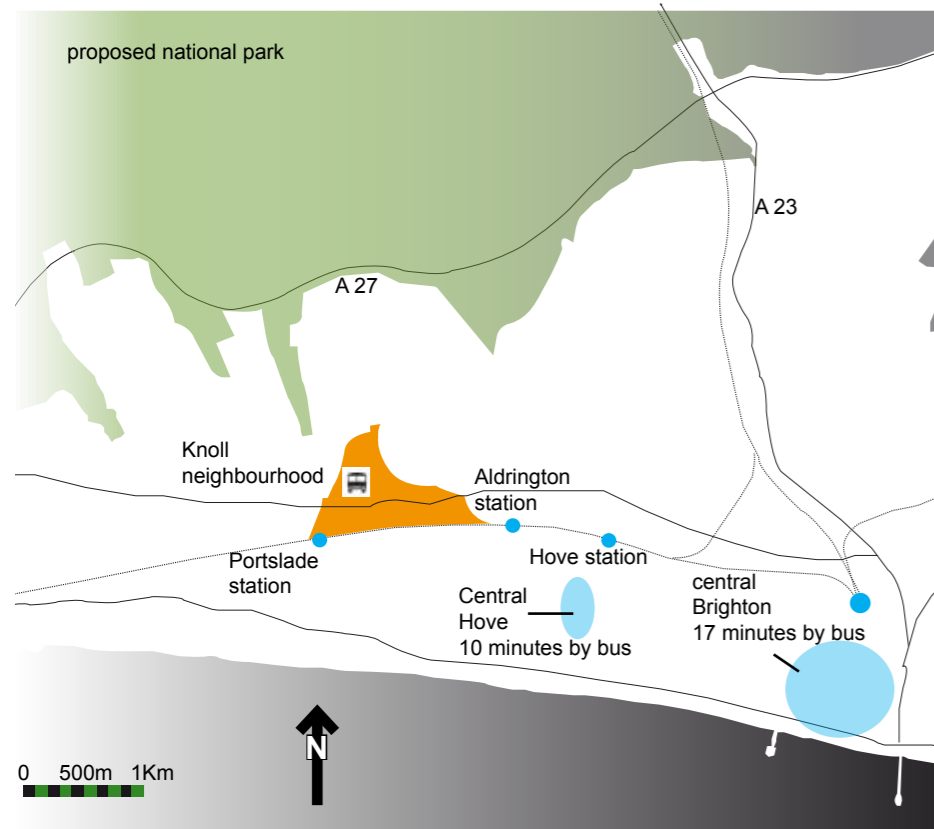


10 knoll neighbourhood

context



key stages of historic development

The Knoll neighbourhood was mainly unpopulated throughout the 1800s. The area was farmland, which became used for nurseries and allotments to meet the needs of the growing population to the south. The cemetery south of the Shoreham to Brighton Road and chapels were consecrated in 1882 to bury the dead of Hove and Portslade. Unused burial land continued to be used for growing hay. Later graves can be seen to the north of the original cemetery.

The Hallyburton Estate, to the south of the Old Shoreham Road, was laid out in 1925. The roads were named after daughters of the landowner and developers.

The Knoll estate, above this road, was first laid out for public housing in 1926 when Hove Council purchased 56 acres from Brighton Council. By 1928 over 460 houses were built, and Hove Council had plans to build another 100. A further 58 houses were built after 1945.

Knoll School was built on Old Shoreham Road in 1931, with an infant school at the back, to provide for the children of the new estate. The infant school moved to Stapley Road in 1956, and has subsequently merged and been demolished. The original site of both schools is in use as Knoll Industrial Estate. New public housing has been built on the Stapley Road site.

Sackville Motor Works was constructed for Harringtons in 1930. The company constructed luxury coaches. The works fronted on to the main road and lay between the Dyke railway line and the cemetery. New industrial estates have been built on this site and on the former Dyke Railway, which closed in 1938.

topography and microclimate

The topography and microclimate have influenced the development of Knoll. The topography has afforded glimpses and views of the sea. The area is sandwiched between higher ground and the sea, which produces a pleasant microclimate, protected from harsh northerly winds, but open to more moderate prevailing winds from the south-west. These factors have influenced the use as horticultural land up to the early twentieth century. The layout of new streets has been shaped by the topography.

