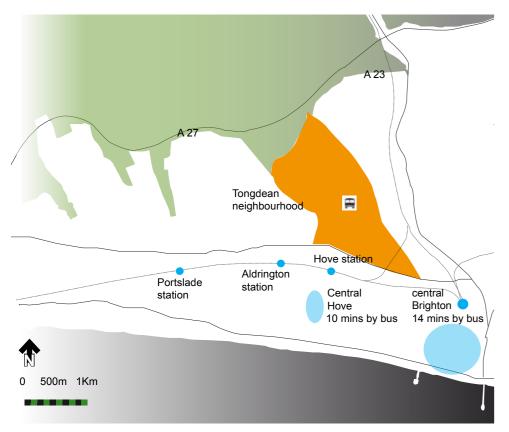
# 26 tongdeanneighbourhood

context



#### typography and microclimate

The topography and microclimate have influenced the development of Tongdean. The area is sheltered from northerly winds, but open to more moderate prevailing winds from the south west. The gentle southwest facing slope provides good daylight and sunlight, and a mild microclimate influenced by the sea.

The streets have been laid out to afford the maximum benefit from the sunlight and sea views.

key stages of historic development
Tongdean neighbourhood sits between the A270 Old Shoreham Road and

Tongdean neighbourhood sits between the A270 Old Shoreham Road and the edge of the Downs and is bordered on the east by Dyke Road and Dyke Road Avenue.

The earliest settlements were farmsteads and associated barns. In the 1890s Toads Hole, Lower Tongdean, Tongdean Farm and Preston Farm were the main settlements, with a few new villas facing onto Dyke Road Avenue. Goldstone Water Works, with its associated tall chimney, and The Convent of the Sacred Heart were both built by 1897. Hove Recreation Ground was formed, during the same period as were the terraces to the south of the neighbourhood.

Mowden School, a prep school, on The Droveway was opened in 1913. The first wave of new housing, built in the 1910s and 1920s, was of grand villas along Dyke Road and into Tongdean Road and Tongdean Avenue. By 1939 most of the area between Dyke Road Avenue and Hove Park was developed, as well as the west side of Woodland Drive. The housing was generous on large garden plots. The Barrowfield Estate was built in the late 1920s, in the garden city tradition, and designed by Sussex architect Harold Turner. Smaller semis were built on the land to the west of Hove Park. The roads of this period were wide, with generous verges.

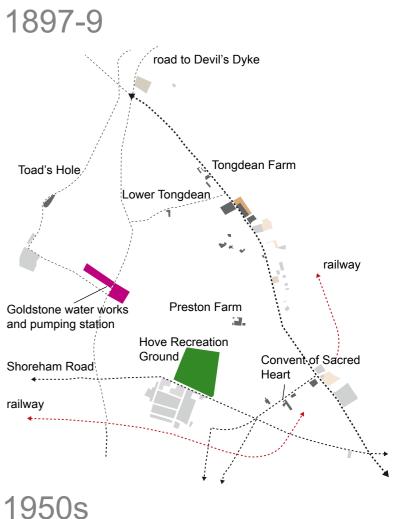
A variety of post war housing has since filled the gaps, including large villas near Dyke Road Avenue and mid-rise apartment blocks next to King George VI Avenue and the top of Dyke Road Avenue. Most later housing is smaller in scale, on tighter plots within the Goldstone Valley. Grass verges are not generally a feature of those roads laid out after 1945.

#### typology

Tongdean neighbourhood may be classified as suburban downland fringe with a 20th century residential suburb that 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.







# 26 tongdeanneighbourhood key characteristics

land use residential use mixed residential/ commercial use commercial use landmark civic/community use local/district centre

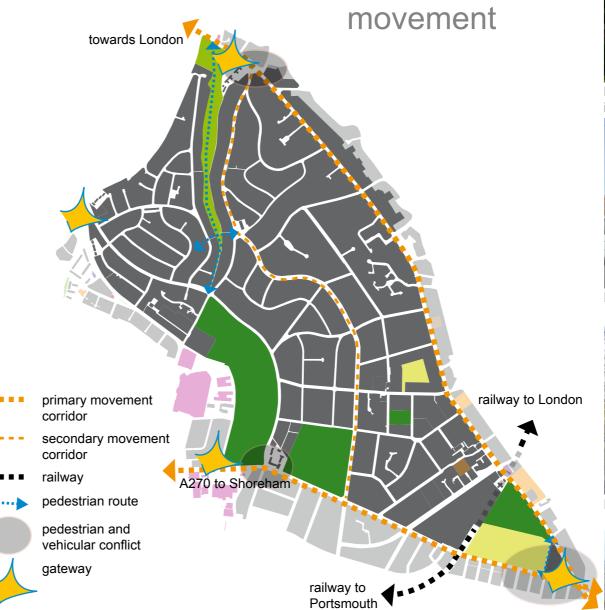
• Land Use: The predominant land use is housing. There are two small convenience shops within the neighbourhood, which lie within small parades. A further shop is located within a petrol filling station. A supermarket lies next to the area, accessible by foot across Hove Park. About a third of the area is not within five minutes walk of a convenience shop. The area has no state primary schools, but has a large secondary school and a six form college in the south eastern corner. A private preparatory school sits within the neighbourhood. A museum, the Engineerium, the former water pumping station, lies along the western boundary.

