landscape is included in this section because they will make up a significant proportion of our built heritage for the years to come. Like many other parts of the District, Lindfield has not seen a consistent evolution of vernacular building forms over the last number of decades.

In recent years, there has been an increased awareness of energy efficiency issues and a renewed interest in the conservation of natural features in new development. There has also been an increased emphasis on traditional building styles, in particular areas, and the use of natural and local materials.

It is important to foster these trends and to provide guidance and expertise to assist applicants for planning permission. It is also important, in appropriate locations, to encourage genuine innovation in design in a way that shows respect for (but does not slavishly imitate) traditional buildings.

4.1 Built heritage

The District Council has designated selected parts of Lindfield as a Conservation Area. These are areas of special historic and architectural interest that require protection from inappropriate development, in accordance with government policy, Planning Policy Statement 5: Planning for the Historic Environment, and may be subject to special planning controls in order to preserve and enhance them. The Conservation Area can be seen in the previous map in this VDS. Further details of the built heritage may be found in Section 5.0.

There are many other buildings and structures of architectural, historical, archaeological, artistic, cultural, scientific, social or technical importance in the Lindfield area. The principal mechanism for protection of these is through inclusion on the list of buildings of special architectural and historic interest. This list is wider than just buildings and includes structures such as walls, gates and monuments. This provides a positive recognition of the structures' importance, protection of adverse impacts and potential access to grant aid for conservation works.

If new areas for residential development are being proposed in Local Development Framework Documents, there is the potential for new housing to be detrimental to the character of the village.

The local community, through this VDS, seeks to ensure that development proposals for each site are designed to harmonise with, and respect, the scale and character of existing adjoining areas with a design approach which has full regard to the established and valued characteristics of Lindfield's streetscape.

Lindfield Village Design Statement Guidelines: Townscape and the built environment	
Guideline 14	<p>Design and landscaping of new buildings</p> <p>(a) New buildings should respect the character, pattern and tradition of existing places, materials, and built forms, and fit appropriately into the landscape.</p> <p>(b) The design of new areas should acknowledge the diversity of suitable traditional design solutions, safeguard the potential for exceptional innovative and sustainable design, in appropriate locations, and recognise the added economic, amenity and environmental value of good design.</p>
Guideline 15	<p>Design of new housing sites</p> <p>Design proposals for new development should respect the characteristics of the locality, the site and its wider context, by working with, rather than against, key features, including the existing contours of the site and established boundaries.</p>
Guideline 16	<p>Viewpoints</p> <p>It is important that viewpoints that would impact on the character and setting of the village are fully considered when designing new developments.</p>
Guideline 17	<p>Variety within a theme</p> <p>Monotonous characterless repetition of standard housing types and design should be avoided. Variation in new building design should be encouraged within defined limits and based upon a common design “theme”, appropriate to the location. All new development should complement the character of Lindfield and contribute towards the village’s sense of place. The use of high quality contemporary design should be encouraged in the right context.</p>
Guideline 18	<p>Shop fronts and advertising signs</p> <p>New shop fronts within the village should be sympathetic to the traditional character of buildings and the village streetscape. Care should be taken to ensure that new shop fronts are appropriate, in terms of material and style. A proliferation of advertising signs should be avoided within the village. Where signs do exist, they should be sympathetic to the streetscape and of modest scale. The use of illuminated signs should be avoided in the Conservation Area.</p>
Guideline 19	<p>Provision of new retail premises and public services</p> <p>It is an objective, where the existing village shops, public houses, cafés, restaurants and other retail outlets are within walking distance of a new development, the provision of these outlets within the development will be resisted. Where an existing public service within walking distance, such as the Tollgate Medical Centre or one of the Lindfield schools is overloaded, the provision of additional services within the development itself should be planned.</p>
Guideline 20	<p>Layout of new housing</p> <p>Any new housing development should recognise the layout of Lindfield’s streets, established hedges, trees, banks, walls and buildings. The placement of new buildings and landscaping should be sympathetic to these features and should avoid ‘ribbon’ development where placement is dictated by road and services infrastructure, i.e. infrastructure should be set to suit building and landscaping rather than the opposite.</p>

4.2 Public realm



The public image of the village concentrates on High Street with its red brick paved footways, avenue of lime trees and grassed verges, planted with spring bulbs that soften the black asphalt carriageway.



This image is a fundamental characteristic of the village that is repeated in varying degrees in many of the residential roads. Most of the latter outside the Conservation Area were built during the last 50 years with the carriageways surfaced in black asphalts, although concrete and brick are used in a few roads.



Traffic control in the village includes one traffic signal controlled junction and three mini-roundabouts. However, most road junctions are controlled by priority "Give Way" or "Stop" markings. Basic road markings and signage are provided in accordance with the national "Road Traffic Signs Regulations" and the village roads are subject to a

30mph speed limit.

There are pavements on most roads, although in the older parts of Lindfield the footways are sometimes narrow, as on the Lewes Road adjacent to the Post Office, or non-existent, as in the case of Hickmans Lane at its junction with the High Street.



In the High Street wrought iron handrails are provided at key locations to assist pedestrians in the transition from carriageway to the elevated pavement.

Pavements are surfaced in black asphalt, grey or brown paving slabs or red brick paviors.

