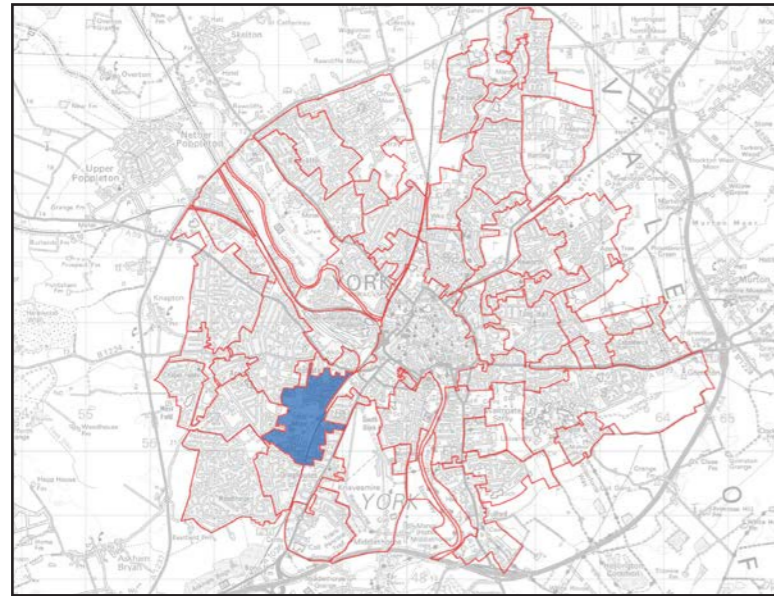
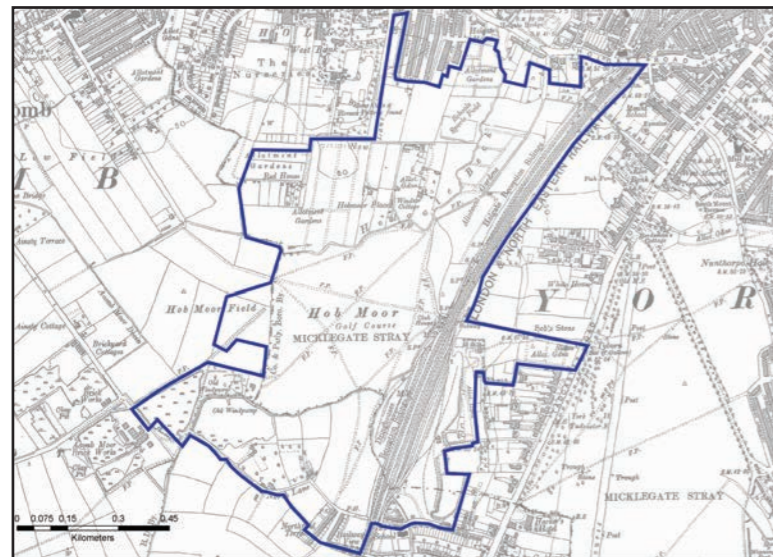


Character area 29: Hob Moor



Location of character area



Extract from First Edition Ordnance Survey Plan 1852

Key Characteristics

General Character: Mixture of residential suburban development dating between the 1890s-2000 and large open land (36ha) of Hob Moor, a local nature reserve highly regarded for its wild flowers and forms part of Micklegate Stray.

Bounded by North Lane and Thanet Road to the south, the railway to the east and a mixture of 20th century development to the east and north

Low lying land, with the partly culverted Holgate Beck running along the northern boundary, and Chaloners Whin drain along the eastern boundary

The main line railway partially bisects the area

Buildings predominantly residential dating to the 1930s in semi-detached form

Other buildings include 19th century terraced housing and mid-late 20th century development particularly south-east of Moor

Quiet, tidy, leafy suburban feel

Commercial areas restricted to Holgate Road and Thanet Road

Links to York's agricultural and industrial past

Partly in Central Area of Archaeological Importance

Approximate walking/cycling distance to the city centre from the centre of Gale Lane 2.9km via Holgate Road and The Mount

Dominant Housing Type: Two storey, inter-war housing in planned estates featuring wide streets and grass verges. Houses contain driveways, garages, front and rear gardens, hipped roofs and bay windows to the upper and lower storeys.

Other Housing Types: Linear Victorian terraces, 1960s bungalows and semi-detached housing in small estates and late 20th century housing developments

Designated Heritage Assets: Hobs Stone (Grade II listed) and Area of Archaeological Interest (part)

Non-designated Heritage Assets: Hob Moor, medieval (broad ridge and furrow) and Napoleonic ridge and furrow (narrow ridge and furrow), 18th century field boundary preserved as line of trees, 17th century or earlier roadways and 18th century boundaries preserved in urban form, site of 16th century water mill.

Key Views: Views of Minster from Hob Moor, views of Hob Moor from surrounding residential areas

Surviving historic roads and tracks: North Lane and New Lane, Hamilton Drive/Mattison Way

Archaeology and history

Physical evidence of prehistoric and Roman activity is limited.. However, stone axe finds are known from Gale Lane and Dringhouses to the south as well as near the railway bridge bordering Hob Moor. Roman burials are known on Holgate Road and evidence of Roman occupation and burial (MY03627) is known on higher ground in West Bank Park and along Tadcaster Road in Dringhouses (MY02032).

Until the 18th and 19th centuries, this area formed part of the open fields of the medieval villages of Dringhouses and Acomb. Medieval field names include North Field, Hob Moor Field and Far Field. Hob Moor itself was part of Micklegate Stray under the stewardship of the freemen of York since at least the 11th century. The land was common land and used for grazing horses and cattle. The small area off North Field Lane retains well preserved broad medieval ridge & furrow earthworks. Grazing has been re-introduced in recent years. Narrower 18th century ridge and furrow is visible on Hob Moor itself, a relic from a brief ploughing period, which took place during the Napoleonic Wars.

The City of York Historic Environment Record records the site of a water mill by the Holgate Beck, mentioned in 1563 and later referred to as Folly Mill.



The Hob Stone and Plague Stone

During the 16th and 17th centuries plague victims were housed in a small area in the north-east corner of the moor. They paid for food by placing money in water or vinegar in the depression in the Plague Stone. This stone and the Hob Stone (Grade II listed), an early 14th century stone effigy of a knight of the De Roos family, are situated on Little Hob Moor off Tadcaster Road. The surrounding land was enclosed in 1774.

19th and 20th century brick yards and clay pits existed in the south-west area and further east towards Tadcaster Road. One of the original larger clay pits remained in the landscape as Kelsey's Pond until the 1950s. It was an important wildlife habitat and a place for fishing and even ice-skating!

The York and North Midland railway bisected the area in the 1840s, Northfield Terrace and Mayfield Grove were extant by 1893, followed shortly afterwards by Railway View, providing accommodation for brick yard and railway employees. A large part of the moor was later used by members of the Railway Institute as a golf course between 1920 and 1946, and sports pitches were present until recent years.

Residential expansion began in the mid 1930s from Holgate Road principally. Later phases date to the 1960s and late 20th century.

Character

The character is dominated by the presence and openness of Hob Moor and views of it from surrounding residential areas, predominantly 1930s planned estates of two-storey short linked terrace and semi-detached houses. Several side streets, such as Northcote Avenue, still contain concrete roadways.

The fields behind Holgate, containing allotments and scattered cottages, remained devoid of development until the mid 1930s, when the first streets were built. Two small patches of 1930s housing also exist to the south of Hob Moor along North Lane. The first streets to be built, Campbell, Collingwood and Northcote Avenue, follow a linear pattern, similar to the earlier terraced housing they were constructed close to. The field pattern in this area may have dictated, to an extent, how the streets were planned. Further east, the street patterns are more sinuous.

Over 50% of the 1930s houses have had an attached garage built, often with a first floor extension. Generally all the houses have two-storey convex bay windows, although some angular bays exist in places. There are no arched doorways in this area, they all appear to have been constructed in a rectangular style without a porch.

The short linked terraces around Holly Bank Road are thought to date to the 1930s although it is possible they may have been completed after 1945. The convex double bay windows are slightly flatter than examples in nearby housing. Space for detached garages was only available at the end of the links, where 30-40% of houses now contain a garage (mostly attached). Many front gardens have been converted into parking areas.

