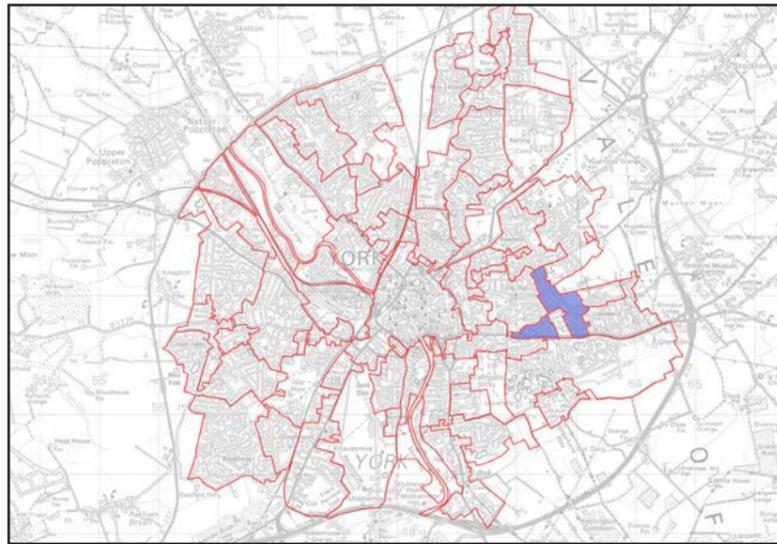
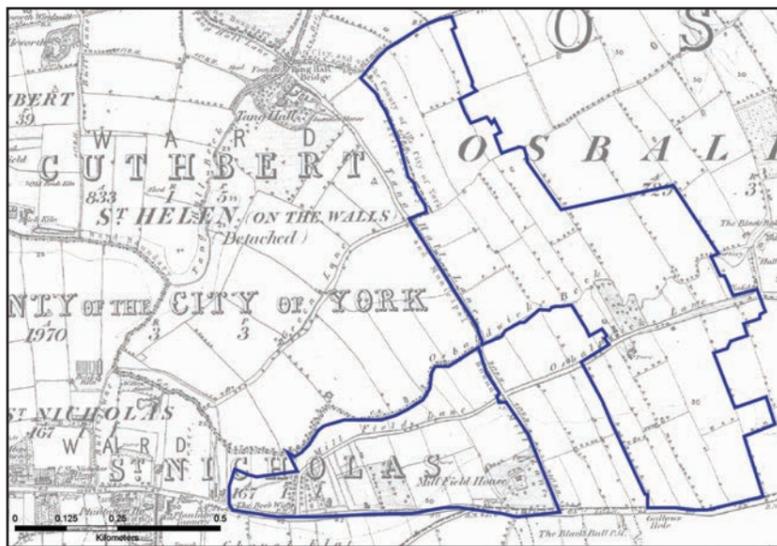


Character area 57: Tang Hall East



Location of character area



Extract from First Edition Ordnance Survey Plan 1852

Key Characteristics

General Character: A ubiquitous mixture of 1930s to 1940s cul-de-sac estates and ribbon development that have no distinctive York features, with pockets of late 20th century development. Includes religious and educational amenities. Bounded by Hull Road to the south, Bad Bargain Lane and agricultural land to the north and by post-war development surrounding Osbaldwick to the east. Elsewhere, the area is partly bounded by Tang Hall Lane and the Tang Hall council housing to the west.

Relatively flat topography with Osbaldwick Beck running through the area in an E-W direction. Patches of higher land are situated to the north of the beck while to the south of Millfield Lane the land rises much more sharply towards Hull Road.

Anonymous suburban area on fringes of city.

Approximate walking/cycling distance to the city centre from the junction of Tang Hall Lane and Millfield Lane 2.9km via Lawrence Street.