Dropped kerbs have been installed at junctions and where pedestrians most frequently cross the road. The dropped kerbs incorporate tactile paving to assist the visually impaired in awareness of the road crossing.



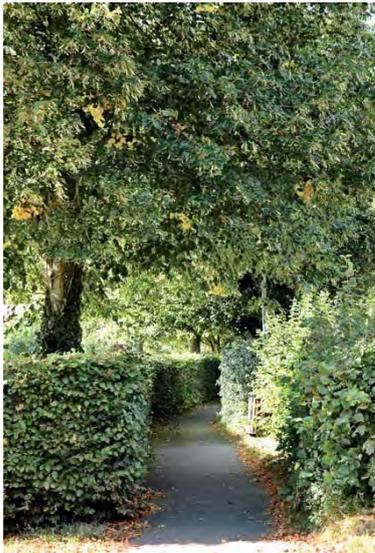
Central refuges are provided at key crossing points and at many road junctions to assist pedestrians. A signal-controlled pedestrian crossing has also been incorporated into the traffic signals at Black Hill / West Common / Hickmans Lane. School crossing patrols - "Lollipop crossings" - operate on routes to local schools. In view of concerns over road safety, a pedestrian crossing point is also under consideration for the High Street.



Dropped kerb, brick and traditional paving



Twitten behind the village hall



Sheltered footpath



Narrow lane

It is important that footpaths and twittens are promoted and maintained as they are of amenity value and offer environmentally sustainable and friendly routes for people to move around the village.

Street furniture

In any new development the provision and maintenance of street furniture, appropriate to the village, is important. Mindful of the historic character of Lindfield with its central Conservation Area, a particular sensitivity is required. A proliferation of uncontrolled and poorly designed street furniture can greatly detract from the village scene and can create an overall landscape more associated with an urban or townscape environment.

Street furniture should be set out carefully in relation to the function of the space and to avoid unnecessary clutter. It should generally be themed according to the different character areas of the village (as described in Section 5.0 of this VDS).

The public realm should incorporate a range of seating solutions that are integral to the space and, where suitable, encourage people to linger and socialise. Other items of street furniture, including



Finger post

A network of well used footpaths and twittens exists throughout the village providing access to both village and countryside. Most are of asphalt construction, although compacted earth is common on more rural or less used paths.

railings, litter bins, tree guards and cycle stands should present a simple combination of durable materials that are easy to maintain and in keeping with the character of the village.

Consideration should be given to the list of characteristic materials identified below. These need to be applied consistently to reinforce the distinctiveness of Lindfield.

Lindfield Village Design Statement Guidelines: Street furniture	
Railings	White wooden posts linked by black metal rails (as used in the lower sections of High Street) to define the pavement boundaries.
Posts	Cast iron or wooden posts or free standing bollards (such as used in High Street near the Post Office) should be used to restrict parking and to separate vehicles and pedestrians.
Public letterboxes	Maintain traditional design. Retain historic letterboxes and provide additional boxes as appropriate.
Litterbins and dog-litter bins	Appropriate design, for example wrought iron style frames for litterbins. No advertising on bins. Provide litterbins and dog-litter bins at appropriate locations.
Local direction and public information signs	White background/ black letter finger signs.
Street nameplates	Provide in accordance with the Mid Sussex District Council Street Naming and Numbering Policy. Ensure that the names for new developments and streets are approved by the District Council and subject to consultation with the Parish Council and relevant Lindfield Societies to encourage an historical connection.
Utility services	Located underground for any new development, where possible, to enhance visual amenity.
Village notice boards	Where appropriate and possible, provide in any major new housing development.
Telephone boxes	Retain existing traditional red kiosks.
Lampposts	The design of lampposts should be appropriate for the streetscape and in keeping with the historic nature of the village. New lampposts should be of metal construction with adequate light levels, and wherever possible, energy efficiency should be incorporated into the designs.
Bus shelters	Design and construction of new bus shelters needs to be appropriate for the streetscape, where possible. Any large-scale development of housing must consider facilities for public transport, including bus shelters and lay-bys.

Parking

There are three signed free car parks in the village centre and additional public/ private car parks are associated with local churches, sports facilities and commercial premises. At certain times of day, public off-street parking is not adequate to accommodate vehicle demands. On-street parking restrictions (yellow lines) apply in the centre of the village and are enforced by Civic Enforcement Officers. There are no restrictions on “loading” in the village. There is no charge for parking on-street. A high

percentage of residential properties in the village have off-street parking. Parking needs to be catered for without interrupting the character and safety of the village.

Parking schemes should incorporate measures for improved pedestrian movement linked to the main pedestrian routes. The provision of new and refurbished car parks should create a safe, well-lit environment that is welcoming for both the driver and pedestrian.

Lindfield Village Design Statement Guidelines: Parking provision	
Guideline 21	It is an objective to support proposals for new public parking provision in the village.
Guideline 22	It is an objective to ensure all new development should include adequate car parking spaces, lay-bys and garaging that are adequate for, and appropriate to, the number of residents and visitors likely to use cars to ensure a minimum of street parking.

Hedgerow boundaries

Hedgerows along many of the village roads have real amenity value and are characteristic of the village. New sections of hedgerow should be planted as the opportunity arises. However, while valued, overgrown hedges adjacent to the road and twittens are a safety issue as they can impinge on the available footway space making it hazardous for pedestrians, reduce visibility for drivers at road junctions and restrict lighting from street lamps.

