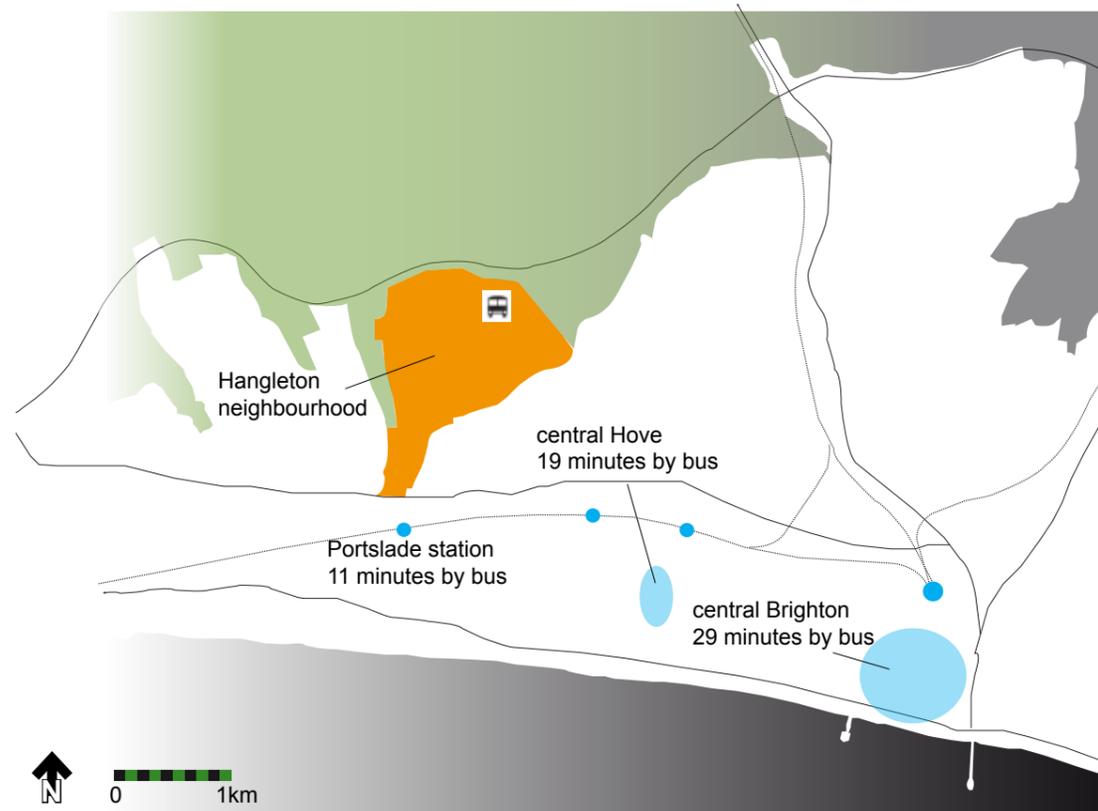


6 hangleton neighbourhood

context



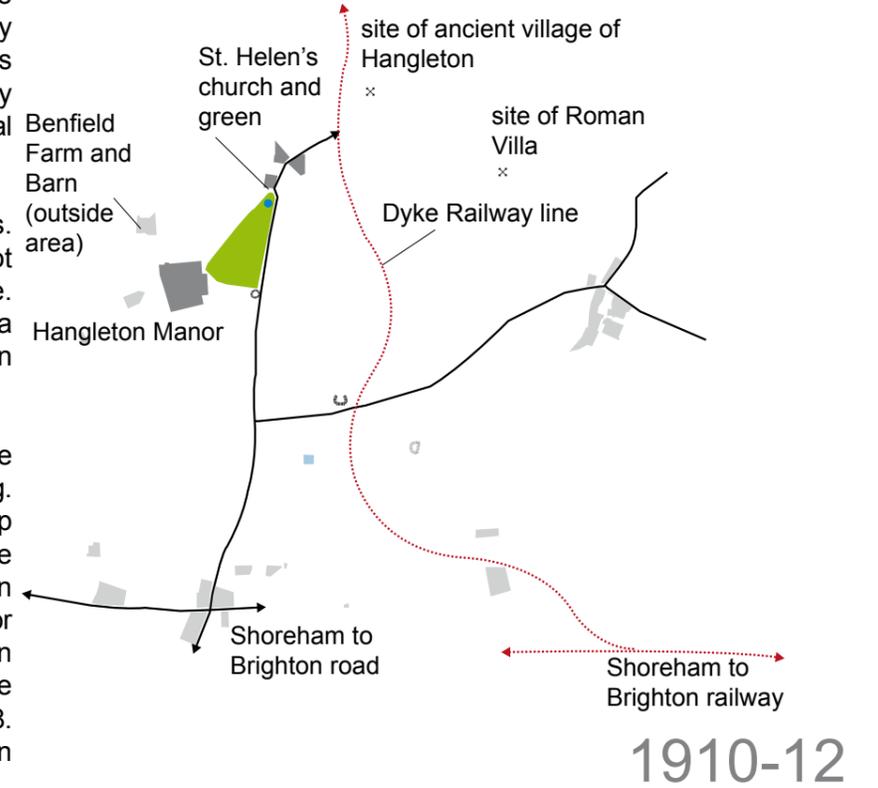
key stages of historic development

A medieval village once lay to the north east of St. Helen's Church. The village disappeared in the middle ages, leaving only the 11th century church standing. To the south of the green, Hangleton Manor was constructed from the 1540s. Carved stones were used from the recently demolished 12th century monastery at Lewes. Evidence of the original manor house has been found just to the east of St. Helen's Church.

The Dyke Railway was constructed through Hangleton in the 1880s. Although trains did not stop, passengers visiting the local beauty spot at Devils Dyke had passing views of the Church and Manor House. The 1910-12 map shows St. Helen's Church, Hangleton Manor and a few agricultural and ancillary buildings. The population of Hangleton in 1911 was 106.

