

9 hollingdean neighbourhood

context



key stages of historic development

Hollingdean is located east of the neighbourhood of Preston and Ditchling Road, and west of the Lewes Road sustainable transport corridor. For much of the latter half of the 19th century and the early 20th century the southern part of Hollingdean was the industrial fringe of Brighton, home to a dust yard, an abattoir and a waterworks, the remainder being open farm land. By 1910 the regular grid layout of neighbouring Preston had begun extending into what would become Hollingdean, with a north-south street orientation of terraced houses. By the 1930s much of the farm land had been replaced by extensive allotments. The estate to the east was developed mainly in the 1950s and is separated from the earlier development by a north-south line of low-rise terraced flats. Further development northwards came in the 1960s and 70s. The twin tower blocks, Dudeney Lodge and Nettleton Court, to the south of the neighbourhood opened in 1966. The most recent additions have been a linear business park above the railway line to the northeast and some new blocks of flats to the north. The utility uses on the site of the old dust yard continue to this day. A materials recovery facility and waste transfer station has replaced an abattoir.

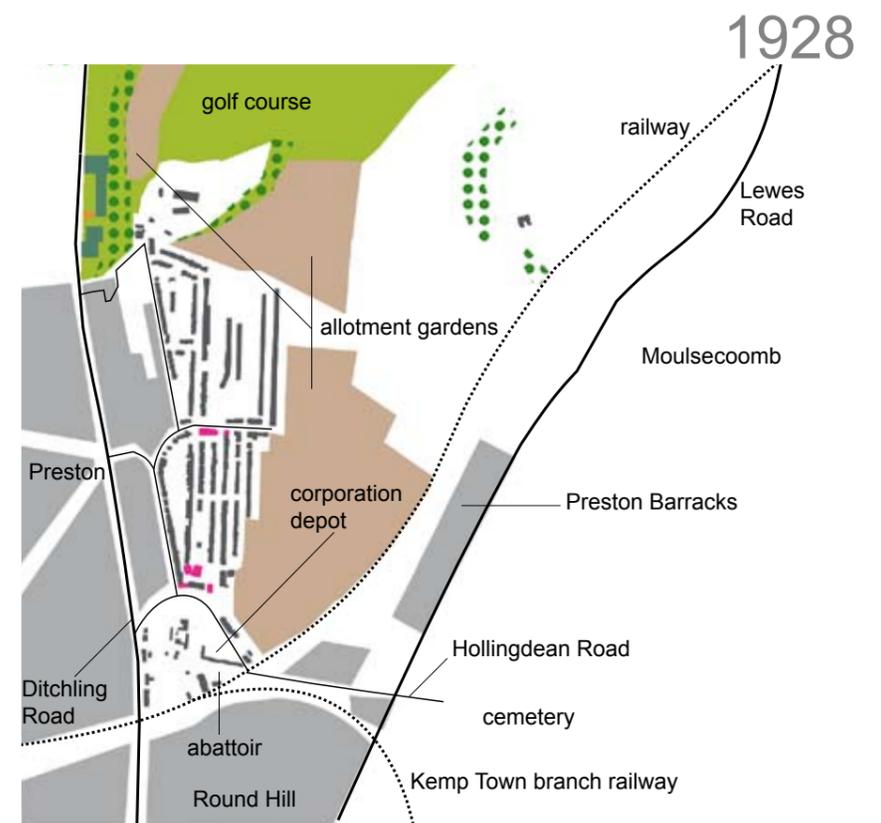
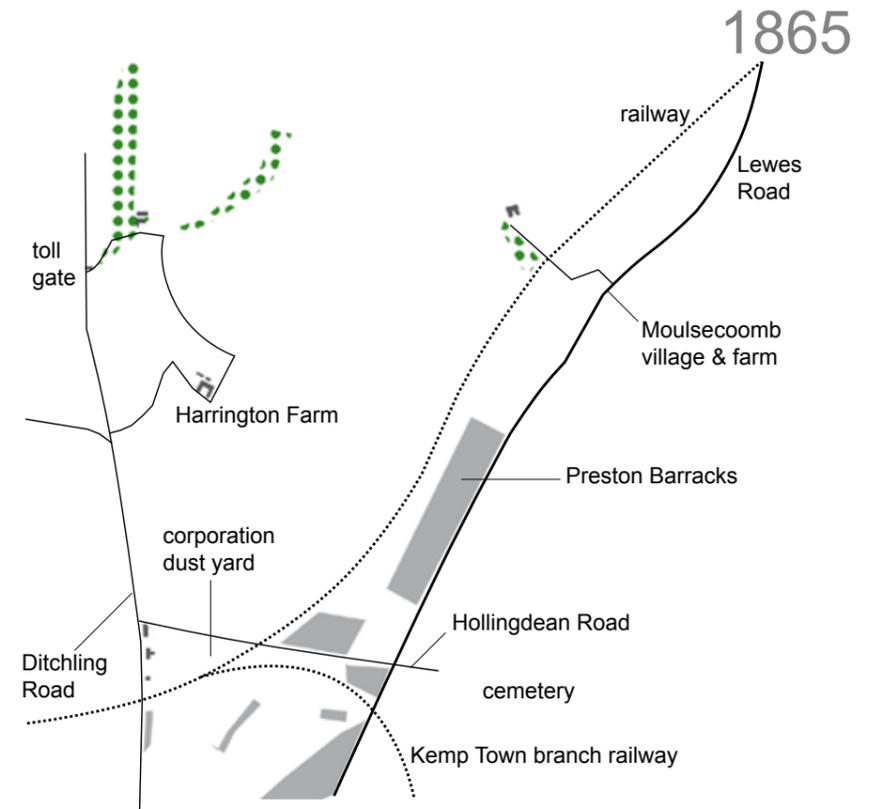
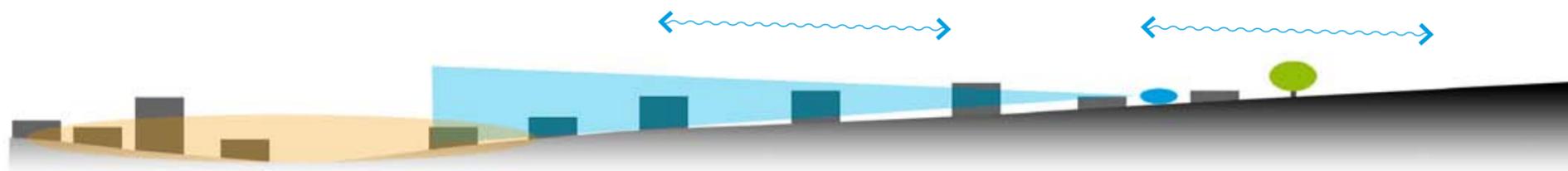
typology