4.3 Water supply and drainage infrastructure

Provision of water services infrastructure remains a key priority for Lindfield. It will be necessary to secure and prioritise the phased provision of water supply, wastewater disposal and drainage infrastructure for the village in line with development.

In general, water supply facilities need to be improved throughout the village both to serve existing communities and to accommodate planned growth. In Lindfield, surface water is usually disposed to the foul sewers and these often become overloaded in periods of high rainfall. Inadequate protection of the rivers and tributaries can reduce the capacity for adequate storm-water runoff along these watercourses.

In Lindfield these issues are compounded by:-

- The recent unprecedented wet weather, attributed to climate change
- The River Ouse and Scrase Stream floodplain to the northeast of the village
- The inadequacy of the existing drainage system for certain areas of Lindfield
- The water retaining clay soil of the area.

In the case of new developments, development should be kept at a reasonable distance from the stream banks and protection measures put in place. Any new development must provide adequate drainage facilities. All new developments, where possible, should incorporate Sustainable Drainage Systems (SuDS).

The overall principle behind the SuDS process is to minimise run off. Therefore, the extent of impermeable surfaces, such as road surfaces, parking areas, driveways, patios, etc, should be minimised by careful attention to site layout and the specification of porous surfacing materials, where practicable. The management of storm water drainage should emphasise retention and infiltration at source, which reduces run off volumes and slows the rates of run off, as well as providing partial treatment. The latter requirement reduces the pollution threat to watercourses and ground water. Soakaways, however, are unlikely to be suitable due to the underlying geology, as the groundwater table is very shallow.

Lindfield Village Design Statement Guidelines: Water supply and drainage infrastructure	
Guideline 23	Sustainable Drainage System (SuDS) It is an objective that all new large-scale developments should, where possible, incorporate Sustainable Drainage Systems (SuDS).
Guideline 24	Water supply and drainage infrastructure Provision of water services infrastructure remains a key priority for Lindfield. It is an objective for phased provision of water supply, wastewater disposal and drainage infrastructure for the village, in line with development to be secured.

4.4 Transport

The identity of Lindfield is principally its buildings, but it is shaped by the network of roads, footpaths and twittens that traverse the village. The traffic on these roads also contributes to the appearance of the village. To retain the character of the village it is important that both highway and traffic be incorporated into design.

Traffic in Lindfield has always converged on the junction of the High Street (B2028) with Lewes Road (B2111). Historically, the High Street was an important link between London and the South Coast and warranted a tollgate to finance regular

maintenance of the highway. Over the past century though, first the railways then the motorway and trunk road networks have bypassed Lindfield and removed any strategic importance from the village roads. However, during the past 50 years, the population of Lindfield and the car ownership of the community have increased dramatically. Traffic has now reached a level where the community is expressing concerns over road safety, traffic speeds, vehicle numbers and “rat-running” traffic.

It is important to consider the relationship between different transport modes, particularly the interconnection of bus services with the railway station at Haywards Heath.

The design of any new roads and infrastructure in Lindfield, and the maintenance of the existing thoroughfares must, therefore, balance traffic demands with:

- The identity of the village
- Road safety
- Environmental issues, for example, emissions and noise pollution
- Sustainability.

Key priorities for improvements are outlined in the Lindfield Village Plan and include:

- A pedestrian focused and sociable environment
- Good quality footways
- Bicycle facilities, including, in particular, secure parking
- Safe roads including lower traffic speeds and less ‘rat-running’
- Adequate bus services.

Road network

New development inevitably brings with it new demands for movement and transportation. It is important to the overall strategy for the village that proper account is taken at the planning stage. Although land may be identified for development, it will be for intending developers to show, when seeking planning permission, that their proposals address the transportation and road safety issues relevant to their development.

It remains a strong aspiration to ensure that road safety and general transportation issues are properly addressed when consideration is given to all development proposals that rely on the local road network or the provision of vehicular and pedestrian access.

Where there is likely to be a material increase in the demand for transport arising from the development, a transport assessment addressing public transport, cycling, pedestrian and motor vehicle transport planning issues will be required as part of the proposal.

The settlement would benefit from certain junction improvements; road calming measures, the provision of road calming, measures to discourage “rat-running” and measures to increase safety throughout the village. The following roads currently suffer from “rat-running”: Luxford Road, Newton Road, Dukes Road, Hickmans Lane and Sunte Avenue.

Pedestrians and cycling

An essential element of any integrated transport system is to provide for the need of pedestrians. The increased provision of cycle lanes and safer facilities for pedestrians are key priorities. This can be facilitated by improvements in the design of roads and urban areas. Cycleways and safe pedestrian routes should be encouraged as part of the design schemes for residential, educational, employment and recreational development.

Walking remains the most popular method of travelling short distances within the village, however; its importance is often masked by the physical presence of other forms of transport. Pedestrians should be encouraged and given adequate priority on the village road network by:

- High standards of maintenance on footways and twittens
- Improved road safety
- Adequate standards of street lighting.

In providing for pedestrians, the design of new streetscapes and developments must be sensitive to the needs of users with disabilities, parents with young children, and the elderly, and will ensure accessibility for those with impaired mobility.

