

Hove Station Conservation Area Character Statement

Designated : 1996

Area : 5.8931 Hectares 14.5619 Acres

**Article 4 Direction: 'Satellite Dish'
Direction. The 'Cliftonville' Direction**



Introduction:

The purpose of this document is to describe the history and character of this conservation area in order to provide a context for policies contained in the Development Plan, which will guide future development and enhancements in the area. This statement was approved as Supplementary Planning Guidance on 18th February 1997.

Historic Development of the Area :

The development of this part of Hove was controlled by the Stanford Family who had purchased large amounts of agricultural land during the 18th century to the north of the fishing village of Old Hove. The family released development sites gradually during the 19th century and land was still being developed in Hove and Preston by the same family even into the 1900s.

The railway line linking Shoreham to Brighton was built in 1840 and a small station, called Hove Station, built close to Brighton, to the north of Holland Road. Land for some of the line was purchased from the Stanford Estate. The first station on the existing Hove Station site was the Cliftonville Station built in 1865 by the London Brighton and South Coast Railway (LBSCR) Company following the Cliftonville development in and around Osborne Villas and in 1880 the old Hove Station was closed. In 1879 Cliftonville Station was renamed West Brighton and a new station built immediately adjacent, and in 1895 the name was again changed to Hove Station, which has since become permanent.

Goldstone Villas was built to connect the original station with the rest of the town via Holy Trinity Church (built 1863-1868), George Street, and Church Road. However, the OS map of 1879 shows no buildings at all in Goldstone Villas apart from a terrace adjacent to the church. Development was therefore quite late, and stylistically most of the buildings date from 1880 - 1900. Similarly, the northern part of Denmark Villas remained undeveloped although the 1879 map shows that spacious detached villas had been built along the western side of the road towards the church (now in the Denmark Villas Conservation Area). By 1898 the OS map shows that most of Goldstone Villas and Denmark Villas had been built although there was still a large empty site opposite the station (now occupied by a modern office block and the Ralli Memorial Hall) and to the east of the station there was a large nursery with greenhouses.

Important Buildings Within the Area:

There are three listed buildings within the proposed conservation area :

Hove Station listed grade II

Ralli Memorial Hall, walls and railings grade II

Former Ticket Office, Hove Park Villas, grade II

The "Hedgehog and Hogshead" public house in Goldstone Villas is included in Hove Borough Council's list of locally important buildings. There are no scheduled ancient monuments.

Definition of the Special Character of the Area:

The special character of the area derives from the relationship between the station and the surrounding late Victorian buildings which connect the station with the main part of the town along Goldstone Villas. This is a busy, tree-lined road with terraced properties to the north and more domestic, lower scale property to the south. When looking up from Holy Trinity Church, there is a long row of buildings culminating at the top of the wide street with the low pitched slated roof of the railway station with some original shopfronts to some of the commercial properties on the west, and a tall substantial block of terraced houses on the east. When looking south, Holy Trinity Church and the buildings fronting Blatchington Road can just be glimpsed. Around the corner in Station Approach the space is defined to the north and west by the railway station, and to the south by the Ralli Memorial Hall, which acts as an important focal point despite the unsympathetic modern development on the far side of the road.

Denmark Villas has an established character further south, where a conservation area has already been designated around the 1860's semi-detached villas of the original development. The northern end of the road within the proposed conservation area contains two important terraces, nos. 67 - 79 and nos. 58 - 82, both of substantial scale and with consistently high quality detailing. The road here is wide, with many street trees and short but attractive front gardens. None of the streets included within the proposed conservation area contain any historic street lights.

Description of the Buildings:

Station Approach:

The most important building is Hove Station (listed grade II) dating from several building periods. The first building was constructed in 1865-6 in the Tuscan villa style and is very similar to Portslade Station. This is the white painted block which sits most prominently on the site facing down Goldstone Villas. It is two storeys high, rendered, with a shallow pitched slate roof with end bays which break forward at first floor level. The windows have segmental-heads, moulded surrounds, and sash windows without glazing bars. On either side are single storey rusticated wings with similar fenestration. The main building slightly to the west which now forms the passenger station was built in 1879 possibly to the designs of F. D. Bannister. It is constructed in red brick with a grey brick plinth, stone dressing and quoins, a hipped bitumen-covered slate roof and modern plastic sheeting over the forecourt area, supported by the original cast iron columns. On the other side of the railway tracks and included within the proposed conservation area is a single storey building (listed grade II) containing the 1879 booking office with the station canopy adjoining being carried on ornate fluted cast iron columns with capitals and decorative brackets which are decorated with the initials LBSCR (London Brighton and South Coast Railway). These came originally from Victoria Station in London, before it was rebuilt in the 1870's.