The oldest buildings date to the mid to late 19th century on North Lane and Mayfield Grove.

Northfield Terrace and Mayfield Grove were accompanied by Rose Cottages and Railway View in the late 19th or early 20th century.

All terraces are two storey and contain a front garden for Northfield and Mayfield and small enclosed area for Railway View. Rose Cottages are a short row of three houses wider and larger than the others.

Dringhouses Primary School, built by Walter Brierley c.1904 (with later modifications and additions) on Mayfield Grove still serves the local area. Compared to the inter and post-war housing the terraces are individually narrower and constructed in longer blocks rather than in a short semi-detached style.

On both sides of the moor, one and two storey mid 20th century development is situated on former open fields to the south and in the former recreational open area left between the 1930s developments to the north.

The railway line curves around the eastern edge of this character area creating Little Hob Moor. Modern development is a mixture of 1980s-2000s housing, largely built on former railway land to the south of Little Hob Moor, containing a range of property types. Layout is typical of its period with sinuous roads and significant use of cul-de-sacs.

Early 20th century allotments located on Tadcaster Road continue to provide a communal space as well as a place to grow fruit and vegetables. Allotments to the north of the moor have been replaced by residential development.

From the accessible wide-open space of the stray the Minster can be seen rising above the houses from certain viewpoints, reinforcing a visual connection with the historic core of York.

A cycle network criss-crosses the landscape, which provides a rich environment for wildlife, trees, hedgerows and wildflowers as well as a recreational and agricultural space within the city. The Friends of Hob Moor play an important role in the management and protection of the moor in conjunction with professional bodies.

Significance

Archaeology: Evidence of prehistoric and Roman activity is absent although Roman settlement is known nearby. The north-east corner of this character area falls within York's central Area of Archaeological Importance. Broad medieval and narrow 18th century ridge & furrow earthworks survive on the moor and the site of a 16th century mill is known. The ridge and furrow identified from 1930s aerial photographs has been destroyed in areas of residential development such as Orchard Way.

Architecture: Hob Moor is distinct from adjacent post-war developments to the west and south and the historic settlements of Holgate and Dringhouses to the north and east. The inter-war architecture is similar to contemporary housing in other suburban areas, however it is the creation of these residential areas around Hob Moor that makes this area different to others.

Historic: The Moor is significant historically as an area of pasture, ploughing and temporary settlement in times of plague, and contains several areas of ridge and furrow. A link with York's railway and industrial heritage is evident, due to the existence of the three terraced streets for employees and associated school on Mayfield Grove. The name Railway View is also used here. The rural environment has played a significant role in the naming of the streets to the south of the moor, for instance, Northfield Terrace, Moor Grove, Meadow Court, The Pastures, Moorlea Avenue and Orchard Way.

Approximately 50% of the field boundaries shown on the 1850s Ordnance Survey plan exist today in some form perhaps as a road or fence line. Several 1774 enclosure boundaries exist such as the division between Northcote Avenue and Barnett Avenue flats and between Beech Avenue and the allotments. An older boundary, dating to at least the 1620s, survives as the rear northern and western garden boundaries of Orchard Way.

North Lane and Railway View are also shown as small roadways on a map of 1624. The original moor was bounded on three sides by becks.

The north and west boundary also formed the boundary of the City of York at this time.

Streetscape components: The housing estates retain concrete road surfaces in places, with a mixture of tarmac and paving footpaths and carriageways.

Street lighting is generally modern in mixed styles throughout the mid to late 20th century developments. Earlier estates contain modern and some original 1930s columns, generally found within cul-de-sacs. in the Hollybank area Modern bus stops and waste bins are in use on main roads.

Aesthetics: This local nature reserve provides a valued resource to many interest groups as well as being an aesthetically pleasing open area. It forms a recreational, agricultural and ecological space within an otherwise predominantly suburban area. It is one of a number of Strays within York, which form one of the city's principle characteristics. The Moor also provides a good vantage point of the Minster.