The Dyke Railway closed in 1938. Apart from the Manor estate and the Church, other buildings had been demolished to make way for housing. Public housing in pairs and terraces were built to the North and East, up to the apex of Amberley Drive and Poynings Drive from the 1930s. Private semi detached houses and bungalows were built in the 1930s and in the 1950s along roads overlooking Benfield Valley, the Downs, and/or the sea. The Grenadier public house opened in 1935, along Hangleton Road, with a local shopping parade. Schools, parks, and allotments were provided for the new population which by 1951 had increased to 6,158. St. Helen's Church and the Dovecote in Hangleton Manor were listed in 1950. Hangleton Manor itself was listed in 1956.

A library and medical centre have since been built on the redundant railway land. The Downsman public house, built on golf course land, opened in 1956.



topography & microclimate

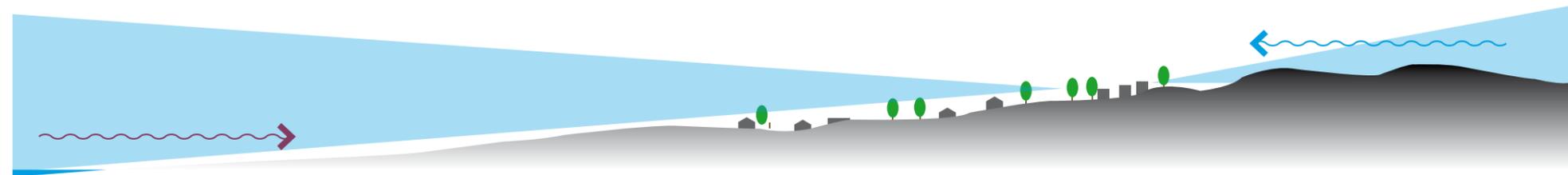
The topography of Hangleton has provided long views to the downs and the sea. The roads have followed the contours. The microclimate is mild, afforded by protection from northerly winds by the downs and woodland, and the south facing aspect.