paler colours denote adjacent neighbourhoods

private medical/

educational

- Scale and Density: The neighbourhood is characterised by detached or semi-detached houses in wide streets with trees and grass verges. Purpose-built flats lie beside the northern and north eastern boundaries and are visible from the main roads, but elsewhere there are solely single family houses. The average gross density is 11 dwellings per hectare. The density is higher for the flats, but consistently lower elsewhere.
- **Architecture**: The earliest surviving buildings, formerly Preston Farm, are centred around The Droveway and are now used as a dairy. These are traditional farm buildings and cottages, 124



with flint walls, originating before 1867. The Engineerium was built as a water pumping station in the late 1880s, the chimney of which provides an important local landmark. These buildings are listed and form the Engineerium Conservation Area.

Woodland Drive, a further Conservation Area, is characterised by 1930s substantial mock-tudor detached houses. Large villas on and near to Dyke Road Avenue, in the adjoining Tongdean Conservation Area, were built from about 1910. Nearby, the Barrowfield Estate is an attractive 'garden suburb' style development in the vernacular tradition. Most post-war development is to the west of Hove Park and Three Cornered Copse. This housing is generous but has no coherant character, except in the general use of red brick and clay tile.

• Socio-economic characteristics: The housing in Tongdean offers generous accommodation for the top end of the housing market. With high household incomes, most of the 91% home owners have no mortgage. Only 1% of households were in social rented housing and a further 6% rented from the private sector. This is an area of very high



BHASVIC, sixth form college, an important landmark and gateway



Dairy in former farm buildings



Engineerium provides local landmark

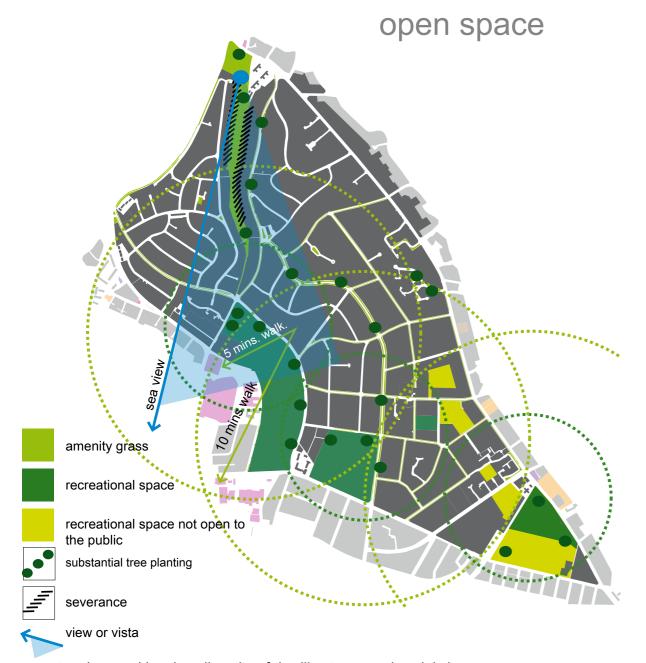


View over the city to the sea



Footpaths provide links

# 26 tongdeanneighbourhood

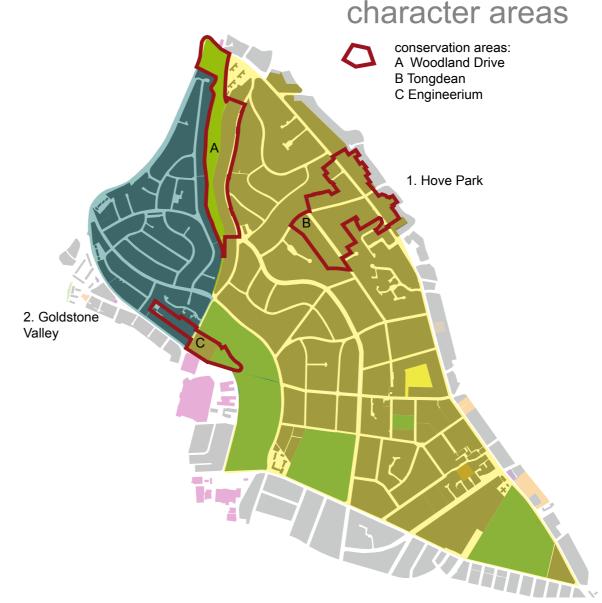


property prices and has low diversity of dwelling types and social classes.

