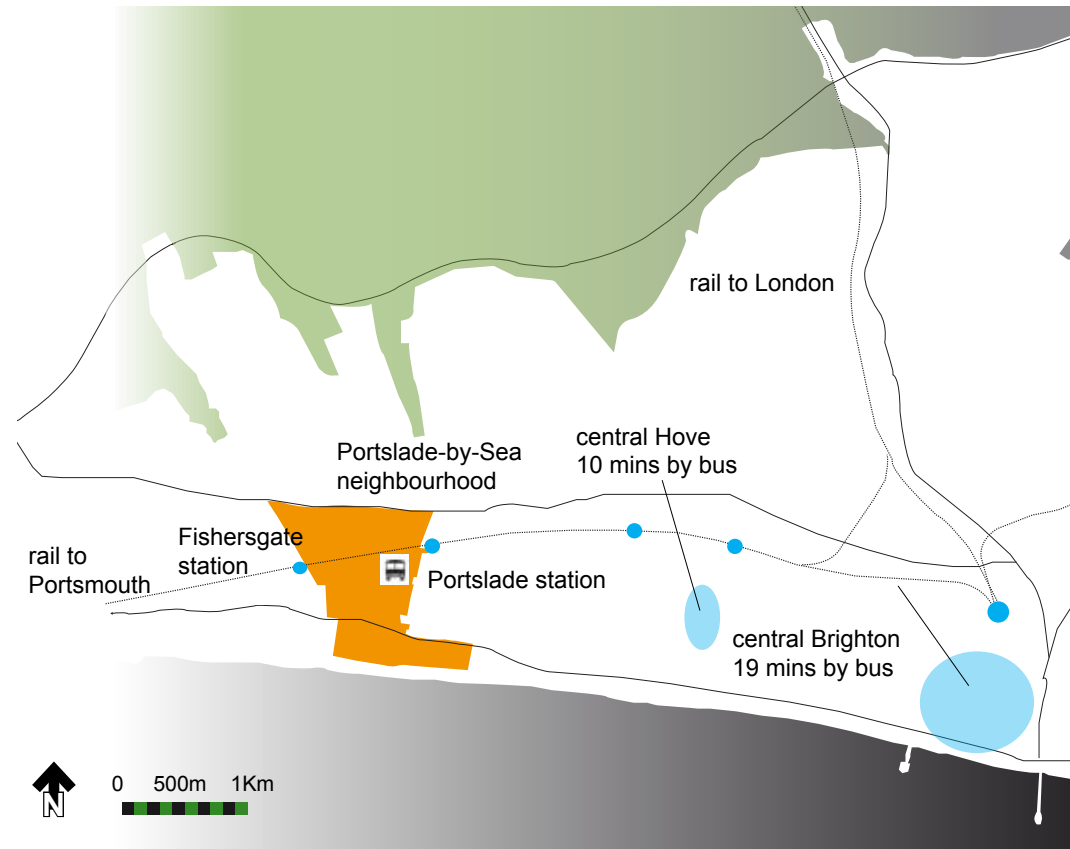


18 portslade-by-sea neighbourhood

context



key stages of historic development

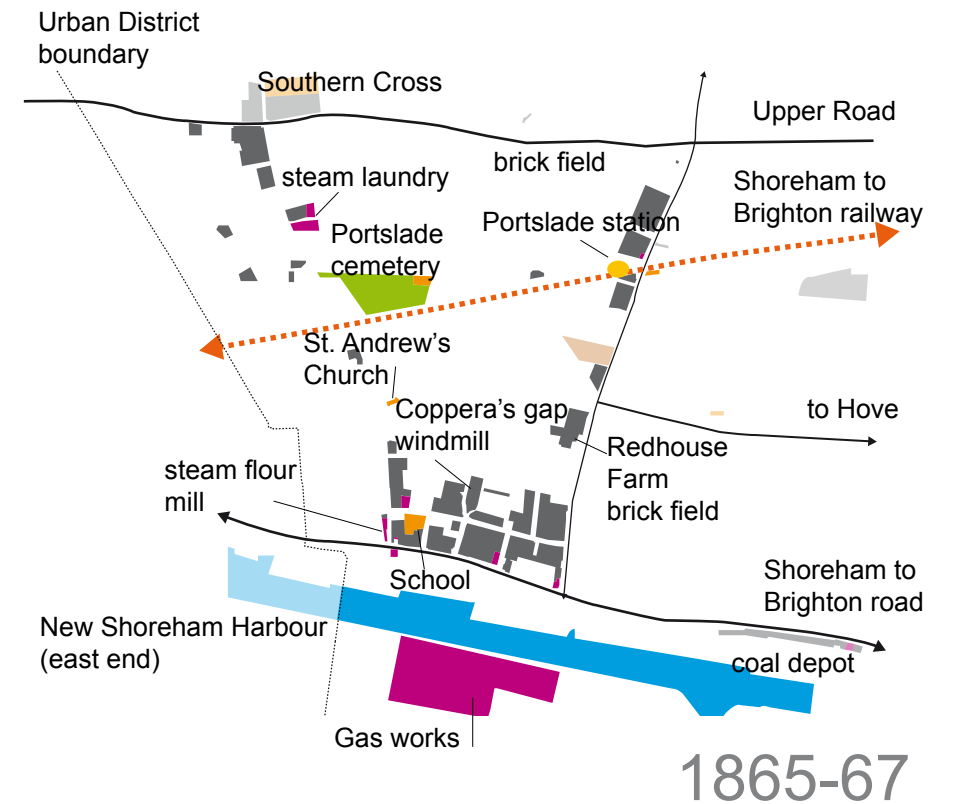
Portslade is believed to have been used by the Romans as the road to the port from London, hence Portus Ladas 'the way to the port'. King John landed in Shoreham in 1199 with a large army, and the area was used as a garrison.

The area to the south of Portslade developed after a new cut was made to the harbour from Kingston in 1760. The area developed as working class housing for dock workers and associated industries. Women found work in the laundries and flour mills.

The area to the south of the railway line became known as Coppera's Gap thought to be after the iron pyrites stones in the harbour. The first railway station at Portslade lay to the west of Station Road and was opened in 1840. By 1881 the station had moved to its present location and was renamed Portslade and West Hove Station.