Dominant Housing Type: 1930s 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: Mixture of late 20th century two-three storey dwellings in cul-de-sac estates

Designated Heritage Assets: Grade II listed Millfield House and Tall Timbers

Non-designated Heritage Assets: Lodge to Millfield House, The Magnet PH, post-medieval and early modern boundaries and hedgerows and North Eastern Railway company bungalows

Key Views: None

Surviving historic roads and tracks: Osbaldwick Lane, Tang Hall Lane and Millfield Lane

Archaeology and history

The earliest evidence of human activity in this area dates to the period of Roman occupation in York although the nearby River Foss, Tang Hall and Osbaldwick Becks may have proved an attractive resource prior to this time. Neolithic and Bronze Age settlement evidence as well as an Iron Age roundhouse and enclosure are known in Heslington, on higher ground to the south.

Evidence for ditches and gullies associated with fields and enclosures was revealed through an archaeological evaluation of Derwent School playing fields prior to re-development (EYO4096). The latter site also yielded small amounts of pottery. The presence of pottery is not thought to indicate a Roman settlement at this site but perhaps somewhere close by. The line of Hull Road may reflect a key Roman route leading from Eboracum fortress to Brough in the east. Survival of these sub-surface features has been enhanced though the presence of medieval ridge and furrow (now lost to development). Evaluation of the Derwenthorpe development produced evidence of a possible 10th to 11th century toft close to the village of Osbaldwick.

During the medieval period, the area formed part of the open fields of the Domesday village of Osbaldwick namely Townend and Garend Field to the north of Osbaldwick Lane and Churchfield to the south. Several windmills are known to have existed on slightly higher ground to the north and south. One may have existed on the land formerly known as Millfields Common (now Millfield Avenue etc). Broad ridge and furrow is recorded across the north and eastern parts of this character area and is still visible in fields between the former railway line and Osbaldwick Beck. A medieval moated manor site associated with Osbaldwick village was located immediately to the east of this character area. Tang Hall Lane may have existed at this time as an outgang leading south from Heworth village, with Osbaldwick Back Lane (Bad Bargain Lane) heading eastwards to the surroundings fields.

The latter may also have defined the extent of Osbaldwick, and is now the parish boundary between the Osbaldwick and Heworth Without.

Osbaldwick Lane may also be contemporary, perhaps originating as a track since the current road appears to cut across former strip field boundaries.

It was certainly in existence by the 1770s. Its continuation as Millfield Lane was not created until the later 18th to early 19th century. Original strip field boundaries from the open fields appear to have been hedged and subdivided in this area in the post-medieval period.

The land was in agricultural use well into the 19th century. In the southern half of the character area, Millfield House (1830s) had been constructed along with several buildings on Osbaldwick Lane (now all demolished) by the 1890s.

The Derwent Valley Light Railway opened in 1913, and ran W-E across this area from Layerthorpe to Selby. The line eventually closed completely in 1981 and is now a cycle path. Following the First World War, land was purchased at Tang Hall to construct a modern social housing estate to solve a housing shortage in the city due to the slum clearance program and create sanitary, affordable homes. Areas to the east were purchased for private housing development and constructed predominantly during the 1930s, and completed following the Second World War, as an extension to the suburban sprawl begun through the creation of Tang Hall.

Development continued from the 1980s onwards particularly in the area between Hull Road and Osbaldwick Lane replacing Derwent Primary School and its playing fields with residential. Late 20th and early 21st century buildings can be found throughout the whole character area in small pockets of infill and re-development.

Character

This area is characterised by 1930s to late 1940s two-storey semi-detached houses predominantly constructed in planned estates or in ribbon development such as on Hull Road and Osbaldwick Lane. The inter-war estates follow a more sinuous street pattern compared to earlier phases of building and have a uniform vertical and horizontal rhythm. In this area the streets are generally linear but do feature rounded cul-de-sacs.

There is a mixture of typical inter-war and immediate post-war architectural styles throughout the area although the houses predominantly contain three bedrooms. Generally all the houses have hipped roofs and multi paned, double bay windows with either convex or squared frames. Wide, arched, recessed porches are common with unaltered survival rates varying between 40-60%. Differences in doors, fenestration, painted cladding to the exterior and porch style and shape exist throughout.

The streets constructed to the north of the former railway line are generally linear through roads often providing continuations of other streets such as Asquith and Plummer Avenue. Cul-de-sacs can be found between Fifth Avenue and the railway line. In this area, where rounded recessed porches were an original feature, around 60 % of these have been infilled, particularly at the northern end of Penyghent Avenue.