Hollingdean neighbourhood may be classified as suburban downland fringe with a 20th century residential suburb that was deliberately planned but over different periods. Low rise, low density semi-detached and terraced housing much of which was built as public housing. Lacks overall cohesion.

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

topography & microclimate

The earliest development of Hollingdean occupies a valley rising northwards from Hollingdean Dip which is traditionally the site of utility and commercial uses. This part of Hollingdean is relatively sheltered. However the post-WW2 development occupies the higher ground below Hollingbury Hill. It is exposed to both sea winds and northerly winds coming off the Downs. There are excellent views across the Lewes Road corridor to the settlements and downland to the east. The north of the neighbourhood gives way to downland with some regenerating scrubland.



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key characteristics

land use



• **Land use:** The neighbourhood is largely residential, with local shops and services to support the population. Significant commercial, community facilities and other employment uses are located to the south of the area. Schools and a children's centre are located to the north.

• **Scale and density:** The morphology and typology of the area is very mixed. The earlier regular unbroken grid of the Preston extension to the west, with its two storey terraced housing, gives way via a post-WW2 north-south line of terraced flat blocks to a less formal suburban street layout, of sweeping roads and cul-de-sacs, featuring mostly two storey semi-detached residential development with some later bungalows. Residential blocks lie to the north. The gross density is approximately 35 dwellings per hectare. There are few local services within the neighbourhood, most being located nearer to the Preston fringes.

• **Architecture:** Architecturally this is a very mixed neighbourhood, spanning development of most periods of the 20th century, but none particularly distinguished. Brick is the

movement



predominant material; Edwardian housing has bays, gabled fronts and tile hanging. Much of the housing is plain brick with simple pitched roofs. Some later houses have weatherboarding. The landmarks are the two concrete high rise blocks, Nettleton Court and Dudeney Lodge, which are very typical of the 1960s.