The 1865-67 map shows a concentration of housing to the south of the area, with smaller developments around Southern Cross and along Station Road. St. Andrew's Church and local schools were built to serve the new population.

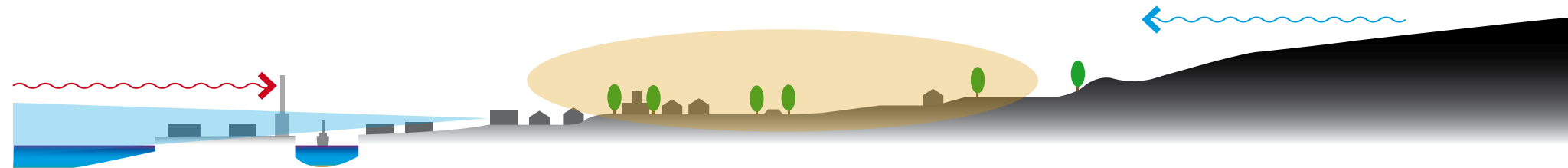
The later map shows further development of the port with more industrial uses amongst the workers' housing north of the coast road. Portslade continued to develop, with middle class housing being built on brick fields, farm land and allotments. Steam mills expanded to replace the original Coppera's gap mill.



topography & microclimate

The topography of Portslade-by-Sea has provided an inward looking settlement. The port activities have effectively cut the land from the sea, both physically and visually.