The village’s cycling network needs to be improved and expanded, including the provision of marked and signed cycling lanes on roads and footways, where appropriate. Generally, within the village centre, it is neither possible, nor desirable, to incorporate specific cycle lane facilities, but instead to create a movement pattern that is conducive to both pedestrians and cyclists. In new developments, cyclists should be provided with secure and well located cycle parking stands.

Private cars

The car is the most popular mode of transport for journeys in this semi-rural community. However, this dependency creates road safety, environmental and congestion problems.

Traffic issues and road safety were identified as areas of concern for the community in the recent village questionnaire. Priority should be given to resolving these issues.

The volume of traffic in the village, particularly at peak hours, generates delays and queues encouraging “rat-runs” through residential roads. These diversionary routes must be constrained. Any new developments must provide adequate car

access that does not overload the existing road network. However, they must not generate new “rat-runs” or support existing ones.

High car usage adds to pollution through fumes and noise. Support should be given to:

- Improved bus services
- Better and safer facilities for cyclists
- Maintenance of footways to encourage walking
- Reducing traffic speeds
- Encouragement of home working to reduce commuting journeys.



Traffic passing Lindfield Pond

Buses

Lindfield is fortunate to have a bus service and is reasonably well served for a village of its size. However, while it is a lifeline for many, it does not provide a significant alternative to the private car. This needs to be addressed with more regular

and frequent services, better timetable/ route information and encouragement for bus usage. For example, there is a lack of timetable information at some bus stops and better publicity for the bus services may be beneficial.

Lindfield Village Design Statement Guidelines: Public transport	
Guideline 25	It is an objective to support the provision of a more regular and efficient bus service throughout the village, and to support the provision of transport initiatives which provide greater accessibility by bus between Lindfield, Haywards Heath and its rural areas. New developments should make adequate provision for public transport where appropriate.

Bicycles

Cycling should be encouraged and any new developments must make adequate provision for cycle ways and parking facilities.

Agricultural vehicles

The community remains semi-rural in its traffic demand and there is a need for access for tractors, livestock trucks and similar agricultural vehicles.

Heavy goods vehicles

There is a need to maintain access for vehicles servicing shops and businesses in the village, but the village roads are not suitable for the number of heavy vehicles passing through the village and this needs to be controlled.

Horses

Horse riding is still a recognised mode of recreational transport in Lindfield, as in many rural areas, and adequate consideration should be given to improve safety through better signing and the provision of bridleways in any new developments.

Lindfield Village Design Statement Guidelines: Road design and layout
The VDS supports the guidance set out in the Department for Transport's 'Manual for Streets' (2007).
In new developments, new routes should be established through the area, connecting the development to other neighbourhoods, the village centre, and established bus routes. Road alignment should aim to create interesting vistas and streetscapes, and avoid urbanisation.
New carriageway and pavement construction should reflect the existing style, pattern and materials used on roads in the village.
Junctions should be clearly marked and easily legible. Preference should be given to using simple 'Give Way' control, to manage traffic movements.
Safety for pedestrians should be paramount, and it is an objective on new residential roads to set vehicle speed limits at 20mph.
In the event of a new through road being constructed within sight or sound of the village, adequate measures should be taken to: <ul style="list-style-type: none"> • Screen the road from the village and the village landscape • Incorporate a footway and bicycle lane • Provide island refuges for pedestrians at appropriate locations • Set a speed limit of 30 mph • Minimise noise pollution • Protect the historic environment.

Lindfield Village Design Statement Guidelines: Footway design
Footways and walkways should be of a sufficient width (1.80m minimum) to allow the unimpeded passage of wheelchairs and pushchairs.
Footpaths should provide dropped/ sloping kerbs to ensure easy and safe crossing points.
Street furniture should not reduce the available width of footpaths to the extent that the movement of wheelchair users and pushchairs are impeded.
Street furniture should be strategically placed at regular intervals in order to provide for a degree of legibility for the visually impaired.
Signs should consist of clear text and pictograms, in line with existing signs of black lettering on a white background, to ensure clarity and legibility.

5.0 Buildings and boundaries

Buildings overview

All of the buildings in Lindfield contribute, each in their own way, to the character of the village. But it is the historic and architecturally important buildings that stand either side of High Street, which extends from Black Hill at the southern end for 1km in a generally north easterly direction to the top of Buxshalls Hill at the northern end, and in Compton Road and Lewes Road, that are the village's architectural and historic treasures and from which the essential character and sense of place flow.

The Lindfield Conservation Area was designated in 1969, in recognition of the importance of these buildings and the area around the Common. The area was extended in 1989 to include properties in Black Hill and again in 1998 to include Compton Road.

Two western approaches to the High Street via Hickmans Lane and Denmans Lane have their own characters, acknowledged by their formal designations as Areas of Townscape Character, a designation also applying to the approaches from Haywards Heath along West Common and Sunte Avenue. The built-up setting of the village has formed along ancient roads and track ways leading from High Street in all but the northerly direction.

