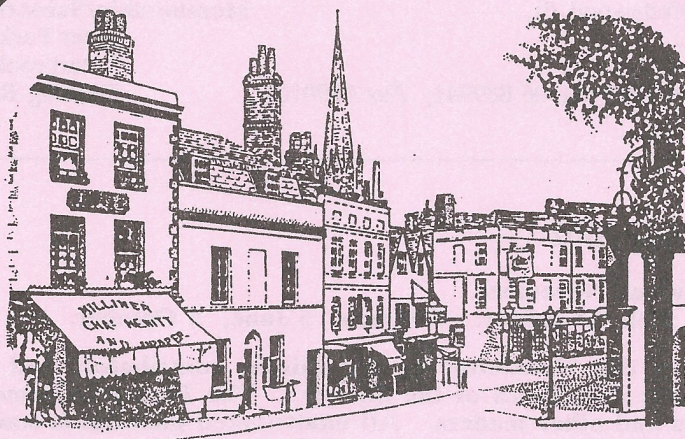


DORKING & DISTRICT PRESERVATION SOCIETY



Established in 1929

NEWSLETTER

No. 32

July 2002

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NEWSLETTER 32: July 2002

Free to members

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The opinions expressed in this Newsletter by the Editor, contributors and correspondents do not necessarily reflect the views or policies of the Society. The Editor welcomes letters and items for publication from members and other readers. All unattributed material is contributed by the Editor.

EDITORIAL

A centre safety island in the A24 at Deepdene Drive came into use in the last week of March, and a second light-controlled pedestrian crossing is almost completed on the north side of the Deepdene Roundabout, supplementing that already operating on the east side, in Reigate Road. These two "pelican" crossings offer safer cycling or walking between Ashcombe School and east and south-east areas of Dorking, and should encourage reduced use of cars for ferrying pupils to and from Ashcombe Road.

In the run-up to the May Council elections, the crossings stimulated some political activity. The unsuccessful Tory candidate for Dorking South sought favourable publicity and credit for her party by having herself photographed with the Tory parliamentary spokesperson for Transport. Both ladies were shown standing on the new crossing refuge in Deepdene Avenue oddly with no traffic in immediate view. The Lib Dem Councillor for Dorking North also entered the ring, claiming in a letter to the local newspaper at the end of February that he had suggested the north-side crossing at Deepdene Roundabout as long ago as 1986. He mentioned a scheme to remedy the present

dangerous situation in London Road at Pippbrook Mill by installing a second sidewalk and controlling the narrowed roadway with traffic lights.

This letter also commented on the decision to block off the Pixham Lane rat-run, suggesting that this might cause congestion east of the Deepdene Roundabout. It has certainly encountered mysterious delays which have not received sufficient public airing in the local press. Where are the intrepid reporters of yesteryear?

But all this is no more than nibbling at the edges of Dorking's major traffic problem. For much of the day, the bottleneck formed by West Street, South Street and High Street (west) struggles to contain a noisy, polluting flow of ever longer and heavier trucks and of cars, many driven too fast for safety and too noisily for comfort. One wonders what proportion of this traffic, which grows in volume with every year that passes, is destined for the town centre and how much is simply passing through without stopping. It would be interesting to have a census of this cross-town movement since it might explode the dubious assertion often voiced by some that any pedestrianisation or other measures to

restrain road journeys within the town would adversely affect its traders.

What is certain is that the density of traffic is constantly eroding what would otherwise be a relaxing and pleasing streetscape. The damage being done to the cave-riddled area beneath the centre of the High Street and to the structure and skimpy foundations of the many historic buildings in West Street and the High Street by the increasing weight and vibration of motor traffic remains hidden, but its effects may before long become apparent. A quieter, cleaner town centre benefiting from measures designed to reduce and calm road traffic would attract more visitors and business into the town and make it much more pleasant for all those walking around, but peripheral car parks might first require improvement.