Milder south westerly winds and good sunlight has allowed trees and gardens to flourish. The mild microclimate would have encouraged the earliest rural development, and the continued agricultural use of the land until the new suburbs of the mid 20th century.

typology

Hangleton neighbourhood may be classified as downland fringe with a 20th century residential suburb, part of which was planned as public housing and part of which has evolved over time, enveloping earlier villages and farmsteads. Low rise, low density houses arranged over a typical suburban layout. Weak architectural cohesion but cohesive public realm.

Refer to the introduction and summary for more information on landscape character types.



1950s

6 hangleton neighbourhood

key characteristics

land use

movement



• **Land Use:** The predominant land use is housing. A well used shopping area at the Grenadier is close to a surgery, library and a transport node. Three small shopping parades lie elsewhere in the neighbourhood, each of which has a convenience store. A large supermarket with petrol station lies to the south of the area, but is less accessible by foot to most of the area. The area has three schools, with a primary school at the centre, which is within five minutes walk of the shops around the Grenadier Pub. A community centre beside Hangleton Park serves the north of the neighbourhood. Two other public houses, and two small industrial yards provide the only other employment.

• **Scale and Density:** The neighbourhood is characterised by semi-detached houses and bungalows in wide streets with grass verges. The bungalows mostly lie to the north and west of the area, close to the downs. A large area of public housing lies to the north and east of the area, which was built in pairs and small terraces. Purpose built flats lie beside the main transport nodes and within the public housing area. The average gross density is 23 dwellings per hectare, which is moderately low. The density is higher around the transport nodes and the Grenadier, but much lower in the areas bordering the Downs.

• **Architecture:** The only surviving historic buildings are Hangleton Manor and St. Helen's Church. Both buildings are of high architectural quality, and the church provides an important



local landmark. Mock tudor housing around the manor is substantial, but appears at odds with the character of the medieval estate. Elsewhere private 1930s semi-detached housing has Art Deco influenced rendered or brick facades, and is laid out behind mature front gardens in tidy tree lined streets in the garden city tradition. The red brick public sector housing from this period has smaller front gardens and a more austere appearance. Bungalows edging the downs with undistinguished red brick and tiled roofs are nestled in the landscape and benefit from mature gardens. Tall apartment blocks are incongruous in the street scene, but provide conspicuous landmarks.

• **Socio-economic characteristics:** The type of housing in Hangleton attracts families and retired couples. The household income varies between the social housing and the private housing. 20% of households were in social rented housing in 2001, whilst 72% were owner occupiers. Nearly half of these were outright owners, which suggests an older population. Much of the social housing has become privately owned in the last few decades. This trend is continuing. The cheaper resale value of these houses will continue to attract first time buyers and younger families to the area.

• **Movement:** The area has a high proportion of car ownership. The 2001 census showed 63% car or van travel to work. Most private housing has private parking, and on-street parking



