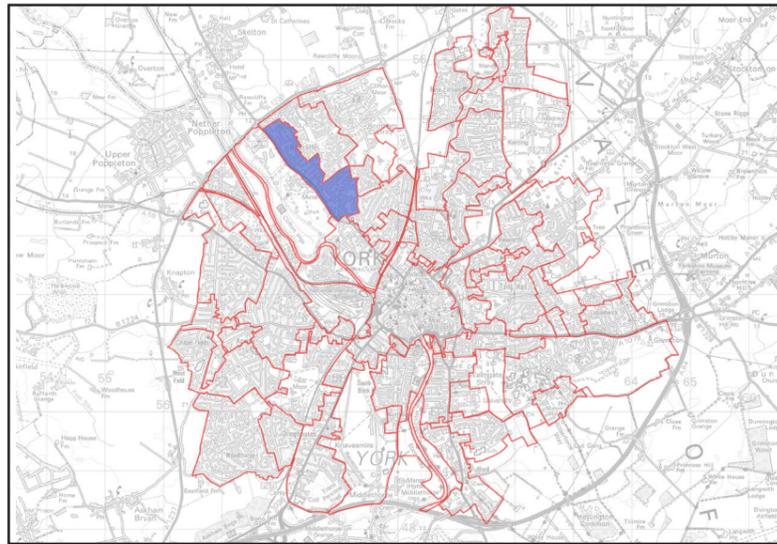
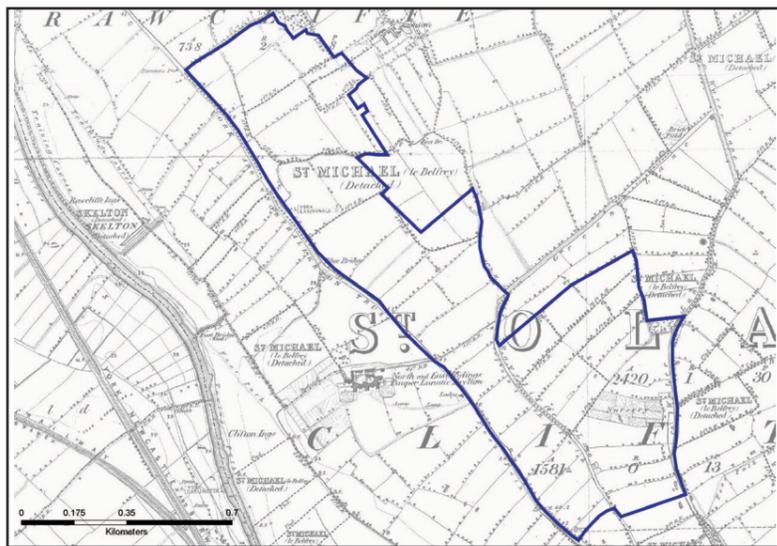


Character area 36: North-west Clifton



Location of character area



Extract from First Edition Ordnance Survey Plan 1852

Key Characteristics

General Character: Characterised by early 20th century residential housing estates extending to the fringes of Clifton village

The land is generally level and low-lying

Up to 80% of historic field boundaries remain

Includes Conservation Areas of Malton Way/Shipton Road (1975) & Clifton (extended to include part of Rawcliffe Lane 1975)

Tenuous link to city

Suburban area with limited open space

Approximate walking/cycling distance to the city centre from Shipton Road/Alwyne Drive 3.2km via Clifton and Bootham

Dominant Housing Type: Inter-war and post-war semi-detached, two storey bay windows (often rounded), arched porches, hipped roofs, wide plots and large front and rear gardens

Other Key Housing Types: Detached garden suburb cul-de-sacs, inter-war and post-war bungalows, 1960s two storey semis and examples of late 20th century development

Designated Heritage Assets: Grade II listed milepost and Conservation Areas

Non-designated Heritage Assets: Historic routeways and 1930s street lighting

Key Views: The Minster is visible from the junction of Manor Lane and Manor Park Road

Surviving historic roads and tracks: Shipton Road, Rawcliffe Lane and Manor Lane

Archaeology and history

The earliest evidence of human activity within this character is the chance find of a bronze palstave (MYO 287) late prehistoric – bronze age) to the south of Manor Park Road.