A recent report by Halliburton KBR, commissioned by the Government*, throws doubt on the value of building new roads as a means of checking the steady rise in congestion and proposes a mileage charge around London's fringes, on the principle that all

road users "should pay for the cost they impose on others, whether in the form of congestion, accidents or environmental impacts". The suggested charge of 16 pence a mile will no doubt be seen as yet another imposition on road users, already paying billions of pounds a year in tax, although it is not generally recognised that road transport costs the environment, economy and society considerably more than the revenue received if the health effects of air pollution from engine exhausts and the consequences of road congestion are taken into account.

Amongst other things, the Halliburton study addresses the problem of traffic growth on the M25 and other motorways around London. It seems possible that this, in combination with congestion on the A23, may be responsible in part for the increased flow across Dorking. We need more facts on journey patterns through our area and proposals from the County Council based on what is revealed. Action should then follow quickly before the growth of traffic further damages our town.

ALAN A JACKSON

* *Orbit: Transport Solutions Around London, The Provisional Strategy for 2016*, Halliburton KBR, 11 June 2002.

HOUSING AND THE GREEN BELT

Over the past twelve months owners and potential buyers of houses have been watching with disbelief the surge in house prices to unprecedented levels. The Bank of England has stated that the rate of increase, 4.2% in May alone, is unsustainable and has given as its opinion that the more this rate of increase continues, the more we expect some technical correction. But nobody is expecting a fall of the kind that occurred in the years 1988-1990; house prices viewed as a multiple of average annual earnings are still relatively cheap and interest rates for borrowers are low.

The rise has been steepest in the south-east. Everybody wants to live in our beautiful part of England, and the housing stock here is seriously restricted by the lack of available land on which to build. One of the prime aims of this Society has been and remains the protection of the Green Belt but we have to admit that this has come with a price.

What is the alternative? It is worth considering what our countryside would by now look like if we had not

had planning regulations. Denbies vineyard would long since have been built on, and Dorking, West-humble, Mickleham and Leatherhead only prevented from merging by the flood plain of the Mole. The escarpment of the North Downs, wherever it was not in the ownership of the National Trust, would have houses, many of them large, from end to end. The country lanes of Mole Valley would all support ribbon development. We should be deeply grateful that the Green Belt has spared us all this.

Nevertheless the pressure for housing in Surrey increases all the time. The 'Deposit' draft for the next *Surrey Structure Plan*, which is at present being discussed, originally proposed that the county be required to build 22,000 more housing units between 2001 and 2016. However, under '*Regional Policy Guidance No. 9*' (RPG9), prepared in Whitehall, Surrey is required to provide 35,400 new housing units over this same period. The initial reaction of the County Council was to challenge this, but there has

now been a change of mind. Challenges to allocations set out in RPGs have been consistently lost, the most recent case being that of West Sussex, in which it was confirmed in the High Court that the Secretary of State does have the legal right to impose a housing allocation on a county. As a result of this the officers of the County Council have prepared *A Spatial Strategy for Surrey* which was approved by the County Council on 10 June, based on the RPG allocation of 35,400 housing units.

Where are these housing units to go? The County Council has set out the following table:

<i>Urban Capacity</i>	
Identified capacity	22,400
Urban reserve	7,000
Total Urban capacity	<u>29,400</u>
<i>Urban Extensions</i>	
Greenfield sites	6,000
Total	<u>35,400</u>

The 'identified capacity' is where the draft Deposit Structure Plan began. The 'urban reserve' is described as 'an estimate of the potential for new housing development on windfall sites, i.e. sites which have not previously been identified through the local plan process'. In other words, it is a 'hope' figure plucked from the air. The 'urban extensions' are presumably, though the Spatial Strategy does not say so, to be drawn largely from the Green Belt. The circumstances under which Green Belt land could be used are not specified. This is real bad news.

There is some comfort for those who live in Mole Valley, in that most of the urban capacity, whether identified or not, is seen as being in north-west Surrey and in the M23/A23 corridor, i.e. Redhill, Horley and Hookwood, and the urban extensions onto Greenfield sites are all envisaged as being in north-west Surrey around Guildford and Woking. Nevertheless, we should be deeply uneasy of the emergence of a tendency to nibble at the Green Belt.

The authors of *A Spatial Strategy for Surrey* have, however, completely missed one important point. In the entire document, there is only one small passing reference to 'affordable housing'.

