

8 hollingbury neighbourhood

context



key stages of historic development

Hollingbury is a post-WWII suburb occupying the north-west facing slope of Hollingbury Hill and overlooking the neighbourhood of Patcham. It is located west of the Ditchling Road and south of the A27 Brighton and Hove by-pass.

Prior to its development the area was occupied by smallholdings. None of the buildings of the pre-development era survive to this day.

The development of Hollingbury came with the need in 1945 for post-war rehousing. The area was developed as an extension of Patcham which had seen some pre-WWII development. What became known as the Hollingbury Housing Estate is Brighton and Hove's biggest post-WWII housing project. Building began in 1946 and continued until 1964 and included a large industrial estate to the north, much of which has been converted to retail use and warehousing. The 1960s saw the addition of an estate of terraced blocks of flats overlooking the industrial estate. Some infill and extension occurred through the 1970s.

typology

Hollingbury neighbourhood may be classified as suburban downland fringe with a 20th century residential suburb that was deliberately planned, incorporating a separate industrial and commercial estate. Low rise, low density semi-detached and terraced housing much of which was built as public housing.

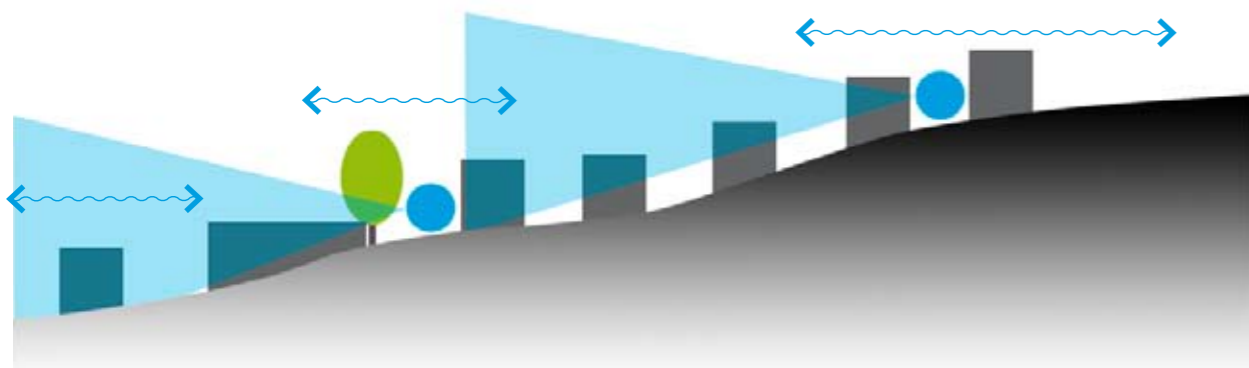
Refer to the introduction and summary for more information on landscape character types.

