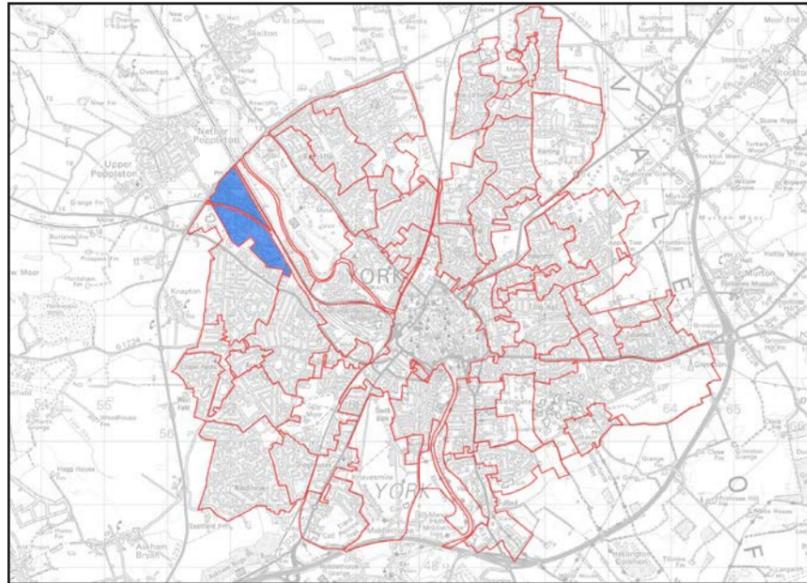
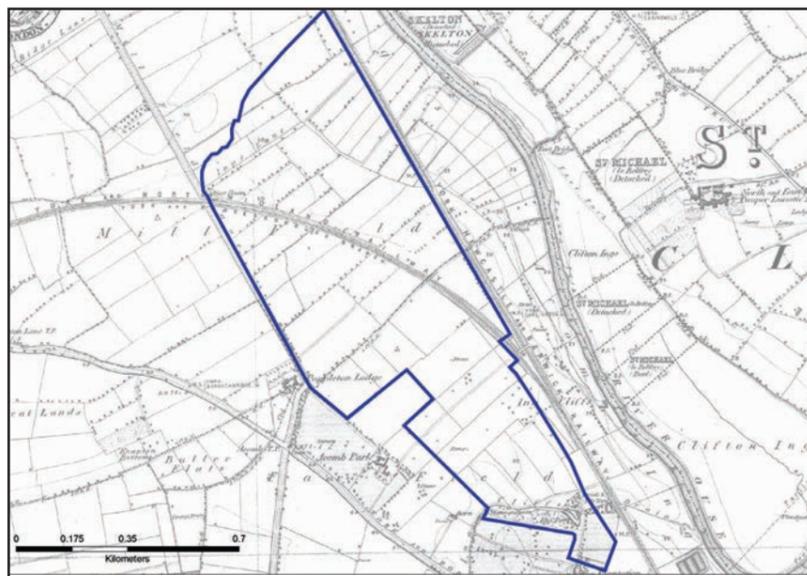


## Character area 32: York Business Park



Location of character area



Extract from First Edition Ordnance Survey Plan 1852

### Key Characteristics

**General Character:** Modern purpose built business park, and large industrial buildings such as a sweet factory and transformer station. It also includes a modern housing development.

Easily accessible source of employment at York Business Park

Almost rectangular shaped wedge between the main rail line running north-west out of York, and 20th century development on the north side of Boroughbridge Road.

The land is generally flat but it rises over Poppleton and Clifton Ings, situated to the north-east

Links to York's sugar/sweet industry

Tenuous links to city but views of Minster restore connection

Limited open space

Approximate walking/cycling distance to the city centre from York Business Park 5.6km via Boroughbridge Road and the south bank of River Ouse

**Building Types:** Mix of 20th century industrial and late 20th to early 21st century one-three storey commercial buildings

**Dominant Housing Type:** Two storey modern detached and semi-detached houses – sinuous street patterns, front and rear gardens, garages and driveways

**Designated Heritage Assets:** None

**Non-designated Heritage Assets:** British Sugar factory buildings

**Key Views:** View of the Minster from the Great North Way

**Surviving historic roads and tracks:** Millfield Lane

## Archaeology and history

There is no evidence for prehistoric or Roman activity or settlement. The majority of the area is very low lying, part of the Ouse flood plain.