Nearly two years ago, in our Newsletter No. 27 for November 2000, I wrote an article on housing and the labour shortage in Mole Valley. Since then nothing has changed except for the worse. If you are a policeman, a nurse, a school-teacher, a Post Office worker, a clerical worker or a shop assistant offered a job in southern Mole Valley, then in no way on the wages or salary that you will be getting can you afford

to move into the area. The consequent shortage of people in these categories imposes significant restrictions on the operations of businesses in our area and we all get a worse service in consequence.

There are already provisions for affordable housing in the existing County *Structure Plan* and the District *Local Plan*. For all housing developments of more than a specified size, a specified proportion of the housing units have to be 'affordable'. There are two problems here. The first is that developers can compound this requirement by paying the Council a sum in lieu. This will be passed on to a Housing Association to reduce its costs. In fact developers almost always do this, because there is a perception that margins are better if the houses on offer are in a development designed for a single socio-economic group. Secondly, as soon as the 'affordable' houses have been sold, they join the general pool of housing units and will eventually change hands at the market rate. Such housing therefore in no way solves the problem. The only way to do so involves the construction by Housing Associations of houses or flats for let at affordable rents.

One of the problems of finding land for Housing Associations is that, once a site is identified as being suitable for real estate, its value increases enormously and becomes the main item in the cost of the development, so that affordable housing is out of the question. Unless therefore there are exceptional circumstances, it is at present not possible for Housing Associations to acquire land at reasonable prices.

It would be easier for them to do so if county Structure Plans and district Local Plans were able to make special provisions to enable Housing Associations, and only Housing Associations, to acquire green field sites on which development had hitherto been barred. In practice this would mean releasing Green Belt land.

I would be grateful to members of this Society if they would let our Editor know if they think that this is an acceptable idea. The questions are:

1. Are there *any* reasons for which it could be acceptable to release Green Belt land?
2. If so, is this an acceptable reason?
3. What conditions should be imposed with regard to the size and position of selected sites?

The maintenance of the Green Belt is a cornerstone of the beliefs of this Society. If there are to be any adjustments of Green Belt boundaries, they must be carried out under restrictive policies drawn up with the utmost care.

MARTIN WEDGWOOD

NOTES, NEWS AND VIEWS

ASHCOMBE ROAD

The Society has written to the SCC Highways Department expressing its opposition to proposals for installation of speed-checking bumps in Ashcombe Road on the grounds that this would tend to increase traffic flow through the town centre. (Why not some traffic calming measures at *both* locations? Ed.)

A NEW SECRETARY

We welcome as Hon. Secretary Mrs Christine Thom of New House, Capel Leyse, Moorhurst Lane, Holmwood, Dorking RH5 4LJ (01306-712044). Her e-mail address is christinethom@clara.co.uk

AIRPORT DEVELOPMENT IN THE LONDON AREA

The Society is concerned about proposals to increase runway capacity at airports around London and is watching developments closely. If Gatwick or Heathrow is selected for enlargement, the Mole Valley will suffer further increases in aircraft noise and pollution. Should it be Gatwick, there would also be irresistible pressure to build over what remains of the countryside in the airport's immediate vicinity.

LEIGH CHURCH ROOM AND POST OFFICE

We have opposed both proposals for a new parish room and post office attached to the Grade II listed Leigh parish church and have prepared a scheme for providing these facilities on the site of the disused mortuary.

PUBLIC SEAT OUTSIDE DORKING MAIN POST OFFICE

This appeared towards the end of May without any fanfare or mention in the local press but has apparently been provided by the Mole Valley District Council. It is sited on the west side of the main door, facing south, with a sun-warmed wall behind and will assuredly be popular.

TAMING THE A24 THROUGH THE HOLMWOOD

A document issued to local residents and two public exhibitions have explained the County Council's pro-

posals to reduce the high accident rate on the badly-planned A24 south of Dorking. Proposed capital works, for which no immediate funding is available, involve alterations to the roundabouts at North Holmwood and Beare Green and two new roundabouts: at Mill Road, South Holmwood, and the Horsham Road junction at Holmwood Corner. It is also intended to close most of the gaps in the central reservation of the dual carriageway.

