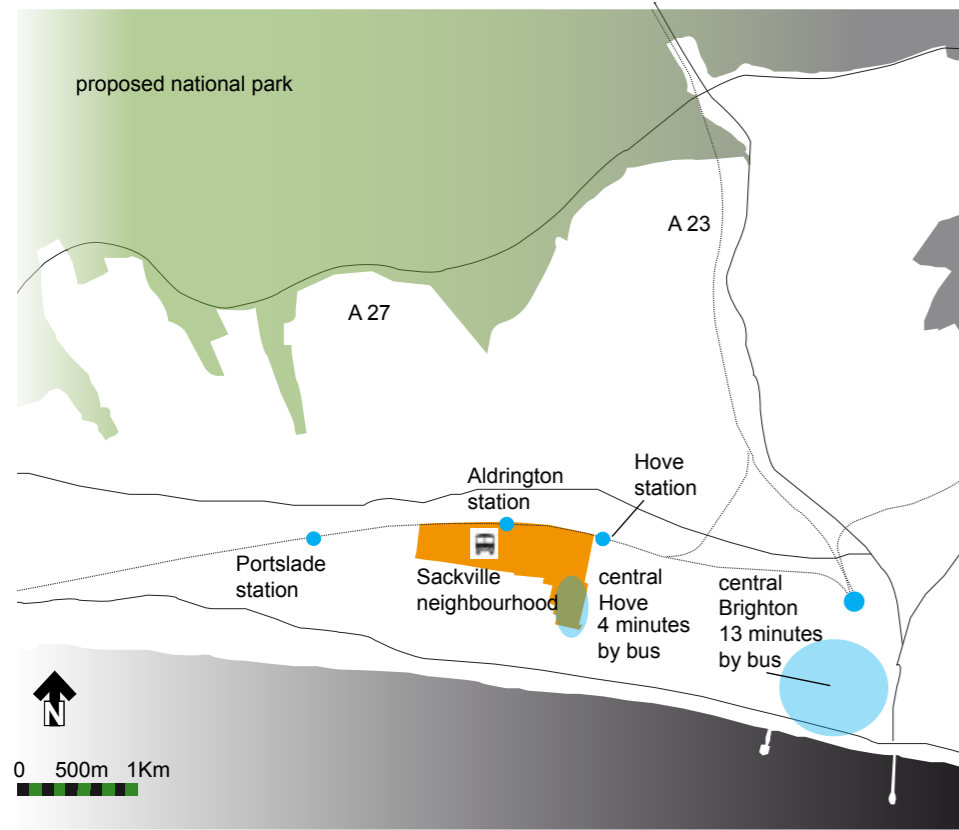


22 sackville neighbourhood

context



key stages of historic development

Sackville neighbourhood sits below the railway line, and borders central Hove. The area slopes gently down from the railway line, with grander houses along the main routes.

The area was mainly unpopulated in the 1860s. The area south of Cliftonville station was developed first as terraced housing with a brewery and a laundry close to the railway line. Gas works were built next to St. Andrew's Church on Church Road. The surrounding land was largely market gardens until demand for brickfields and land for further development grew at the end of the 19th Century. The rapid development of Hove to the east created a need for services and workers dwellings to meet the demands of the new middle classes. George Street developed as the main service area, housing skilled labourers above workshops and shops. The area was bounded by the hamlet of Aldrington to the west, the village of Hove to the south, Portslade village to the north west, and Cliftonville to the east. The railway line provided employment, mobility and a clear boundary to the north of the area.

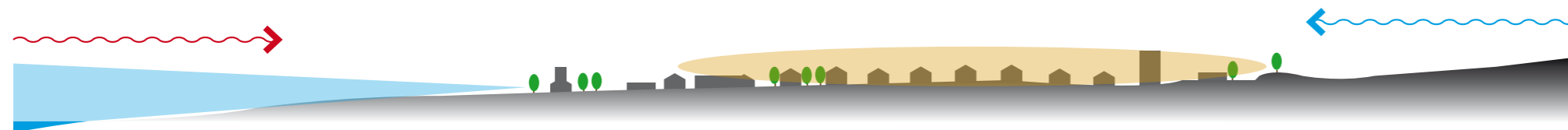
By 1899 the area had developed with terraced housing, affordable for skilled labourers, and some of the infrastructure. New churches, services and shopping areas along Portland Road, Sackville Road and Blatchington Road were developed to serve the new population settling in this area, and in neighbouring West Hove. A branch line had opened to Devil's Dyke, a local beauty spot, with Aldrington Halt as a new stop on the London, Brighton and South Coast Railway. Laundries and other industrial uses continued to develop close to the railway line. New board schools appeared along Portland Road, and at Connaught Road and Ellen Street by the end of the 19th Century.

