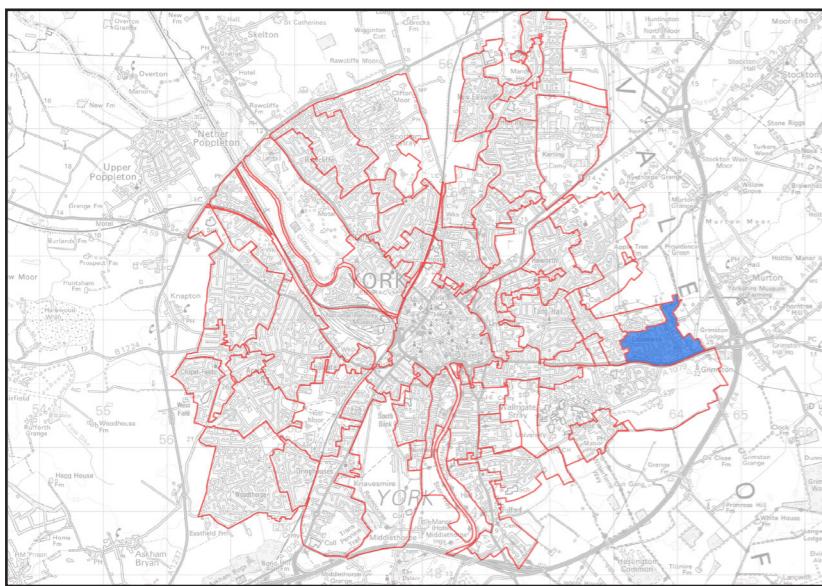
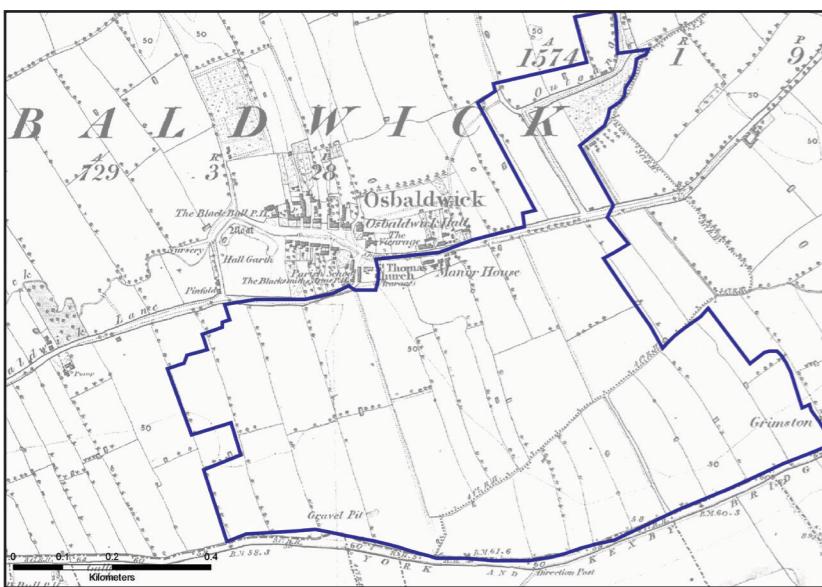


## Character area 59: Osbaldwick south



*Location of character area*



*Extract from First Edition Ordnance Survey Plan 1852*

### Key Characteristics

**General Character:** A mid to late 20th century residential addition to the south of Osbaldwick with commercial and industrial premises to the south and east. Contains an ubiquitous 1940s-1950s mixture of pattern book architectural styles that have no distinctive York features, with pockets of late 20th and early 21st century development.

Character area extends to Hull Road to the south, is bounded by agricultural land to the east, Osbaldwick village to the north and a mixture of inter-war and modern development to the west.

Community amenities include a sports club, shops, and Osbaldwick Primary School.

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

Quiet suburban area

Approximate walking/cycling distance to the city centre from the centre of Tranby Avenue 3.9km via Hull Road/Lawrence Street

**Dominant Housing Type:** 1950s semi-detached one to two storey buildings generally featuring upper and lower storey 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:** Late 20th century two storey and early 21st century two to three storey dwellings in cul-de-sac estates. Large commercial buildings and offices predominantly on industrial estates.