However, accidents also occur on other sections of the stretch between North Holmwood and Beare Green, a dual carriageway with many junctions with minor roads. Measures to enforce the 60 m/h speed limit appear to be necessary and could be put in place immediately at low cost.

WORRYING QUESTIONS FOR SURREY

What is going to be done with all the ash left behind after burning waste in the Capel incinerator? Every 100 tonnes of waste burned will produce 35 tonnes of it. Amongst the steady regular flow of industrial, hospital and domestic rubbish, Capel will "dispose" of such items as insecticides, domestic cleaning liquid residues in spray cans and other containers, discarded partly-used tins of paint and wood preserver, electric batteries, fluorescent tubes, television sets, computers and PVC, to name but a few horrors, all reducing to a deadly mix of ash containing heavy metals and powerful concentrations of carcinogens. Is this the witches' brew to be moved back through Dorking along the A24? Moved perhaps to the constituencies of those who voted for location at distant Capel? Or will the ash be dumped in the clay pits at Capel?

The County Council will have to keep Capel well-fed to maintain the amount of electricity it produces; the contractors will require a guaranteed quantity of waste over a long period and pecuniary compensation if the designated minimum is not forthcoming. This arrangement, essential to the financing of these very costly modern power-station/incinerators, will seriously reduce the amount of recycling that Surrey local authorities can afford. There will almost certainly then be no scope for alternative waste disposal strategies.

SOUTH STREET CAVES TEMPORARILY CLOSED

As it has been deemed necessary for a safety audit to be carried out, all public admission has been temporarily suspended. Emergency procedures are also to be defined.

DORKING & DISTRICT MUSEUM

Mrs Bette Phillips, the Museum's Education Officer, becomes the new Chairman of the Museum in place of Dr Martin Cole from 17 September 2002. Mr F Plant has been appointed Curator (Exhibits) in place of the late Brian Hodges. He will be assisted by Mr R Gale.

The Museum has received £1,608 in refunded Gift Aid tax on its inheritance from the estate of the late Mrs Cole Sr.

Mr Geoffrey Collins, grandson of the Dorking artist Charles Collins, has presented £250 to the Museum and has indicated that he intends to make a bequest to the Museum in his will; this will include his collection of paintings. The Museum already possesses some of Charles Collins' work.

The newly-established Mole Valley District Council Museums Challenges Fund has granted the Museum

£1,000 to support conservation repairs and storage costs.

Mrs Mary Turner, Curator (Library & Archives), and Mr Brian Overell have prepared a display of Coronations and Royal Jubilees from items in the Museum collection and others loaned by private individuals. This is now on show in the Museum and will remain in place until the Heritage Weekend in September 2002 apart from some loaned items which will be removed on 30 June for insurance reasons.

Professor Richard Selley, a Deepdene Park resident, has written a pamphlet on the *Geology of Dorking and Its Caves* which is now available at 30p from the Museum shop.

The Museum now has an entry on the Dorking web site: www.visitdorking.com

Museum Accessions - 12 February to 21 May 2002

1. Official's badge, Coronation of Edward VIII, Dorking celebrations Organising Committee *
2. Slicer and Grater "Spong 630a", boxed with accessories
3. Printing outfit, child's, "Castle" with rubber type and wooden type holders, boxed, ink pad missing *
4. Potato ricer
5. Stereoscopic viewer, hand held with 180 views in simulated book volume case, early 1900s *
6. Medicine bottle, liver tonic, with label "Clark & Co, Chemist, Dorking". Graduated in tablespoons
7. Bottle, labelled "Stephenson Bros. Ltd. Bradford, The Servant's Friend", containing some furniture cream
8. Educational game, "Plus & Minus" with cards, counters and instructions, in box, publ^d by W H Storey, Croydon*
9. Jigsaw puzzle, "Zag-Zaw picture puzzle", 20in x 12in. "David Copperfield's first sight of London", with photo of completed puzzle, wood pieces, boxed *
10. Gas iron, "Radiation Fairy Prince No. 375", c/w hose and connector
11. Bean slicer, "Spong" rotary, with fixing clamp *
12. Stoneware jar, "H G Kingham & Co"
13. Queen Mother's 80th birthday souvenir mug, 1980 *
14. Queen Elizabeth's Silver Jubilee 1977, three souvenir mugs *
15. Prince Charles, marriage to Princess Diana, 1981, bone china souvenir mug *
16. Small glass tumbler engraved "Rix Bros. Bakers" (predecessor to Loyns, formerly at Pump Corner)
17. Tortoiseshell framed spectacles, in non original case, marked "E Yates, Dorking"