topography & microclimate

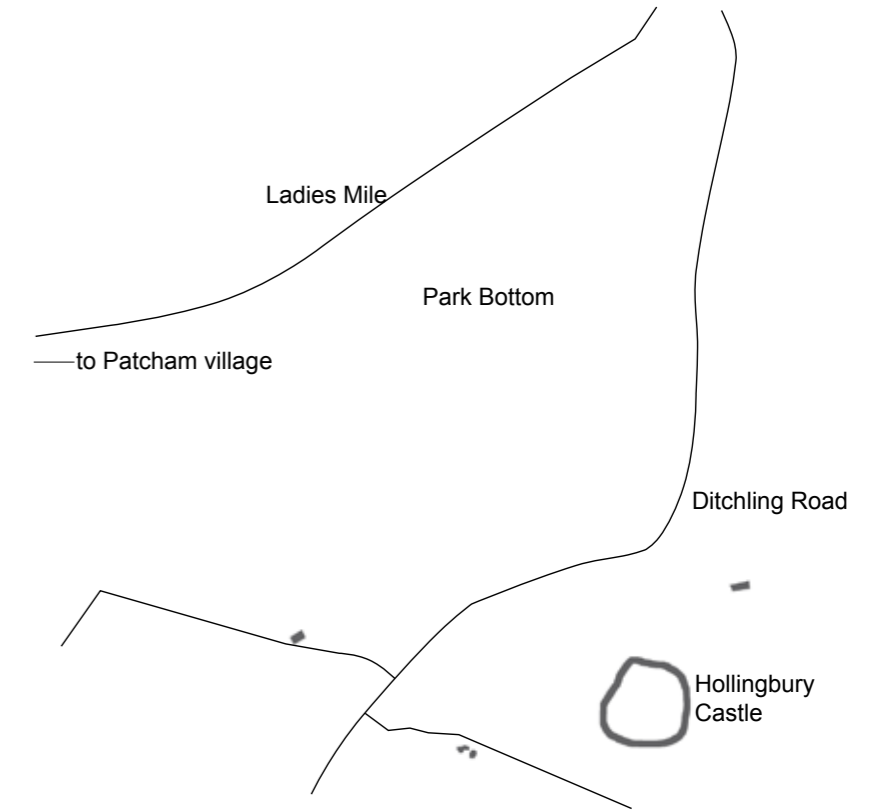
Hollingbury is located high up on Brighton's northern urban fringe. To the east is open downland and Hollingbury Hill, to the north arable and pastoral farmland whilst below and to the west is the expanse of the neighbourhood of Patcham with which Hollingbury is connected.

The development's high level location and west-facing orientation mean that it is exposed to the prevailing south-westerly winds.

The main views are to the west over Patcham and to the downland beyond.