1854 OS map records Mill Field and Far Field – probably part of the field of Upper Poppleton. Mill Field Lane probably a late feature maybe associated with Poppleton Lodge or Acomb Park? Ariel photographs contained within the City of York HER, record medieval broad ridge and furrow in patches in and around the area (MY0 3110, MYO 3496, MYO 3467).

This area was predominantly agricultural land probably from the medieval period into the 20th century, the only intrusion being the construction of the railway in the 1840s.

The York, Newcastle and Berwick Railway form the eastern boundary of this character area, while the smaller York and North Midland Railway (York & Knaresbrough Branch) bisects the area. A small brick and tile works existed in the south-east corner during the 19th century.

Several boundary stones are noted on the mid 19th century ordnance survey plan, removed by the late 19th century. These do not correlate with the boundary between Nether Poppleton and Acomb Ward nor with the field pattern shown on the mid 19th century plan. They are probably medieval or post-medieval field boundary markers, either which have been moved from their original position or which indicate an earlier field system.

The next major development did not occur until the 1920s when British Sugar opened their factory in the southern half of this area next to the rail line.

The rest of the 20th century saw the construction of a large electricity transformer station in the 1960s and York and EborLondon Business Park in the 1980 and 1990s.

York Business Park has expanded over recent years and now includes restaurants, office blocks and business premises – predominantly car retail outlets.

A residential development constructed between the Knaresborough rail line and the business park is currently the only housing estate in this character area. The sugar factory closed in 2006 signalling the end of an important industry in York. Several buildings have since been demolished.

## Character

The area is characterised by large modern commercial premises between one-four storeys in height constructed in a mix of styles. Brick (cladding on steel frame) multi-storey office blocks exist alongside one storey glass and steel frame car showrooms.

York Business Park provides a source of employment which is easily accessible from the areas surrounding York due to its location adjacent to the outer ring road and York itself via public transport and the nearby Park and Ride. It also provides accommodation and associated businesses such as food outlets and a filling station. The smaller EborLondon Business Park on Millfield Road is more industrial featuring small offices and depots, generally one-two storeys high. Aside from the car trade the York Business Park is not a retail centre and is generally quiet. Several office blocks appear to be empty and there is still unused and undeveloped land.

One such piece of land has been developed into a housing estate in recent years containing a range of different properties and styles from one-three storeys in height. The housing estate is a typical anonymous 21st century estate, of medium density, featuring a majority of detached houses. It also contains a small play area. This residential area is not physically connected to Boroughbridge Road and is squeezed between the Harrogate railway line and the business park. Access is out to the outer ring road.

The city of York is linked to this area by public transport including a Park and Ride service, as well as by cycle path network. The minster can be seen from the Great North Way, which is the main road running through the York Business Park. This appears to have been a planned feature of the park.

The commercial and industrial character of this area provides a small economic boost to the city. It is in contrast to the suburban residential areas surrounding it to the south and the rural open expanses of Poppleton and Clifton Ings to the north.

## Significance

**Archaeology:** In view of the generally low-lying nature of the area, archaeological potential is low. Some archaeological assessment and recording has been undertaken in a couple of locations associated with the business park (EYO 368). No finds were made.

**Architecture:** The housing development is fairly featureless and is of a late 20th to early 21st century pattern book style with sinuous road layouts and several cul-de-sacs. The housing provides a good base for commuters perhaps travelling to nearby cities as well as those working in York city centre. Schools and other amenities exist nearby, provided through earlier housing developments in the Boroughbridge Road vicinity. A sense of community or local identity is perhaps missing here, due to the age of the estate, its lack of community buildings and its physical disconnection with other parts of York.

**Historic:** The industrial nature of this site, once dominated by the Sugar Factory, still exists in the form of small-scale industrial business premises, transformer station and the remaining Tangerine Sweet Factory. The scent of the sugar beet was once one of the characteristic smells of York along with those produced by the chocolate factories. The factory and its connection to the railway, used for transportation, played an important role in York's industry during the 20th century but now exist as a derelict industrial site.

Field boundaries do not survive well in this area. Millfield Lane is the only historic road (noted on the 1854 OS map), which exists here, forming part of the western boundary. The earlier field pattern and 18th century boundaries on Poppleton Ings have been obliterated by York Business Park. Some boundaries survive east of Millfield Lane but not as hedgerows and are difficult to see on the ground.

The only other relevant name survival is Ings Lane within York Business Park which runs close to the site of the original Ings Lane shown on the mid 19th century plan.

The modern housing estate has a river theme for its street names and includes Ings Court.

**Street components:** All street lighting is modern and the majority of carriageway and pavement surfaces are asphalt. Landscaping is relatively generous but indifferent quality and car parks are common.

**Aesthetics:** View of The Minster from Great North Way. Limited green space, but open feel in undeveloped areas of the Business Park.



*View of Minster from Great North Way*

## Opportunities and recommendations

Redevelopment of the British Sugar site offers significant opportunity to design housing and open space around principles that pay more regard to landscape character, views and connectivity than is apparent on the new estate off the Great North Way.

Housing development could usefully avoid the sinuous road layouts and cul-de-sacs of earlier developments. There is an opportunity for development to create new revealed views of the Minster and other landmarks through careful design.

The design of streets and spaces should reflect the guidance in the City of York Streets and Spaces Strategy and Guidance. Despite their age and text book appearance the styles and features of the modern housing estate 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.

Key views of The Minster and local landmarks should be maintained to help orientation and provide local distinctiveness.

## Character Area 32: Images



*Premises at EborLondon Business Park*



*Ings Court*



*Car retail at York Business Park*



*Kyle Way*



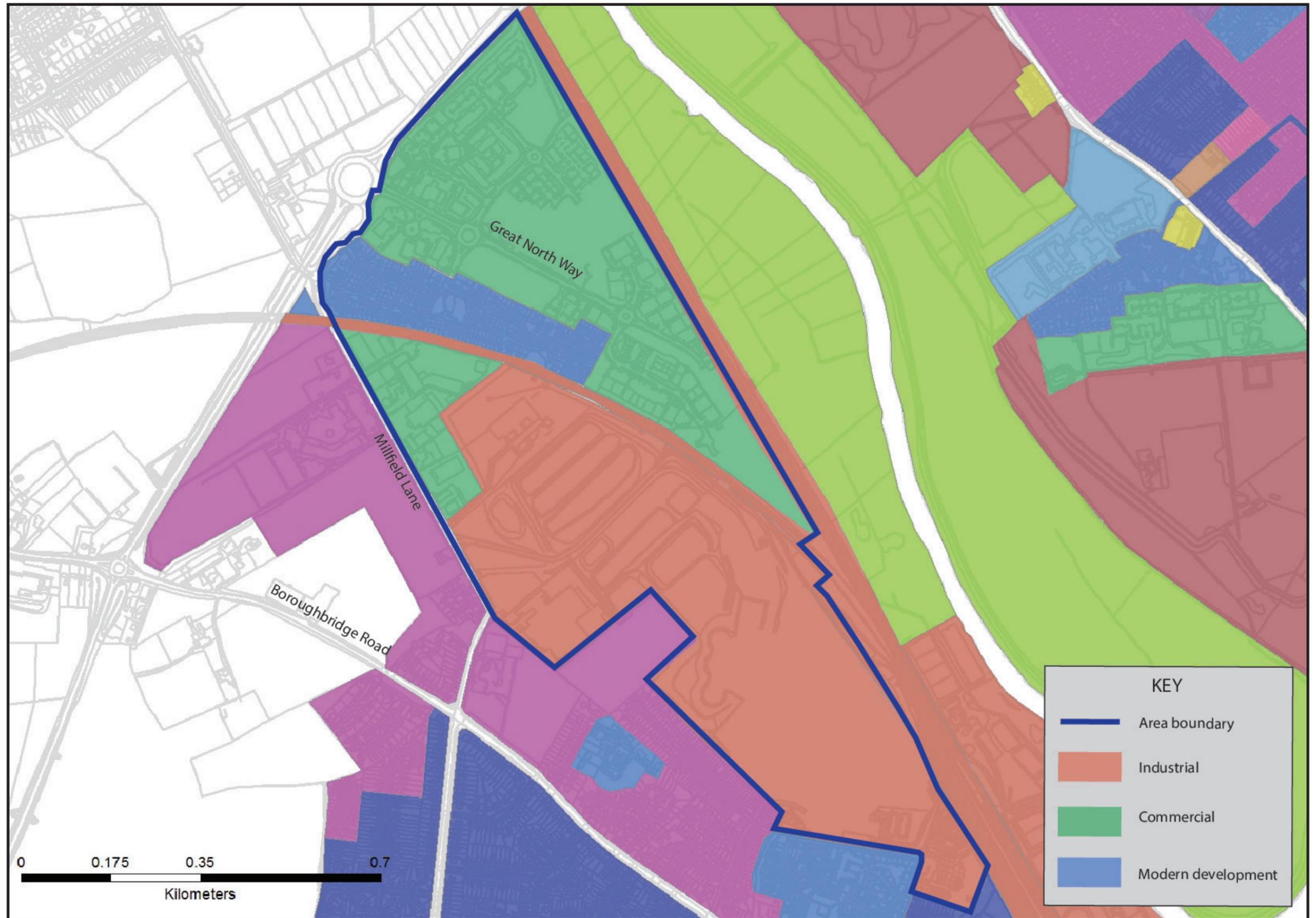
*Office premises at York Business Park*



*Severn Green*

### Character Area 32: Maps

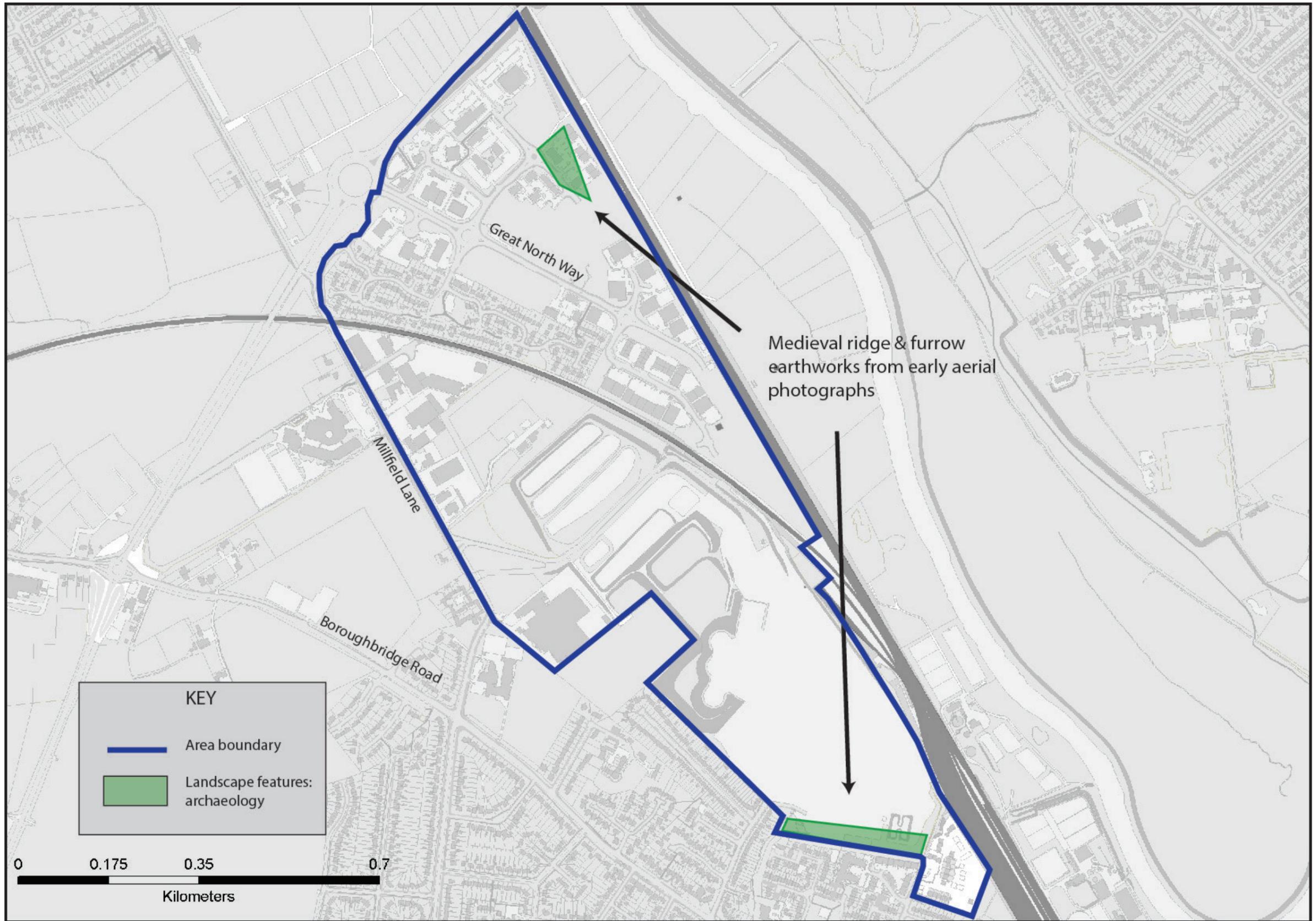
Broad Type characterisation plan. White roadways indicate roads or lanes visible on the 1852 Ordnance Survey Plan



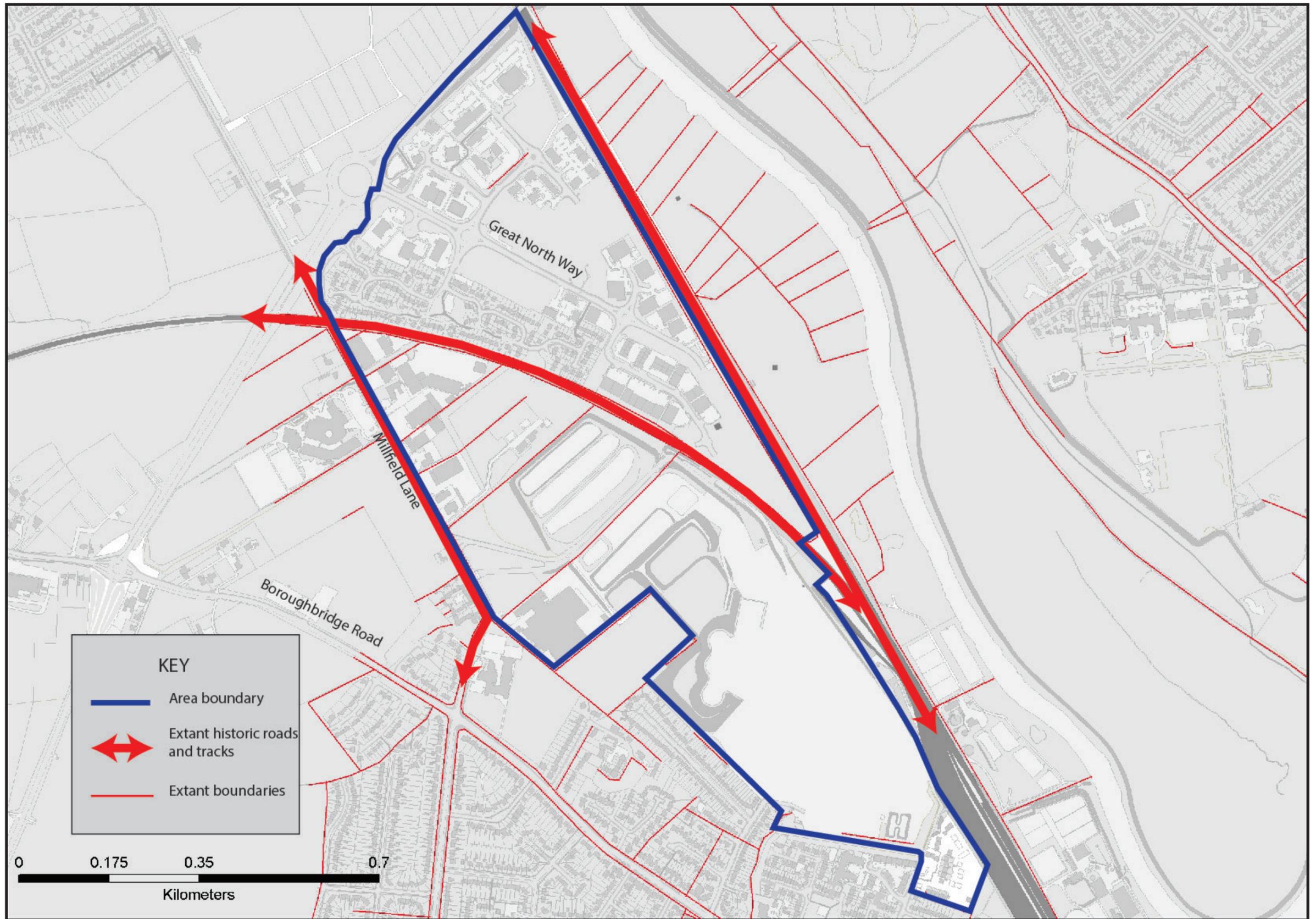
Topography



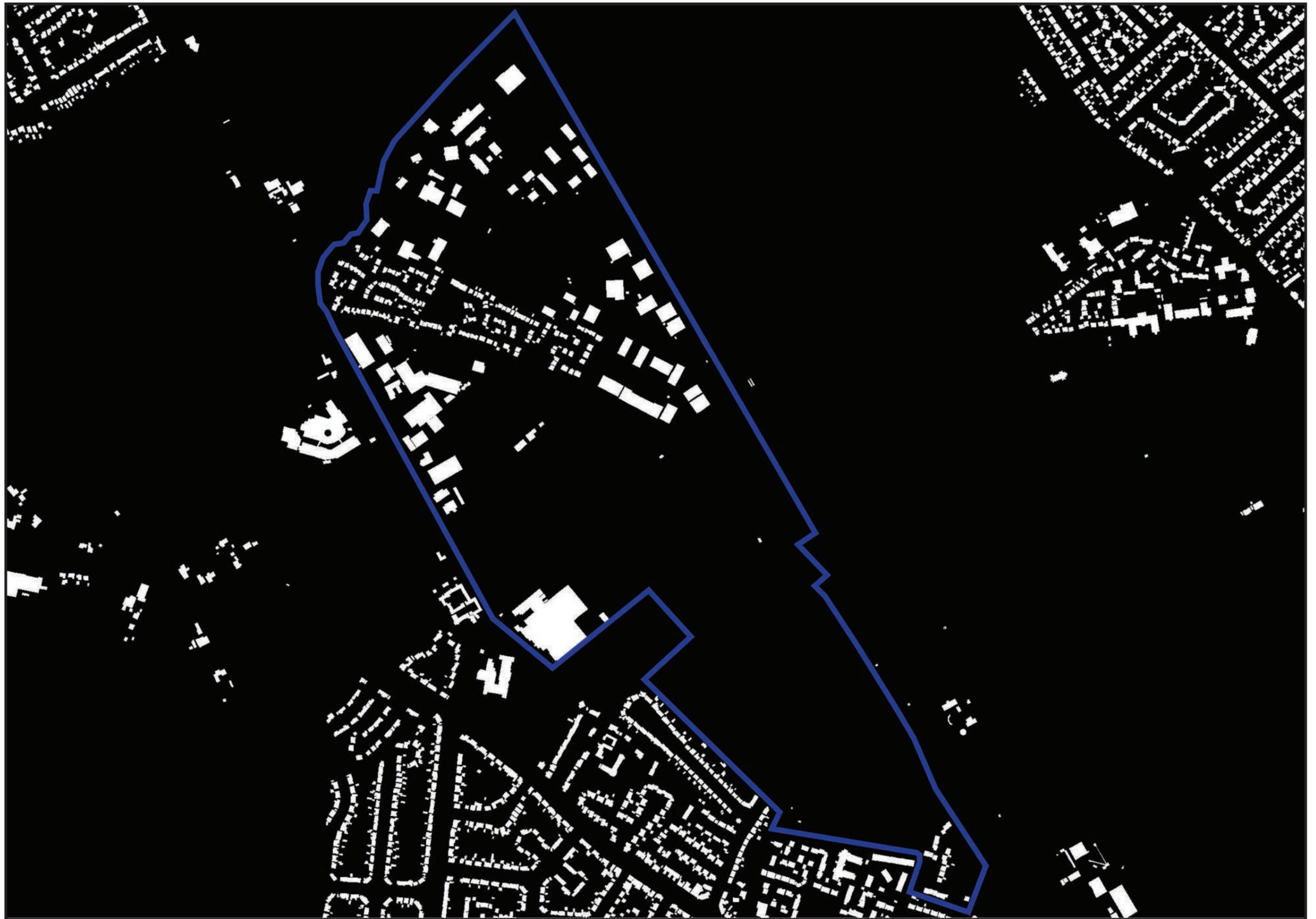
Archaeology and heritage assets



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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