* On display in the appropriate collection

The undermentioned items, not accessioned at the time of receipt, have now been recorded -

1. Set of dolls portraying various émigrés and visitors to Juniper Hall, including Fanny Burney
2. Set of dolls portraying visitors to *Hare & Hounds*, now *Burford Bridge Hotel*, includes Emma, Lady Hamilton
3. 52 copper etching plates, by Alfred Charles Jerome Collins and George Edward Collins
4. Etching by G E Collins, horse, dog & hen in front of barn (2 copies)
5. Three etchings by G E Collins, "Four Birds in Oak Tree", "Jay", "Owl"

Inter-Museum Transfer

The Royal Artillery Historic Trust has accepted the RA officer's uniform and regalia, which could not be properly displayed nor preserved with the facilities available at Dorking Museum.

F B PLANT
Curator (Exhibits)

SIGNALLING MODERNISATION BETWEEN DORKING and HORSHAM

In December 2001 men in High Visibility jackets were to be seen congregated round a lorry parked on Holmwood station bridge. On the track below, a huge crane was extending its jib over the lorry. The Project Manager explained that they were preparing to lift a prefabricated building to the end of the station platform; this would then be fitted out as an operations centre/workshop for the installation of a new electronic signalling system between Dorking, Horsham and Billingshurst, replacing the existing Absolute Block with its manual boxes.

The railborne 10 tonne crane used was a splendid piece of equipment, built by the German firm of Kirow, one of a pair delivered to Railtrack contractors last year. Owned by Balfour Beatty, it is based at Hither Green in SE London. At 20 metres radius, with jib straight out, these cranes can move on the railway under their own power and carry 29.5 tonnes forward and back; when stationary and fully propped, each can lift 100 tonnes at an 8 metre radius. There will be occasions when both work together on big jobs such as junction relaying.

The crane arrived at Holmwood in a train, with diesel loco and brake van which were positioned beyond each end of the platforms for safety reasons. Lifting and moving the building proved to be a very delicate operation since the four 3-phase power lines feeding this part of our area pass over the bridge and there was a strong wind blowing at the time. Since Seeboard required several thousands of pounds for a temporary dismantling of the wires, it was decided to lift the load carefully over the bridge

parapet, using hand-held ropes to prevent it swinging towards the power lines (the station sign and timetable board had already been removed).

Once safely brought down to track level, the building was carried by the crane a few feet above the rails, then swung into place until it rested on a concrete base at the west end of the platform, just beyond the 1877 LB&SCR signal box, with its Saxby & Farmer 18-lever frame. We understand that this box is the subject of a preservation order and it will be retained, but the existing upper quadrant semaphore signals of British Rail design will soon be dismantled.

A tall communications mast has since been erected at Holmwood station. More recently some cabling work has been done and a new signal has appeared near the road bridge.

When the conversion work is complete, the existing signal boxes between Dorking and Billingshurst will be closed and signalling control will be transferred to Three Bridges power box. At the moment the future of the 1938 Southern Railway Dorking box under this scheme remains uncertain. It has not so far been listed by English Heritage, although it was included with a number of other buildings we submitted for consideration a few years ago. Since similar boxes also exist at Horsham and Arundel, one of these may be given preference for preservation.

MARTIN COLE
(with additional material by the Editor)

The Autumn Meeting of the Dorking & District Preservation Society

will take place on

Thursday, 24 October at 7.30pm
in the United Reformed Church Hall, West Street, Dorking

The Meeting will start with the announcement and presentation of
the Best Development Awards for 2002

following which

Mr Colin Burbidge,
Chairman of the Reigate Society

will give an illustrated talk on

The Work of the Reigate Society

ANNUAL GENERAL MEETING 2002

The Meeting began with a video presentation, *Films of Old Surrey* by Mr Frank Grey of the South East England Film & Video Archive. This proved deeply interesting as it featured several historic items filmed in Dorking and district, including pictures of Pixham Mill. There were also intriguing glimpses of early 20th century humour and social life.