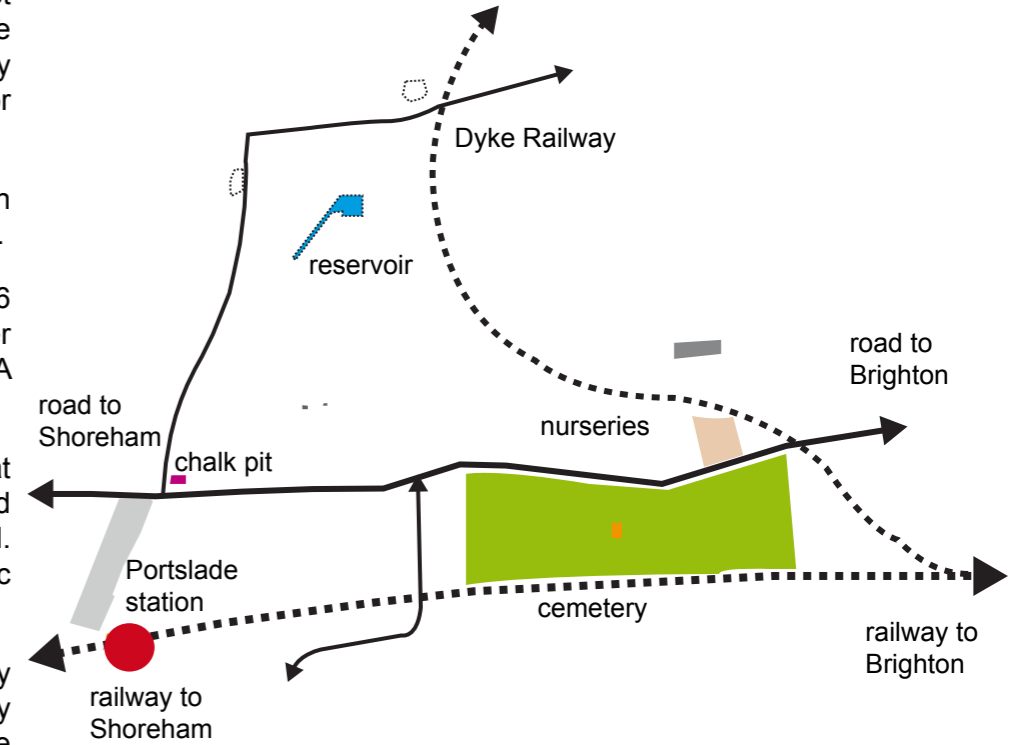


typology

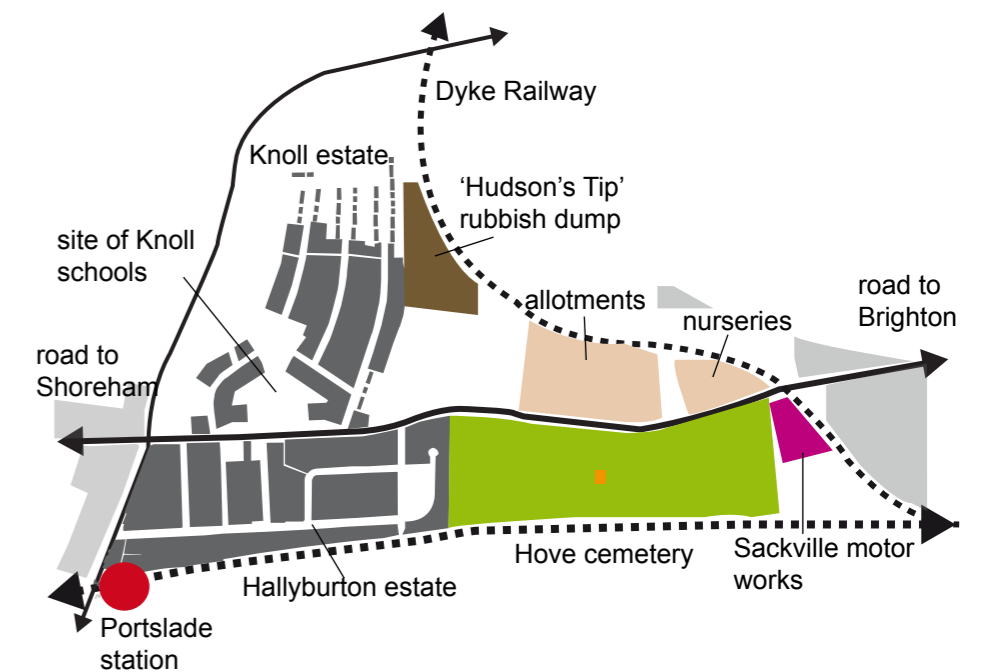
Knoll neighbourhood may be classified as suburban downland fringe with a 20th century residential suburb that was deliberately planned. Low rise, low density semi-detached and terraced housing much of which was built as public housing. Strong identity.

