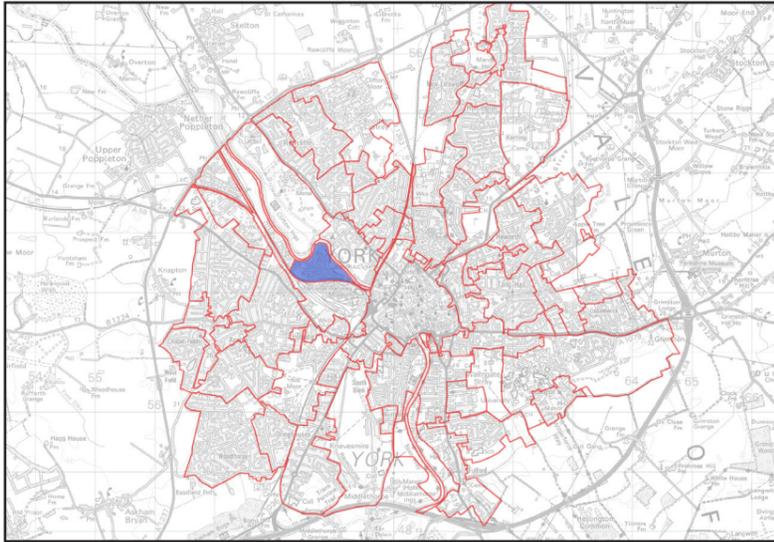
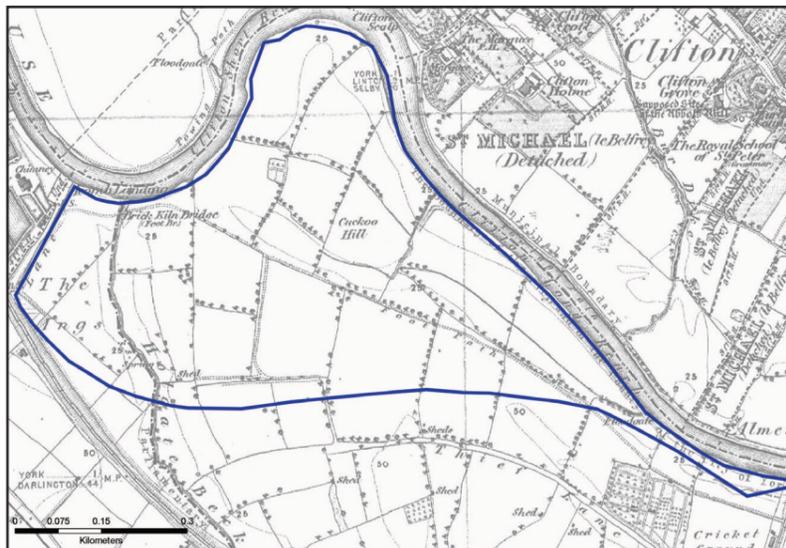


Character area 33: Leeman Road



Location of character area



Extract from First Edition Ordnance Survey Plan 1852

Key Characteristics

General Characteristic: Distinct area predominantly 19th to early 20th century railway-related terraced settlement. Also includes some 1930s housing and late 20th century development.

Discreet neighbourhood, bounded on the north side by the River Ouse, the south and east by the railway and to the west by Water End

Includes St. Barnabas' Primary School and Church

Flat, relatively low lying ground with Leeman Road occupying along a slight ridge of higher ground until dropping into the main area of settlement

The area is prone to flooding from the River Ouse and the adjacent Holgate Beck

Strong links to York's railway and industrial heritage

Open space restricted within the built up area but the ings and the Leeman Road Millennium Green (a site of Special Scientific Interest) provide accessible open space

Approximate walking/cycling distance to the city centre from Salisbury Terrace 2km via the south bank of River Ouse

Dominant Housing Type: Victorian working class terraces – narrow plots, ornate and varied brickwork, stable paviments in places, older but mixed style of street signage and street lighting, >5% retain boot scrapers, on-street parking

Other Key Housing Types: Inter-war, semi-detached, art deco style buildings with flat roof and typical inter-war planned estates

Late 20th century housing developments forming cul-de-sac estates and small pockets of development in odd shaped spaces.