Following the coffee interval, the Chairman conveyed the disappointing news that the **Capel Incinerator** decision of the Conservative-controlled Surrey County Council had not been "called-in" by the Minister. He mentioned that **Sainsbury's** were expected to make a planning application by September, adding that there was no point in having a public meeting until the full planning proposals were available. In response to a question, Sir Martin confirmed that **Sainsbury's** had bought a number of properties along Reigate Road and Deepdene Avenue south of the roundabout some years ago but did not own the whole area.

Mr Rod Shaw, Senior Planning Officer of Mole Valley District Council, then made some further comments about the **Sainsbury** project. He said that the initial presentation had met with mixed views from the proportionately small number visiting the display in St Martin's Walk. It could not be regarded as a full public consultation and there was at present no clear steer. During preparation of the planning application, the proposers would have to consider serious problems such as whether it was a viable proposition. When the application is received later this year, the Council would assess whether it would be of benefit to the town centre.

Mr Shaw also referred to the **Capel Incinerator** decision. This had probably reached the point of no return since the Minister had decided Surrey County Council should be the final arbiter. Mr Shaw declared himself deeply pessimistic about this outcome.

LETTER

Dear Sir

Proposed Development by J Sainsbury and Thornfield (St Martin's Walk)

I refer to the April 2002 D&DPS Newsletter, and am reassured that the Chairman of the Society shares many of my concerns regarding the **Sainsbury** proposals and the manner in which the public exhibition was conducted.

I fully support the Society's plan to hold a meeting to debate the issue and trust this can be held at the earliest appropriate opportunity.

However, I do not agree with your editorial view suggesting we should be fearful that **J Sainsbury** would be obliged to depart Dorking should their

planning application ultimately be refused. Succumbing to this argument, if taken to the extreme, could lay the door open to all manner of evils.

I strongly believe that Mole Valley District Council should adhere to the guidelines provided by their Local Plan. If the **J Sainsbury** proposals are wrong for Dorking (as I believe they probably are), then they should be opposed. It would then be up to **J Sainsbury** to decide whether to pursue development proposals more sympathetic to Dorking's shape and character, make sure of their existing site, or leave the door open for one of their many competitors, who may, indeed, do a better job.

Yours faithfully

ADRIAN WINSLADE

Rothes Road, Dorking

9 April 2002

NEW MEMBERS

We welcome the following new members -

Mr & Mrs F Adey, Parkway, Dorking
Miss J Barber, St Martin's Mews, Dorking
Mr & Mrs A Bradshaw, South Drive, Dorking
Mr & Mrs G Evans, Glebe Road, Dorking

Mrs D Garner, Ridgeway Road, Dorking
Mr C Giddins, Glenfield Road, Brockham
Mr & Mrs R Woodman, South Drive, Dorking

CORPORATE MEMBERS SUPPORTING THE SOCIETY

Note that all addresses are of Dorking town and all telephone numbers have the code 01306, unless shown otherwise.