• **Movement:** The neighbourhood is located to the west of the Lewes Road sustainable transport corridor though access is only possible from the south, the majority of the neighbourhood being severed from the main road by the railway line. Despite its relatively inner-suburban location and its proximity to Preston neighbourhood and the Lewes Road, Hollingdean is very much an edge neighbourhood without through-routes. Although the car is the most popular mode of travel to work, the percentage of people using more sustainable forms of transport is higher than for more outlying neighbourhoods (see appendix 2). Although over half of the neighbourhood lies within ten minutes walk of Moulsecoomb station, only 5% of residents travelled to work by train in 2001. Although part of the Hollingdean neighbourhood, the business centre to the north is poorly connected. Pedestrian movement is impeded by the long block shapes. Although there are occasional links, pedestrian access



Landmark 1960s social housing



Characteristic estate of 1950s terraced flat blocks



Early 20th century terraced housing



Early post-WW2 houses with front gardens



Play area, next to Children's Centre and cafe

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open space



is often between blank facades and therefore not overlooked.

• **Socio-economic characteristics:** Hollingdean is one of the more deprived neighbourhoods in the city. Parts of the neighbourhood have very high scores of deprivation, based on the 2001 census data (see introduction), whilst others parts have low scores. There is a particularly high proportion of children in this neighbourhood. Almost 60% of the homes are owner-occupied. 29% of dwellings are rented from the public sector (see appendix 3).

• **Open space:** The neighbourhood is bounded by downland (part of a proposed Local Nature Reserve) to the north-east, a golf course with some woodland to the north and railway side allotments to the south east. There is a large playing field, many small triangular spaces where streets converge, and substantial grass verges. The current maintenance of regular cutting means that these grassed areas have little to contribute to local bio-diversity. Where the maintenance strategy has been reduced, chalkland species have started to colonise.

There is space for formal recreation provided to the north of the neighbourhood, including a

character areas



children's play area, which is within a 10 minute walking distance for most of the residents.

There are allotments on the fringes of the neighbourhood.

• **Character areas:** The neighbourhood can be divided into four distinct character areas:

1. Lower Hollingdean: A small mixed area of industrial uses, a school and high rise housing. Lacking coherent character.

2. Crestway: A typical low density 1970s residential development in suburban street pattern, based upon cul-de-sacs of two storey houses accessed from a radial road of houses and three storey blocks of flats.

3. Upper Hollingdean: An early 20th century, medium density residential development of two storey terraced housing on a regular street pattern. A coherent area with a sense of place.

4. Brentwood & Lynchet: A mixed urban fringe area without cohesion, including very low density late 20th century housing, schools, allotments and a business centre.