The map of 1912 shows the area almost completely developed apart from the north-west corner which remained as allotments. The street pattern shows small narrow blocks throughout the area, with the exception of Clarendon Villas, and the north eastern corner.

topography and microclimate

The topography and microclimate have influenced the development of Sackville. The topography has afforded sea views and glimpses, whilst giving a level access to Shoreham and Brighton.

The area is close to the sea, which produces a maritime microclimate, open to good sunlight and moderate prevailing winds from the south west. These factors have influenced the layout of streets, to maximise views of, and routes to, the sea.



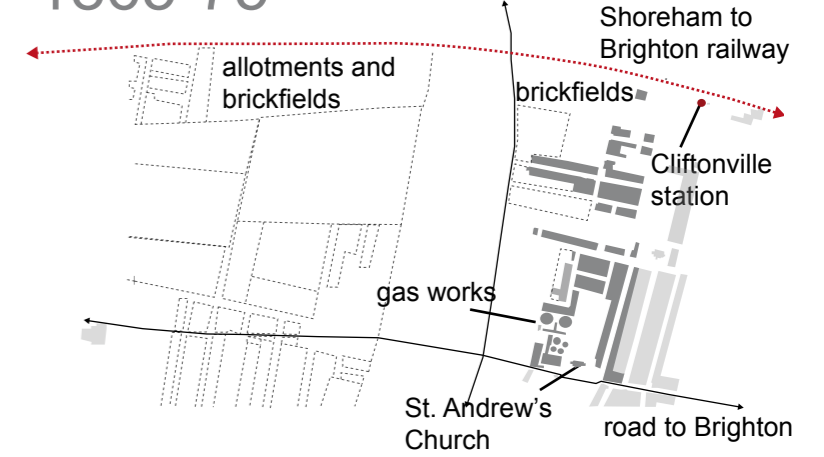
typology

Sackville neighbourhood may be classified as an urban pre-1914 residential inner suburb whose original character has been eroded. Small terraced housing arranged over a clearly defined grid pattern in narrow streets with little tree planting. Low rise but high density with good access to services. Strong architectural cohesion but eroded public realm.

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



1865-75



1897-9



1910-12



22 sackville

neighbourhood key characteristics

land use

movement



• **Land Use:** The main thoroughfares, Portland Road, Sackville Road and Blatchington Road, have active retail frontages. George Street and Blatchington Road are part of Hove town centre in retail terms. Shops have purpose built flats above. Four architecturally significant churches and other community uses are located along these routes. Local shops and services are supported by a dense population. The neighbourhood has two schools. Industrial and other employment uses are located close to the railway line, alongside high-rise public housing estates.

• **Scale and Density:** This area has a high overall gross density of 72 dwellings per hectare. Most of the neighbourhood is made up of low rise terraces, which is an efficient use of land, and retail units have flats above. Block sizes are long and narrow. High rise apartments, and mixed use blocks along the wider roads, contribute to the high density.

• **Architecture:** The dominant form of the Sackville neighbourhood is the Victorian terraced house. The defining character is white rendered walls and bays, with small front areas behind low walls and railings, many of which disappeared in the 1940s as part of the war effort. Some terraces have basements with distinctive balustrades. Later houses are red brick. The blocks and plot sizes are generally small with patio gardens.

Modest red brick mansion blocks with retail uses below are the dominant form along Portland Road. Many of these blocks were built in the 1930s, together with the decaying former cinema/ bingo hall.

The high rise housing estate along Conway Street was built in the 1970s in the modernist style. These blocks provide a stark contrast with the small terraces opposite. The industrial uses along the railway line have some original red-brick buildings, but are generally uninspiring 20th century sheds.

The Sackville neighbourhood has four listed churches, each of which is in a different architectural style and provides a strong landmark. These are the Catholic Church of St. Peter and the Methodist Church on Portland Road, St. Barnabus on Sackville Road, and the much older St. Andrew's on Church Road.

• **Socio-economic characteristics:** The census data for this area shows a mix of tenure and accommodation types. In 2001 73% of households were living in flats, with a further 24% in terraced homes. Home ownership of 48% and private renting of 32% were the prominent tenure types. Public housing in the neighbourhood is low, at 15%, most of which is in the high rise blocks along Conway Street.