Name	Address	Tel.	Business
Abbey Information Systems Ltd	1 Paper Mews, 330 High Street, RH4 2TU	740 553	Computer consultancy
Betchworth Park Golf Club	Reigate Road, RH4 1NZ	882 052	Golf club
Bits & Bobs	20 South Street, RH4 2HL	743 119	Party shop
Bray Estates	278/280 High Street, RH4 1QT	740 837	Valuers, surveyors & property managers
Broadheath Restorations	Dean House Farm, Church Rd, Newdigate, RH5 5DL	631 773	Window frame restorers
Browns of Dorking	182 High Street, RH4 1QR	881 212	Coffee shop
Bullimores	Old Printers Yard, 156 South Street, RH4 2HF	880 880	Chartered accountants
Burley, G & Sons	Burley Corner, Moorhurst Lane, S.Holmwood, RH5 4LJ	711 799	Amenity horticulturist
Chandler Cars	Unit 23, Vincent Works, Vinc't Lane, RH4 3HQ	882 001	Services and sales
Clear, S J & Co Ltd	65 High Street, RH4 1AW	883 340	Electrical contractors/shop
Cowan & Wood	114 South Street, RH4 2EZ	886 622	Solicitors
Dorking Desk Shop, The	41 West Street, RH4 1BN	883 327	Antique furniture dealer
Dorking Golf Club	Club House, Deepdene Avenue, RH5 4BY	886 917	Golf club
Downs	156 High Street, RH4 1BQ	880 110	Solicitors and notaries
Downsman Ltd	Overdene, Paper Mews, RH4 2TU	877 023	Management Services
Ellis Atkins & Co	1 Paper Mews, 330 High Street, RH4 2TU	886 681	Chartered accountants
Friends' Provident Life Office	Pixham End, RH4 1QA	740 123	Life assurance
Garth House Nursing Home	Tower Hill Road, RH4 2AY	880 511	Nursing home
Graham Leather Ltd	64/65 West Street, RH4 1BS	887 727	China and glassware
Grossé UK Ltd	BPA House, High Street, RH4 1JL	743 333	Wholesale costume jewellers
Hammond Concrete Tstg & Servs	PO Box 75, 2 Cedar Close, RH4 2YX	887 854	Concrete contractor
Hart Scales & Hodges	159 High Street, RH4 1AD	884 432	Solicitors
Harvey-Jones Phillips Ptnrship	57 West Street, RH4 1BS	742 200	Ind financial advisers
Hulsta Studio	120 South Street, RH4 2EU	880 330	Contemporary furniture specialists
International Sports Mktg Ltd	Bales Court, Barrington Road, RH4 3EJ	743 322	Marketing consultants
John Arthur Gallery	Old King's Head Court, 11 High Street, RH4 1AR	741 120	Fine art gallery
Kuoni Travel Ltd	Deepdene Avenue, RH5 4AZ	840 888	Tour operators
Munro, Ian	10 High Street, RH4 1AT	882 270	Men's outfitters
Newspaper Press Fund	Dickens House, 35 Wathen Road, RH4 1JY	887 511	Charity
Newton & Co	Ranmore House, 19 Ranmore Road, RH4 1HE	884 208	Chartered accountants
Omya UK Ltd	Curtis Road, RH4 1XA	886 688	Mineral extraction
Patrick Gardner & Co	16 South Street, RH4 2HL	877 775	Estate agents
Priory School, The	West Bank, RH4 3DG	887 337	School
RGP	21 Monks Court, Monks Walk, Reigate, RH2 0SR	01737 243 980	Public relations
Rose Hill Nursing Home	9 Rose Hill, RH4 2EG	882 622	Nursing home
Sears, Philip, Designs	18c Horsham Road, RH4 2JD	884 477	Architectural building surveyors
Seymours Garden Centre	Stoke Rd, Stoke D'Abemon, Cobham, KT11 3PU.	01932 862 530	Garden centre
Songhurst, W Ltd	Rayleigh House, Chapel Lane, Westcott, RH4 3PJ	880 411	Builders
Super Specs	62 High Street, RH4 1AY	875 201	Opticians
Temptations	Old Kings Court, High Street, RH4 1AR	885 452	Antique jewellery & silver
Treeline Services Ltd	Holmwood Farm Court, North Holmwood, RH5 4JR	741 800	Tree care and maintenance
Uden, C J & Co	Pledges Yard, Falkland Road, RH4 3AD	887 551	Drainage consultant and surveyors
Unum Ltd	Milton Court, RH4 3LZ	887 766	Disability insurers
Venhill Engineering	21 Ranmore Road, RH4 1HE	885 111	Specialist cable manufacturers
Viscount Agencies	Concept House, 3 Dene Street, RH4 2DR	880 715	Duty free agency
White, L A (Dkg) Ltd	11 Yew Tree Road, RH4 1HU	885 245	Builder
Whitelegg Machines Ltd	Fir Tree House, Horsham Road, Beare Green, RH5 4LQ	713 200	Electrical engineers
Wyevale Country Gardens	Reigate Road, RH4 1NP	884 845	Garden Centre