Paths between dwellings



Lower Hollingdean character area



Crestway character area



Upper Hollingdean character area



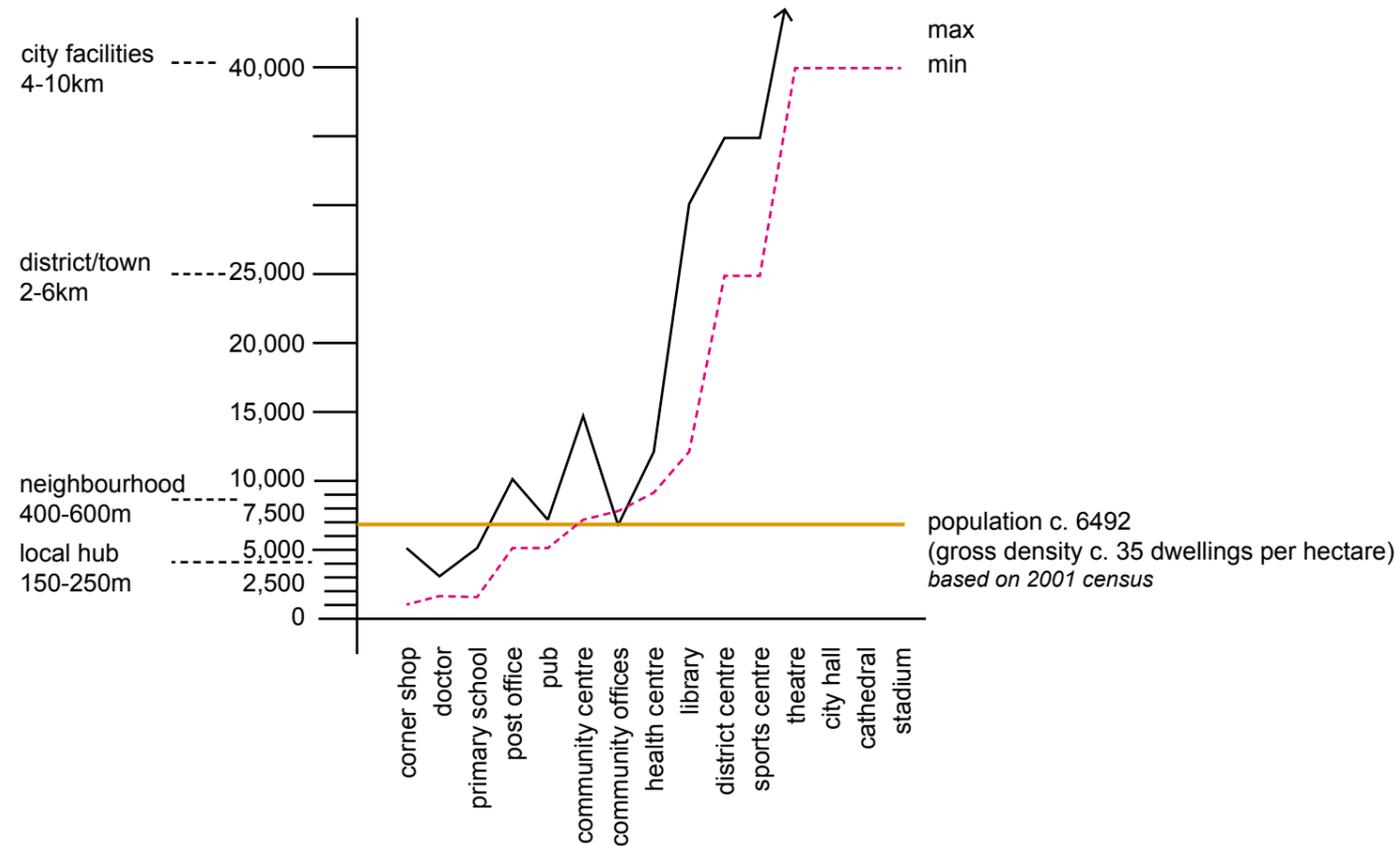
Brentwood & Lynchet character area

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appendix 1: population & density

Population numbers able to support community facilities.

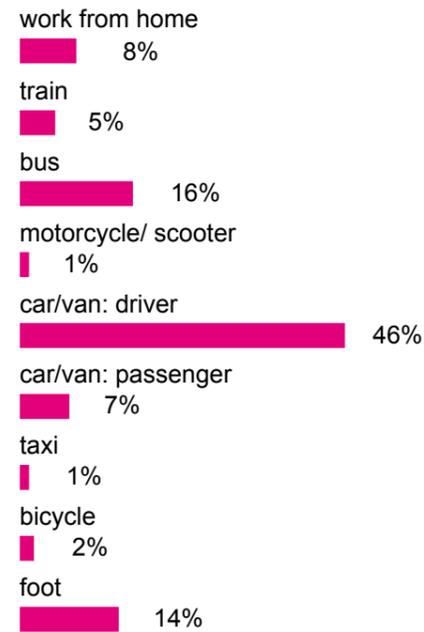
Source: Towards an Urban Renaissance, 2002



appendix 2: travel to work

Statistics illustrating methods of travel to work.

Source: City Stats, Census 2001

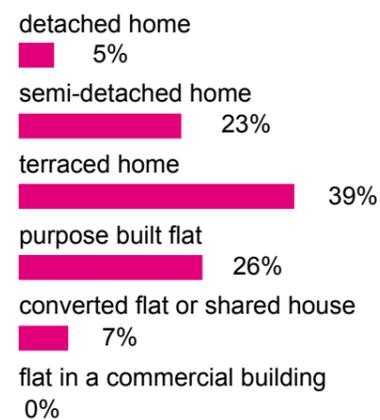


The information from the 2001 census and the Acorn profiles were based on the best fit of the smallest enumeration districts. This was obtained from Citystats website, which is now www.bhlis.org

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

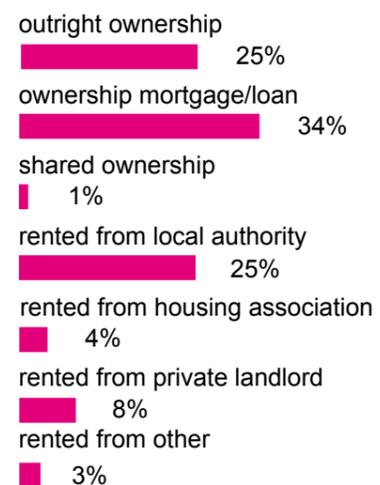
appendix 3: social mix accommodation types

Source: City Stats, Census 2001



tenure types

Source: City Stats, Census 2001



demographic types

Source: City Stats, Acorn data

Clockwise, from the top:

