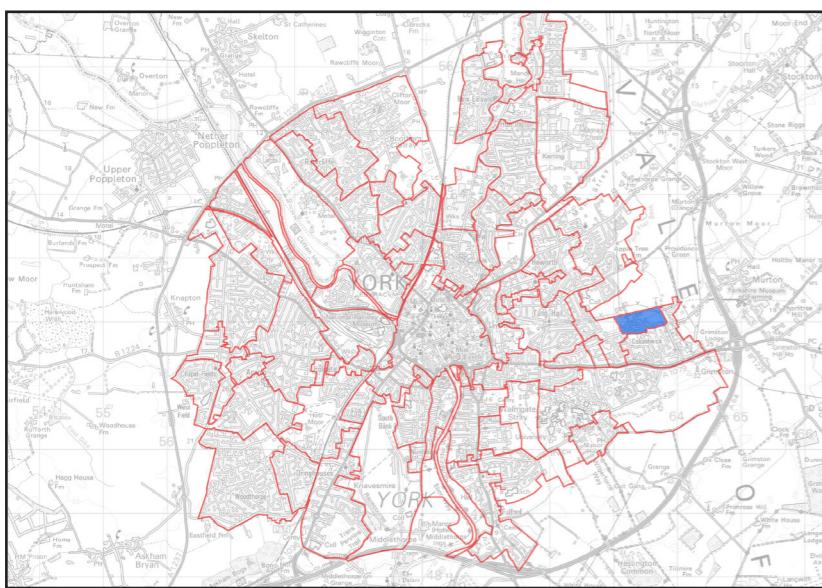
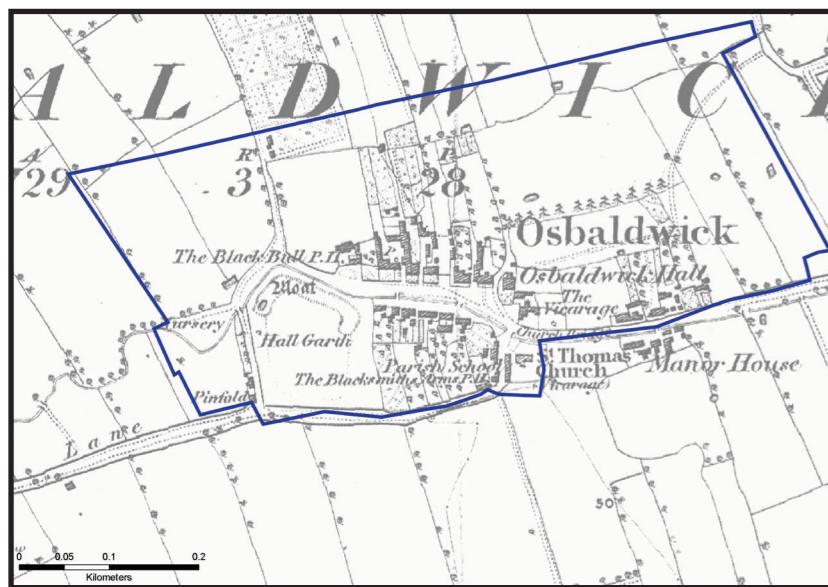


Character area 58: Osbaldwick



Location of character area



Extract from First Edition Ordnance Survey Plan 1852

Key Characteristics

General Character: A quiet, semi-rural, medieval village containing 18th to 20th century buildings, retaining natural features.

Bounded by Osbaldwick Lane and Murton Way to the south, by the Derwent Valley Railway (now National Cycle Route 66) to the north and inter-war housing to the west. To the east lies the commercial area surrounding Outgang Lane.

The land is relatively low lying with Osbaldwick Beck running through the area in an E-W direction. Patches of higher land are situated to the south of the Beck, rising higher south of Hull Road.

Conservation Area

Former rural Domesday medieval village

Approximate walking/cycling distance to the city centre from the centre of Osbaldwick village 3.5km via Route 66

Dominant Housing Type: Two storey, late 18th and 19th century buildings with sash windows set around the village green. Late 1940s to early 1950s semi detached, upper and lower bay windows, arched porches, front and rear gardens, and driveways constructed with horizontal emphasis in planned estates and cul-de-sacs.

Other Key Housing Types: Mid to late 20th century mixture of two-storey housing as infill. Bold two-three storey 21st century architecture on purpose built estate of Derwenthorpe.

Designated Heritage Assets: Grade II listed Holytree House, Stanley House, Osbaldwick Hall & St.Thomas' Church and Conservation Area, Registered village green

Non-designated Heritage Assets: Medieval village and moated site plan form, Old Schoolhouse, Methodist Chapel (community centre), historic field boundaries/toft and croft lines and 1930s street lighting

Key Views: Local views of St.Thomas' Church spire

Surviving roads and tracks: Osbaldwick Lane, Galligap Lane, Osbaldwick Village and Metcalfe Lane

Archaeology and history

Neolithic and Bronze Age settlement evidence as well as an Iron Age roundhouse and enclosures were investigated approximately 1.3km to the south at Heslington East prior to the expansion of the university campus. This suggests that area was settled and farmed at these times although no evidence exists in Osbaldwick itself. Although evidence of Romano-British activity is also lacking from the village, field system remains have been uncovered immediately south-west, and settlement has been located at Heslington East.

Osbaldwick is a Domesday village of small size under the overlordship of the Canons of St Peter (York Minster) both before and after 1066. The location of earlier Anglian or Anglo-Scandinavian settlement is not known but is suspected of being located south of the Osbaldwick Beck. Part of a possible 10th-11th century toft enclosure was investigated on the west side of Metcalfe Lane prior to development at Derwenthorpe. Today's village is centred on the medieval settlement (Osbaldewic) with a moated manor site known as Hall Garth (not in the HER) at the west end and church towards the east. St. Thomas' Church is at least twelfth century in origin although it was extensively restored in 1877. Toft and croft lines are still visible north of Murton Way, the main village road. Ridge and furrow as well as strip field boundaries, probably dating to the late 18th century when the strips were enclosed, survived until development in the latter half of the 20th century. Several buildings in the village date to the 18th and 19th century. Two of these, no. 57-9 and Hollytree House (no. 47) were in use as private asylums in the mid 19th century.

The Derwent Valley Light Railway opened in 1913, and ran W-E across the top of this area from Layerthorpe to Selby. A station was created to the north-east of the village. At the same time a football ground was established on the north side of the moated site. The line eventually closed completely in 1981 and is now the National Cycle Route 66.

During the 1920s York Corporation bought land surrounding Osbaldwick for the creation of the Tang Hall Estate. They also bought several farms in the village to house cattle on the way from Ireland to the York Cattle Market. The majority of the land and farms were sold back for private use or to North Yorkshire Council in the early 1970s.

Osbaldwick remained an isolated rural village until the 1930s when suburban sprawl, which had grown eastwards from York, reached the fringes of the village. The population of Osbaldwick grew from 200 to 3000 in 60 years following development of its southern fields.

Character

Osbaldwick village retains its open rural setting on its north side, while to the south of Osbaldwick Lane, the open fields have been lost to development. Within the village itself, a small portion of the Green remains as a focal point of the settlement, between an irregular shaped medieval road system. Osbaldwick Beck runs throughout the village with mature trees and verges reinforcing the peaceful, village setting.

The buildings within the village are a mixed. The older buildings set back on either side of the village green date to the later 18th to 19th century and are two storey in height. On the north side of the green, traditional houses and cottages survive within narrow plots. The southern side is more mixed and contains some modern buildings. Many buildings within the village retain traditional sash windows.

On the western fringes of the village, a former Methodist Church is now in use as a village hall. Further community amenities include The Derwent Arms Public House (1823, formerly The Black Bull), St. Thomas' Church and a nursery, formerly the village school. The pub has a field to the rear which also holds community events such as the village fair and bonfire night entertainment.

On the former moated site of Hall Garth, a post-war housing estate now stands. These houses running along Osbaldwick Lane and forming two internal cul-de-sacs, were built in the late 1930s style similar to those found slightly further west on Osbaldwick Lane. Generally all the houses are three bed roomed, have hipped roofs, gardens, multi-paned, double fronted bay windows with either convex or squared frames. Unaltered arched, recessed porches are uncommon, the majority having been infilled or both infilled and hidden by a projecting porch. Approximately 25% of these houses have an unaltered porch. Differences in doors, fenestration, painted cladding to the exterior and porch style and shape exist throughout.

Houses facing south onto Osbaldwick Lane outside this estate are in a range of styles including narrow 19th century buildings with traditional sash windows, modern similarly proportioned buildings with UPVC sash effect windows and mid 20th century. The latter contain wide horizontal windows to the upper floors and commercial properties to the ground floor.

The early 21st century architecture of the latest Joseph Rowntree Housing Trust development at Derwenthorpe, to the northwest of the village core is radically different to other contemporary developments across the city. The new village being created on the outskirts of Osbaldwick will eventually contain a mixed community of owner-occupied and rented property. The site is currently under construction and is surrounded by a small beck, created as part of the development. This is similar to Osbaldwick Beck, which runs openly on the south side of the village.

The buildings are constructed in red and white brick with wooden elements, generally featuring pitched roofs, large vertical windows and small balconies. The streets appear wide, with grass verges and are cobbled in a light coloured stone. Apart from its striking architecture this development also has a focus on sustainability and community.

The estate contains a play area and a small lake feature. Despite the close proximity, Derwenthorpe already feels like it has its own identity. It already has its own Facebook community page even though the development is still in its infancy. It remains to be seen how or if the Osbaldwick and the Derwenthorpe community will interact as the whole scheme has been delayed due to fierce opposition from the Osbaldwick parish.

Significance

Archaeology: Romano-British and medieval remains have been excavated from areas immediately to the west and north-west of the village centre. Further investigation has been limited due to the unmonitored development of the area during the 18th to mid 20th century. However, significant archaeological remains may exist at protected depths or in isolated pockets of undisturbed ground.

Architecture: The village contains a variety of buildings ranging from the late 18th to early 21st century. Each style tells its own story about the development of the village. The older buildings within the village core are the most aesthetically pleasing, retaining a large proportion of sash windows. The latest development at Derwenthorpe is important as a contemporary mixed private/social housing scheme by the JRHT.

Historic: Osbaldwick retains its medieval layout and some of its rural character, particularly in the vicinity of the village green. The picturesque and historic nature of the buildings surrounding the green reinforces the former isolated rural village identity of Osbaldwick. Mid-late 20th century development surrounding the village and on the moated site, appropriately named Moatfield, has eroded the feeling of remoteness around the fringes of the village.

Approximately 65% of the historic divisions shown on the 1852 ordnance survey plan remain readable as garden fence lines and field boundaries in the semi-urban landscape. Some of these boundaries may well be post-medieval, or earlier, in date. The line of Metcalfe Lane for example, is a mid 17th century field boundary. Medieval toft and croft lines on the north side of the green also exist.

As you travel westwards from Murton Way and the edge of Osbaldwick the spire of St. Thomas' Church is clearly visible.

This view, albeit of the original church, would have also greeted medieval visitors and residents to the village.

The nursery, public house, village hall and church all add to the community identity of Osbaldwick. The church would have formed the centre of the original community, this building and the former schoolhouse, located opposite, are two of the most important community buildings in the village. The school also plays host to Slimming World and York Community Church.

Streetscape Components: Street lighting in this area is provided by a range of lights dating from the early-mid 20th to early 21st century. Modern units are the most common, although at least three 1930s streetlights exist in a good condition. Modern street signage is generally provided on low finger post signs and attached to street lighting. Where bins are provided, usually close to bus stops on the artery roads, Edinburgh style bins are in use.

Concrete road surfaces are evident within the inter-war cul-de-sacs, although generally carriageways are asphalt with a mixture of paved and asphalt footpath surfaces.

Aesthetics: Osbaldwick village is distinct from adjacent residential areas of commercial buildings, inter war and post war housing. The area has a quiet semi-rural atmosphere linked to the city by a bus network and route 66 on the cycle network on the former Derwent Light Railway line.

Osbaldwick Beck runs throughout the village with mature trees and verges reinforcing the peaceful, village setting. The natural greenery accompanied by round tub planters on the main roads all add to the character of the rural village.

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 medieval, 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, in particular the toft and croft lines to the north of the green, 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 such as the community centre, church and school, 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 major heritage assets and local landmarks should be maintained and enhanced to help orientation and enhance local distinctiveness.

A local survey of architectural and streetscape features throughout the village and in the inter-war estates 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.

Development management policy should take account of the contribution made by locally identified heritage assets to the distinctive character of the area. Sub-surface archaeological sites and landscapes are particularly important. Appropriate mitigation strategies should be agreed to protect potential archaeological deposits for any future development in area.

Research projects that examine the relationship between medieval villages on the fringes of the urban area and the city centre will make a significant contribution to our understanding of post-Roman and early medieval land-use and the relationship between city and countryside.

It is recommended that a Conservation Area Appraisal for Osbaldwick should be commissioned as has been done in other parts of the city. 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 particularly with the recent Derwenthorpe development.

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 would benefit from further study and consultation with residents to inform on its character and how that has changed over time.

Character Area 58: Images



The village showin streetscape components and location of church (right) and school (left).



Yew Tree Mews development which replaced Yew Tree Farm in the late 1970s.



Derwenthorpe, 21st century development



One of the oldest houses in the village.



View northwards showing Methodist Chapel (left), Moatfields (right) and Derwenthorpe (background).



Derwenthorpe, 21st century development



View westwards of the village.



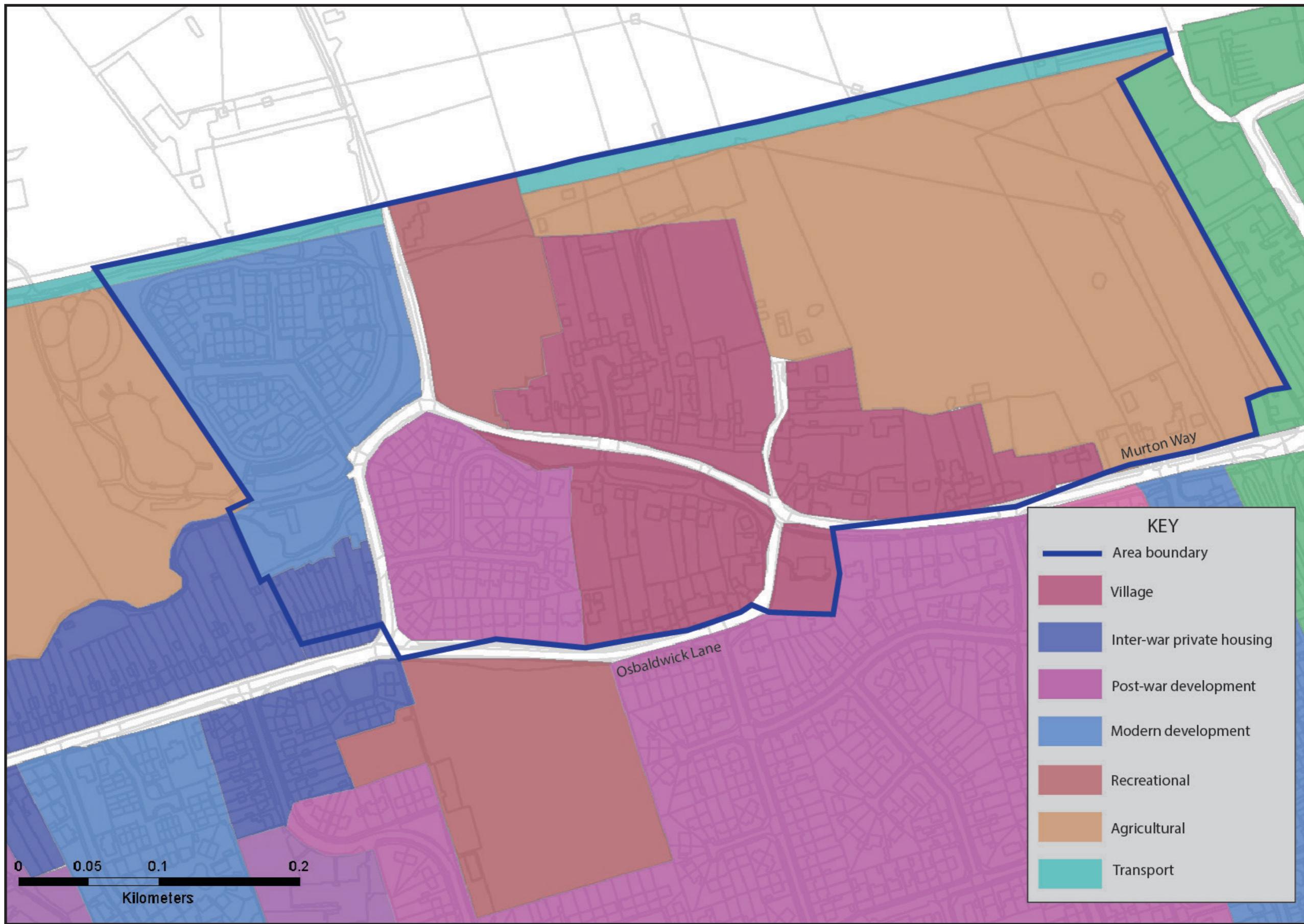
Moatfields housing showing concrete road surface and extensions to buildings.



Metcalfe Lane

Character Area 58: Maps

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



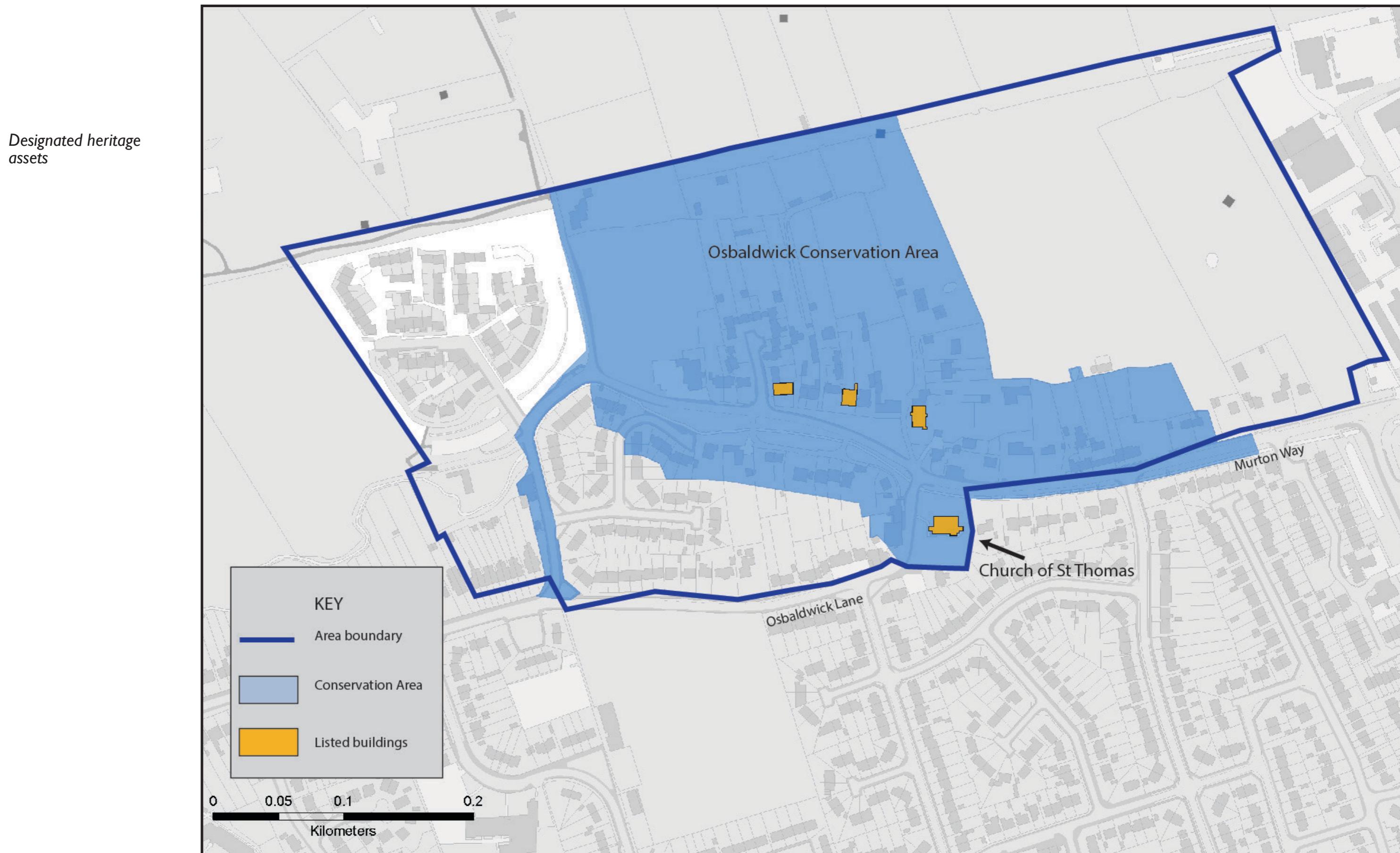
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Archaeology





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

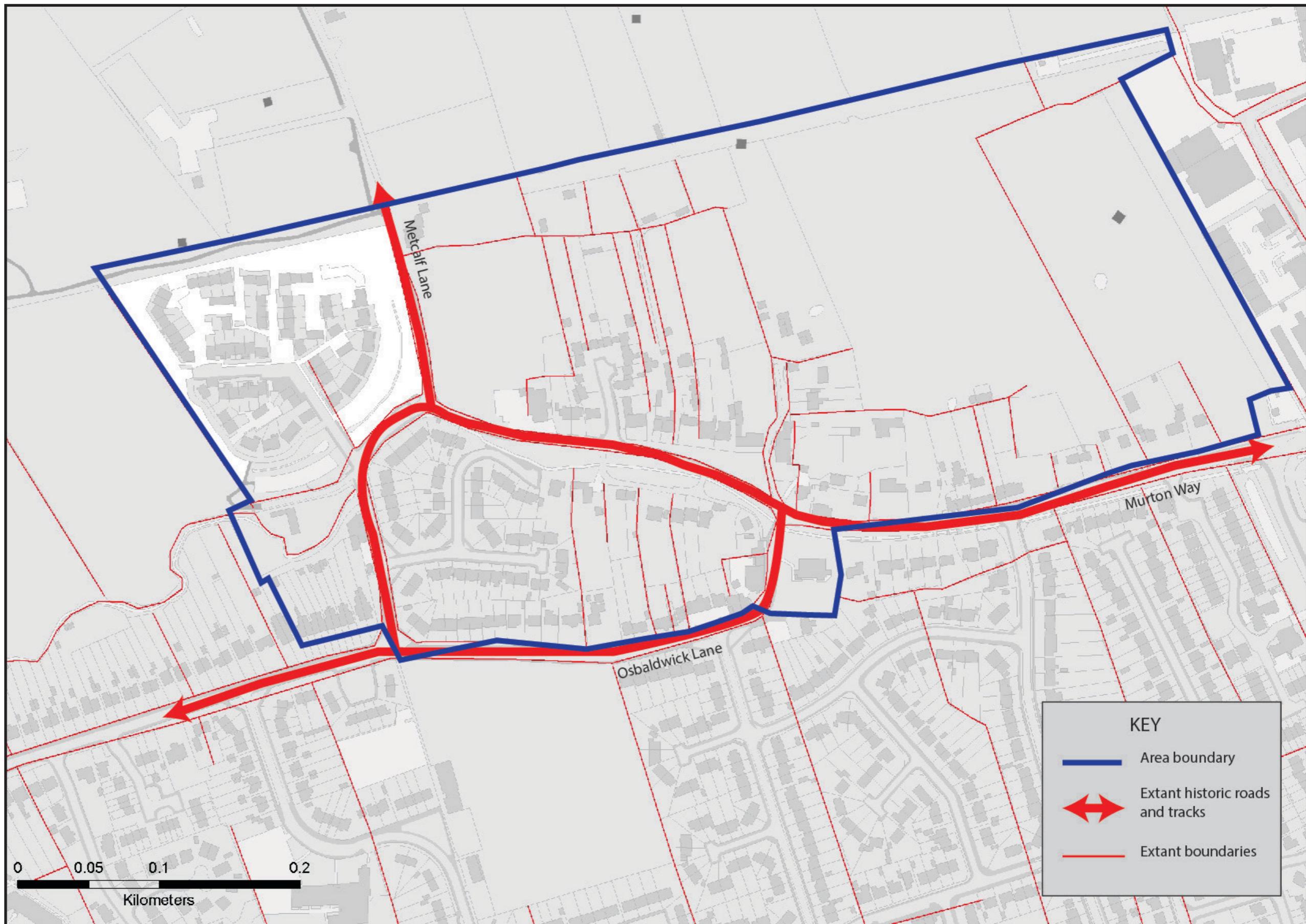


Figure ground map showing the relationship between open space (black) and the built environment



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