**Designated Heritage Assets:** None

**Non-designated Heritage Assets:** Strip field pattern and 1930s street lighting

**Key Views:** Local rural views to north and east

**Surviving historic roads and tracks:** Murton Way, Outgang Lane, Osbaldwick Lane and Hull Road

## Archaeology and history

Neolithic and Bronze Age settlement evidence as well as an Iron Age roundhouse and enclosures were investigated approximately 400m to the south-west 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 and surrounding land itself.

Although evidence of Romano-British activity is also lacking from the village, Romano-British field systems and settlement remains have also been uncovered in the same area.

During the medieval period the area formed part of Osbaldwick village's open field system. The area to the south of Osbaldwick itself was known as Churchfield. These fields were later enclosed in the 18th century.

By the late 1930s, several buildings were extant on the north side of Hull Road associated with Grimston Nursery and a detached residence named Invermark.

The area surrounding the south and east of Osbaldwick remained agricultural until the late 1940s to early 1950s. The growth of Osbaldwick into the fields to the south saw the population swell from 200 to 3000 within 60 years.

## Character

This vicinity is characterised by a mixture of late 1940s to early 1950s in the western area and later 20th to early 21st century residential development further east. Further east still and to the north of Osbaldwick Lane are commercial and industrial premises.

The immediate post-war residential development formed a continuation of housing construction started in the mid-late 1930s such as eastwards on Hull Road and southwards from Hambleton Avenue. The houses from this period are similar in style to their inter-war predecessors and contain a mixture of bungalows and two-storey semi-detached dwellings predominantly constructed in estates or in ribbon development such as on Hull Road.

There is a mixture of typical inter-war and immediate post-war architectural styles throughout the area although the houses were almost all constructed post-1945. The earliest houses, for example those at the southern end of Tranby Avenue, may date to the very late 1930s. Generally all the two-storey houses have hipped roofs, six paned, double bay windows with either convex or squared frames. Wide, arched, recessed porches are common with unaltered survival rates of around 60%. Differences in doors, fenestration, painted cladding to the exterior and porch style and shape exist throughout. Detached garages to the rear of the property or an attached garage built, often with an extension on top are common throughout the whole area. The southern end of Tranby Avenue contains the stone lintel design above the porch and bay windows. These houses also feature a circular side window. Roughly 50% of these windows remain intact, including many with coloured glass, at the southern end of the street. Further north the housing styles become more mixed and were generally built post-1945 although some still appear to have circular windows. Two North Yorkshire County Council concrete boundary markers stand at the corner of Farndale Avenue and Tranby Avenue. Another example of this was noted in a mid- 20th century housing estate south of Bad Bargain Lane.

The cul-de-sac on Heatherbank, features fourteen two-storey houses with approximately 80% retaining the original porches and 50% containing extensions to the property in the form of a loft conversion or additional room above an attached garage. The road leading from Heatherbank to The Leyes highlights the difference in height between the Hull Road area (also the location of the Heslington East prehistoric settlement), and the lower lying land to the north.

On some streets, the porches have narrower arches or feature no porch at all such as Bransdale Crescent, dating to the early 1950s. The narrow porch and squarer bay windows are a common feature in contemporary housing across the city. On this street, two houses feature original wooden garage doors with small glass panes to the top of the door. Small numbers of these exist in 1930s to 1960s housing estates across the city.

The bungalows feature a similar variety of styles, but generally all contain hipped roofs and one to two multi-paned bay windows. Carports or detached garages to the rear of the property are common.

Heatherbank and Nursery Gardens for example, contain bungalows with a side entrance and bay window and rectangular window to the front. However, on Hazelwood Avenue and Canham Grove the style changes to pitched roofs, with double bay windows to the front of the property and a central recessed, arched porchway. Pebble dashed pointed gables feature above the bay windows, many of which have been painted over. 1960s estate development is restricted to Kirkdale Road, constructed within a rectangular enclosed field. The street is predominantly made up of red and buff coloured brick, semi-detached housing (including a handful of bungalows on the east side). The two-storey buildings contain a horizontal, rounded lower ground floor bay window featuring five panes, each pane being split into eight small squares on the majority of houses. The upper floor contains two rectangular windows, while the entrances have a square frame with a recessed doorway.