1897

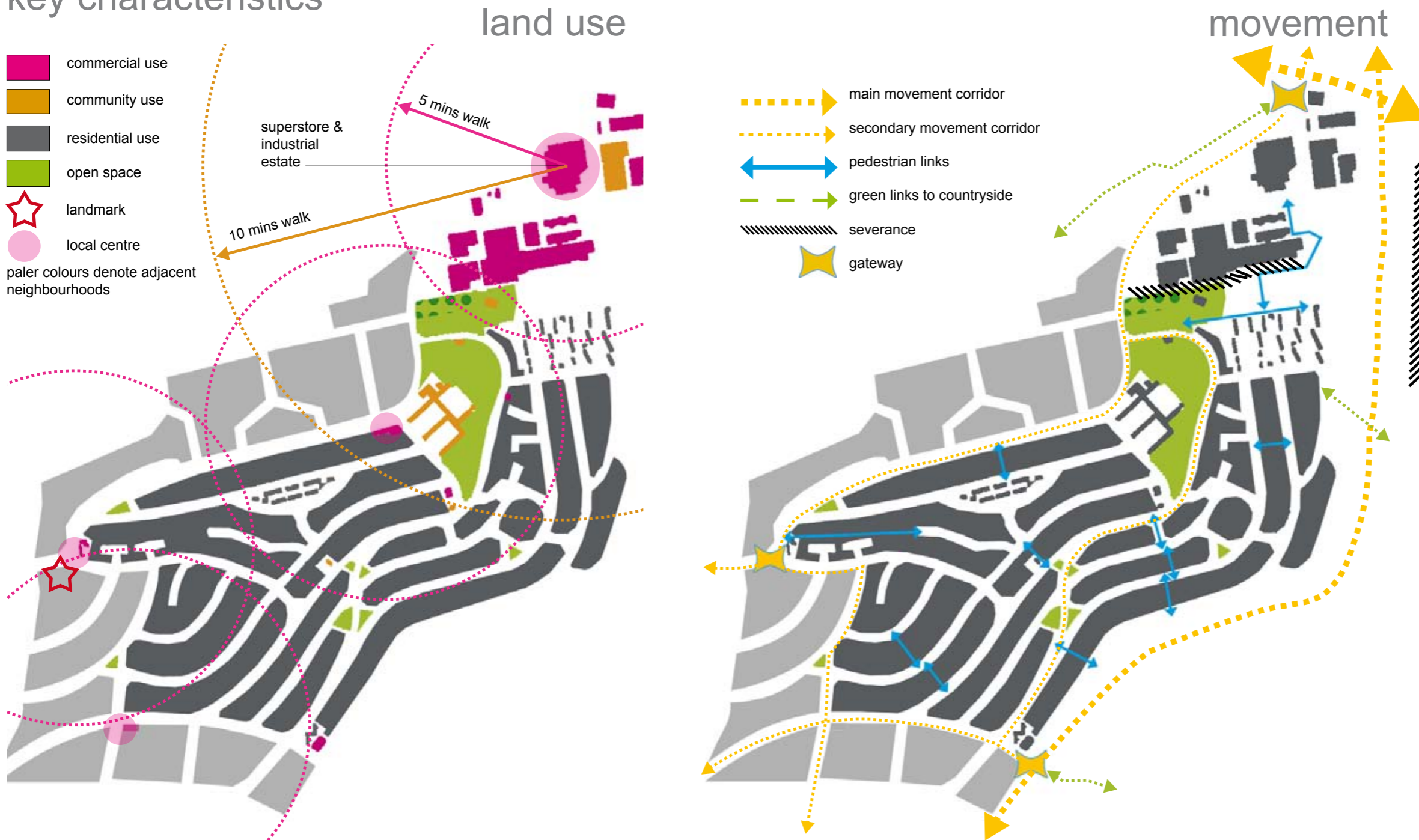


1950s



8 hollingbury neighbourhood

key characteristics



• **Land use:** The neighbourhood is largely residential, with local services including post offices, shops, pubs, a library and a primary school, though all are mostly on the fringes of the neighbourhood. There is a commercial centre, with a superstore, to the north.

• **Scale and density:** The area is predominantly two storey semi-detached residential development but with a significant proportion of three storey terraced flat blocks in parallel rows resulting in a gross density of approximately 21 dwellings per hectare. This supports the local shops and services. However the commercial area to the north is in excess of the 10 minute walking distance from much of the neighbourhood, encouraging car use.

• **Architecture:** Development is mainly in the form of plain, simple two storey houses with pitched roofs and brick elevations together with three storey purpose built blocks of flats in brick with a variety of roof forms, including flat roofs. The modernist church and the public

house at the western gateway to the neighbourhood are more interesting examples of 1950s architecture. The industrial estate and retail park is undistinguished.

• **Movement:** The neighbourhood is not located on any main sustainable transport corridor. Vehicular movement through the neighbourhood is via Carden Avenue and Ditchling Road. The topography to the east severs the neighbourhood from the nearby neighbourhood of Coldean. The car is the most popular mode of transport to access work while the percentage of people using more sustainable forms of transport is very low (see appendix 2). The low traffic volumes during the day have a profound effect on the character of the neighbourhood, creating a quiet suburb with very little activity on the streets.

Pedestrian movement is sometimes impeded by the long blocks. Much of the pedestrian access is concealed, along narrow paths besides houses, creating pedestrian routes that are