Opportunities and recommendations

The existence of a substantial area of natural landscape within a residential area is a major benefit to the city and its continuing management and enhancement by the City Council in partnership with local amenity societies and local residents should be fully supported.

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 street lights, 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.

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 should be monitored and avoided where possible.

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.

The survival of so much of the historic boundaries in this area is a clear benefit in terms of telling the story of this part of York and the continuing survival of them should be an important consideration in any future development opportunities. Where historic boundaries have been identified, either as hedgerows or retained as part of historic development, efforts should be made to ensure their continuing survival in 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 across the moor and of the Minster, local landmarks and other heritage assets should be maintained to help orientation and provide local distinctiveness.

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 landscape features are particularly important in this area. 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. 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 29: Images



Hollybank Grove



Northfield Terrace



The rear of Hob Moor Drive from Hob Moor



Original street light on Trevor Grove



Railway View



View towards Hob Moor Drive from the south-east



North Lane, note extension above garage



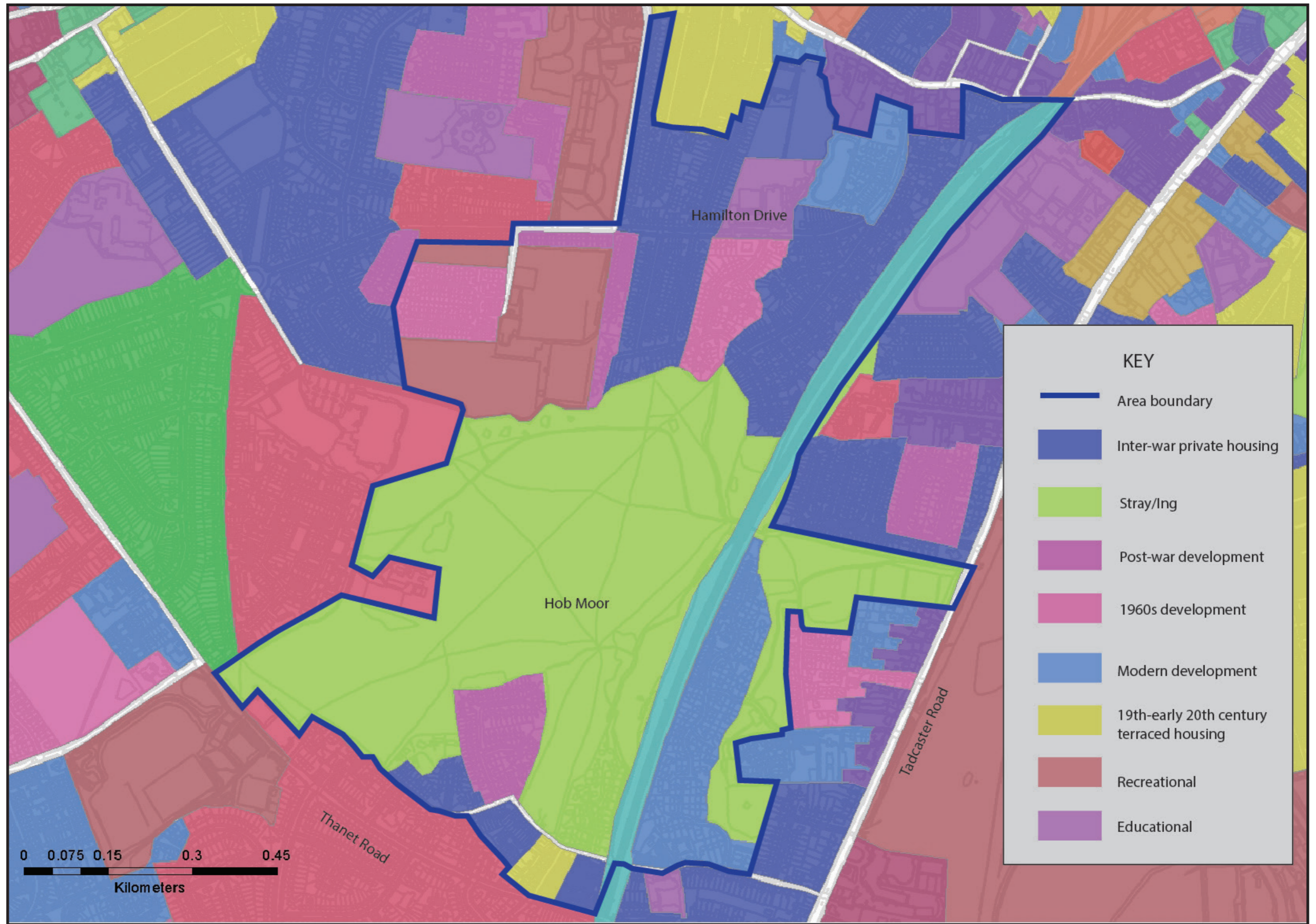
Rose Cottages



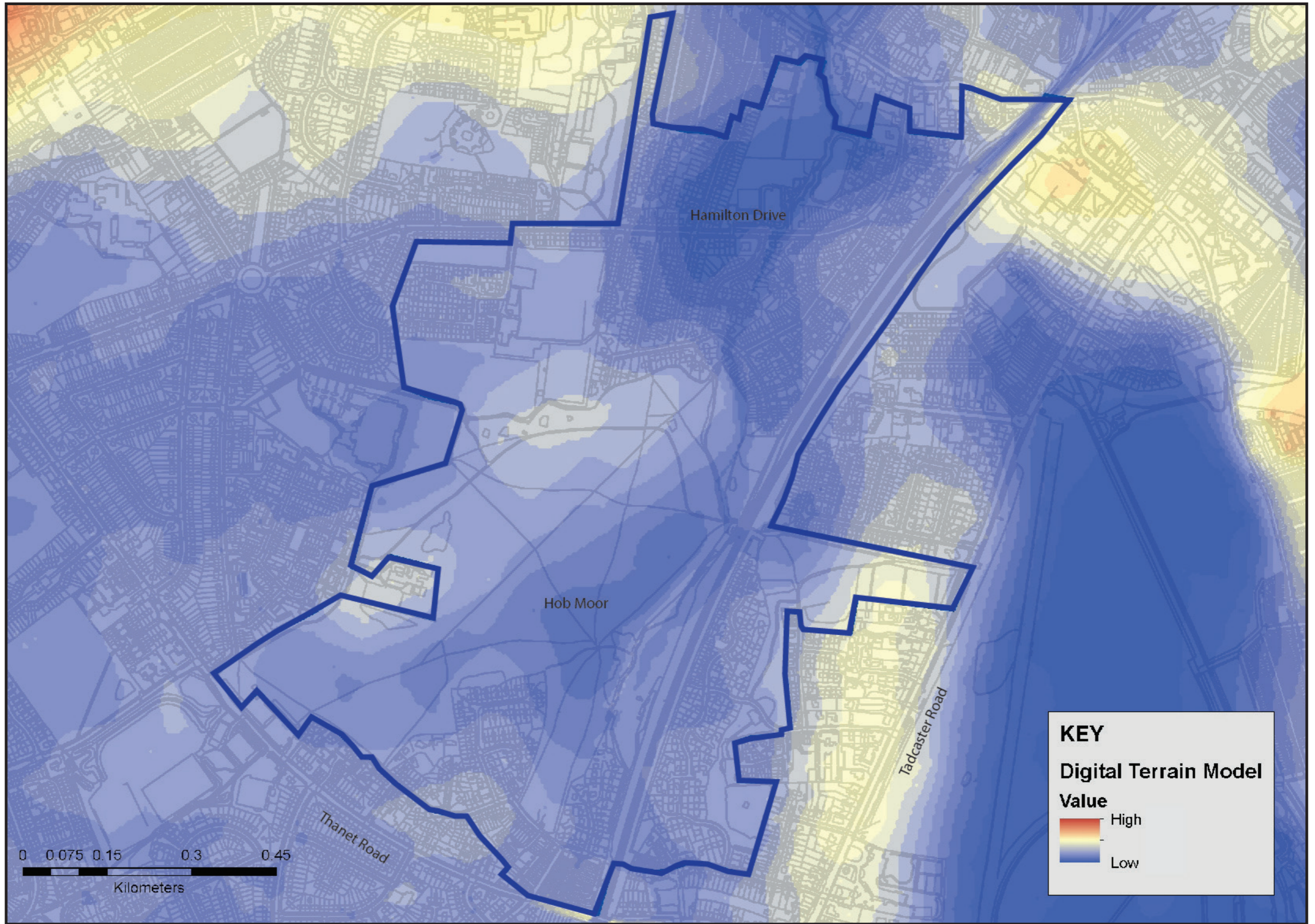
The Pastures

Character Area 29: Maps

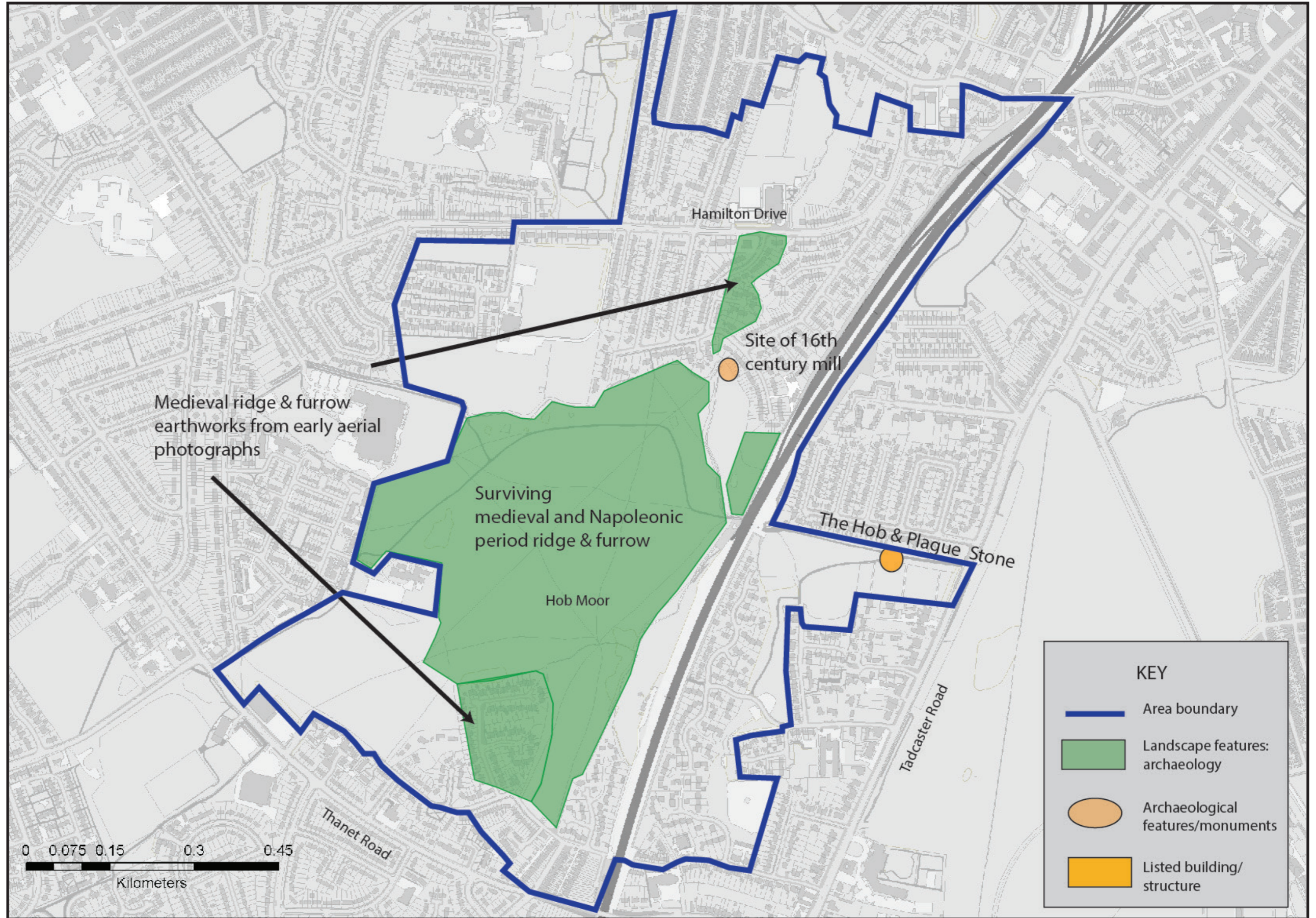
Broad Type characterisation plan. The white roadways indicate roads or lanes visible on the 1852 Ordnance Survey Plan.