Designated Heritage Assets: None

Non-designated Heritage Assets: Balfour Street Play Area, Art Deco housing and Victorian streetscape components

Key Views: A key strategic view of the Minster is located on Leeman Road in front of The Junction public house (Key View 11: Leeman Road)

Archaeology and history

Archaeological assessments implemented prior to and during development along Leeman Road to the east suggest a very low level of prehistoric, Roman and later activity in the area. However, the meeting point of two or more water courses (the River Ouse and Holgate Beck) can be, and often is, associated with, prehistoric ceremonial activity although no evidence has been found to date.

The area appears to have been devoid of settlement until the late 19th century. In the 1850s, the land comprised of enclosed farmland with Thief Lane (Leeman Road), providing access from the city to the fields. The City of York Historic Environment Record lists the presence of broad (medieval) ridge and furrow between the railway and Holgate Brook indicating that at some point there had been arable cultivation.

Expansion of railway infrastructure from the mid 19th century, led to an explosion of development, clustered around the industrial areas, to house a rapidly growing workforce. By 1890, the railway system was well developed, along with many associated industries such as the Albion Ironworks. The waterworks also existed to the west of this area. Several terraced houses were built on the north side of the railway line including a chapel and school. In the mid 1880s, Station Road (formerly Thief Lane), was renamed Leeman Road after George Leeman, developing key figure in the development of The North Eastern Railway Company.

By 1910 the terraced area north of the railway was complete, with several rows of houses, church and a small play area created to the north of Salisbury Terrace. The play area, which has been proposed for inclusion on the draft local list of heritage assets, was gifted to the city by S.A. Rowntree as a green recreation area.

The Leeman Road area was originally linked to Clifton on the north side of the River Ouse by a ferry service. This was later replaced by the extant road bridge during the 1960s.

During the 1930s further residential streets and a bowling green were added. Further development did not occur until the late 20th century and again in the early 21st century, when several small developments were constructed in small empty patches of land. One such development, at the north end of Bismarck Street was created on a bombed site. The most recent developments include a new school (St Barnabas Primary).

Character

The area is characterised by the predominant 19th century working class terraces. Aside from the terraces, the area also contains 1930s housing and modern developments.

The Victorian terraces are typical, two-storey, long terraces in a linear, grid fashion. They contain a variety of architectural detail and brickwork designs including stone carved faces beneath the guttering on Balfour Street. 90% of the terraces do not contain a bay window or an enclosed area at the front of the properties – they open straight onto the street, with the exceptions of Balfour Street, Swinerton Street and Garnet Terrace.

Perhaps less than 5% of the houses in these terraces retain their original ornate iron boot scrapers, and most of these are in poor condition. However, a large number of these houses don't appear to have contained a boot scraper at all.

Approximately 15% of the iron drain covers which run across the footpath still exist. These are most likely a slightly later addition to the street scene but are important as an historic feature and as a symbol of York's iron industry in the late 19th to early 20th century. They contain a mix of identifying labels while some are just patterned replacements.

Existing iron railings on the few streets that do contain an enclosed front garden are clearly not original but do enhance the character of the area as they would have once been a more common feature of the street.

Two main roads run through the area: Leeman Road, which runs from the city centre and round the southern edge of the terraced area; and Salisbury Terrace which functions as a one way street through the centre of the terraced housing. A main bus route including park and ride runs through the area. Salisbury Terrace forms a linear barrier between two areas of terraced housing. Anecdotally, it is said that the artisan workers generally occupied the north side of Salisbury Terrace while the labourers occupied the southern side.

90% of the back lane stable pavements has been covered in asphalt on the north side of Salisbury Terrace, with the exception of the rear of Carnot Street. To the rear of Salisbury Street, the pavements can be seen in a patch but has been otherwise replaced by more modern stone setts. On the south side of Salisbury Terrace, the original paving has been concreted over.

The Leeman Road community have three public houses, a church and a school at their disposal. Several corner shops, including hairdressers, convenience stores and fast food outlets also exist adding to the community vibe. There once was a shop on almost every corner as well as several working men's clubs.