Shops and public house at western gateway



Typical view between houses



Garages dominate fronts of 1970s development



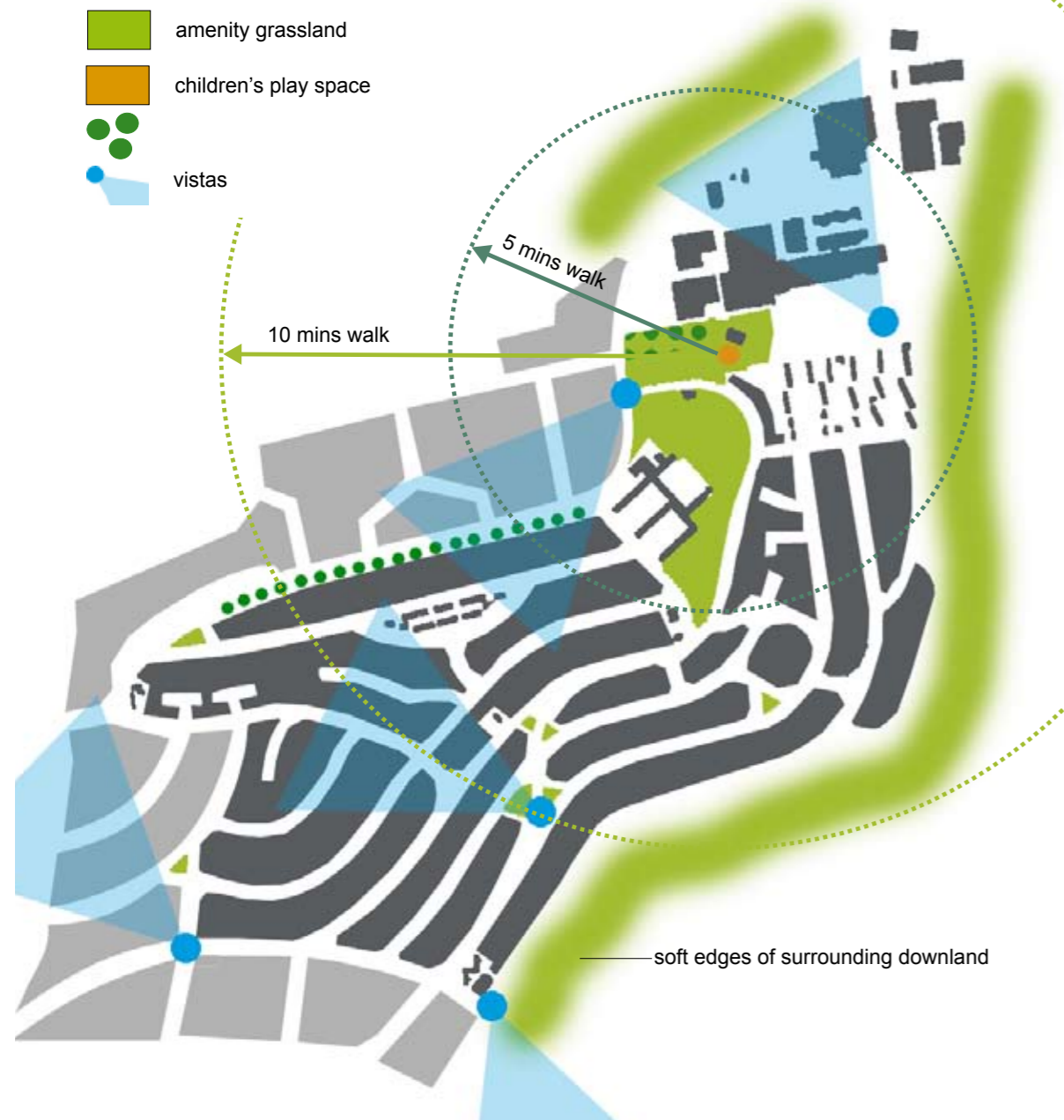
1950s terraced flat block estate



Housing above garages with stepped access

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open space



character areas



Housing behind parking area



Housing and footway separated from carriageway



Typical footpath linking parallel streets



Hollingbury Industrial character area



Hollingbury Residential character area

not overlooked. The superstore and commercial centre are severed from the residential parts of the neighbourhood which deters access on foot.

- **Socio-economic characteristics:** A quarter of the population is on a low income; just over two thirds own their homes in some form (see appendix 3). There is a nearby employment hub in the form of the superstore and commercial centre.

- **Open space:** The neighbourhood is partly surrounded by downland and a finger of 'natural' open space along the ridge separating it from north Patcham. Within the neighbourhood itself there are, apart from the large school playing fields, only the characteristic small triangular spaces where streets converge from different levels as well as substantial grass verges often sloping and sometimes separating the footway from the carriageway by some distance. Regular cutting means that these grassed areas have little to contribute to local bio-diversity. However

where the maintenance strategy has been reduced chalkland species have started to colonise. There is space for formal recreation provided on the fringe of the neighbourhood including a children's play area which is within a 10 minute walking distance for most of the residents. There are no allotments within easy reach of the neighbourhood.