Shopping area at the Grenadier



St. Helen's Church is local landmark



Semi-detached family homes

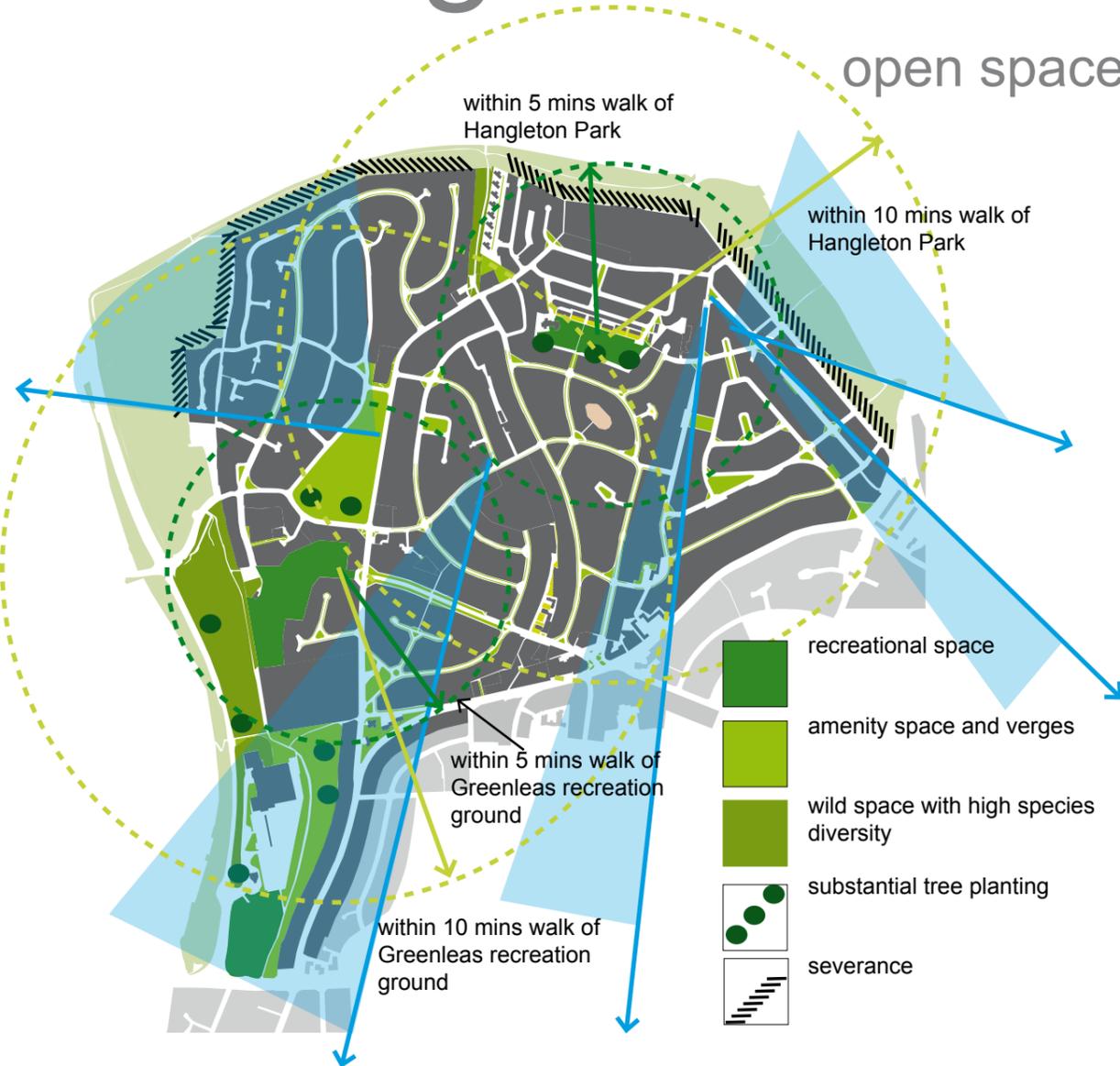


Bus routes throughout the area



Footpaths provide links

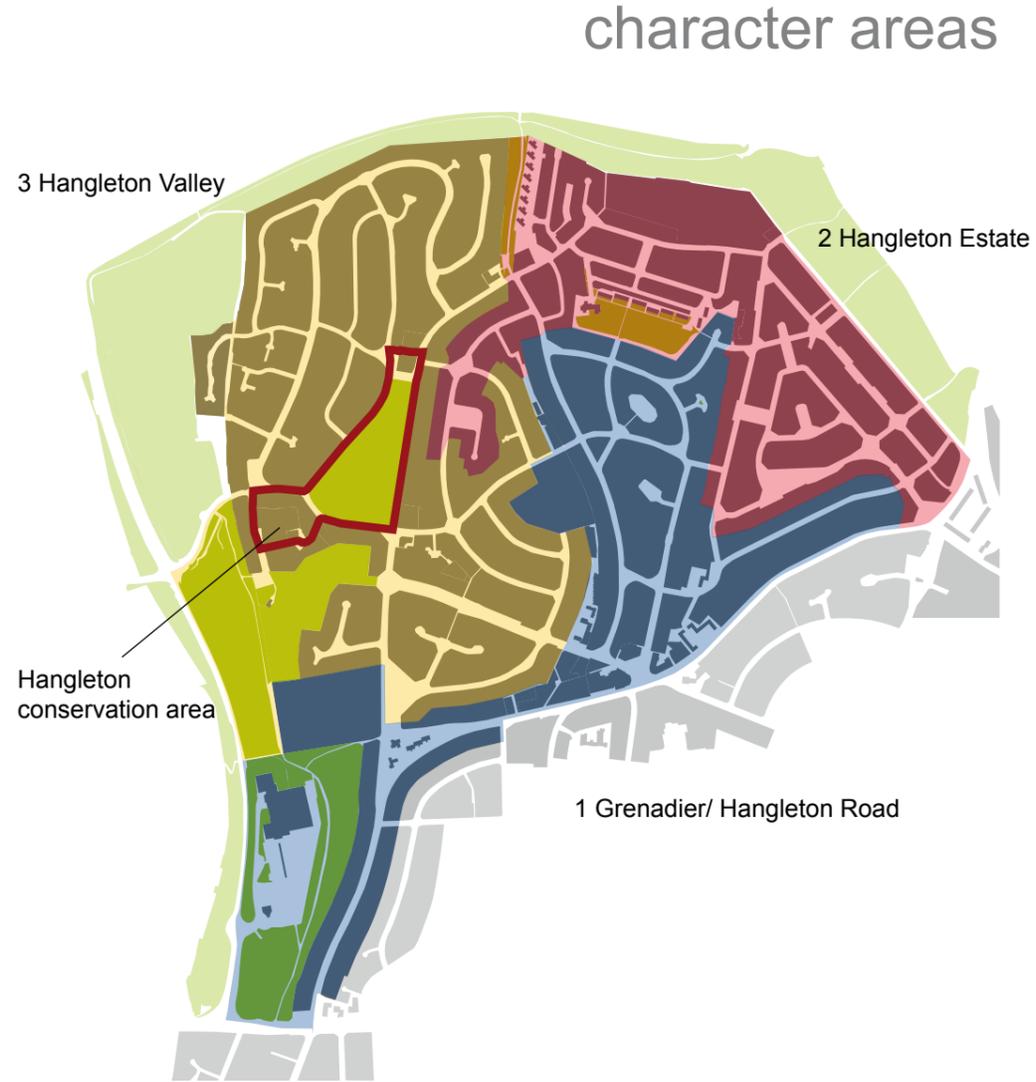
6 hangleton neighbourhood



is available throughout the area. Charges and restrictions to parking at destinations within the city, and improved bus services through the area are expected to show changes in travel choices by the next census. The 2001 census showed bus travel to work of only 13%. The Grenadier area has frequent buses, only twelve minutes journey time to central Hove. The north of the area is a further 12 minutes bus ride away. Hangleton Valley has the lowest housing density, the poorest access to bus services, and an ageing population.

Cycle use was very low at 2%, which may reflect long distances to work places and the topography. Only 9% of the working population walked to work in 2001. Pedestrian links through larger street blocks provide short-cuts to shopping areas, schools and bus stops. At the time of the study very little pedestrian activity was seen in the neighbourhood, except at the Grenadier which was very busy.

• **Open Space:** The neighbourhood benefits from the proximity of the Downs, although access points are limited. Four areas of public green space lie within the area, and a golf course and public wild space lie directly to the west and north. Within the area green verges and street trees are a feature of the townscape. Mature front gardens add to the garden suburb feel of the neighbourhood. The exception to this is Hangleton Road which is mostly without softening vegetation, and does not benefit from the backdrop of the South Downs.



Recreation pitches are laid out in Hangleton Park and Greenleas Recreation Ground. Both also have children's play equipment. All of the area is within 10 minutes walk of a recreational space and children's play area, and about half of all households are within 5 minutes walk.