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

1897-9



1928-33



10 knoll neighbourhood

key characteristics land use

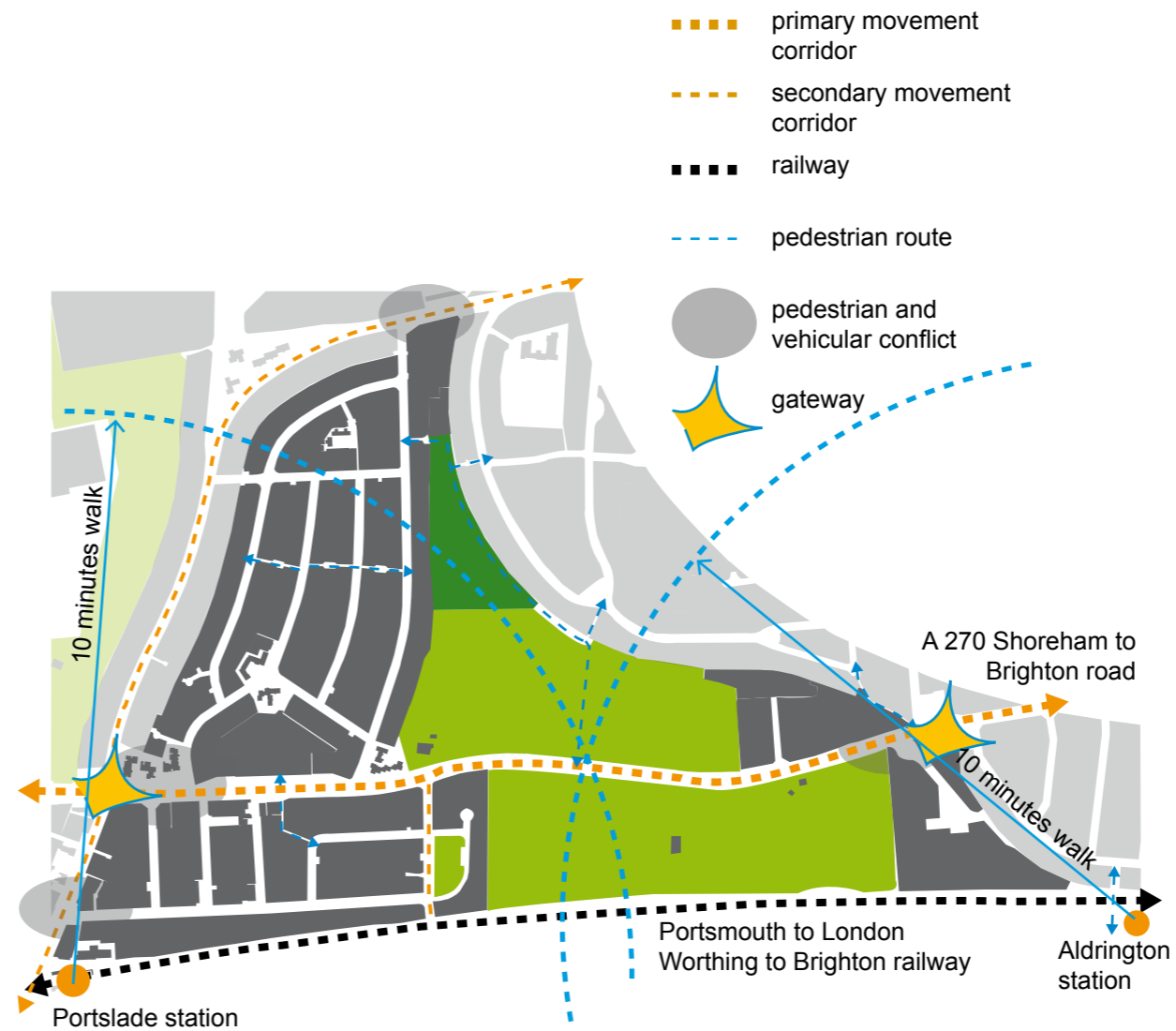


• **Land Use:** The predominant land use is housing. Boundary Road has a large district shopping centre which lies next to the south-west corner, with some shops just within the neighbourhood. A large supermarket and the Grenadier shopping area are both within 5 minutes walk of the edges of the neighbourhood. However, almost half of the neighbourhood is more than 5 minutes walk of these shops. A small convenience shop, with Post Office, lies to the south of the A270.

Industrial estates lie to the east of the area on either side of the A270 Old Shoreham Road, and offices lie beside the railway line off Boundary Road. The old Knoll School buildings have been converted into workshops as Knoll Industrial Estate. The area does not have a local school, Knoll Infants having recently amalgamated with Goldstone Juniors in the Hangleton neighbourhood.

• **Scale and Density:** The neighbourhood is characterised by semi-detached houses with small front gardens. Knoll was built as pre-war public housing, but much has become owner-occupied in the last two decades. This trend is expected to continue. An estate of purpose-built flats lie above the A270 Old Shoreham Road, and within the public housing area. The gross density of 24 dwellings per hectare would be higher without the industrial uses.

movement



• **Architecture:** The 1930s red brick public sector housing has small front gardens and a strong, regimented character. Some earlier Victorian housing lies to the south of the area, alongside private sector semi-detached housing. Larger detached houses, of more distinctive character, lie along the main thoroughfare of Boundary Road, on the western edge of the neighbourhood.

• **Socio-economic characteristics:** Knoll was built as an area of public housing. Incomes in the area are still low, although much of the housing stock is now privately owned. The cheaper resale value of these houses will continue to attract first time buyers and younger families to the area.