A formal playground was created between Salisbury Terrace and Carnot Street in the early 20th century which is still in use. The main informal recreational, open space for the area is the surrounding flood plain of the Clifton Ings. The Ings, the nearby river and Holgate Beck pocket park area (a community led millennium project) continue to provide a substantial green space setting.

The railway bridge forms an important boundary between this housing area and the adjacent railway land. Historically, it would have symbolised the relationship between this community of railway employees and York itself.

The 1930s housing in this area generally contain two storey semi-detached houses. Unlike other areas, these streets also tend to follow a linear pattern, probably due to the restricted space they had to develop within. For example, Salisbury Terrace was extended westwards to form Salisbury Road, this roadway leading out of the terraced streets, contains the stereotypical grass verged, tree-lined street of the 1930s.

Several houses on Salisbury Road are distinct and unlike the 1930s buildings found in the suburbs nearby. They have been built in an art-deco style. They all contain front gardens and driveways, but are flat roofed with narrow horizontal rectangular windows for the main rooms and vertical rectangular windows in the stairwells. This design is believed to be unique within York.

At either end of Salisbury Road and in the cul-de-sac behind, the traditional bay-window style of 1930s housing, as noted elsewhere, have been constructed.

The modern development around Leeman Road is a mixture of late 20th century development, containing a wide range of properties, including low rise flats. The earlier estates have developed on the fringes of the original settlement, while newer builds have been shoe-horned into recently vacated sites, such as the site of the 19th century primary school on Hanover Street East.

Basic typology of 19th to 20th century terraced streets

Brick, two-three storey in height

Vertical emphasis

Pitched roofs with chimney

Long linear rows with through streets

Bay and sash windows common

Decorative brickwork, painted window surrounds and tilework common

Ironwork to houses – shoe scrapers and waterwork information

Rear yards – some front gardens or enclosed space

On-street parking

Significance

Archaeology: Low levels of prehistoric, Roman and later activity in the area. The area appears to have been devoid of settlement until the late 19th century. Presence of broad, medieval ridge and furrow between the railway and Holgate Brook indicating that at some point there had been some arable cultivation. The possibility of prehistoric ritual activity at the confluence of the Beck and Ouse is of interest.

Architecture: This distinct area immediately to the west of the city centre contains predominantly late Victorian and early 20th century development, with early-mid 20th century and late 20th century areas of expansion. The predominant housing style is terraced, in differing aesthetically pleasing styles. Architecturally the houses are not significantly different from those found elsewhere around the city, however, the fact that all the original terraced streets survive in their compact form with several corner shops adds greatly to their value.

The art-deco housing is significant in that it provides a rare example of this kind of residential architecture in York.

The original 19th century community aspirations of the architects still exist. The accommodation provided for the railway employees was supplemented by a church, church hall, school and public houses. The school has now been rebuilt and relocated next to St. Barnabas' Church. The early 20th century Co-op building (now Leeman Building) has been retained and converted into flats. These original assets still play a part in daily life around Leeman Road. The self-contained nature of this area almost effortlessly creates a sense of identity – the name Leeman Road is used locally to describe the whole residential area, not just one street.

This area is distinct from adjacent industrial areas and development on Poppleton Road nearby. Its geography, neat clustered terraces, architectural features and community buildings all adds to its value.

It provides an excellent example of how small, self-contained settlements developed due to the demand for accommodation close to industrial areas during the Victorian period and into the 20th century.

Historic: A strong link with York's railway and industrial heritage is still evident, due to the close proximity of the railway and through the use of names. The name, Leeman Road, references George Leeman, the railway entrepreneur. A public house and former co-op building also reference the name Leeman.

Approximately 40% of the historic field boundaries remain readable in the urban landscape with Leeman Road itself the only roadway to have existed prior to the development of the residential area. Salisbury Terrace provides a good example of a field boundary surviving in street form. This boundary formed the limit of the first phase of construction in the late 19th century. Map regression shows how the residential area grew, in a pattern guided by existing field boundaries.