- **Character areas:** The neighbourhood divides into the main residential area and the smaller commercial area to the north:

1. **Hollingbury Industrial:** low rise light industrial buildings and a late 20th century superstore. An urban fringe area lacking cohesion.

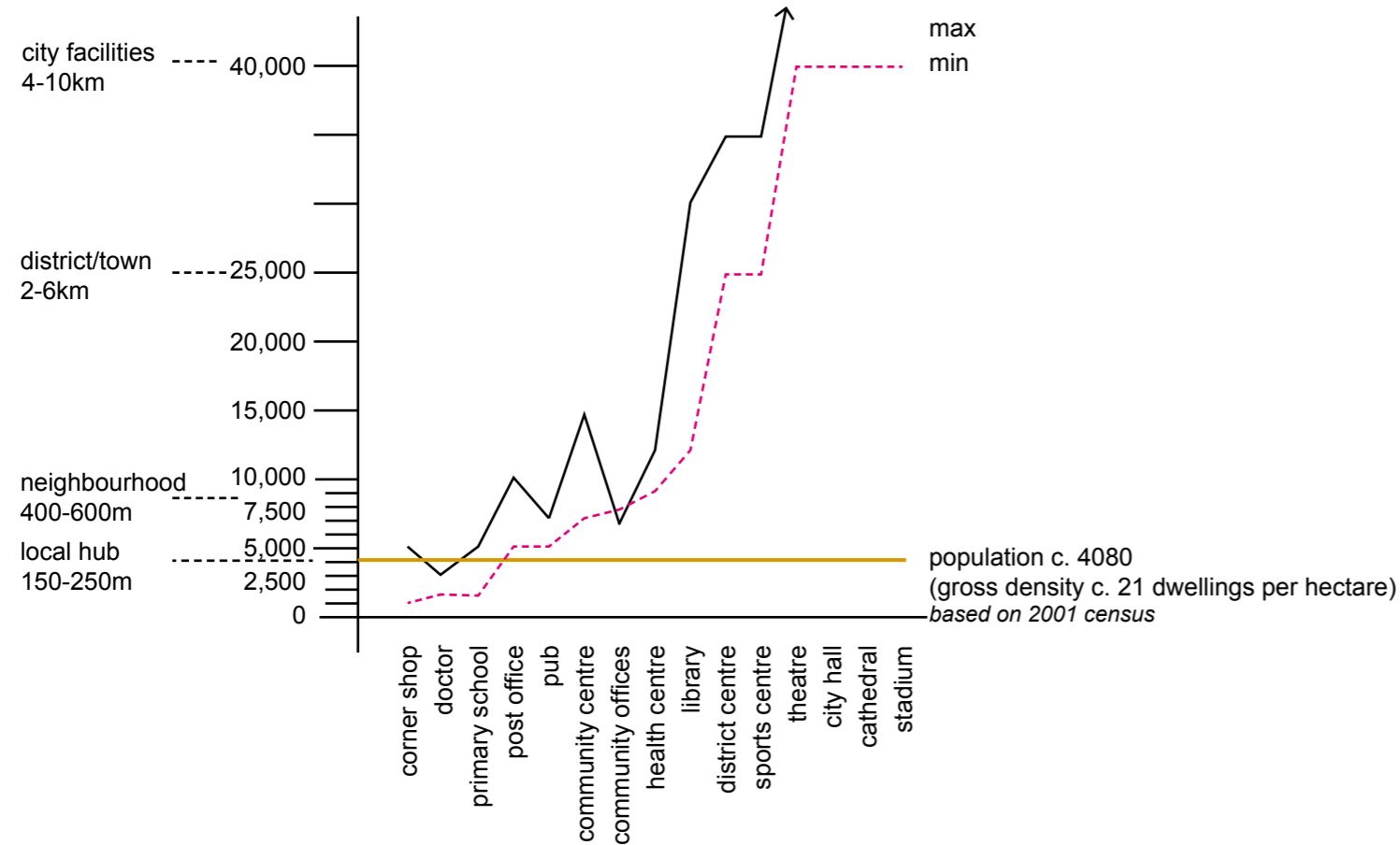
2. **Hollingbury Residential:** a post war low density residential suburb on the edge of the Downs. Wide streets with grass verges, comprising mainly two storey semi-detached houses of similar design in mixed tenure.