• **Movement:** The neighbourhood is dominated and divided by the A270 Old Shoreham Road. This is a busy dual carriageway with limited crossing areas for pedestrians. There is also an important route out of the city, Hangleton Road, which provides a barrier to Hangleton to the north. The railway line to the south of the area results in segregation of the area from West Hove neighbourhood. Trains from London and Brighton to Portsmouth, and the west, stop at Portslade station. Local trains also stop at Aldrington station. These lie respectively to the south west and south east of the area.



Shops on Boundary Road



Knoll Business Centre



St. Richard's Church and community centre within Knoll estate



Bus routes, and railway link at south-eastern corner



Narrow links through larger blocks

10 knoll neighbourhood

open space



The area has a relatively low proportion of car travel to work, with 44% driving to work. A further 7% travel as a passenger in a private vehicle. There are lock up garages, 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 are expected to show changes by the next census. The 2001 census showed bus travel to work of 16%. The Knoll area has frequent buses, with only ten minutes journey time to central Hove and fifteen minutes journey time to Churchill Square in central Brighton. Over three quarters of residents live within 10 minutes walk of Portslade station, of which 7% claimed to travel to work by train in 2001. Cycle use for travel to work in 2001 was low at 4%, but a relatively high 14% of the population walked to work.

- **Open Space:** The neighbourhood benefits from the proximity of the Downs through Benfield Valley. Knoll recreation ground has play space for children as well as a bowling green and grass. However, it is situated within a block, and is therefore not visible from the street. This can only be accessed by pedestrian routes. Greenleas Recreation Ground, a larger well used recreational area of public green lies outside the area, but is separated by a busy road with no formal crossing. Nearly all of the area is within 10 minutes walk of a recreational space and children's play area, and about half of all households are within 5 minutes walk.

character areas



Within the area green verges and street trees are not generally a feature of the townscape to the north of the A270 Old Shoreham Road. The exception is the street frontage of the Knoll Industrial estate along Old Shoreham Road. The area to the south of the A270 has mature street trees, and a green at Isabel Crescent. Mature trees and large areas of green space are a feature of the cemetery. Small front gardens are a feature of the neighbourhood.