Streetscape components: Within the main settlement asphalt carriageways, with a mixture of natural stone and concrete footpaths. Street lighting is provided by a mixture of modern free standing lamp posts and older lighting attached to the side of houses. Street signage is also a mixture of new and old, the older (but not original) signs being attached to the side of the buildings mainly on the side streets. Stable pavements and stone setts can also be seen in places.

Aesthetics: Open space is limited within the terraces with the exception of a formal playground was created between Salisbury Terrace and Carnot Street. Aesthetic significance is enhanced by the stable pavements and historic streetscape of the area.

Informal recreational, open space can be found on nearby Clifton Ings, which, along with the Millennium Green, the river and Holgate Beck provide a substantial green space setting.

There is a limited use of grass verges along some of the inter-war development. One of York's key strategic views of the Minster is located on Leeman Road in front of The Junction public house (Key View 11: Leeman Road). Excellent local views are obtained on the Ings.

Opportunities and recommendations

It is recommended that any extensions, new development or re-development in the area should be sympathetic in terms of style, material, proportions and density and should complement and enhance existing character. Street furniture, including street signage and streetlights should integrate with the character of the area.

Opportunities for improving the quality and consistency of contemporary street furniture and the public realm should be identified, in particular the enhancement of existing pedestrian surfaces, cycling facilities and upgrades of existing street furniture. This should be undertaken following guidance contained in the City of York Streets and Spaces Strategy and Guidance (City of York Council, 2013).

Removal of original streetscape features over time has had a negative impact on the character of the area – further loss of these features should be avoided where possible. Original street lighting columns should be retained wherever possible and where this is not possible, they should be carefully retrofitted with new lanterns where appropriate and column replacements should reflect the style of originals. The scale (height in particular) of lighting column should always respect the character of the street. Lighting columns on residential streets with low traffic volumes should reflect traditional heights. Further guidance is contained in the City of York Streets and Spaces Strategy and Guidance.

Wherever possible and practical, it is strongly recommended that inherited historic landscape grain evidenced through post-medieval and 19th century former field boundaries should be enhanced and conserved. These play a key role in explaining the historic development of the area.

Where historic boundaries have been identified, either as surviving hedgerows or where retained as part of historic development, efforts should be made to ensure their continuing survival as part of any future development opportunities.

Great care should be paid to the retention of socially valued buildings and spaces with appropriate weight given to local opinions.

Hedgerows and trees should be carefully managed and opportunities for planting new trees along grass verges and in existing hedgerows should be identified in partnership with local residents. A programme of regular monitoring of original hedgerow boundaries and grass verges should be secured.

Key views of the Minster, other major heritage assets and local landmarks should be maintained and enhanced to help orientation and enhance local distinctiveness. Every effort should be made to minimise the impact of future development to the view of the Minster from Leeman Road.

The 19th and early 20th century terraces contain a number of original features which should wherever possible be retained and enhanced. This should include maintenance of existing ironwork and conservation of remaining areas of stable paving. The stable pavements in particular are a unique feature of York's streetscape and any street works affecting them should be carefully stored and reinstated following guidance contained in the City of York Streets and Spaces Strategy and Guidance.

The inter-war housing estates still retain a large number of original architectural and streetscape features. It is recommended that further erosion of the original aspects of the estates, as well as changes such as garden to driveway conversions and inappropriate extensions should be monitored and avoided where possible.

A local survey of the architectural and streetscape features (gate piers, setts paving, street signs) of the area could usefully be carried out in the near future, in conjunction with the local community, to further assist with the monitoring of existing features and to identify those at risk. This should include the art deco houses which form a distinctive part of the Leeman Road area.

The area contains a playground which should be considered for inclusion on the Local List of Heritage Assets. This space is intimately connected with the residential terraced houses surrounding it. It is recommended that every effort should be made to ensure that this is retained and kept in productive use.

There is an opportunity for this study to be used as baseline data for the local community to develop local priorities, encourage community cohesion, recognise and improve the quality of their environment and strengthen a sense of place. This area in particular would benefit from further study and consultation with residents to inform on its character and how that has changed over time.