Long views and vistas of the sea and the countryside are an important feature of the neighbourhood, and an aid to legibility in an otherwise largely undistinguished townscape.

• **Character areas:** the neighbourhood can be split into three separate areas, based on topography, period of growth, housing tenure and scale of development. These are:

1. Grenadier/Hangleton Road: a residential area of moderately low density, dating largely from the 1930s, but including a thriving, purpose built shopping parade. Streets are wide and tree lined. Housing is a mix of two storey semi-detached houses and purpose-built flats in mixed tenure.

2. Hangleton Estate: a low density residential suburban area on the edge of the downs, of largely 1930s semi-detached houses and bungalows laid out in wide streets with grass verges.

3. Hangleton Valley: A leafy and very low density residential suburban area on the edge of the downs, developed in the 1950s around a medieval and 16th century historic core. Wide streets with grass verges. Semi-detached and detached houses and bungalows in mixed tenure.



Children's play area



Hangleton Manor, now a public house, in Hangleton conservation area



Grenadier/Hangleton Road character area



Hangleton Estate character area



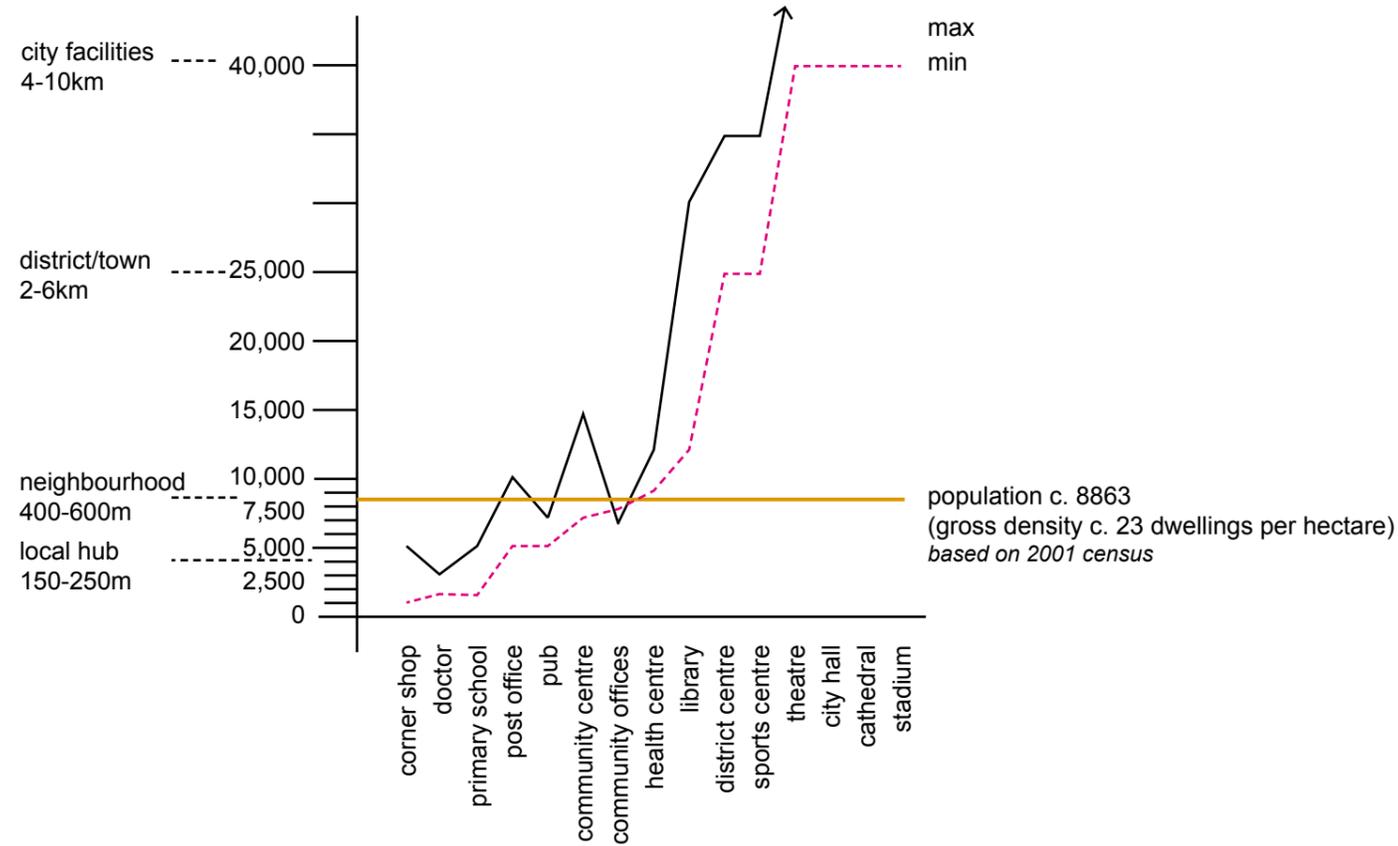
Hangleton Valley character area

6 hangleton neighbourhood

appendix 1: population & density

Population numbers able to support community facilities.

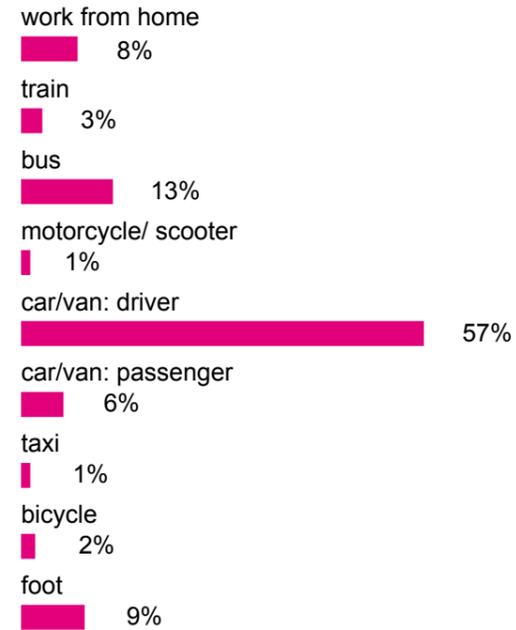
Source: Towards an Urban Renaissance, 2002



appendix 2: travel to work

Statistics illustrating methods of travel to work.

Source: City Stats, Census 2001

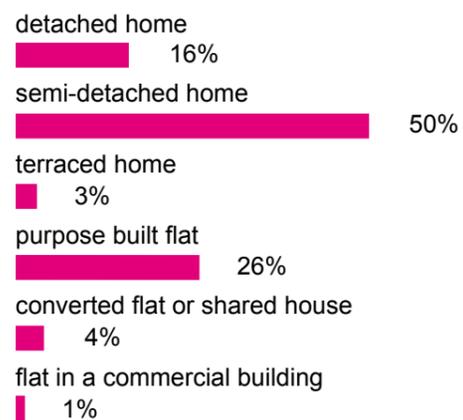


The information from the 2001 census and the Acorn profiles were based on the best fit of the smallest enumeration districts. This was obtained from Citystats website, which is now www.bhlis.org

See pages 8 and 11 for city-wide comparisons and more information

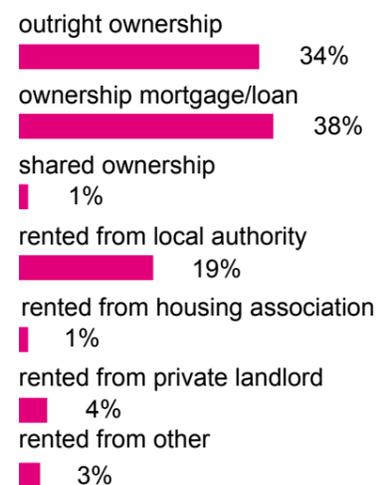
appendix 3: social mix accommodation types

Source: City Stats, Census 2001



tenure types

Source: City Stats, Census 2001



demographic types

Source: City Stats, Acorn data