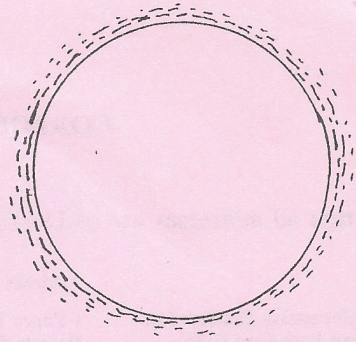
OTHER CORPORATE MEMBERS SUPPORTING THE SOCIETY:

Abinger Parish Council	Friends of Holmwood
Amis de Gouvieux, Les	Guildford Society
Bartholomew Court Residents' Association	Headley Parish Council
Betchworth Parish Council	Holmwood Parish Council
Box Hill Afternoon Women's Institute	Leigh Residents' Association
Brockham Green Village Society	Mickleham Parish Council
Buckland Parish Council	Newdigate Parish Council
Capel Parish Council	Ockley Parish Council
Charlwood Parish Council	Reigate Society
Coldharbour Sports and Social Club	Westcott Village Association
Friends of Box Hill	Wotton Parish Council

Published by the DORKING & DISTRICT PRESERVATION SOCIETY

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NEWSLETTER No. 32



high summer

Through ripening fields of barley
and wheat,

Shimmering gold in the midday heat

A constant song of the lark so high

like a tiny speck in the azure sky.

The buzzing of insects fills the air

I notice the dash of a bolting hare,

Hear the shrill cry of a fighting vole,

See the velvety form of a fresh-
killed mole—

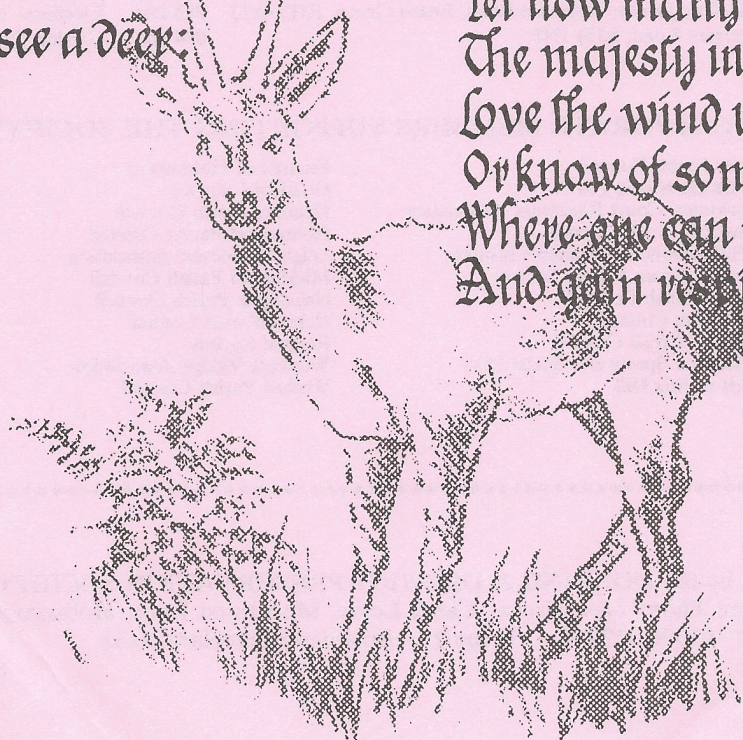
There at my feet some bleaching
bones lie

In all this splendour, creatures
must die

Sadness and joy are closely akin

Yet killing in nature is rarely a sin.

Suddenly I see a deer.



He looks at me but shows no fear.
Such beauty there—such perfect grace—
This creature man torments
in chase.

Statue-like we stand so still,

I move—he's gone behind the hill.

Pied cattle graze in meadows lush,

Tranquility in all the rush

Their sweet breath mingling with
the smell

Of flowers we should know so well.

Big rounded sheep all neatly shorn,

A fine old ram with curling horn

Crowd into a friendly flock

The pride of all the farmer's stock.

Yet how many fail to see

The majesty in every tree,

Love the wind upon the face—

Or know of some such sacred place

Where one can rest the troubled mind

And gain respite from all mankind.

Jennifer Huber