The area between the former railway line and Osbaldwick Beck features 1930s semis similar to those described above. However, Ambleside Avenue contains stone framed bay windows, similar to earlier Victorian styles, made up of four separate window frames and square door frames. On this street, c.40% of houses have been extended, creating a room over the attached garage. The main difference in this area is the crescent shape formed by Lang, Ingleborough and Temple Avenues.

These streets feature short linked terraces in groups of four with a square central rear access doorway, and five vertical windows to the front of each property. Flat porch roofs are in use but are spread across two doorways, c.20-30 % of these have been modified.

Approximately 60% of these buildings now have a hard landscaped or driveway instead of front garden. Ingleborough Avenue contains a high rate of extensions to the side of buildings. Many of these have tried to mimic the pattern of fenestration on the original property. These linked terraces were not part of the social housing estate of Tang Hall but form part of the later suburban spread on the eastern side of Tang Hall Lane. Tang Hall Lane contains several commercial premises here, many in converted residential buildings. In the same area, on the western side of Tang Hall Lane, several North Eastern Railway bungalows survive dated 1932.

The Millfield area, formerly Mill Fields Common, contains many 1930-40s housing styles. Millfield Lane, a semi-tree lined road contains semi-detached red brick houses with white painted stone window frames on the upper and lower bays and above the door arches, as well as the more traditional style of housing. This design is quite distinct and seems to mimic late 19th to early 20th century design. Similar styles can also be seen on Seymour Grove and Dodsworth Avenue in the Heworth and Monks Stray area as well as on other streets in the Millfield area. On Millfield Avenue, several houses overlook Hull Road Park (part of Hull Road Park). These buildings have long front gardens and stand on slightly higher ground than others nearby, possibly as a flood prevention measure. The houses have a light coloured plaster covering on the upper floor and pointed gables over the larger windows. A lower square bay window with a square doorframe and hipped porch roof feature on the lower floor; however, c.70% of the porches have been modified to create a front porch extension. Heatherfield Road contains familiar 1930s style buildings with square bay windows (all now featuring differences in the number of panes etc).

This street also features painted exterior plaster to the upper floor as well as oriel windows to the box room. Oriel windows are not a common feature in the suburbs of York. These oriel windows survive to 80% of the houses in this small cul-de-sac. One building appears to have had circular boxroom windows although one has now been removed.

Circular windows were also noted on the ground floor of some buildings on Millfield Lane. This street again contains a wide range of 1930s housing styles, including some commercial properties in an art deco style.

Private houses on the north side of Hull Road feature all of the architectural styles of the Millfield area, including the use of some oriel windows. Carlton Avenue leading from Hull Road features traditional 1930s semi-detached housing. Circular windows to the side of the houses are evident here but large extensions to 50% of buildings have contributed to the loss of 75% of this feature. Recessed arched porches have a 50% survival rate without alteration.

This is a busy road, facing onto late 19th century terraces, inter-war social housing and mid 20th century development towards Osbaldwick. The oldest buildings in this character area are situated on Hull Road. Millfield House dates to the 1830s, now forming two residences (Tall Timbers residential home), its former lodge dating to the mid-late 19th century is also extant. Other older buildings include The Beeswing public house and 79 Hull Road. The Beeswing is depicted on the 1852 ordnance survey map.

Ribbon development along Osbaldwick Lane consists of a small amount of early 20th century terracing and late 1930s houses with late 20th century housing estates on re-developed sites. The 1930s houses are a mixture of the same variety of styles found in the surrounding areas although some here contain circular box room windows.

Modern development, predominantly located in the south-eastern part of this character area, contains a mixture of low rise flats, semi detached, detached and linked properties. Darnbrook Walk is a small late 20th century development featuring several semi-detached and detached buildings. Only the two largest detached buildings have garage provisions. Broughton Way is the through road through a large late 20th century estate featuring detached and semi-detached properties (including bungalows) constructed in cul-de-sacs.

All of these dwellings contain parking, garage and garden provision. Alterations to these buildings are at a minimum due to the age of the estate.

Community amenities are generally located closer to the more mature parts of this suburb and include a mid 20th century clinic and library on Fifth Avenue, schools, several pubs as well as commercial and religious buildings.

Significance

Archaeology: Drainage ditches and small amounts of pottery dating to the Romano-British period have been excavated from the Derwent School area. To the east, at the Derwenthorpe development, excavations revealed Roman stock enclosures and drainage systems beneath a medieval enclosure and ridge and furrow. Further investigation has been limited due to the unmonitored development of the area during the early-mid 20th century. However, significant archaeological remains dating to the prehistoric and Romano-British period may exist at protected depths or in isolated pockets of undisturbed ground. **Architecture:** These suburbs contain many architectural styles predominantly from the inter war period and the later 20th century. 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.

Historic: Approximately 50% 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 may well be post-medieval in date. The Millfield area retains several boundaries such as the division to the rear of Lilac Avenue and Waynefleet Grove (at the northern end) that date to at least the 1772 enclosure of the Walmgate area. Millfield Lane was a field boundary at this time. Divisions to the rear of Heathfield Road and Owston Avenue and also the rear of Waynefleet Grove and the long gardens of Hull Road, may also date to this period. Early to mid 19th century former field boundaries include the division between Milson Grove and the long garden boundaries of Millfield Lane.

Elsewhere, late 18th century enclosed strip field boundaries, can be traced on the modern map, such as the strip forming the line of Wherside Avenue and the rear of Penyghent Avenue, and the line of Ennerdale and Ambleside Avenue and the rear of the cul-de-sacs leading from it. Within this character area, the playing fields to the west of Derwent School are the only example of open land in a former strip field. The southern boundary, to the rear of Drake House, is a later sub-division.

This intact example of a small 'close' was partially built upon in the mid 2000s. A surviving hedgerow from the late 18th century enclosure period exists in the fields to the north of Osbaldwick Beck.

Community amenities serving a suburban area such as this are important in re-affirming a sense of place and identity. Of particular importance is The Magnet public house, built in 1934, which is the best surviving example in York of an inter-war, purpose-built estate pub. The pub still features original fittings, tiling and seating. It has been nominated for inclusion on the Local List of Heritage Assets.

The North East Railway bungalows will retain some social value due to their link with the former vast railway workforce in York and the care given to those who retired during the early to mid 20th century. This is similar to other developments for Aged Miners in other parts of the country.

Few street names appear to have an historically significant meaning. Vicarage gardens, a development on a former vicarage site and Millfield Lane are the exceptions.

Streetscape Components: The inter-war estates in this area generally contain asphalt carriageways although several streets contain paved footpaths and few concrete road surfaces such as part of Fifth Avenue and Malham Grove. Grass verges of varying width are common, these are also tree-lined in places. Street lighting in this area is provided by a range of units dating from the mid to late 20th to early 21st century. Modern units are the most common.

Modern street signage is generally provided on low finger post signs and attached to street lighting. Where bins are provided, such as on Tang Hall Lane and along other commercial areas and main roads, Edinburgh style bins are in use.

Aesthetics: This character area is distinct from adjacent residential areas of inter-war council housing but similar to inter-war private development in Heworth to the north and elsewhere across the city.

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

Bus routes and sign posted cycle routes run through the area, particularly along the main routes such as Hull Road, Bad Bargain and Osbaldwick Lane.

Communal open spaces are not as common here as in the nearby Tang Hall estate and are restricted to Hull Road/Hull Road Park.

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, such as schools, public houses and churches, and open 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 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, fenestration, 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 more 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.

The area contains several buildings that should be considered for listing or at least inclusion on the forthcoming Local List of Heritage Assets such as The Magnet PH, NER Railway Cottages and Victorian buildings in particular Millfield Lodge. Potential internal changes to The Magnet should also be monitored. Every effort should be made to ensure that these buildings are retained and kept in productive use. Their loss or inappropriate alteration would have significant impacts on the character of this 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 57: Images



Penyghent Avenue



Examples from Millfield Lane (see also two examples below). Note differences in fenestration to all.



Millfield Lane art-deco style buildings



Gillamoore Avenue - house in background shows extensions either side and into loft space



Example from Millfield Lane, note original style door (blue)



Former commercial buildings converted back into dwellings on Millfield Lane.



North Eastern Railway housing



Example from Millfield Lane, note alterations to building e.g. infilled porch, garage and loft extension



Commercial buildings on Tang Hall Lane



The Beeswing PH, Hull Road



Mallard Close



St. George's Methodist Church



Decorative Victorian house on Hull Road



St. Hilda's Mews



The Magnet PH



Millfield Lodge, Hull Road



St. Hilda's Church



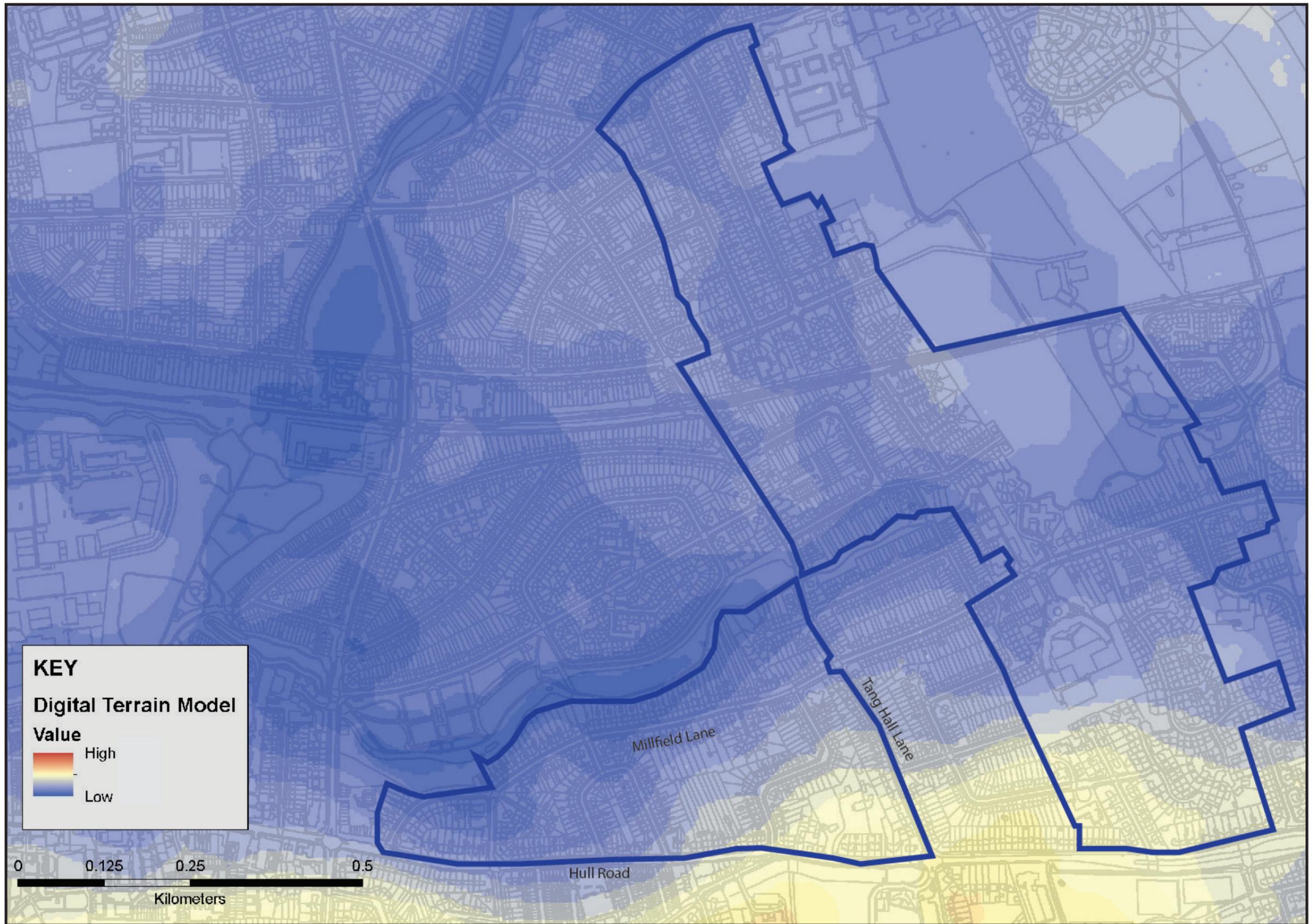
Concrete and iron walling in Magnet car park

Character Area 57: Maps

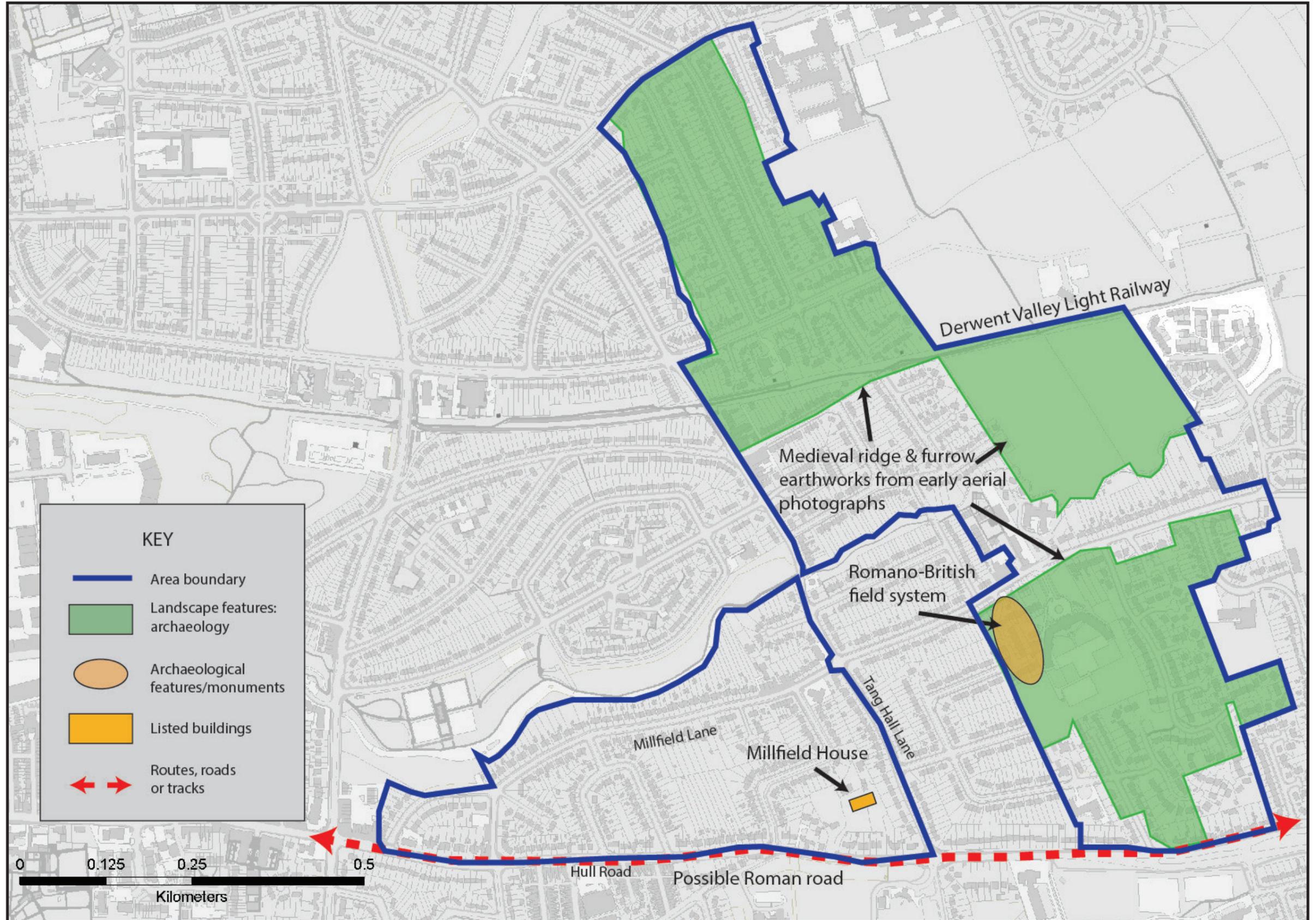
Broad Type characterisation plan. White roadways indicate roads or lanes visible on the 1852 Ordnance Survey Plan