Groupings

There are several main groupings as defined by the character and historic origin of Lindfield's buildings, of which Groups 1 to 6 are within the present Lindfield Conservation Area and Group 7 covers the more recent additions. These groupings are based on those set out in the 'Sussex Extensive Urban Survey – Lindfield':

- Group 1 - centred on All Saints Parish Church
- Group 2 - along High Street from the Parish Church to the Pond
- Group 3 - along Compton Road
- Group 4 - along Lewes Road
- Group 5 - around the Pond
- Group 6 - along Black Hill
- Group 7 - 20th and 21st century buildings

Group 1 All Saints Church Area

This group lies on a ridge above the River Ouse at the northern gateway to the village, with open countryside to the east and north. The group is

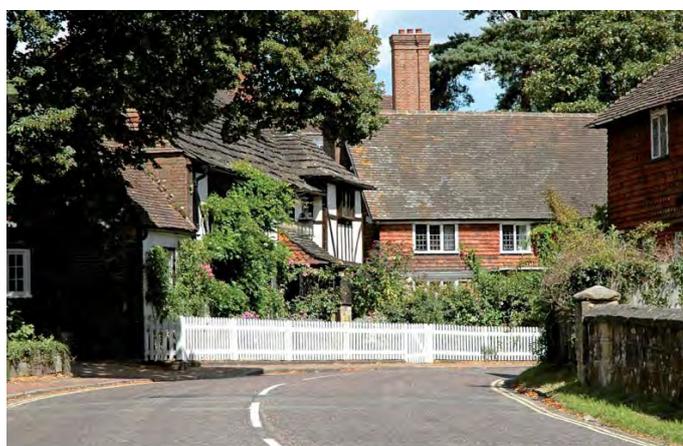
dominated by the Parish Church and its churchyard. The Church itself, which dates from at least the 12th century, is a listed Grade II* building, and there are thirteen others listed, including four Grade II* in the group.



The Thatched Cottage and Old Place

Immediately to the north of the Parish Church is Church Cottage, a medieval (from before c.1530) four-bay tile hung Wealden house. To the north east of the Parish Church is The Thatched Cottage, another medieval Wealden house, with exposed timber framing. To the south from here stands the later medieval timber framed Old Place with brick infill, restored in the late 16th century and extended by Charles Kempe, who laid out beautiful gardens and built the Pavilion. Standing prominently opposite the Parish Church are Little Blacklands, a medieval three-bay timber framed house, and Firs Cottage a later post-medieval house also with three-bays.

To the south, also on the west side of High Street, stands a three-bay post-medieval house now divided into Green Orchards and Townlands. The mathematical tile frontage dates from c.1815.



Little Blacklands and Firs Cottage

The Tiger, a five-bay Wealden house next to the Parish Church, was probably built by the Canons of South Malling, and is included in this group

because of its ecclesiastical connections. It has been a public house and was associated with smuggling on the River Ouse. Today it is again part of the Parish Church and provides social facilities.



All Saints' Church and The Tiger

Group 2 High Street

This group had, by the 13th century, formed what today remains the principal urban area of the village. Curving only slightly, High Street falls gently from the Parish Church to the Post Office, which is at the junction with Lewes Road, and to the Pond.



A traditional butchers in High Street

It is built up almost without a break with a mix of dwellings and commercial premises. There are 33 buildings listed Grade II and five listed Grade II* including nine medieval houses. The remainder are post-medieval dating from the mid-16th century or later. One of the oldest and most important buildings is Wincote / Humphrey's dated to the early 14th century. A number of these houses, including Froyls, Everydens, Nash House and Manor House, have later frontages.

The relative insignificance of the village as a commercial centre and as a through route for traffic are probably the reasons for the survival of so many of the medieval burghage plots and post-

medieval buildings and the completeness of the historic street fronts. This gives Lindfield village High Street a particular historic and architectural significance and merits careful conservation, as well as being a pattern book for village design.

The number of commercial premises was once much greater with shops serving the local community and businesses providing employment.



The Post Office

The piano factory, a brewery, from which part of a horse gin was salvaged and moved behind the Red Lion, a laundry, a mushroom factory and a number of plant nurseries have gone. Photographs show that 15 buildings in High Street in use as shops during the 20th century are now dwelling houses.

Group 3 Compton Road

This group, along Compton Road, is indicative of how Lindfield grew in the early 20th century.



Compton Road

The group comprises mainly brick built dwellings with clay tiled roofs and retaining many of their original features. Some modern developments have taken place in harmony with the Edwardian character. These provide excellent examples of how sympathetic design can sit congruously with traditional developments.

Group 4 Lewes Road

This area extends 250m along Lewes Road south east from High Street, in earlier times known as Kent Street.

Here there are three Grade II listed buildings. On the north side are Carriers, a four bay medieval house, and Mead Cottage, a two bay post-medieval house.

To the south, in an area between the Lewes Road and High Street, at some time taken from the Common, are two Grade II listed houses, Pear Tree House, built in c.1830, and Pelham House, built in c.1850, and the former Lindfield Junior School, now the recently completed Old School Court, which comprises seventeen dwellings.



Mead Cottage and Carriers, Lewes Road

Two of the latter have been formed within the Old Reading Room, a Grade II listed building, built in 1851 by Amon Anscombe for “the education of the poorer classes of the Parish”. The King Edward Hall, built in 1910, stands in ground gifted for the purpose by the then owner of Pear Tree House. Also in this area are three groups of cottages built for workers of local businesses.