Extensive archaeological investigations on Manor Lane, immediately to the north of this character area, examined evidence of late iron age to c.5th century Roman settlement and the site of an 11th to 12th century moated manor house associated with the former village or hamlet of Rawcliffe.

Although evidence of Anglo-Scandinavian was not found during these investigations, it is quite possible that continuity of settlement from at least the Iron Age to late medieval is represented here. Many of the features relate to Iron Age and Roman field systems best preserved beneath former ridges of ridge and furrow earthworks.

The discovery of a Roman tombstone of Flavius Flavinius centurion of the VIth Legion on Rawcliffe Lane opposite Bootham Junior School suggests that there may be a small cemetery still to be located off Shipton Road.

From the Norman Conquest until the 17th century the land immediately to the north of the city walls centred on Sherriff Hutton formed part of the Royal Forest of Galtres. Deforestation reduced the size of the forest over the following centuries allowing the development of large settlements such as Clifton and smaller hamlets such as Rawcliffe. Historic aerial photographs show extensive broad ridge & furrow earthworks in the area. By the early 17th century these smaller settlements were little more than scattered farms. Much of the land was owned by the Church. Historic roadways surround the area; Shipton Road follows the line of the Roman road to Catterick and Water Lane and Rawcliffe Lane presumably dating to the medieval period.

No known development took place within this character area until the late 19th century when a house was built on Rawcliffe Lane.

It wasn't until the period between the First and Second World Wars that development began on a larger scale. During the 1920s East Cottages (1925) were constructed off Shipton Road and Rawcliffe Grange on what is now Northholme Drive. North and South Cottages exist on the south side of Shipton Road dating to the late 19th just outside this character area. North, South and East Cottages were built to accomodate staff at Clifton Hospital.

By the early 1930s, Malton Way had been created between Shipton Road and Rawcliffe Lane. This street along with housing on Shipton Road has been designated a conservation area. Other pockets of building had also begun between Shipton Road and Rawcliffe Lane, as well as the creation of Rawcliffe Grove and Canon Lee School on Rawcliffe Lane. By the end of the 1930s housing covered the majority of land on the north side of Shipton Road as far as Alwyne Drive. Broad ridge and furrow once covered the area prior to the construction of the Malton Way extension and the sports fields. Small traces of the ridge and furrow can be seen on the sports fields.

During the late 1950s residential growth continued on Shipton Road. A large estate of semi-detached bungalows was built immediately to the west of Alwyne Drive, followed by two storey estates.

By 1970, almost all fields which had been left open between housing estates in the 1930s had been developed. Small patches of modern development from the 1980s and late 1990s exist off Water Lane and Shipton Road respectively.

Character

This area is characterised by 1930s private housing estates containing one-two storey semi-detached and detached housing. Few roads contain grass verges here in contrast to other areas of 1930s development. Several side streets, such as Melton Drive and Rawcliffe Grove, retain their original concrete carriageway surfaces.

The field pattern in this area may have dictated, to an extent, how the streets were planned. The inter-war estates here generally follow a linear pattern reflecting the earlier landscape grain.

The conservation area of Shipton Road/Malton Way and the northern tip of the Clifton conservation area are different in character due to their predominant building types. They contain larger semi-detached and detached houses by architects Parker and Unwin who also designed New Earswick garden village. Malton Way contains a wide tree lined street creating an enclave with its own sense of identity. Two short cul-de-sacs, Galtres and Flavian Grove, lead off from Shipton Road and Malton Way respectively. Rawcliffe Grove is a small cul-de-sac off Rawcliffe Lane containing several large detached houses, concrete road surface and 60% concrete gate piers. Lighting is provided by one 1930s lamp which appears to be an original in very good condition.

Away from the conservation area, the 1930s houses generally contain front and rear gardens, driveways and free standing garages. Over 40% have had an attached garage built, often with an extension on top. Generally all the houses have multi-paned, double bay windows with either convex or square frames and hipped roofs. Arched porches are common with survival rates varying but generally around 60% survive unaltered. Anomalies in style exist such as square door frames on Alwyne Grove and half pebble dashed houses on Northolme Drive.