Similar to other contemporary estates, the houses were constructed without boundaries to the front of the houses.

These have been added later as a mixture of hedges and short brick walls. All houses have pitched roofs, gardens and driveways with approximately 80% of the houses now featuring an attached garage. Houses at the north end of this street back onto Murton Way and Osbaldwick Beck. Many have a short bridge across the beck as rear access to the village of Osbaldwick.

Kirkdale Road continues to the south as Wydale Road, constructed in the 1980s-90s. This estate contains detached and semi-detached, one to two storey properties in a mix of contemporary styles found elsewhere across the city and nationally. Similar to Kirkdale Road, front gardens have no original boundary. Many houses have detached garages to the rear of the property where space allows although some detached houses have an internal garage.

21st century development on Beckett Drive features town house style buildings as well as large detached houses and three storey apartment blocks. All carriageways are asphalt, the majority of houses have internal garages, and all have driveways and rear gardens. There are grassed areas to the front of the houses but these are unenclosed and are not formal gardens as such. The houses themselves are unremarkable, featuring a mixture of bay windows, Juliet balconies and pointed gables. Further 21st century development to the south on Redbarn Drive also contains a mixture of townhouses and other properties including more densely occupied apartment buildings. They are different in architectural style to those on Beckett Drive although interestingly the garage doors are designed similar to early to mid 20th century style with glass panels to the top of the doors. The windows also feature small square panes to their upper halves.

## Significance

The use of the small square panes was a common feature in the 1920s-30s, and has also been used on the 60s development on Kirkdale Road, despite all of the windows being modern replacements.

The commercial areas to the east of Osbaldwick Link Road date to the late 20th century. These small industrial estates contain a range of premises such as vehicle repair centres, offices and retail units. The buildings are a mixture of brick and steel-framed sheds and warehouse type structures, generally one-two storey in height.

**Archaeology:** Romano-British and medieval remains have been excavated from areas immediately to the north and west. Further investigation has been limited due to unmonitored development of the area during the mid 20th century. Archaeological remains relating to small scale settlement and agricultural practices dating to the Romano-British-post-medieval period may survive in some lesser disturbed patches of land.

**Architecture:** These suburbs contain many architectural styles dating from the post-war period to the early 21st century. It is distinct from Osbaldwick village but similar to adjacent residential areas of inter-war housing although it contains many more bungalows.

The estates are a mixture of sinuous and linear designs. Although perhaps not much aesthetic or architectural value may be placed upon the buildings in this area, they play an important role in the story of the growth of York's suburbs. The area includes a primary school, constructed at the same time as the majority of the suburb. This, along with nearby sports facilities form a centre of community activity re-affirming a sense of place and identity.

**Historic:** Approximately 60% of the historic boundaries shown on the 1852 ordnance survey plan remain readable as garden fence lines in the urban landscape. Some of these boundaries date to earlier periods such as the late 18th century N-S strip field boundaries, probably enforcing earlier farmed strips, can be traced on the modern map, such as the strip forming the E and W boundaries of Nursery Gardens and to the rear of Beckitt and Wensleydale Drive.

**Streetscape Components:** The post-war estates contain a mixture of asphalt and concrete carriageways with paved and asphalt footpaths. Several patches of 'crazy paving' were noted on the corners of some streets. Grass verges of varying width are common, and rounded planted tubs exist on some of the main, and side roads.

A range of lighting units dating from the 1930s-late 20th to early 21st century, provides street lighting in this area. The majority of these date to the mid-late 20th century although some are based on the 1930s style. Several original 1930s streetlights in very good condition are evident around Heatherbank and surrounding streets.

Street signage is generally modern and provided on low finger post signs or attached to street lighting. Several examples of black mid 20th century signage can be found throughout the area. The survival of these is relatively uncommon in York; other examples have been noted north and south of Huntington. Where bins are provided around commercial and main road areas, Edinburgh style bins are in use.

Bus routes and signposted cycle routes run through the area, particularly along the main roads such as Hull Road and Murton Way.