Group 5 Village Pond

This area is prominent to the south west of the centre of the village and comprises villas, predominantly built in the 19th century around the ancient village pond and west side of the remaining part of High Street before the bend into Black Hill. The now picturesque Pond Croft Road was once marked by the commercial premises of Anscombe’s yard and associated corner shop.



Lindfield Pond

Group 6 Black Hill

This group forms an area of a predominantly spacious residential character, mostly built on fields along Black Hill, the western approach to the village. The earliest building is a Grade II listed three-bay post-medieval house now divided into Partridges and Dix, probably representing an isolated dwelling on the historic route from Haywards Heath. There are four other Grade II listed buildings, namely St. Anne's, which is an early 19th century villa, Burnt House Farmhouse, which is an imposing 16th century timber framed former farmhouse, plus the group of six Pelham Place Cottages, which were built in 1825 by the Quaker philanthropist William Allen for school dormitories and workshops along with neighbouring Little Pelham built as a house for the schoolmaster. The school closed in 1881.



Pelham Place Cottages

Group 7 Later developments

Later buildings are to be found mainly outside the Lindfield Conservation Area although a small amount of 20th century development has taken place here, notably a car park, a surgery and fourteen dwellings for the elderly in Tollgate behind

59 to 73 High Street, and a further 23 dwellings for the elderly at Oaklee in Compton Road as well as a very few infill developments.

In 1910, all areas around the village were essentially rural in character, including to the south west along West Common towards Haywards Heath and to the east and west of High Street, with the exception of Compton Road and some cottages and larger houses in Sunte Avenue and some houses in Luxford Road and Eastern Road.

By 1937, housing had been built along parts of West Common and was increasing in Sunte Avenue and in Portsmouth Lane. Housing was also appearing nearer to High Street in Denmans Lane and Denmans Close and to the east more in Luxford Road and Eastern Road.

By the early 1960s, significant house building had taken place to the east of High Street with the creation of The Wilderness and Dukes Road and infill development along the north side of Lewes Road and in Chaloner Road. Housing was also appearing in Chestnuts Close, Summerhill Drive, West Common Drive, Finches Park Road and a section of Savill Road.

By the early 1970s the large houses and grounds of The Welkin, Finches and Barrington House had been developed into housing estates and the earlier rural landscape was surviving only to the north and east. Some of these 20th century developments, notably West Common, with its Turner designed and inspired houses, and the approaches to High Street from the west along Sunte Avenue, Denmans Lane, Hickmans Lane and Shenstone, have been recognised for their distinctive Townscape Character and been designated as such by Mid Sussex District Council.



Hickmans Lane and Shenstone

There were also large housing developments, with architecture typical of their times, in the remaining fields to the north of Sunte Avenue at Brookway and Fieldway. Most recently Noah’s Ark Lane, adjacent to the Scrase Stream to the south east, has been developed along with Harvest Close, a former nursery.

The 20th century development has brought the total number of dwellings within the village boundaries to about 3000 and has caused the boundary between Haywards Heath and Lindfield to become indistinct.



Finches Gardens

The open landscaped developments of Finches Gardens and The Welkin, where good use has been made of the natural lie of the land and existing and new trees have been incorporated, have been particularly successful.



The Welkin

They provide a wide mix of attractive dwellings from low-rise apartments through terraced houses to bungalows and sheltered housing with harmonious architectural themes. By comparison with some of the 1960s developments, these developments have demonstrated the value of combining good layout, landscaping and detailed design.



Lark Rise: an existing property upgraded

Within the village, and reflecting the importance to the community of the village as a place to live, there continues to be a steady flow of improvements to the existing modern housing stock by extensions and alterations.

Many of these serve to improve the original architecture and materials, for example, by exchanging synthetic weatherboarding for hung tiles and rebuilding porches and earlier extensions, as well as increasing or enhancing living accommodation. The era when an extension was acceptable even if it stood out starkly, has given way to ensuring that an enlarged house will, in time, appear to have been designed that way from the outset.

Within the Conservation Area and having particular regard to Listed Buildings, changes to and the evolution of buildings have been more carefully considered in order to conserve character and appearance and not to compromise their historical and architectural importance. Fortunately, as space in the High Street had already been utilised, it has been spared infill development of poor design, from times when architecture was not widely regarded as important.

Conserving Lindfield’s areas of significant character

As illustrated above Lindfield village has a distinctive character due to its buildings, streets and spaces. New development should respect these features and this character. Landscape, ecology, trees, and open spaces should also be taken into consideration as they too are distinctive elements of the character of the village.