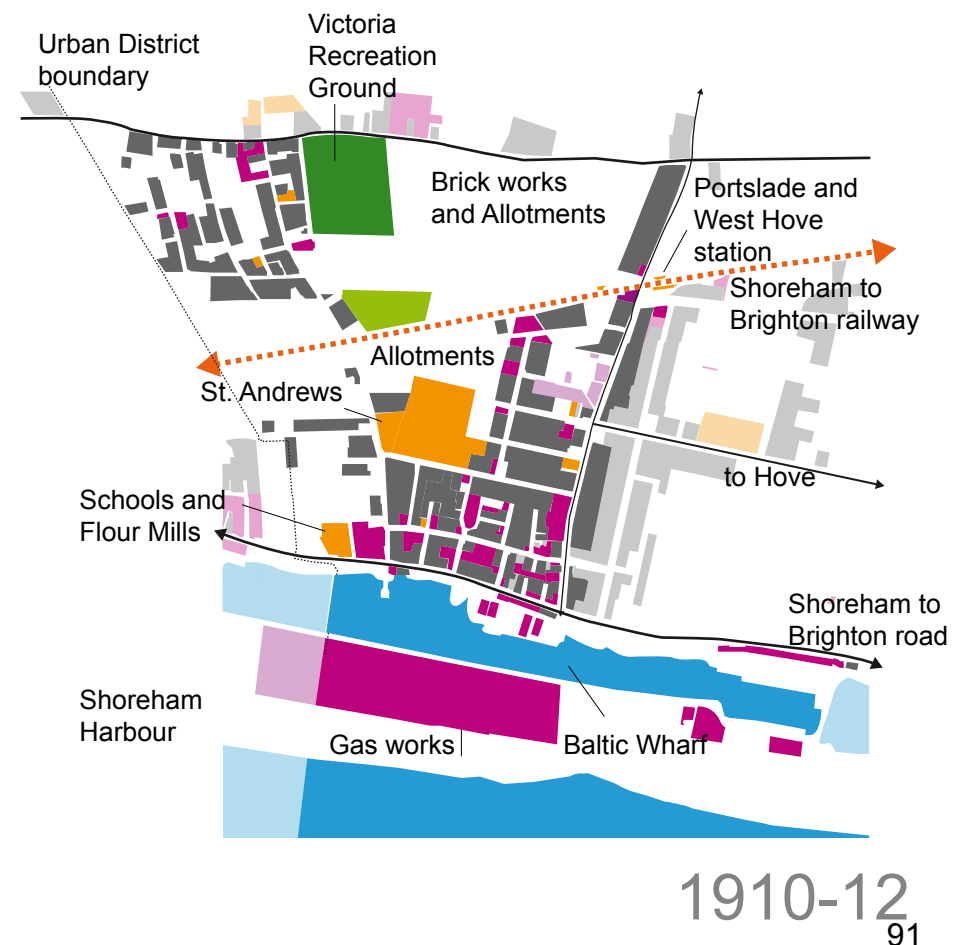
The microclimate is maritime, with mild sea breezes. Protection from northerly winds is afforded by the Downs. The harbour has provided some protection to the neighbourhood from the effects of storms and high tides.



typology

Portslade-by-Sea neighbourhood may be classified as an urban coastal mixed industrial and residential neighbourhood. Port based development. Small scale Victorian terraces mixed with industrial uses and extensive redevelopment. Distinctive character but eroded architectural cohesion.