**Aesthetics:** The area has a quiet suburban atmosphere with a tenuous link to the city.

## 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, particularly those representing strip fields preserved as fence lines, 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 retail areas, sports facilities and schools, 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 post-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 architectural and streetscape features (gate piers, 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.

Despite their age and text book appearance the styles and features of the modern housing estates should be noted to inform future proposals and monitor change. Any further housing development in this area should attempt to match existing modern housing in terms of style, material and proportions.

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.

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.

## Character Area 59: Images



Images showing different building styles on Tranby Avenue (see two below).



Pinelands Way



Two sotrey housing on Thirkleby Way



This image shows boundary markers on both sides of road and infilled porches.



The Leyes with Heatherbank in the background



Bungalows on Thirkleby Way



Tranby Avenue



A 1950s street light on Heatherbank



Retail area at Farndale Avenue



Canham Grove



Kirkdale Road



B&Q Hull Road



Hazelwood Avenue



Wyedale Road



Office buildings in industrial area bordering Osbaldwick village



Bracken Hill signage



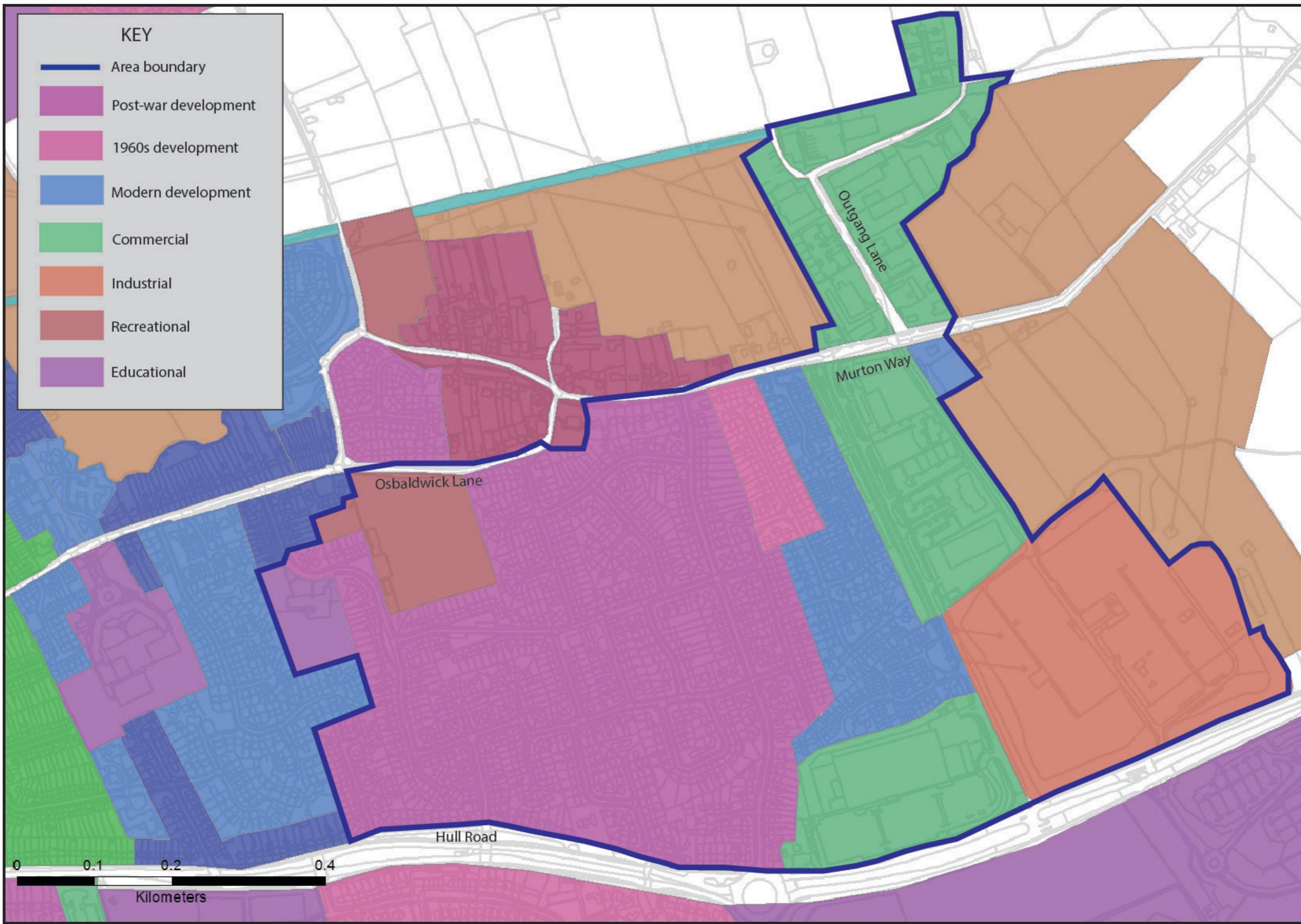
Beckitt Drive



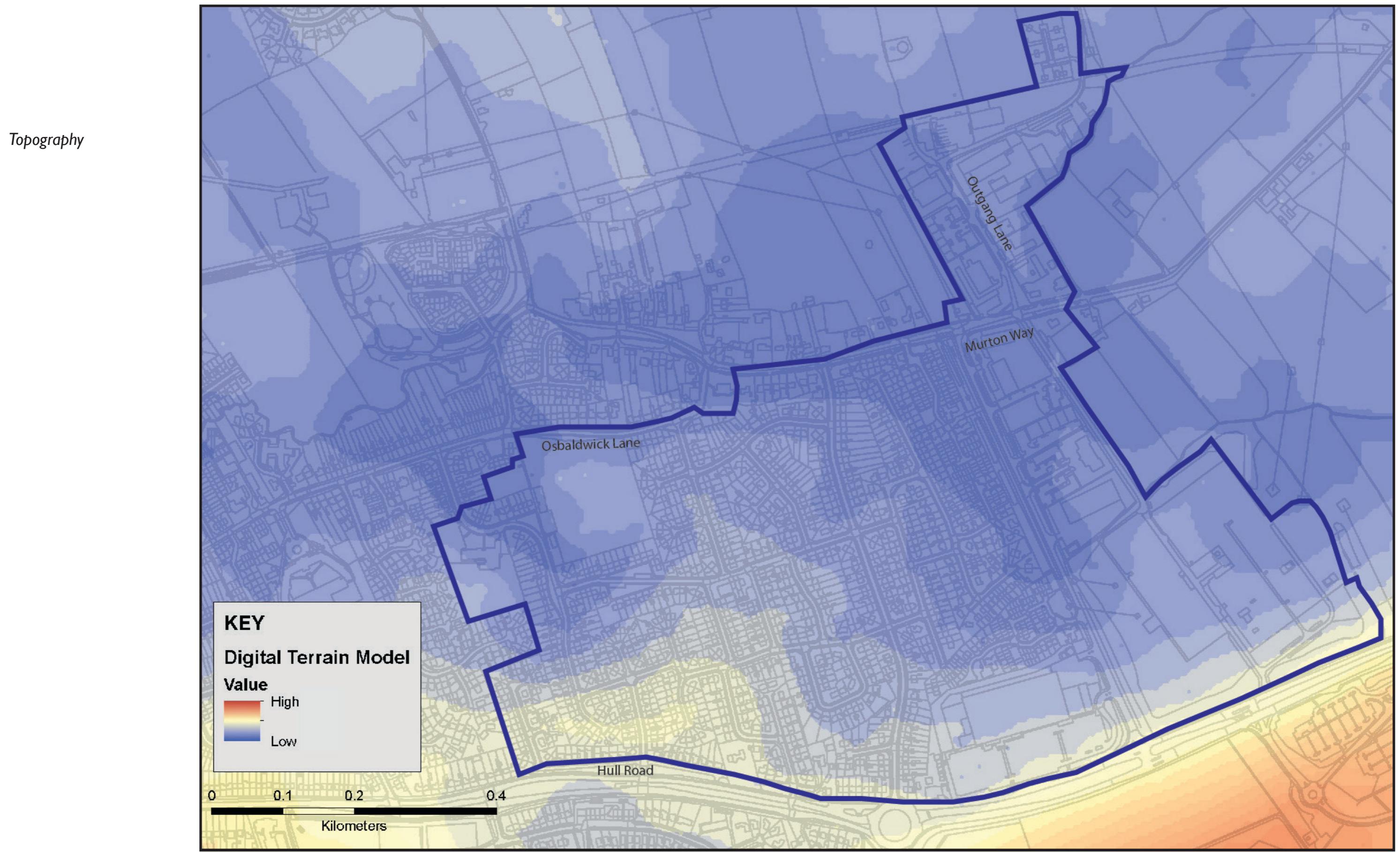
Concrete gateway for footpath between Hull Road and Nursery Gardens