The Acorn profile shows the dominant type to be 'white-collar singles and sharers terraces', with an overall profile of younger residents. The Acorn data reveals that about 12% of the population are elderly, living in high rise or other purpose built flats. These can be assumed to refer mostly to Conway Street. A particular issue is the lack of communal facilities, especially for young people and the elderly. The proportion of ethnic minorities in the area is much higher than the average for the city. More recently, the smaller house size and the proximity of schools,



Mixed use blocks next to former cinema



Pedestrianised George Street



Useful links to the railway stations

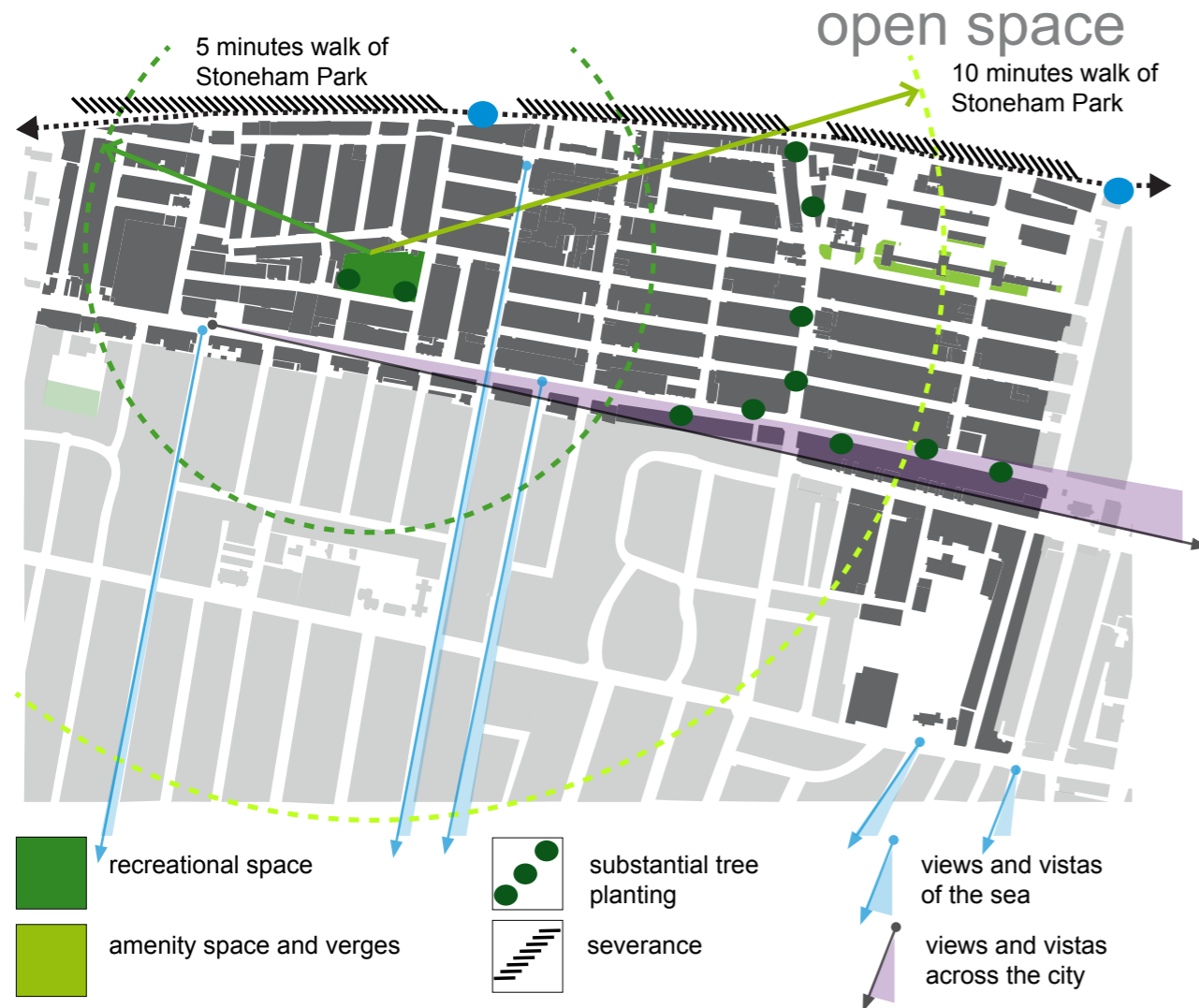


Good bus routes through the area



Street trees soften Sackville Road

22 sackville neighbourhood



shops and transport nodes have made this a popular location for young families. This can be seen in the changing nature of shops along Portland Road.