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



18 portslade-by-sea neighbourhood

key characteristics

land use

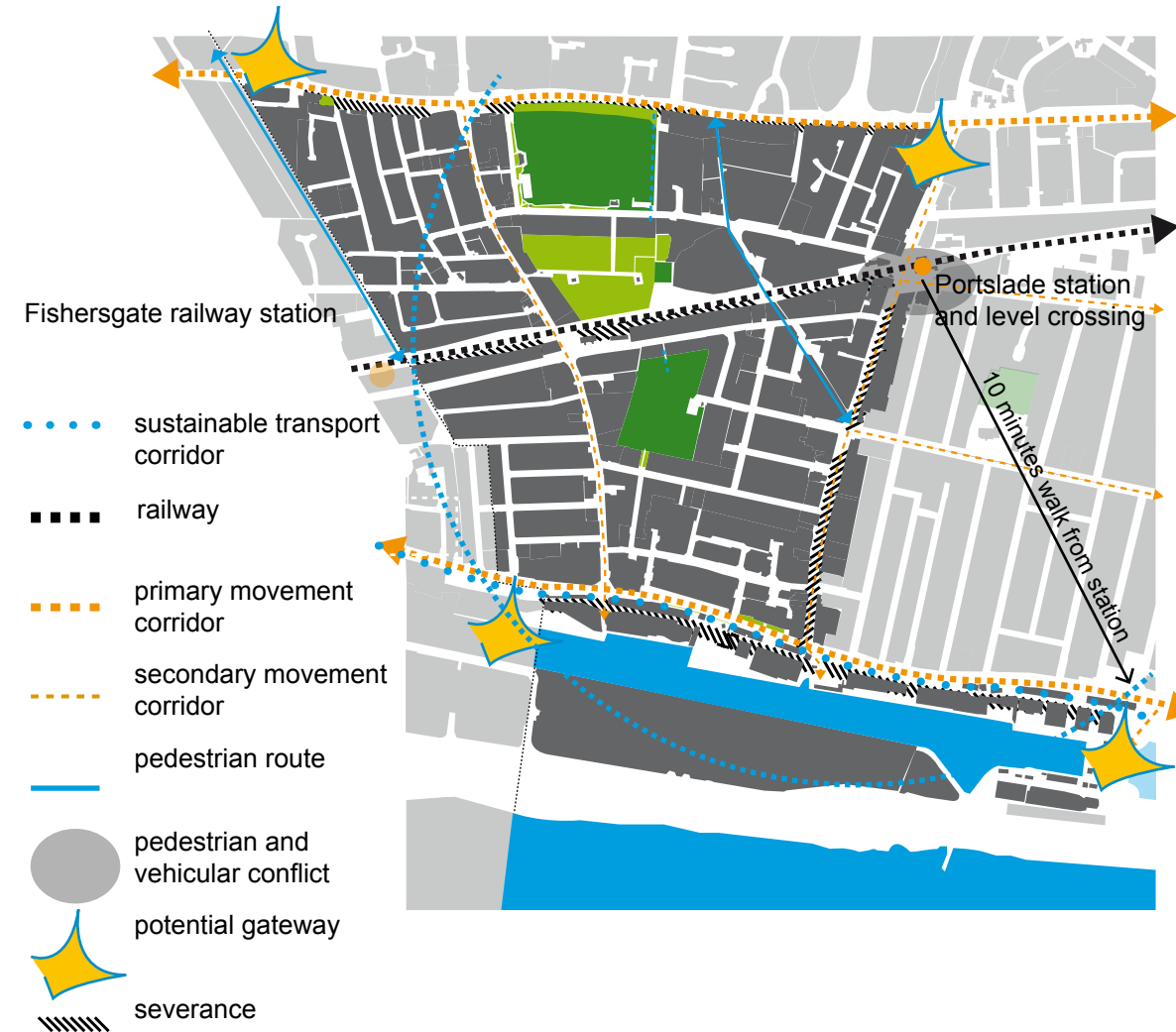


- **Land Use:** Portslade-by-Sea is a dense, mixed use area. Shoreham Port, to the south, and Boundary/ Station Road to the east provide employment and activity to the area. The neighbourhood has two schools, and other community facilities. A significant industrial area lies to the north of the coast road, with large scale import/ export along the docks.

- **Scale and Density:** The neighbourhood is characterised by terraced houses and workshops, with industrial uses alongside and within the port basin. There is a large retail area along Station Road. The average gross density is 30 dwellings per hectare, which appears relatively low, although much of the area is industrial. There are also large areas of open space. The densities are as high as 70 dwellings per hectare in the terraced streets

- **Architecture:** The Victorian St. Andrew's Church provides an important local landmark. Terraces of workers cottages, and grander terraces built for the middle classes are the main building form. Nearly 50% of all dwellings are terraced. 1930s social housing around Shelldale has rendered walls. Elsewhere the main materials are brick, render and clay roof tiles. Residential streets have few front gardens. Street trees are not a feature of this neighbourhood. Large industrial units dominate the port area.

movement



- **Socio-economic characteristics:** The type of housing in the neighbourhood attracts young families. Lower property prices than neighbouring West Hove have attracted first time buyers. 15% of households were in social rented housing in 2001, whilst 65% were owner occupiers. Less than a third of these were outright owners, which suggests a mostly working population. Private letting is as common as public housing. Much of the social housing has become privately owned in the last few decades. This trend is continuing.

- **Movement:** Heavy goods traffic, particularly using Shoreham Port, has a significant negative impact on this neighbourhood. The area has a moderate proportion of car ownership, with 55% car or van travel to work in 2001. Tight on-street parking is a feature of this area, with limited private parking within the curtilages of dwellings.