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appendix 1: population & density

Population numbers able to support community facilities.

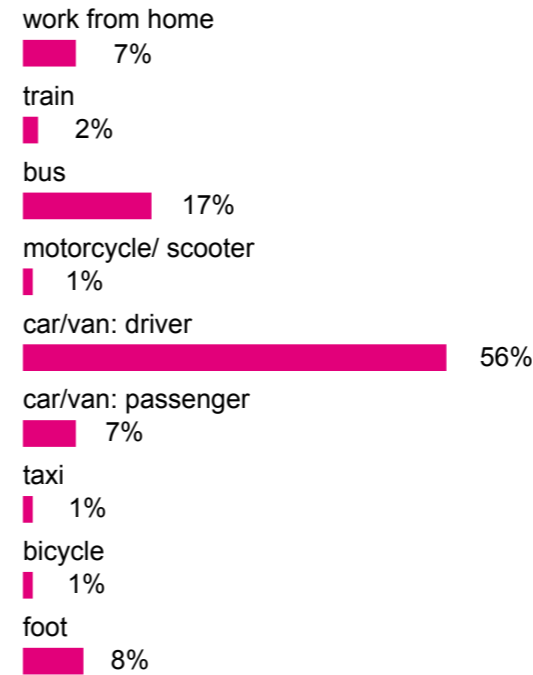
Source: Towards an Urban Renaissance, 2002



appendix 2: travel to work

Statistics illustrating methods of travel to work.

Source: City Stats, Census 2001

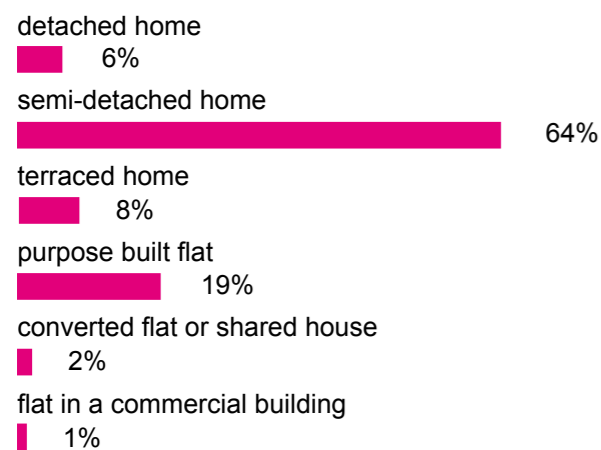


The information from the 2001 census and the Acorn profiles were based on the best fit of the smallest enumeration districts. This was obtained from Citystats website, which is now www.bhlis.org

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

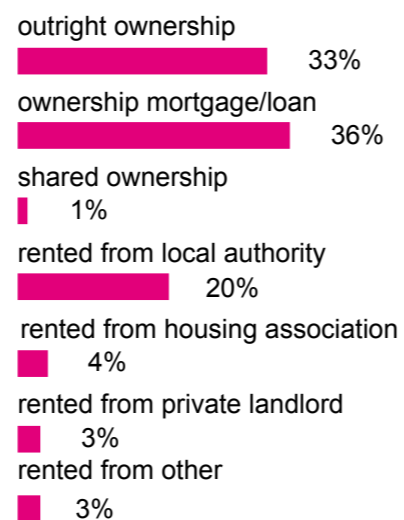
appendix 3: social mix accommodation types

Source: City Stats, Census 2001



tenure types

Source: City Stats, Census 2001



demographic types

Source: City Stats, Acorn data