On Southolme Drive over half of the houses were designed with square bay windows with pointed gables above them. These houses also contained a small circular window in box room.

Approximately 80% of these windows survive; some are still single glazed and contain coloured glass. They are unique to these houses.

Another unusual style can be found on Byron Drive where some houses contain square wide bay windows with pointed timber framed gables.

The late 1950s housing provides a mixture of semi-detached two storey dwellings and bungalows. The two storey dwellings have been designed to appear similar to the inter-war housing further east on Shipton Road, with hipped roofs, convex double bay windows and round arched porches. Approximately 70% of the porches survive unaltered. Concrete carriageways survive on some streets such as Florence Grove. The bungalows have been constructed in a range of styles but are generally semi-detached with detached garages. The Minster is visible from the junction of Manor Lane and Manor Park Road.

The oldest building in the area dates to the mid to late 19th century on Rawcliffe Lane. Perhaps originally one house now split into two, it is clearly architecturally different to the surrounding housing but does not look out of place along historic Rawcliffe Lane.

Significance

Archaeology: The area around Manor Park Road has produced exceptional settlement evidence dating from the Iron Age and Roman period as well as evidence of a moated medieval manor house. Unfortunately much of this archaeology has been destroyed by housing development and the archaeological recovery was in part conducted as a rescue style excavation.

Some open space still exists that may yet reveal further archaeological evidence of Anglo-Scandinavian and medieval settlement associated with Rawcliffe Hamlet. The single tombstone recorded on Rawcliffe Lane suggests that a Roman cemetery is yet to be located.

Architecture: The houses contained within the conservation areas are valuable examples of garden suburbs of the early 1930s similar to that in New Earswick to the north of the city. These houses and their setting provide a picturesque rural experience in an otherwise relatively ordinary suburban area.

The predominant housing style is 1930s semi-detached and detached houses in a planned estate form. The area is architecturally similar to contemporary housing in other suburban areas of the city and to the housing constructed on Shipton Road in the late 1950s. However it is distinct from adjacent modern developments to the north and the historic settlement of Clifton to the east.

Although not aesthetically or architecturally significant these planned housing estates are illustrative of the suburban expansion of York in the inter-war and post-war period.

Historic: Approximately 80% of the field boundaries shown on the 1850s ordnance survey plan exist today in some form. The boundaries of some former strip fields exist now as residential streets.

The best examples exist in the centre of the area such as modern fence lines between the gardens of Reighton Avenue, Melton Avenue and Rawcliffe Avenue.

In plan, it is relatively easy to appreciate how former agricultural fields were sequentially developed.

Street names in this character area do not follow any specific theme. Ings Way, Galtres Grove and Flavian Grove are perhaps the only examples which relate to the historic uses of the area. Close to the former manor site several names, such as Manor Lane, Manor Park Road and Manor Park Close clearly reference historic and archaeological evidence.

Streetscape components: Within the 1930s estates street lighting is provided by a range of units dating from the 1930s-2000s, modern units being the most common. Street signage is fixed on street lights and is modern in date.

Malton Way contains a mixture of 1930s? iron bollards and modern bollards which are double the height of the originals.

Concrete road surfaces visible on several side streets. In some areas, such as Galtres Grove, where the modern tarmac surface has worn away the concrete surface can be seen to survive beneath it.

Aesthetics: Rawcliffe Lane, Water Lane and Malton Way present a quiet, tidy, leafy suburban feel. Shipton Road, although a busy route to the city, is tree lined before it runs through Clifton village to the west of York. The inner streets lose this 'green' feel and are more urban in character.

Despite good transport and cycle networks, there isn't an obvious connection with the centre of York. However,

The Minster is visible from the junction of Manor Lane and Manor Park Road.

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.

The inter and post-war housing estates still retain a large number of original architectural features such as arched doorways as well as examples of historic street lighting and concrete road surfaces. 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 architectural and streetscape features (gate piers, sett 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.