The 2001 census showed bus travel to work of only 12%, with train travel of 7%. The area has frequent buses, with 10 minutes journey time to central Hove. The seafront sustainable transport corridor runs through the south of the area, which is expected to bring improvements and make travel by bus more attractive in the future. Portslade



Busy shopping area on Station Road



Typical terraced family homes



St. Andrew's Church



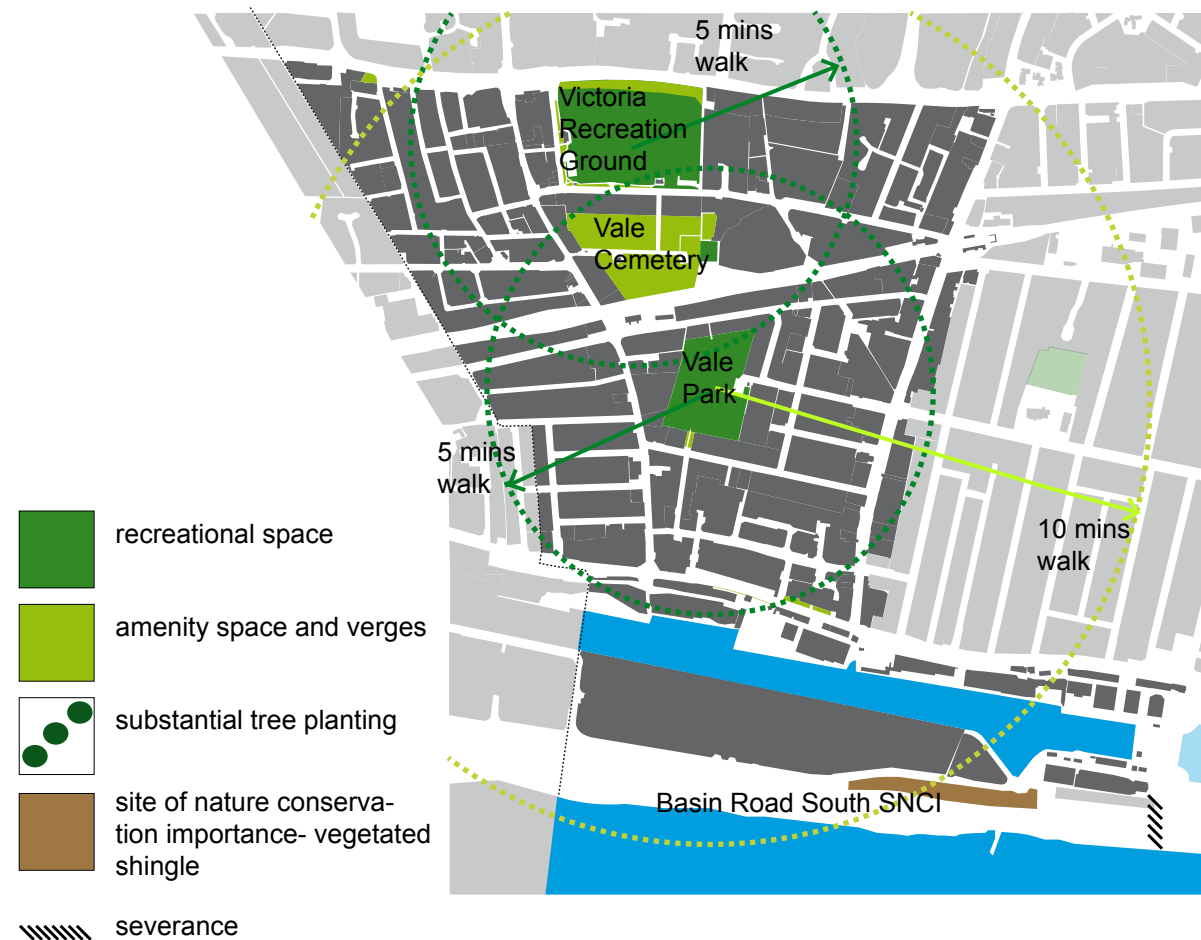
Bus routes and train station



Pedestrian link under railway

18 portslade-by-sea neighbourhood

open space



railway station is within 10 minutes of almost all of the neighbourhood. The small area outside of this walking distance is served by Fishersgate Station in neighbouring Adur district.

Cycle use was very low at 2%, which can be explained by other choices of travel to workplaces. 14% of the working population walked to work in 2001.

There is a high level of pedestrian permeability in the Portslade-by-Sea neighbourhood. Pedestrian routes exist through the area, which have existed over time. Improvements to lighting and surfaces, and informal surveillance from new developments, could improve the safety of these routes.