• **Movement**: The area has a very high level of car ownership, with 65% car or van travel to work in 2001. Almost all housing has private parking, and on-street parking is available throughout the area. Charges and restrictions to parking at destinations within the city, and improved bus services through the area may show changes by the next census.

The 2001 census showed bus travel to work of only 5%. Dyke Road Avenue has frequent buses, and a fourteen minute journey time to central Brighton. Central Hove is a ten minutes bus ride away. Cycle use was very low in 2001 at 1%, which may be explained by long distances to work places and the topography, although Dyke Road and Dyke Road Avenue enjoys one of the longest cycle lanes in the city. Only 6% of the working population walked to work in 2001.

• Open Space: The neighbourhood benefits from the proximity of the South Downs, although access points are limited. Large areas of public space lie within the neighbourhood. Three Cornered Copse is a long attractive wooded and grassed area which forms a wildlife corridor



from the Downs through to Hove Park. Green verges and mature street trees are a feature of the townscape. Mature front gardens are often hidden by fences, and rear gardens are very private, some with private swimming pools. Recreation pitches are laid out in Hove Park, Dyke Road Park and Hove Recreation Ground. All also have children's play equipment. All but the very north of the area is within 10 minutes walk of a recreational space and children's play area, and about a third of all households are within 5 minutes walk of such spaces.

- **Character areas**: the neighbourhood can be split into two separate areas, based on topography, period of growth, and scale of development. These are:
- **1. Hove Park:** Large interwar and post war houses on generous plots set back from tree-lined roads. Schools and open space close to substantial housing in smaller blocks. Some recent smaller houses built in cul-de-sacs.
- **2. Goldstone Valley**: An area of low rise post war housing on hillside softened by mature gardens, with views out of the area to the sea and the Downs.



Recreation space in Hove Park



Route through Hove Park



Public realm in the Barrowfield Estate



Goldstone Valley character area



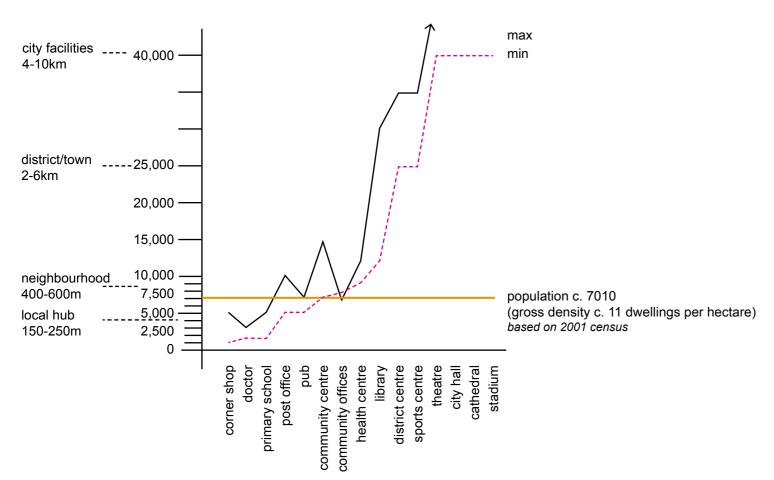
Hove Park character area

# 26 tongdean

appendix 1: population & density

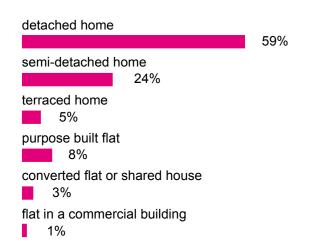
Population numbers able to support community facilities.

Source: Towards an Urban Renaissance, 2002



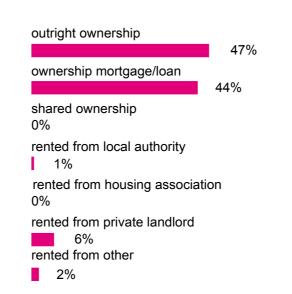
# appendix 3: social mix accommodation types

Source: City Stats, Census 2001



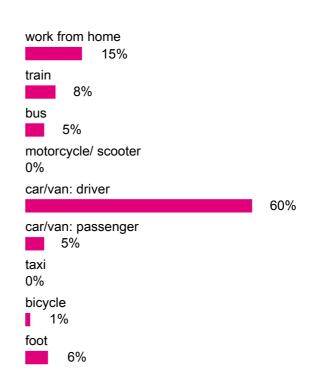
### tenure types

Source: City Stats, Census 2001



#### appendix 2: travel to work

Statistics illustrating methods of travel to work.



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

Source: City Stats, Census 2001

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

#### demographic types

Source: City Stats, Acorn data