- **Character areas:** the area can be split into three separate areas, based on topography, period of growth and scale of development. These are:

1 Knoll estate: An homogenous area of planned public housing, originally laid out between the two world wars. Mostly 2 storey housing set back from the road behind small front areas and low brick walls. Larger scale buildings along the A270 Old Shoreham Road.

2 Hallyburton estate: An area lying between the railway line and the main road. Laid out at the same time as Knoll, but mostly built by private developers. A variation of houses types and sizes on similar plot widths, with small front gardens and street trees.

3 Hove Cemetery: A large area of open space, with recent industrial development along the former Dyke railway track and sidings and former allotments. The character area is dissected by the A270 Old Shoreham Road.



Small front gardens are a feature of the neighbourhood



Children's play area, overlooked by houses, but separated from the street



Knoll estate character area



Hallyburton estate character area



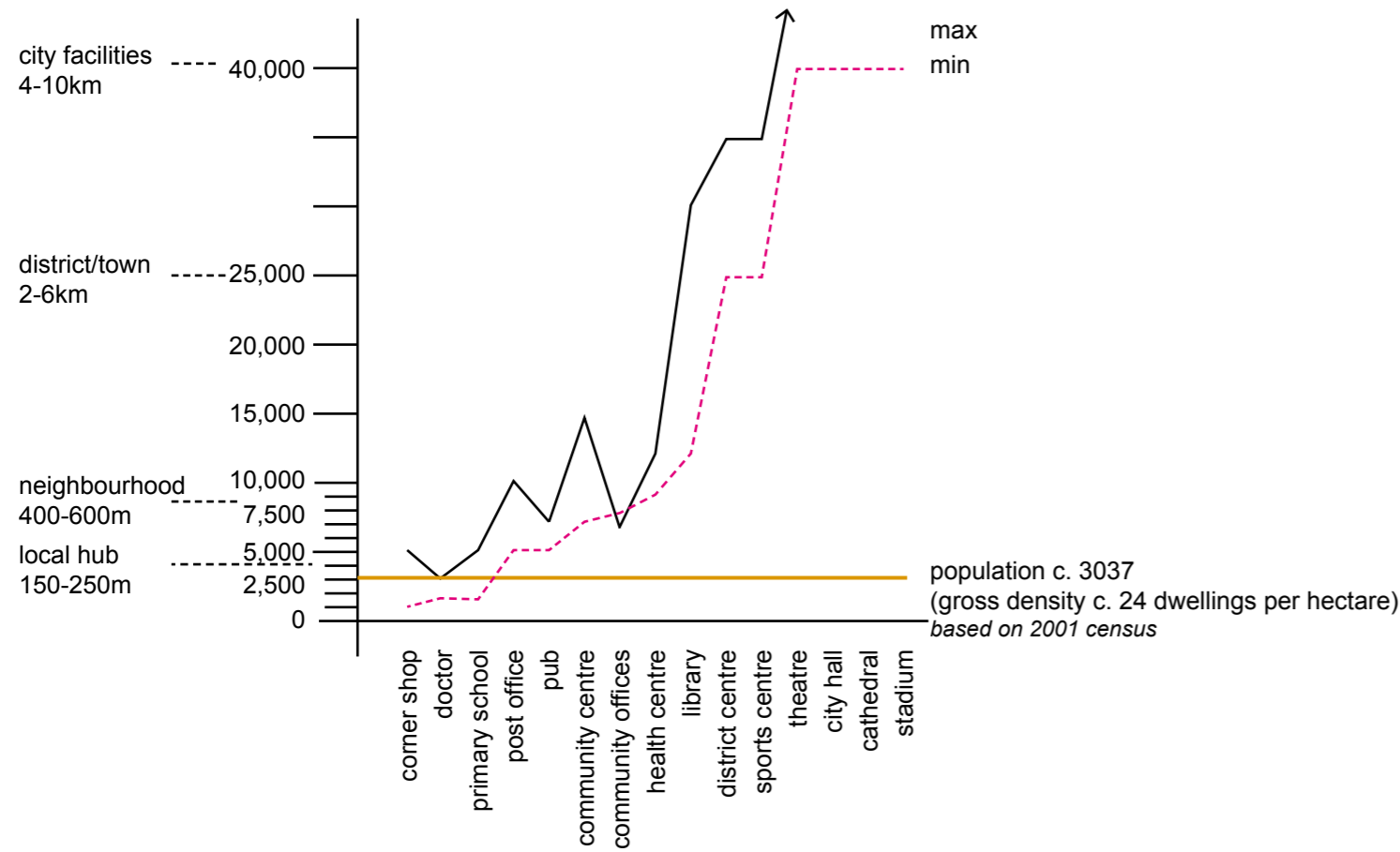
Hove Cemetery character area

10 knoll neighbourhood

appendix 1: population & density

Population numbers able to support community facilities.

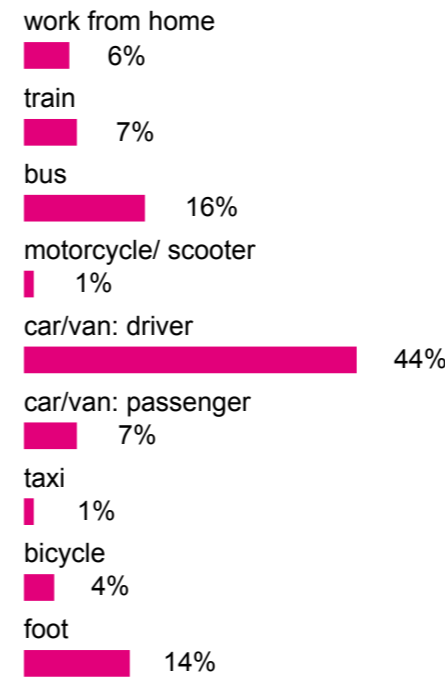
Source: Towards an Urban Renaissance, 2002



appendix 2: travel to work

Statistics illustrating methods of travel to work.

Source: City Stats, Census 2001

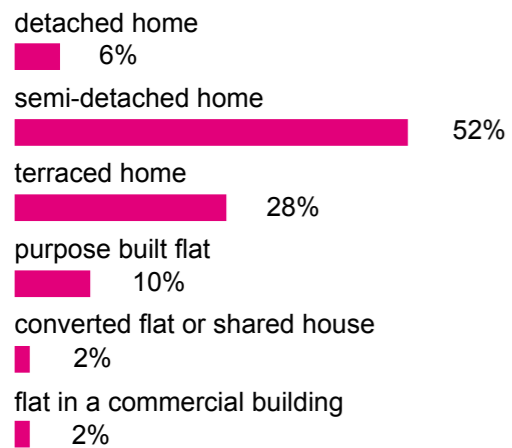


The information from the 2001 census and the Acorn profiles were based on the best fit of the smallest enumeration districts. This was obtained from Citystats website, which is now www.bhlis.org

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

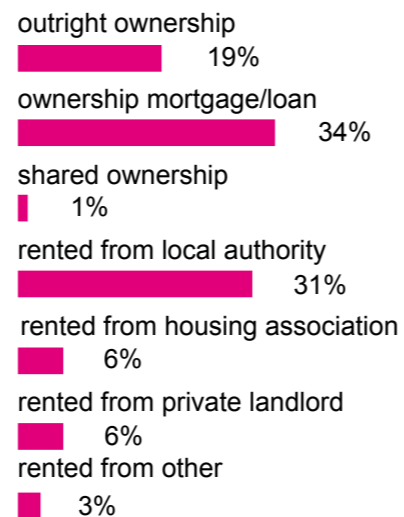
appendix 3: social mix accommodation types

Source: City Stats, Census 2001



tenure types

Source: City Stats, Census 2001



demographic types

Source: City Stats, Acorn data