Topography



Archaeology and heritage assets



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

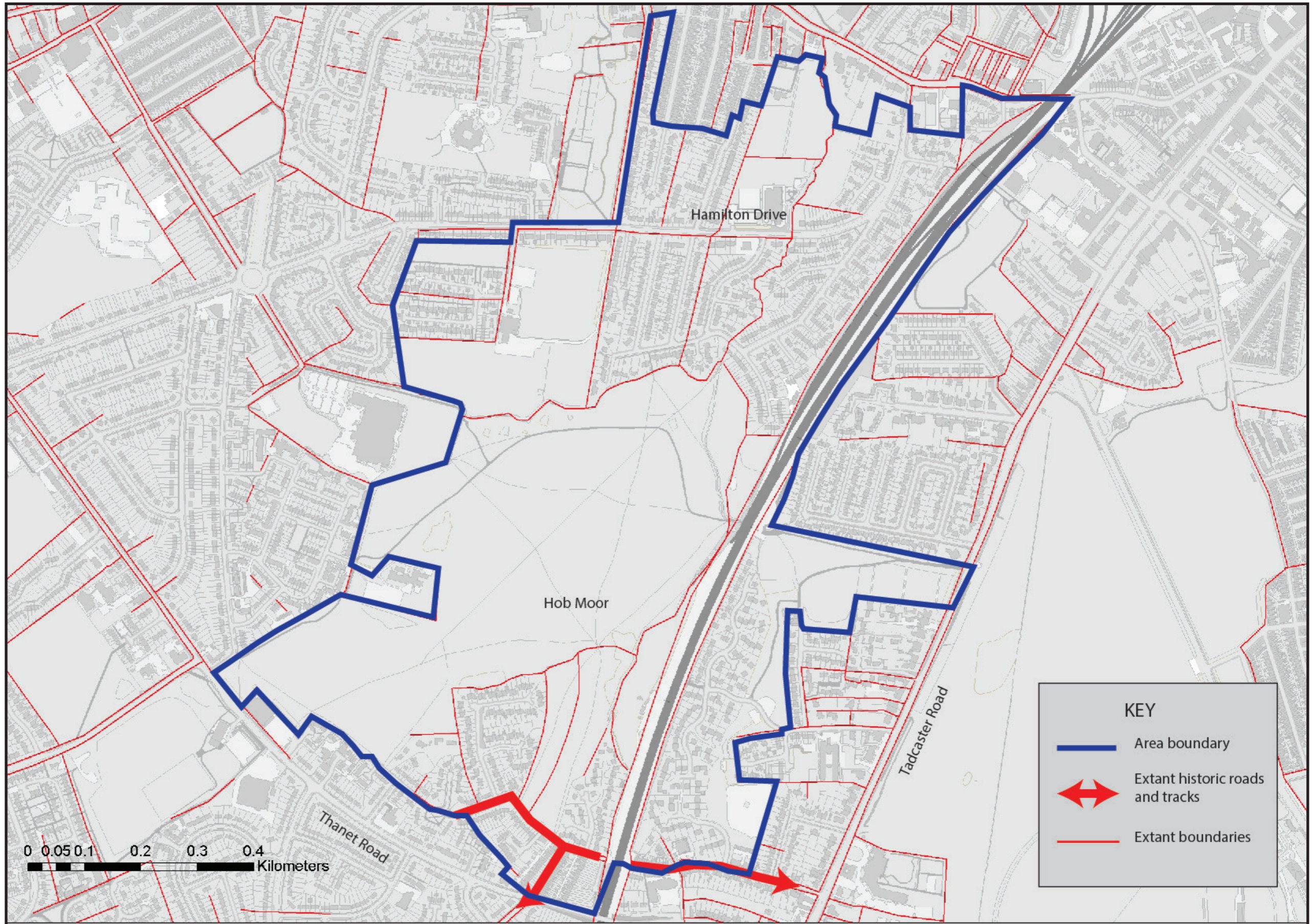
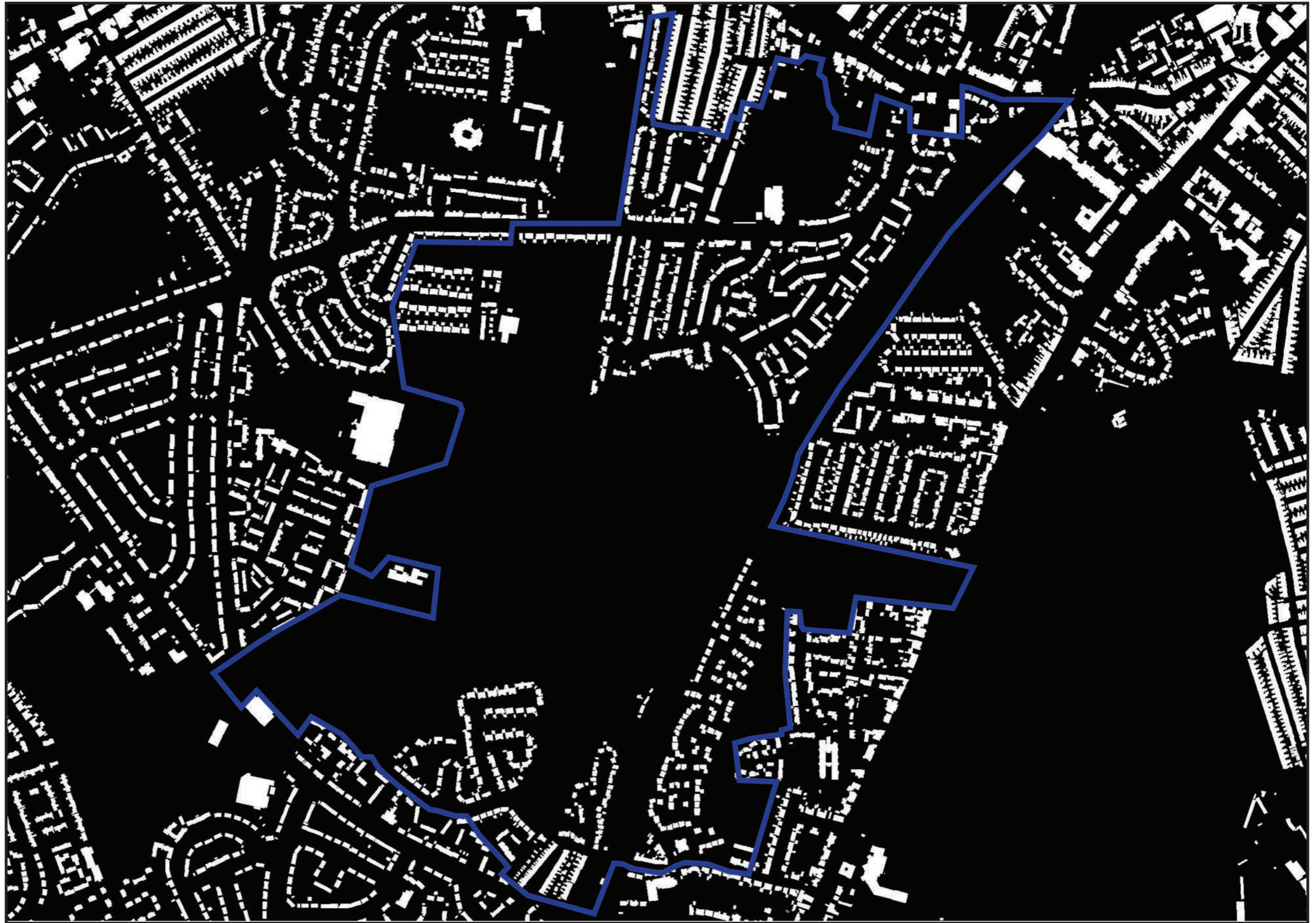


Figure ground map showing the relationship between open space (black) and the built environment



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