- **Open Space:** The neighbourhood benefits from the proximity of the sea, although access points are limited. Two main areas of public green space lie within the area. Recreation pitches are laid out in Vale Park and Victoria Recreation Ground. Both also have children's play equipment. All of the area is within 10 minutes walk of a recreational space and children's play area, and about 80% of all households are within 5 minutes walk.

character areas



Access to natural open space is very limited. The harbour has a Site of Nature Conservation Importance below Basin Road. This is described as vegetated shingle and is one of only three in the City, but there is no formal public access to this site. The beaches to the south of the harbour could provide an amenity to the population of Portslade-by-Sea, but these are difficult to access.

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

1. **Southern Cross:** a mixed use area north of the railway line, split evenly between mainly dense terraced housing in tree-less narrow streets and an industrial estate, with a large recreation ground and a cemetery dividing the two.

2. **Coppera's Gap:** a mixed use area south of the railway line with dense Victorian terraced housing, industrial uses and district shopping centre. Mixed scale with much redevelopment and eroded urban realm but distinctive character.

3. **Harbour Basin:** a port area alongside the seafront with port-related activities and industries.



Victoria Recreation Ground and children's play area



Portslade Cemetery



Southern Cross character area



Copperas Gap character area



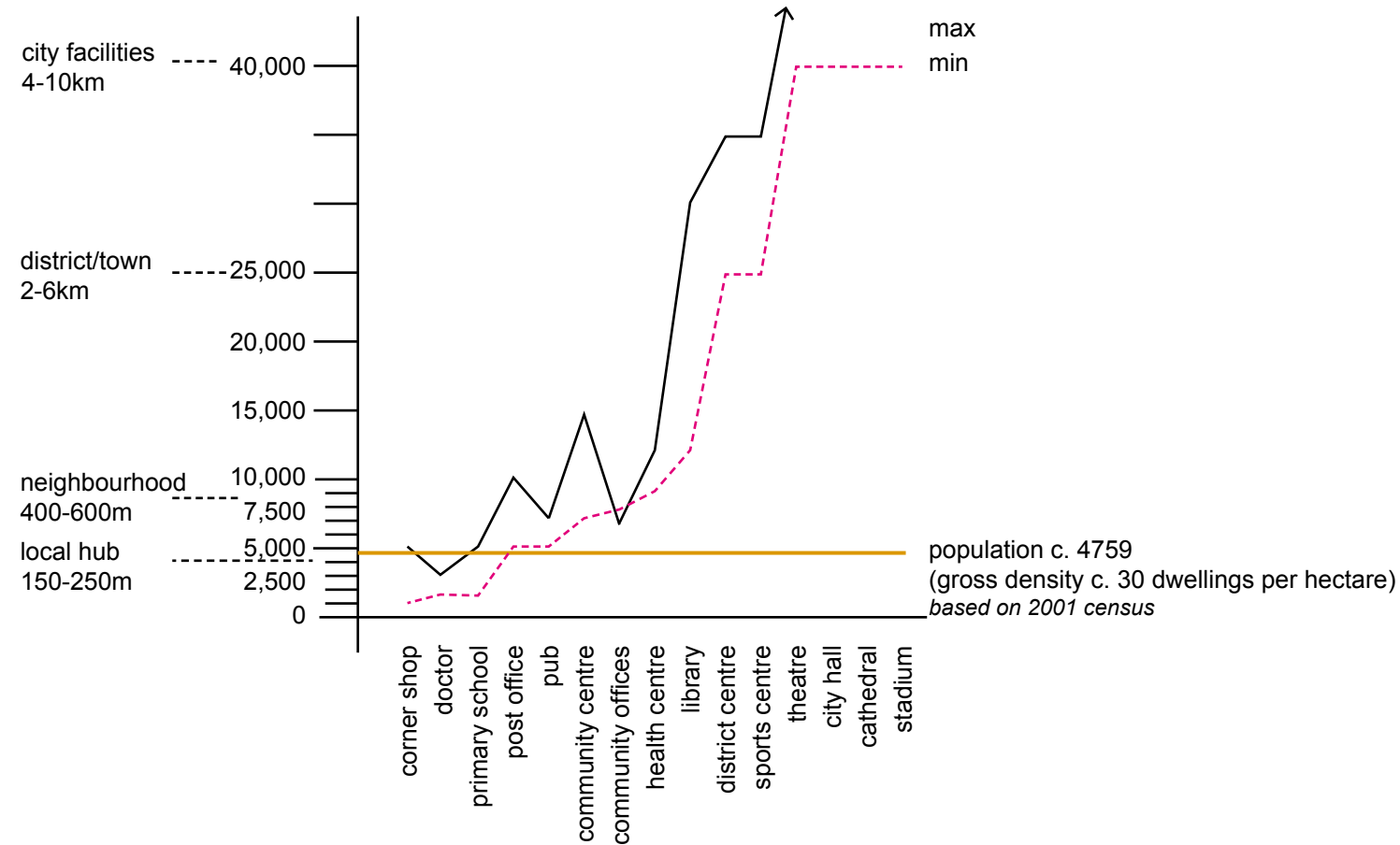
Harbour Basin character area

18 portslade-by-sea neighbourhood

appendix 1: population & density

Population numbers able to support community facilities.

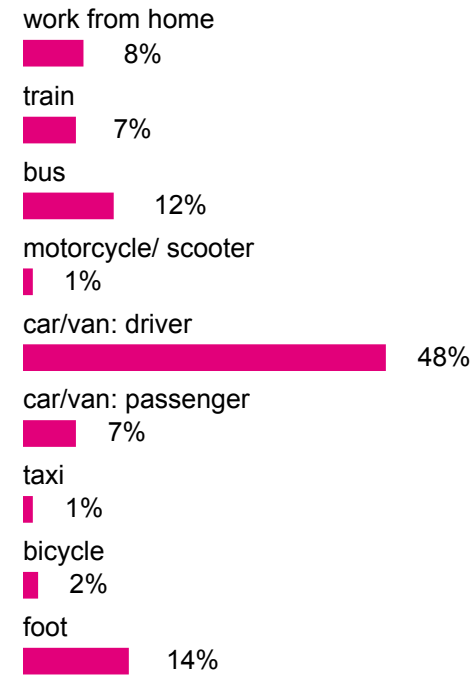
Source: Towards an Urban Renaissance, 2002



appendix 2: travel to work

Statistics illustrating methods of travel to work.

Source: City Stats, Census 2001

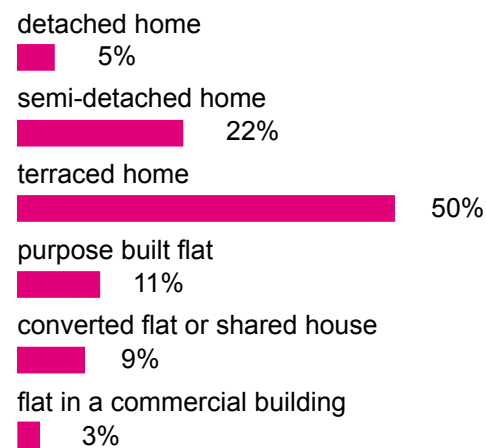


The information from the 2001 census and the Acorn profiles were based on the best fit of the smallest enumeration districts. This was obtained from Citystats website, which is now www.bhlis.org

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

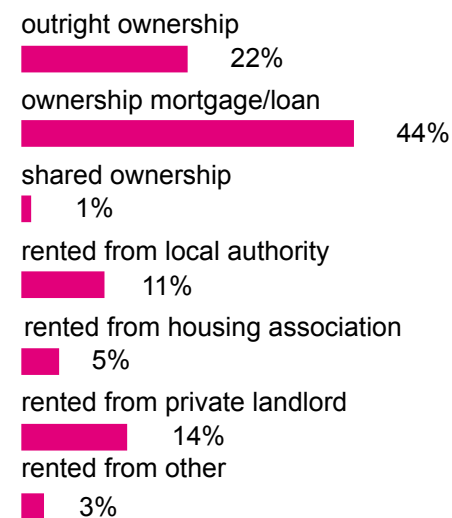
appendix 3: social mix accommodation types

Source: City Stats, Census 2001



tenure types

Source: City Stats, Census 2001



demographic types

Source: City Stats, Acorn data

Clockwise, from the top:

- Mature Couples Smaller Detached Homes
- Student Flats and Cosmopolitan Sharers
- Low Income Singles Small Rented Flats
- White-Collar Singles and Sharers Terraces
- Middle Income Older Couples
- Lower Income Older People Semis
- Older People Flats
- Skilled Older Families Terraces
- Young Working Families
- Skilled Workers Semis and Terraces
- Home Owning Families Terraces
- Older People Rented Terraces
- Large Families and Single Parents Many Children