Character Area 33: Images



The Leeman Building (former Co-op) (left) at junction with Garfield Terrace



The Leeman Road PH (left) and example of former corner shop now in residential use



1930s Art Deco buildings on Salisbury Road



Example of terraced street in Leeman Road area



Salisbury Street including church hall



Example of late 20th century architecture in Leeman Road area



Example of drain cover in Leeman Road area



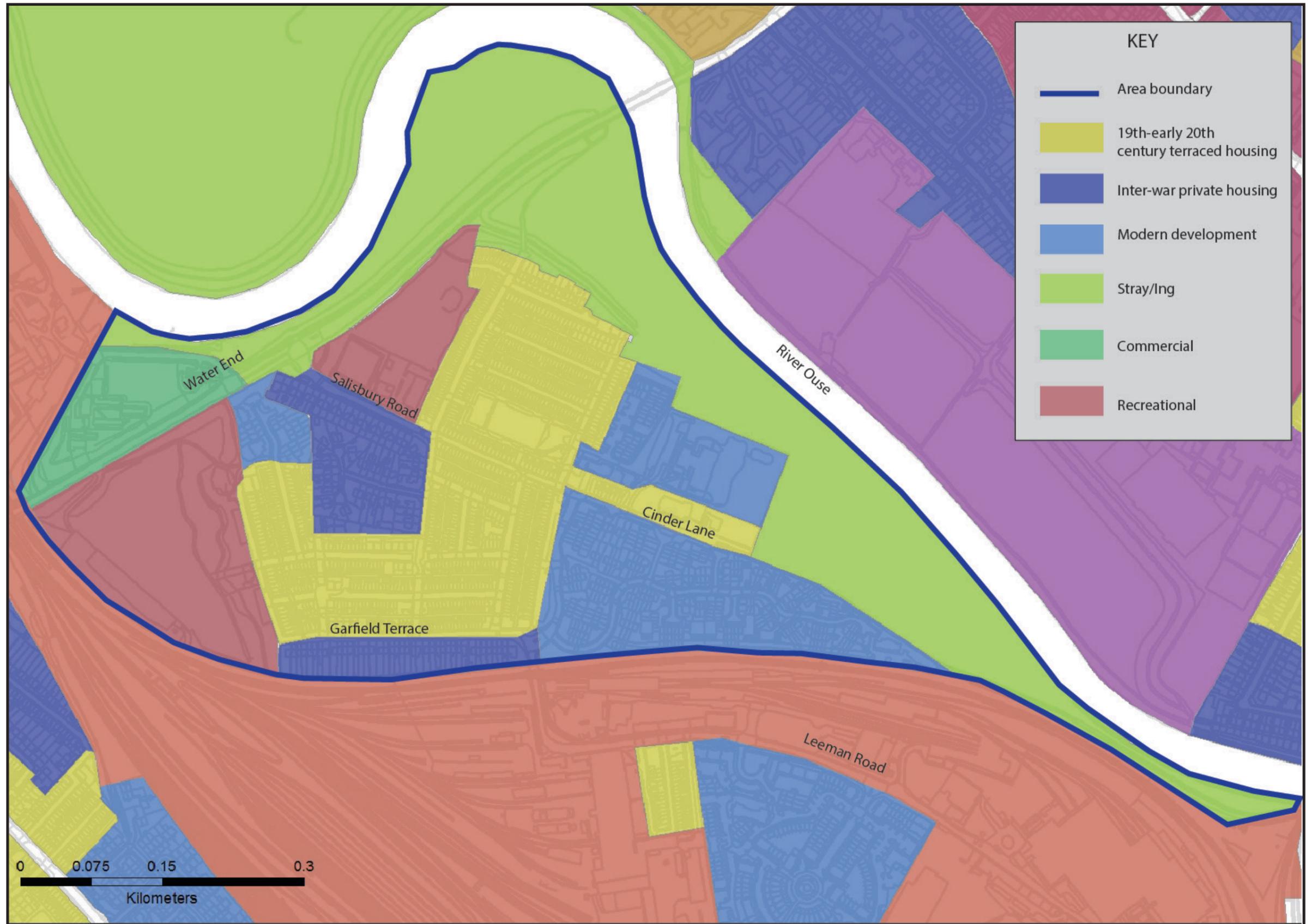
Stable Paviour at Jubilee Terrace



Example of early 21st century architecture in Leeman Road area

Character Area 33: Maps

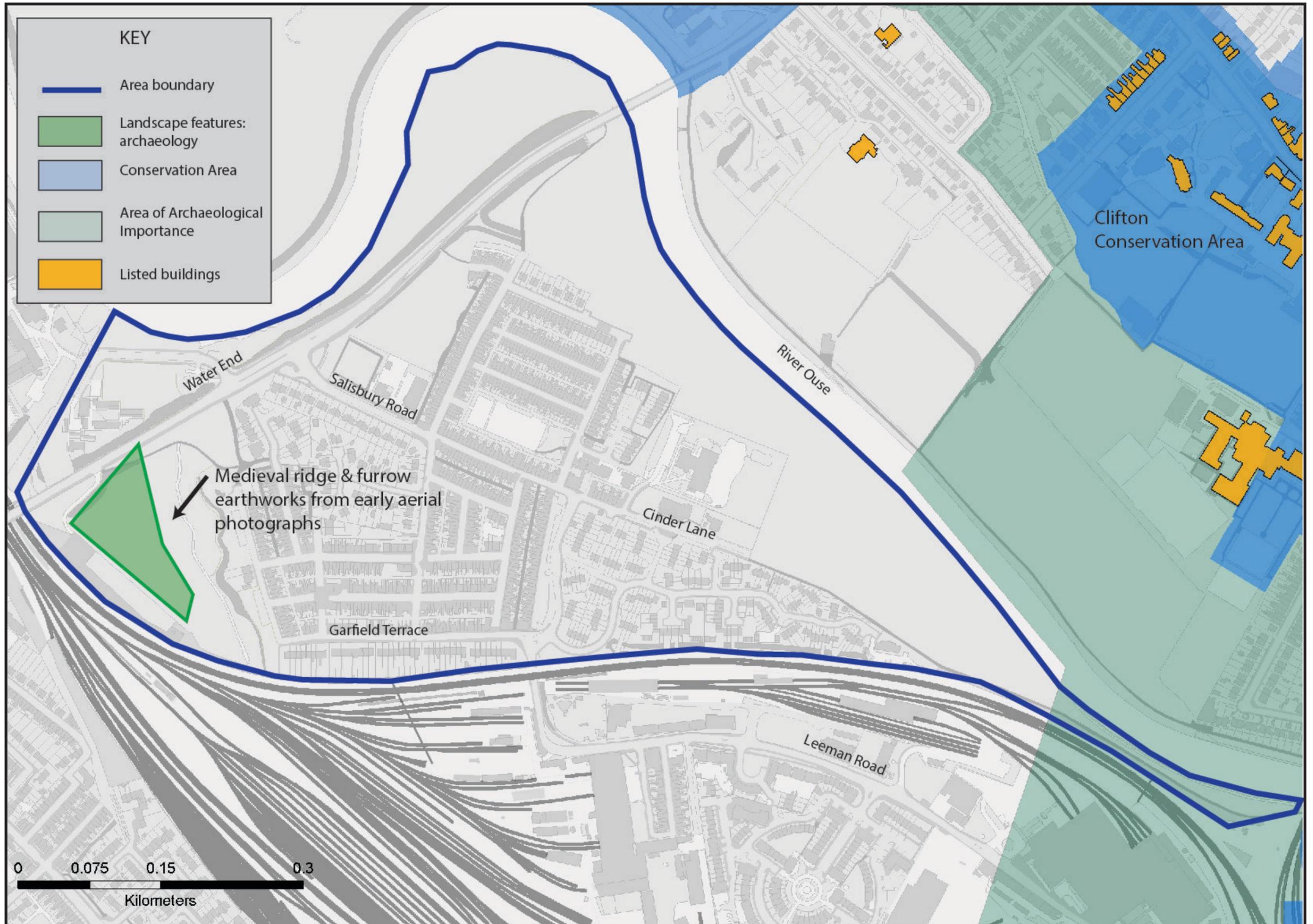
Broad Type characterisation plan. White roadways indicate roads or lanes visible on the 1852 Ordnance Survey Plan