Lindfield Village Design Statement Guidelines: Buildings and boundaries	
Guideline 26	<p>Areas of significant character</p> <p>The following areas of Lindfield are of significant character. Proposals should reflect the character and appearance of these areas:</p> <ul style="list-style-type: none"> • Lindfield High Street and Conservation Area, including the Common • Other historic areas of the village of architectural and historic character as set out in Section 5.0 • Areas of significant landscape value as set out in Guideline 2 • Areas within or framing views or prospects of special value as set out in Guideline 3.
Guideline 27	<p>New boundary treatments</p> <p>New boundaries prominent from the public domain should be constructed from local stock bricks, metal railings of local style (finished with the appearance of wrought iron but made in steel with a durable protective finish), or hedges of indigenous species. Timber close board or similar fencing panels and metal or concrete posts should be discouraged.</p> <p>The planting of Leylandii should be discouraged and boundary heights should not be excessive.</p>
Guideline 28	<p>Television antennae and other antennae</p> <p>Dwellings within a single building, such as apartments and maisonettes, should be arranged with a single shared television and radio aerial system located to be as unobtrusive as possible so as to minimise roof line clutter caused by a proliferation of antennae.</p> <p>Where it is practical, consideration should be given to a single shared television and radio aerial system for dwellings in larger developments to avoid roof line clutter caused by a proliferation of antennae.</p>
Guideline 29	<p>Refuse storage</p> <p>In the interests of hygiene and appearance, the design of dwellings, including terraced dwellings and flats, and commercial premises should make provision in accessible and unobtrusive locations for the requirements placed upon householders, which presently can be for up to three separate wheelie bins, for refuse collection and storage.</p>
Guideline 30	<p>Storage of transport accessories</p> <p>The design of dwellings, including terraced dwellings and flats, and the associated access paths and driveways, should make provision for access by and covered secure storage of pushchairs, prams, wheelchairs, mobility buggies and bicycles, as appropriate to their occupants.</p>
Guideline 31	<p>Access to rear gardens</p> <p>It is an objective for terraced dwellings to be limited to a maximum of four dwellings with external access to all rear gardens, in the interests of access, security and standard of living.</p>
Guideline 32	<p>Communal garages</p> <p>Communal garages, of open style or with doors, are to be designed in durable local materials and in sympathy with the locality. Flat roofs are to be discouraged.</p>
Guideline 33	<p>Visual appearance</p> <p>To safeguard visual appearance, all soil pipes should be arranged internally, where appropriate and possible. New housing and alterations to existing stock should meet high standards of sustainability in respect of the conservation of energy, water and material resources. However, to safeguard the historic character and appearance of the village and its buildings, proposals to install wind-turbines and solar panels in the Conservation Area and on or within the curtilage of Listed Buildings will be resisted, in inappropriate locations.</p>
Guideline 34	<p>Maintenance of communal areas</p> <p>It is an objective where communal areas and other facilities are to be regulated and maintained, a residents' management company should be properly constituted so that such regulation and maintenance are performed properly in the interests of residents and to preserve the amenity of the area.</p>

5.1 New housing

New housing in Lindfield is a subject of great concern for villagers on account of the impact it could have on the character and amenity of the village, on the open landscape close by and its biodiversity, on road traffic in the village and on public services, such as schools and medical facilities, which are already under pressure.

The Small Scale Housing Allocations Development Plan Document (2008) allocated SSH/11: Land at Gravelye Lane/ Lyoth Lane for residential development for 65 dwellings. The document also allocated site SSH/12: Land rear of Newton Road, which is now under construction for 120 dwellings.

It is accepted that all new housing needs to be well designed and landscaped and should contribute to rejuvenating our community and slow down the progressive loss of shops, which has been seen over recent years.

A majority of villagers think traffic in the village is a problem, and peak flows and rat-running through side streets is widely regarded as unacceptable and significant increases in housing could exacerbate the problems faced.

The VDS encourages development to be designed to a high standard and promotes the creation of good places.

Developments will be expected to comply with the guidance set out in the Commission for Architecture and the Built Environment's "By Design", and to be shown to have taken into account the need for a thorough and caring consideration of place and context, including connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking and detailed design.

All new development in and around Lindfield must be laid out sensitively in broad form, scale and detailing to respect and avoid harm to its existing structure and existing character areas in order to sustain the attractive qualities of the village, to protect its landscape and historic buildings and to safeguard the legitimate needs and amenities enjoyed by its population.

6.0 Building traditions and materials

There is a variety of buildings in Lindfield, both in terms of age and architectural style and detail, including timber framing, a variety of brick bonds, original features, such as windows, chimneys and doors, and there is a variety of natural and traditional building materials, all of which make up a strong tradition to be followed in new development.

Roofs use clay tiles, concrete tiles, thatch, slate and Horsham Stone.



Some roofs have gables with decorative bargeboards. There is a variety of roof styles such as catslide, gabled, hipped, half hipped and barn or bonnet hipped.



Roof dormers, half roof dormers and eyebrow dormers with a variety of roof styles are used.



Elevations use weatherboarding, hung clay tiles, mathematical tiles, locally made facing brick in decorative and vernacular styles, stucco and sandstone. There is stone and brick corbelling.



Traditional and modern chimney stacks range from decorative to functional.



There are historic, vernacular and modern examples of doors, door cases and porches, some surmounted by pediments and fanlights.



Boundaries are marked by walls in sandstone and locally made brick, by railings mounted on sandstone and brick plinths, by picket fencing and by hedges. Gates are made in timber and decorative iron-work.



Some buildings retain their original windows and Georgian windows feature in many older historic buildings even though many were fitted when their front elevations were "modernised" in this era. Several dwellings present front windows that used to be shop fronts.



Many buildings have original date stones and there are some unusual features like tented canopies and decorative ironwork.



Recent developments in Lindfield using our building traditions and materials

Old School Court in Lewes Road is a group of 17 dwellings within the Lindfield Conservation Area very successfully created from the old Junior School and the Reading Room, a Grade II Listed Building.



Tall Oaks and Lark Rise form a small recent development of 25 dwellings built on the site and grounds of older larger houses on the edge of the village of Lindfield. Extensive use has been made of traditional local materials and design features in this development of contemporary scale and density.