Across Station Approach from Hove Station is another important listed building, the Ralli Memorial Hall (listed grade II). This building was constructed in 1913 to the designs of a London practice, Read and McDonald, for Mrs Stephen Ralli. The design is in the Wrenaissance style, with red brick walls laid in English bond, a hipped clay tile roof with upswept eaves and a strongly moulded wooden dentil cornice. The main entrance with mullioned and transom windows faces Denmark Villas, with the long length of the assembly hall fronting Station Approach. The brick walls and wrought iron railings are also listed grade II.

Adjacent to the station is a modern petrol garage of no architectural interest which does regrettably detract from the setting of the neighbouring listed buildings and from the overall character of the proposed conservation area.

Goldstone Villas :

This road contains a wide variety of Victorian buildings with very few modern buildings apart from a small house (No. 37) and Cliftonville Court, a 1960's office block which unfortunately sits opposite and intrudes on the setting of the listed station and the adjacent Ralli Memorial Hall. The main features of Goldstone Villas are two long terraces close to the station and the "Hedgehog and Hogshead" public house, which is included on the Borough Council's list of locally important buildings. This sits immediately adjacent to the station and dates from c.1880. It is two storeys high, seven windows wide, and built in white-painted render with quoins and attractive shell-motif arches over the first floor windows. The roof is covered in slate and has shallow hips to either end. The ground floor has been extended slightly and a pub front added in a late 19th century style with heavy pilasters and brackets supporting the deep fascia and cornice.

The two terraces at the northern end of Goldstone Villas date from the period 1880 - 1900. Nos. 66 - 98 Goldstone Villas lie immediately adjacent to the public house and are three storeys high, with canted bays to the front and a variety of ground floor shop fronts, some of which are original. The roofs were originally slate, but most have been replaced in concrete tile or synthetic slate, and some of the buff coloured brick used for the front walls has been rendered, to match in with the rendered bays. Some of the original shopfronts remain in part, namely nos. 78, 80, 96 and 98, which has been rebuilt. Opposite this terrace is another substantial block, nos. 49 - 93 Goldstone Villas. This terrace is four floors high, rendered, with each house having a single sash and one tripartite sash on each floor. There are deep front basements with rendered retaining walls. The ground and first floor windows sit forward slightly from the main building to form a shallow bay with decorative mouldings at cill level and above each window. The whole block is very simply detailed, the only decoration being some original panelled doors and a few examples of cast iron railings which remain on the front boundary walls and on the first floor cills.

Further south along Goldstone Villas, there are two further terraces of importance before the buildings become smaller and more domestic. These are nos. 52 - 62, a group of buff brick houses with prominent bay windows and rendered quoins, and nos. 38 - 50, a 'white' gault brick terrace (now discoloured) on four floors with a hipped shallow-pitched slate roof, prominent canted bays windows to the ground and first floors, and red terracotta decorative string courses to the front elevation.

The remaining buildings in Goldstone Villas within the proposed conservation area are two or three storey semi-detached or terraced houses with modest front gardens of about 4 metres, many of which contain important small trees and shrubs which complement the street trees and add character to the townscape. No. 19 Goldstone Villas is a particularly fine double-fronted Victorian detached villa, stuccoed, on two floors with a trellis-patterned front wall and a well planted front garden. The original features are also virtually all intact at No 29 including pleasing use of knapped flint panels. Other buildings in this group are reminiscent of the adjacent Denmark Villas, being built of buff brick with slate roofs, prominent chimney stacks, and deep bracketed eaves. These houses also have their original rendered and buff brick front boundary walls and tiled front paths with buff stable-block pavior crossovers to the street.

Eaton Villas :

A good group of red brick semi-detached houses stand on the north side of Eaton Villas. Built in 1883 they are richly embellished with decorative render to the windows, bays and porches and decorative bargeboards to the roof gables. The overall composition is however upset by the large modern flat dormer to No 4. The frontage would be greatly enhanced by the reinstatement of the missing piers and railings.

Denmark Villas :

There are two substantial terraces within the proposed conservation area which lie at the north end of Denmark Villas and they both date from c.1880. The first, nos. 67-79, is four floors high, built in buff coloured brick with rendered canted bays to the basement, ground and first floors, and pitched roofs to the street, most of which have been renewed in concrete tiles. At first floor level the sash windows have pedimented hoods and above there is a deep eaves with large console brackets marking the party wall. On the opposite side of the road lies nos. 58 - 82, a similar block built in a 'white' gault brick, largely now dark brown through age. Again, this terrace also has canted bays to the basement, ground and first floors, and the original slate roofs have been largely replaced in concrete tiles. The roof has a deep eaves supported on corbelled brick brackets.

In the very north-east corner of the proposed conservation area, next to no. 82 Denmark Villas is a large modern four storey block whose removal would positively enhance the character of the conservation area. Similarly unsympathetic is the modern garage adjacent to the station. Cliftonville Court, on the other side of the Ralli Memorial Hall, is also a discordant modern block and its removal and replacement with a more suitably designed building would add greatly to the quality of the surrounding townscape.