## Character Area 59: Maps

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



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*Archaeology and  
designated heritage assets*



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

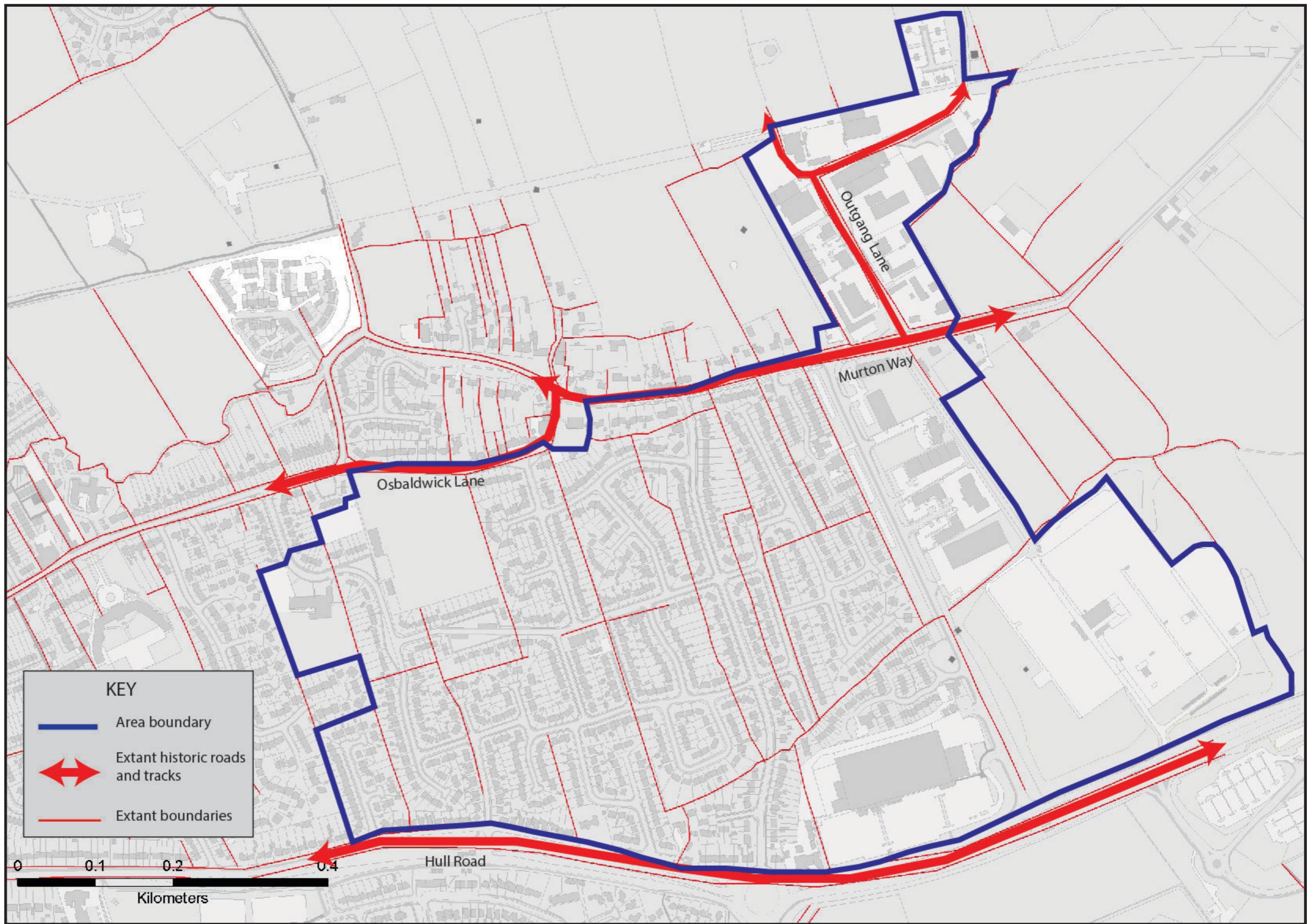
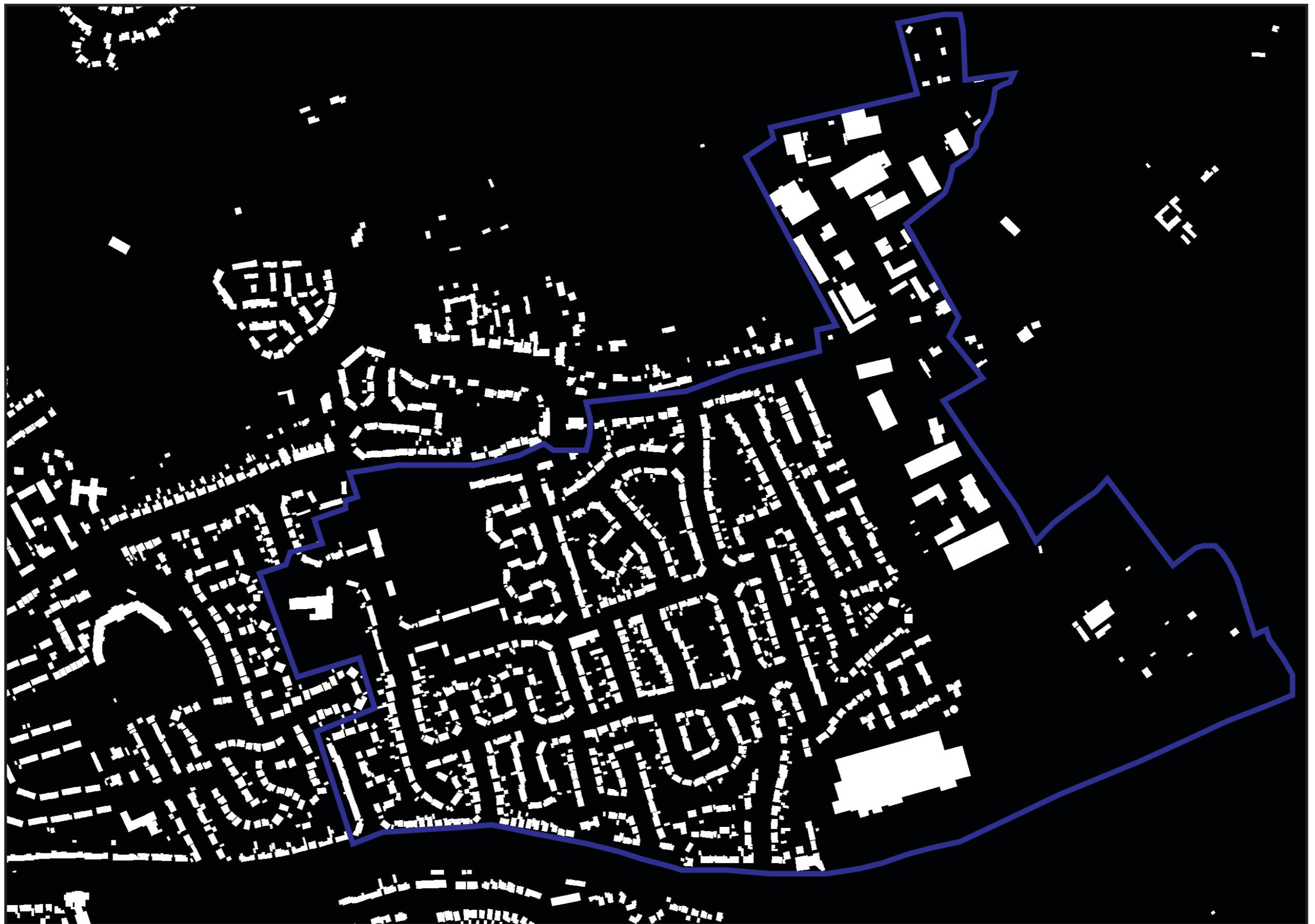


Figure ground map showing the relationship between open space (black) and the built environment



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