Topography



Archaeology and heritage assets



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

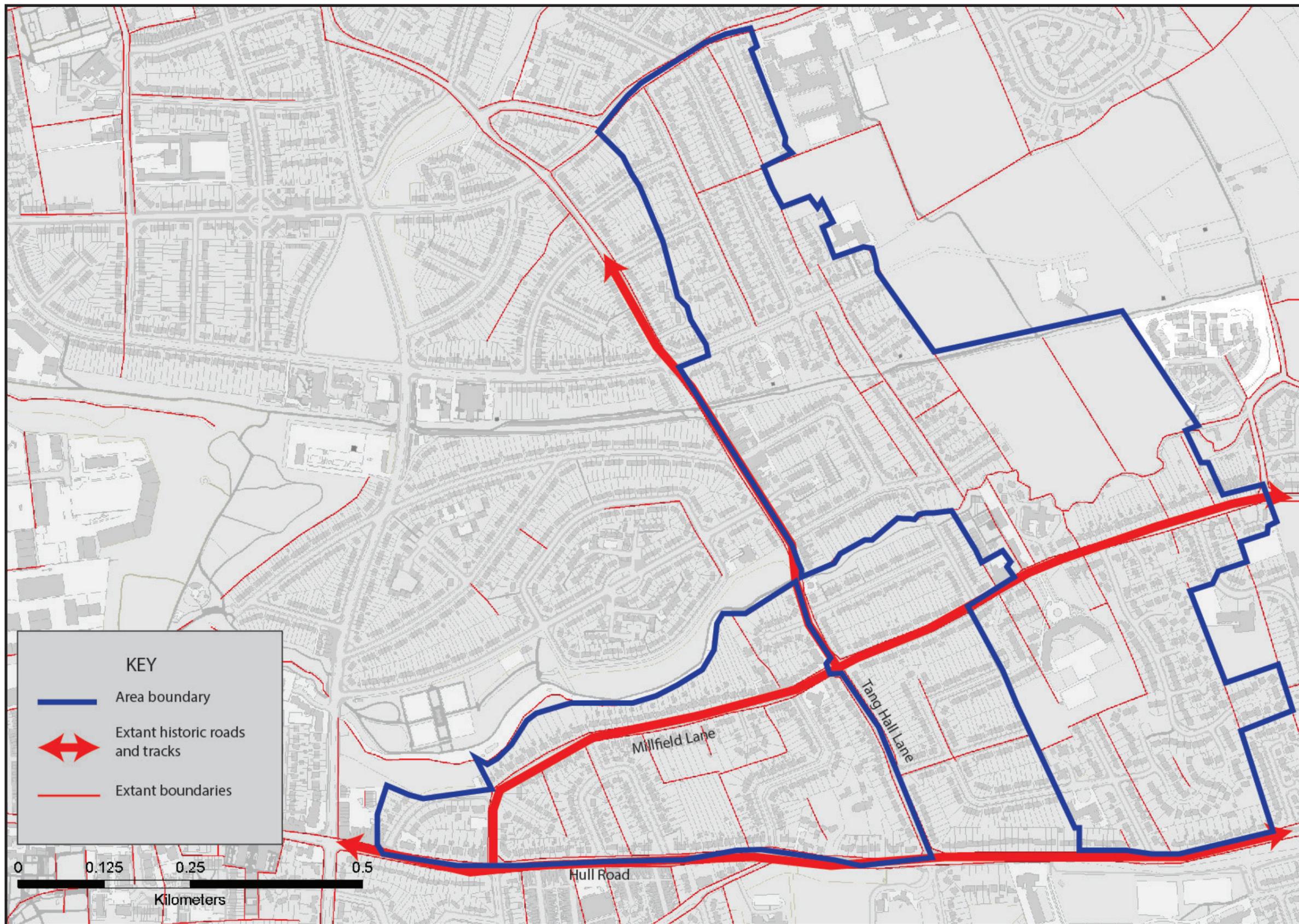


Figure ground map showing the relationship between open space (black) and the built environment



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