The Welkin was developed in the late 1960s and has matured over the intervening period into an unspoilt and spacious landscaped group of 120 modest dwellings in a variety of configurations from terraced houses to bungalows and with a strong community spirit.



Lindfield Village Design Statement Guidelines: Building traditions and materials	
Guideline 35	<p>Use of traditional building forms</p> <p>New development should acknowledge the variety of historic and architectural traditions within the historic buildings and reflect the existing mix of house size, pattern, rhythm, height and varying roof levels and materials. To the greatest extent possible, plot sizes and shapes should reflect the existing variety and provide pleasing outlooks from them.</p> <p>High Street, Compton Road, Lewes Road, Alma Road and Francis Road offer characteristic examples of buildings and building groups ranging from terraced cottages to a Manor House. There are very few examples of three-storey buildings beyond High Street and Compton Road.</p>
Guideline 36	<p>Use of traditional building details</p> <p>New development should reflect the established local architectural traditions and materials. However, this must be done sensitively to avoid over enthusiastic use of conflicting vernacular features in any single dwelling. In contrast, a thoughtful tapestry of harmonious local styles is to be encouraged between and within small groups of buildings, in order to reflect the varied and interesting streetscape features of the existing village. Examples are shown in Section 6.0 of:</p> <ul style="list-style-type: none"> • Porches and doors • Windows • Brickwork • Gabled and hipped roofs • Chimney stacks.
Guideline 37	<p>Interpretation of traditional building forms</p> <p>Traditional buildings should not be copied rigidly. Modern interpretations of old forms may be acceptable. Consultation with interested local people and groups is recommended. The objectives are to establish a sympathetic relationship with existing buildings and enhance their setting and to give the new buildings a sense of belonging with their older neighbours.</p>
Guideline 38	<p>Materials and colours</p> <p>Materials and colours used in new buildings, in extensions and in renovations within the Lindfield Conservation Area should harmonise with those that are significant in adjacent buildings or existing dwellings or commercial premises.</p>

7.0 Design of the built environment

Since August 2006, it has been a requirement that almost all planning applications should be accompanied by Design and Access Statements. The exceptions (i.e. those that do not need such statements) are for the most part any relatively minor development proposals which lie outside the Areas of Outstanding Natural Beauty and outside Conservation Areas.

The creation of sustainable residential neighbourhoods is one of the main challenges facing any new development and this has provided the focus for recently published guidance in relation to design. New developments should draw upon key urban design texts, especially:

- By Design: Urban Design in the Planning System (Department for Environment Transport and Regions - Commission for Architecture and the Built Environment, 2000).

To ensure that developments in Lindfield, including the provision of new housing and commercial premises, as well as alterations and extensions to existing stock are in sympathy with the form and character of the village and its existing buildings, design as set out in By Design should be taken into account at an early stage and respected during construction.

8.0 Consultation

In late 2006, in accordance with the Lindfield Village Plan, an invitation was given to the local community to become involved in preparing a Village Design Statement (VDS).

A VDS Steering Group was established in order to co-ordinate drafting of the VDS. The Steering Group identified a number of initial priorities and areas of concern and identified the direction of the document.

In June 2007, the Steering Group mounted a display and spoke to local people at Lindfield's Village Day. The group explained to local people what a VDS is, what the benefits are of having one and how they could get involved.

Following this, the Steering Group continued work on preparing the VDS. In October 2007, an initial draft was sent to over 60 local organisations listed in the Lindfield Parish Council's Directory and Year Book. A copy was also sent to all members of Lindfield Parish Council.

This allowed recipients to comment on the draft VDS and alerted members to an exhibition to be held on the 24th November in the King Edward Hall, Lindfield.

At this stage, the early draft of the document was made available on the local website, Lindfield Online. An article explaining the VDS and its benefits was available from the website giving participants sufficient information to take part in a meaningful way.

As part of community involvement, in the early stages of preparing to draft the VDS, the Steering Group was anxious to know what young children at school in the village thought about where they lived. Lindfield Primary School kindly agreed to find out for us. Questions were put to children on the School Council with each year group being represented. What they told us was the subject of a display panel at the subsequent public exhibition.

On the 24th November 2007, a public exhibition was held in the King Edward Hall. The exhibition was publicised, in addition to letters as follows:

- A professionally made banner was displayed outside the King Edward Hall from the beginning of November.

- Notices were placed on the formal notice boards within Lindfield both Urban and Rural, as well as in local shops/businesses, the Parish Office and at other locations.
- A press release was submitted to the Lindfield Times, Mid Sussex Times, Leader, the URC and All Saints Church Magazines.

The responses to the questionnaires and letters were collated and considered by the Steering Group. As a result the VDS was amended for public consultation.



9.0 References and acknowledgements

9.1 References

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9.2 Acknowledgements

Membership of the Lindfield Village Design Statement Steering Group: Alan Gunson, Brian Tester, Christine Irwin, John Jesson, Martin Higgins and Roy Marshall.
Contributors to the text: Members of the Steering Group and David Macmillan.
Provision of photographs: Alan Gunson, Christopher Bosker and John Jesson.
Assistance with production: Christine Irwin.
Financial assistance: Lindfield Parish Council.