The Following Properties are Included in the Goldstone Villas/Hove Station Conservation Area :

Goldstone Villas :

14 - 28 (even)

Olivetti House

30 - 36 (even) including 36a

38 - 66 (even) including 66a

68 - 98 (even)

7 - 37 (odd)

43 - 49 (odd) including 49a

51 - 93 (odd)

The Hedgehog & Hogshead P.H.

Cliftonville Court

Hove Park Villas :

Former Railway Ticket Office

Denmark Villas :

Ralli Hall

58 - 82 (even)

Shops/offices block 84 - 86 (even)

67 - 79 (odd)

Land to rear of 51 - 79 (odd)

Eaton Villas :

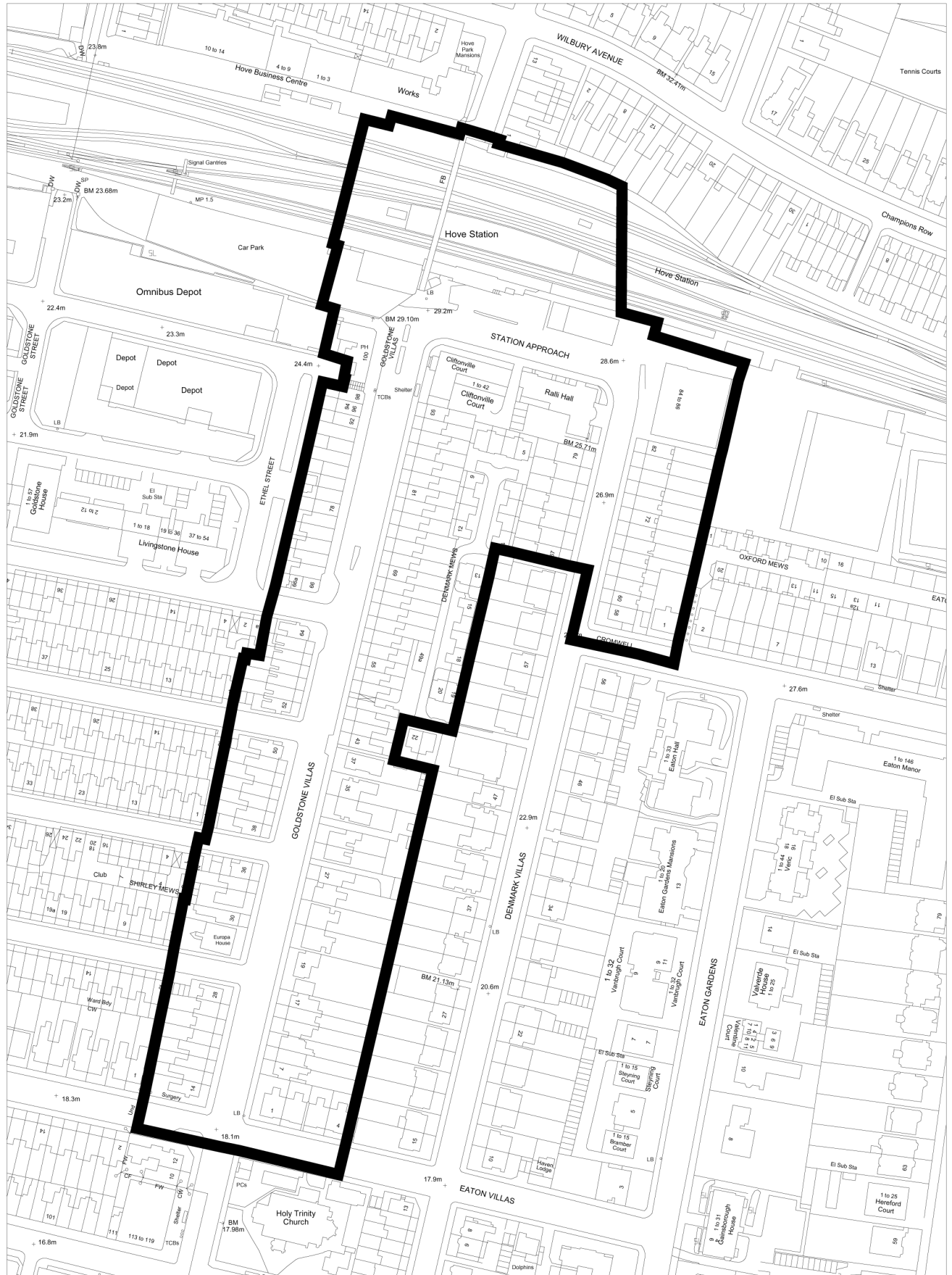
nos. 1 - 4

Station Approach :

Hove Station (including earlier railway station, now carwash) and footbridge

Esso Petrol Filling Station

Hove Station Conservation Area



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