City of York Council should consider commissioning a Conservation Area Appraisal for Malton Way/Shipton Road as has been done in other parts of the city.

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 36: Images



Malton Way



Reighton Avenue



Manor Park Road looking towards the Minster



Above - Mid 20th century and modern street lighting on Galtres Grove Below- 1930s lighting on Rawcliffe Grove



Byron Drive



19th century housing on Rawcliffe Lane



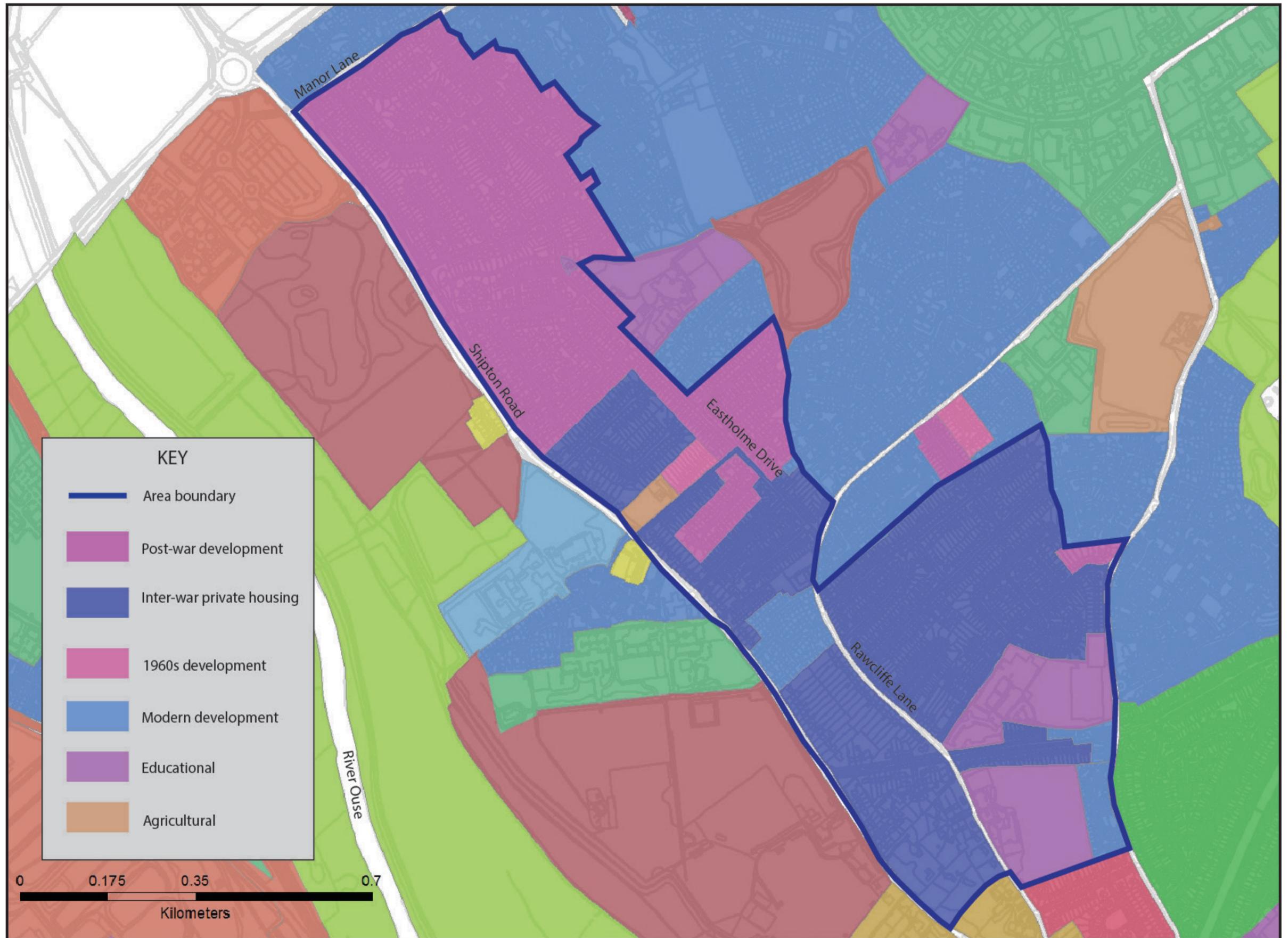