• **Movement:** Small plot sizes and the rectangular layout of plots offer a variety of routes through most of the area, which is very permeable. Landmarks are provided by churches and other community uses along the main routes. Within the terraced streets occasional public houses and corner shops provide markers which aid legibility, and provide active frontages adding to the perceived safety of the area.

The railway provides a barrier to areas to the north of Sackville, but there is good connectivity with other neighbouring areas. A long sea view along Rutland Road is the first arrival point to the neighbourhood from outside Aldrington Station. Although busy, the main thoroughfares have zebra crossings and other opportunities to cross, and they provide frequent bus services to the centres of Hove and Brighton.

The permeability, and the availability of local employment and services, are reflected in the 2001 census data. 18% of the population travelled to work by foot, and 28% by public transport. 3% cycle use is low, but higher than outlying areas of Hove. Because of parking charges and improved bus services and cycle facilities, some of the car journeys are expected to be replaced by more sustainable modes of travel in the future.

• **Open Space:** Public open space is sparse in this neighbourhood, with less than half of the



population within 5 minutes walk of a recreation space. Stoneham Park is the only public open space, which is particularly popular with young children. The seafront, which is between 10 and 15 minutes walk from the area, can be glimpsed from many viewpoints Church Road and Portland Road.

The Conway area has particularly poor public realm, with surface car parks, areas of unused semi-public open space, and little defensible space. Elsewhere, a lack of front gardens and street trees contrast with the wide tree lined avenues and front gardens in the neighbouring area of West Hove. The exceptions to this are Clarendon Villas and Sackville Road, which are wider roads, softened with mature street trees.

• **Character areas:** the area can be split into four separate areas based on character, period of growth and scale of developments. These are:

1. **School Road:** Schools and commercial buildings, with small terraced houses, close to railway line.
2. **Poets Corner:** Victorian and Edwardian workers terraced housing in narrow blocks with a strong local identity.
3. **Conway:** Commercial development and redeveloped high-rise public housing close to railway track
4. **Blatchington Road/ George Street:** Shopping and commercial core with larger houses and larger block sizes.



Children playing in Stoneham park



School Road character area



Poets Corner character area



Conway character area



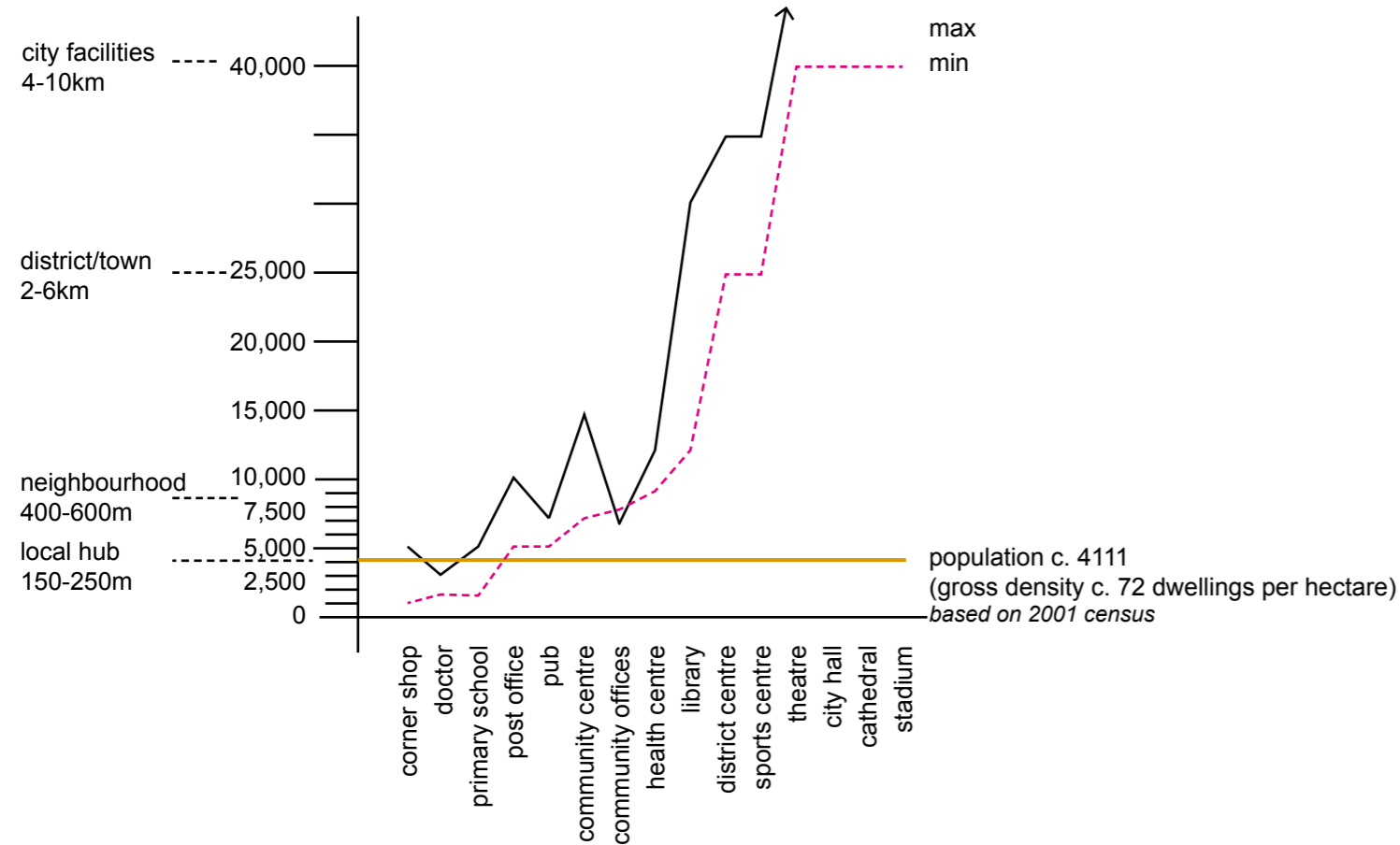
Blatchington Road/ George Street character area