Topography



Archaeology and designated heritage assets



Extant surviving boundaries, roads and tracks as depicted on the 1852 First Edition Ordnance Survey Plan

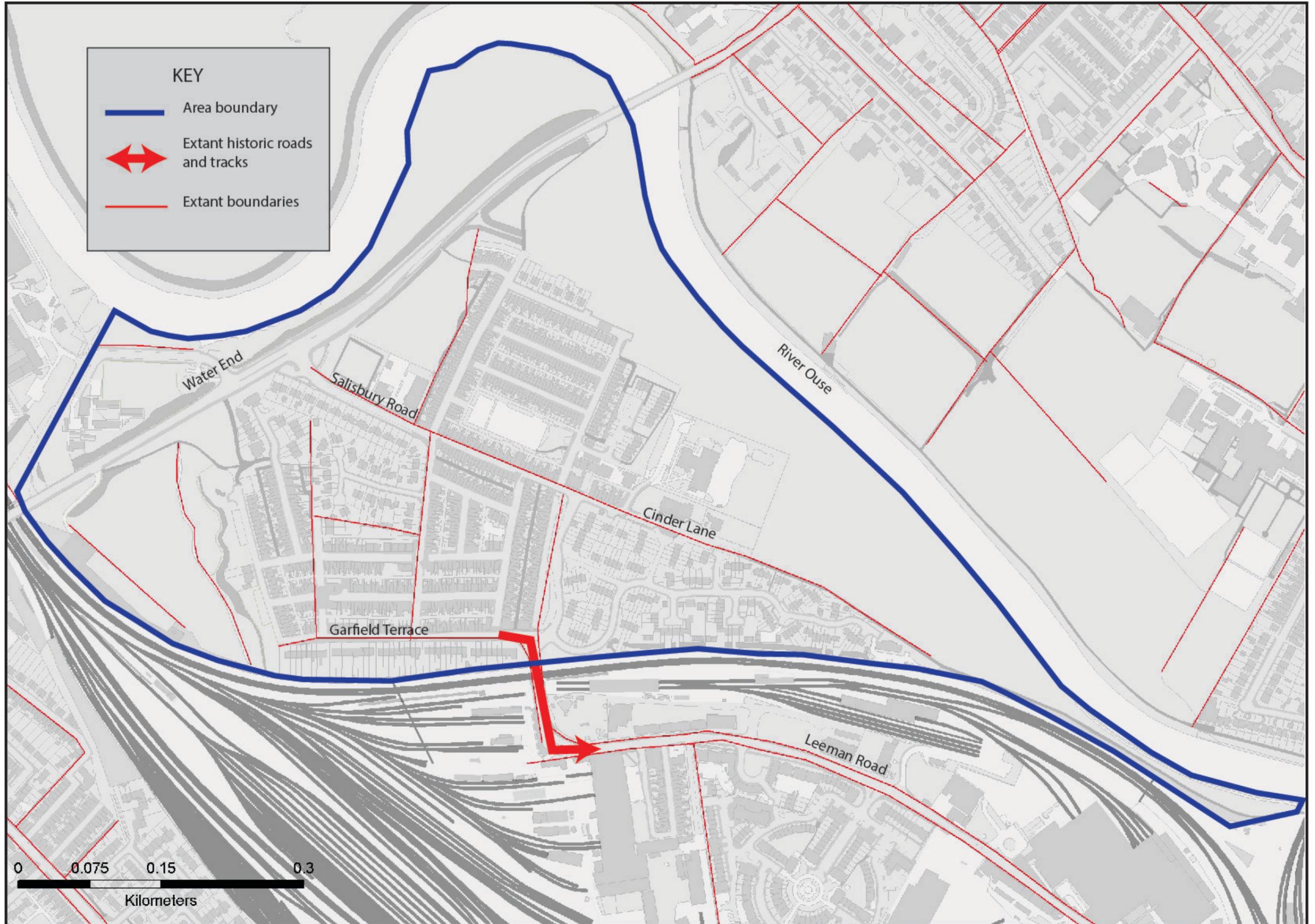


Figure ground map showing the relationship between open space (black) and the built environment



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