Eastholme Drive



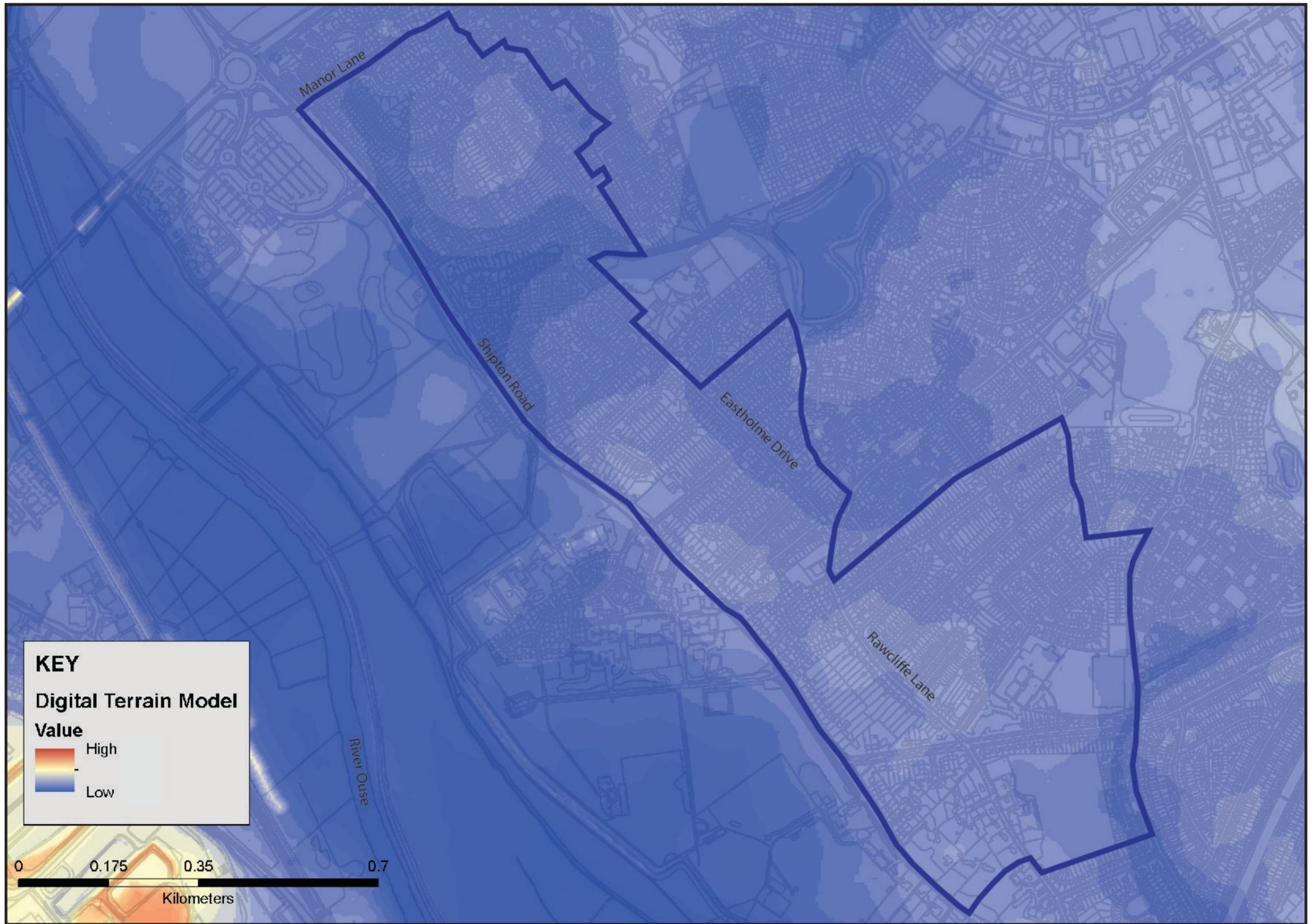
Rawcliffe Lane

Character Area 36: Maps

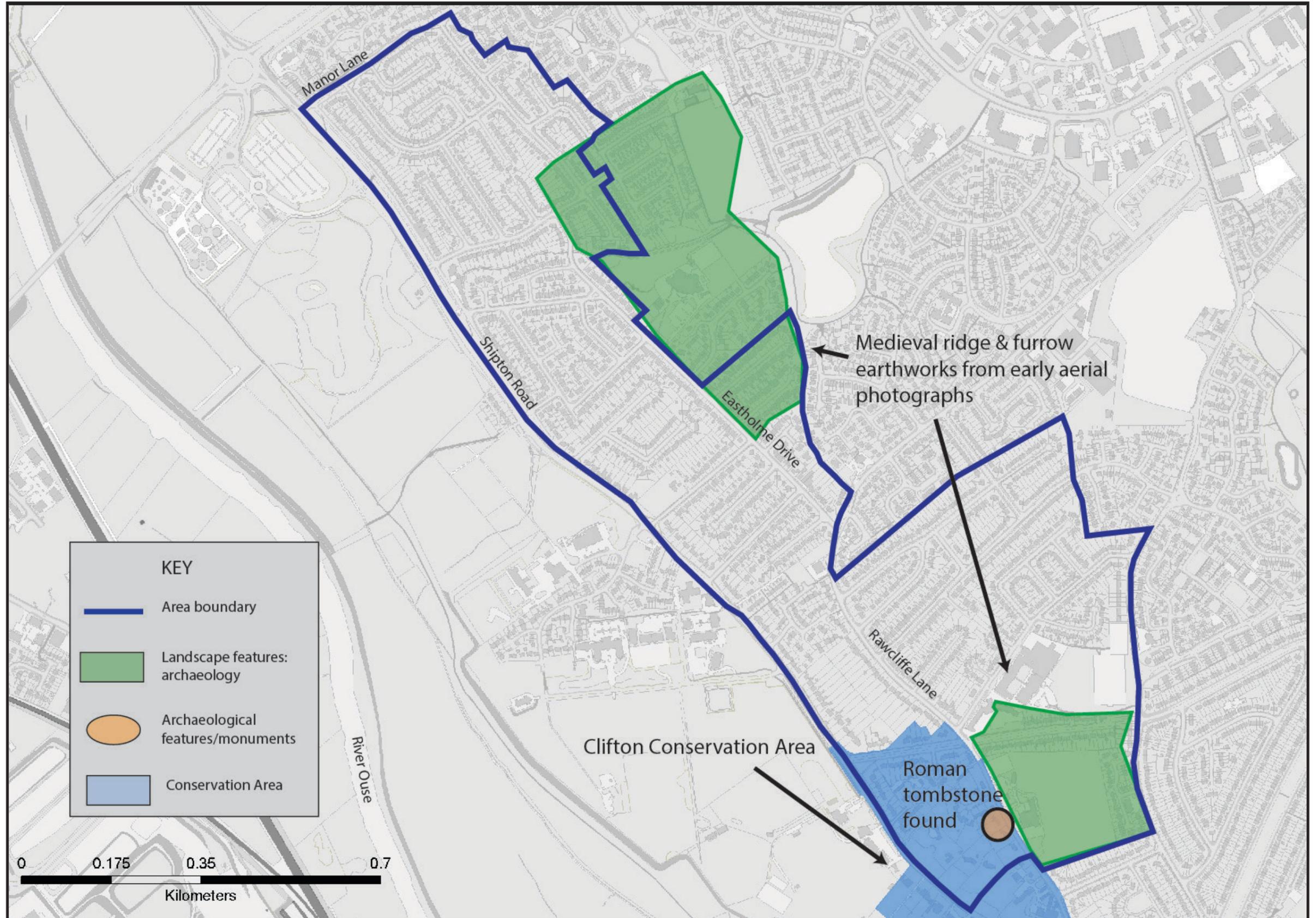
Broad Type characterisation plan. White roadways indicate roads or lanes visible on the 1852 Ordnance Survey Plan