22 sackville neighbourhood

appendix 1: population & density

Population numbers able to support community facilities.

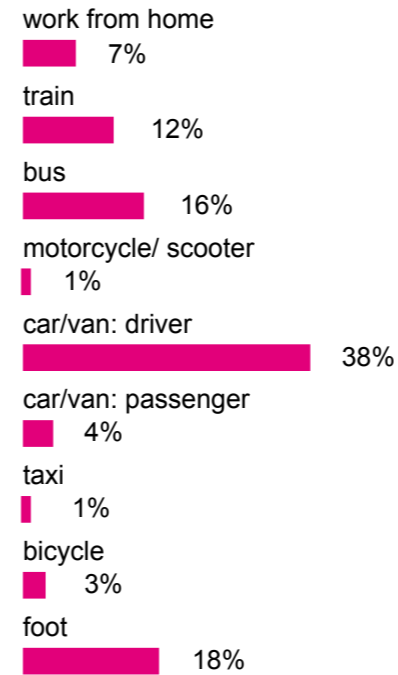
Source: Towards an Urban Renaissance, 2002



appendix 2: travel to work

Statistics illustrating methods of travel to work.

Source: City Stats, Census 2001

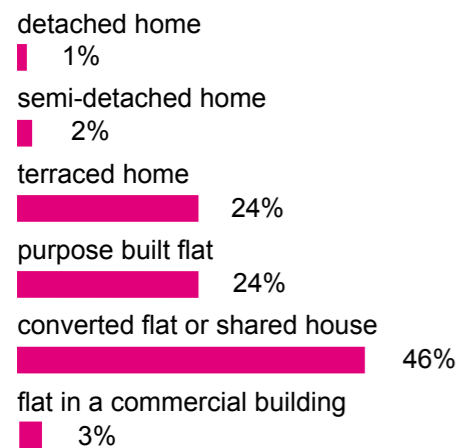


The information from the 2001 census and the Acorn profiles were based on the best fit of the smallest enumeration districts. This was obtained from Citystats website, which is now www.bhlis.org

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

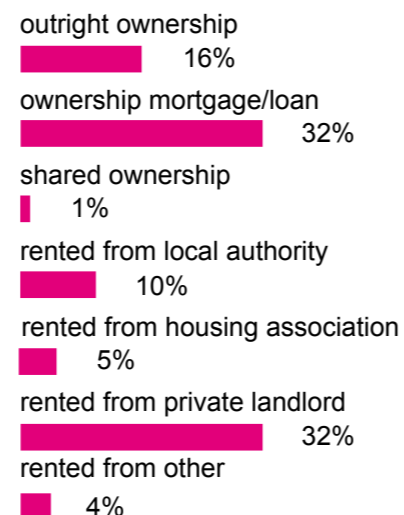
appendix 3: social mix accommodation types

Source: City Stats, Census 2001



tenure types

Source: City Stats, Census 2001



demographic types

Source: City Stats, Acorn data