Topography



Archaeology and non-designated heritage assets



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

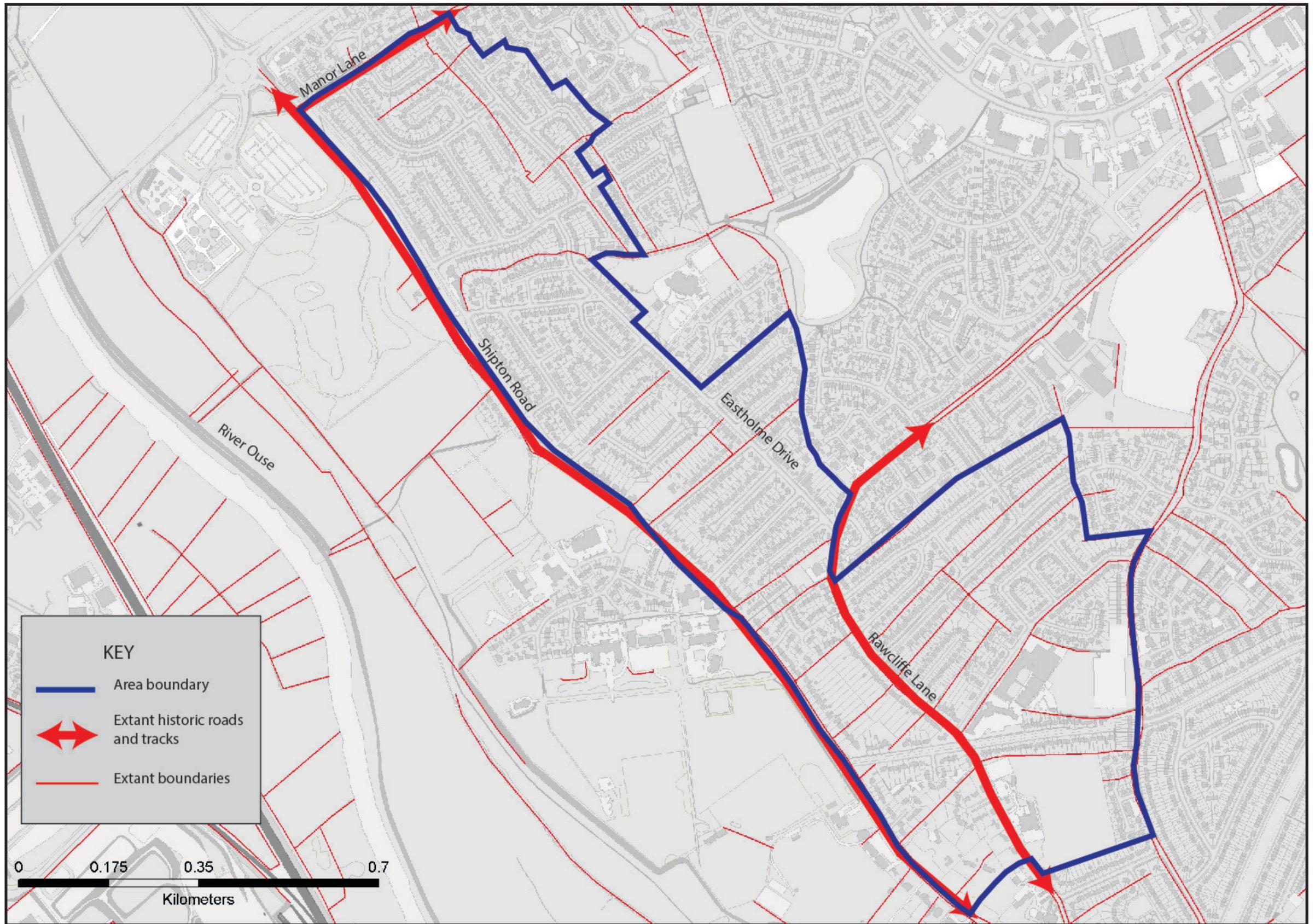


Figure ground map showing the relationship between open space (black) and the built environment



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