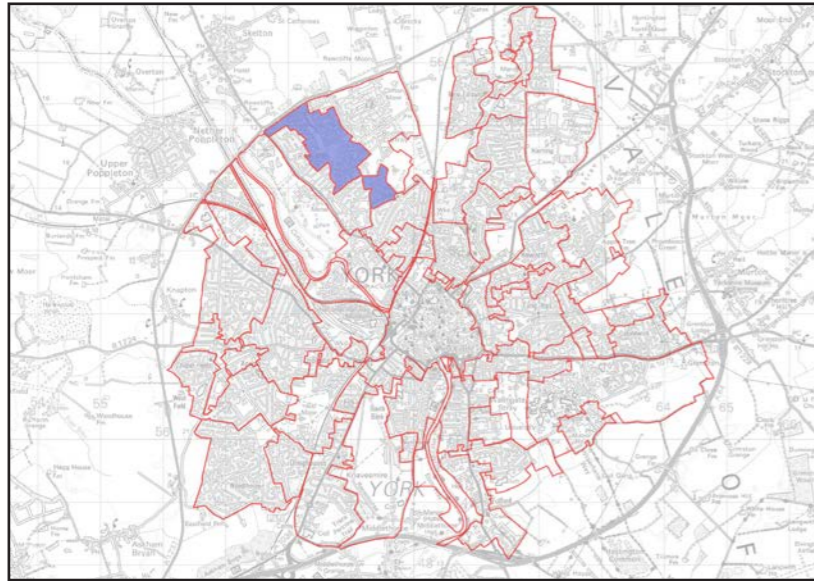
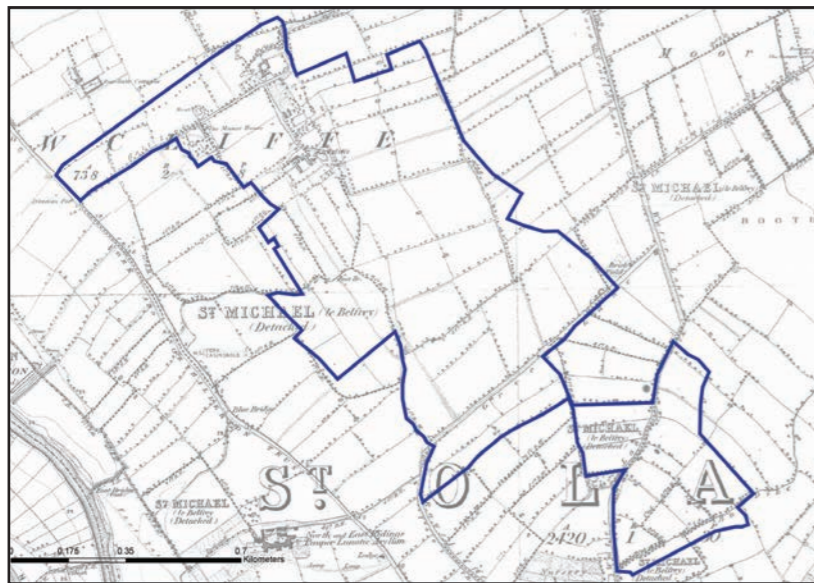


Character area 37: Clifton Moor



Location of character area



Extract from First Edition Ordnance Survey Plan 1852

Key Characteristics

General Character: Large residential late 20th and 21st century estates comprising many pattern book housing styles. Small pocket of 19th century dwellings survive on site of medieval settlement of Rawcliffe.

This area immediately to the south and south-west of Clifton Moor Retail Park on the northern fringes of York, is generally flat and low-lying

Bounded by the ring road, Water Lane, Clifton Moor commercial area and on the south side by Shipton Road and earlier 20th century housing developments.

Strong connection to York's aeronautical past

Includes Rawcliffe Lake, retail area, Lakeside Primary and Clifton with Rawcliffe Primary Schools

Urban feel, trees and grass verges are not common features

Approximate walking/cycling distance to the city centre from Rawcliffe Lake 3.2km via Clifton and Bootham

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

Other Key Housing Types: One-three storey modern dwellings. Other buildings include late 20th century schools and church, 19th century rural dwellings and 1930s public house

Designated Heritage Assets: None

Non-designated Heritage Assets: 19th century buildings in Rawcliffe village, medieval manor site, ridge and furrow

Key Views: The Minster is visible from the junction of Manor Lane and Manor Park Road

Surviving historic roads and tracks: Water Lane, Green Lane and Manor Lane

Archaeology and history

Extensive archaeological investigations took place to the north of Manor Lane during the 1990s prior to housing development. The results proved that this part of the character area had been occupied during the Iron Age and Roman, as well as the medieval periods. Medieval occupation and subsequent ploughing has removed the majority of earlier archaeological deposits but evidence of a round house, Roman ditch and fragmented prehistoric pottery were discovered on site. Further investigations prior to early 21st century developments on the west side of Rawcliffe Lane revealed waterlogged deposits containing medieval pottery and part of a stone Roman sarcophagus (York HER- YAT 2006/01).

Rawcliffe Manor is named in the Domesday Book of 1086. The 1852 ordnance survey map depicts two farms, one unnamed and Rawcliffe, and a large individual house named The Manor House. A small moated site lies immediately opposite The Manor House off Hall Lane. The moated site with house platform may date to the 11th/12th century. By the 13th century the manor was owned by St. Mary's Abbey until the dissolution in 1539.

The name Hall Lane (1852 OS map), which links this site to Shipton Road, may reference this earlier hall site. Several strip fields can be identified on the 1852 OS map. By the end of the 19th century, The Manor House had been demolished, the unnamed farm was known as Manor Farm and Rawcliffe had been renamed Clifton. These two farms occupied either end of the Village Street with a small number of houses on the east side of the street. A reading room also existed here by the early 20th century. The farm buildings were all demolished in the mid to late 20th century. Village Street and Hall Lane (now Manor Lane) is the only survival of this small medieval settlement.

To the south, Water Lane and Rawcliffe Lane may date to the medieval period as access routes to Clifton fields and Clifton Moor beyond. Green Lane, a continuation of Rawcliffe Lane is probably a later enclosure road.

Pigeon Cote Farm was constructed during the late 19th century on the east side of Water Lane along with a house named Moor End.

In 1936 York Municipal Aerodrome officially opened on Clifton Moor. The creation of the airfield took up vast swathes of farmland. The outbreak of war in 1939 saw the airfield requisitioned by the government and expanded to include three runways. After the war, private use was briefly re-established and in the early 1950s was sold to the York Corporation for housing development. A public house, The Clifton, was also constructed during the late 1930s across the road from the airfield.

It wasn't until the 1980s that Clifton Moor underwent a dramatic transformation into a large suburban area. Clifton Moor Retail Park and trading estates were also established at this time. The creation of the Retail Park and residential area has completely obliterated all visible traces of the airfield south of the ring road.

Character

The area is characterised by late 20th century housing estates including religious and educational facilities. Commercial amenities are provided by Clifton Moor Retail Park. The majority of housing was constructed in the mid 1980s in the centre of the character area along with a lake acting principally as a balancing pond to solve extensive drainage issues.

The estates contain predominantly detached housing including bungalows. All houses contain a garage and driveway, many of which have been extended to create extra a room above the garage. The estates contain a varied range of housing styles and designs. For example, on Lanshaw Croft c.95% of houses contain a half-timber effect to the front gable. Approximately 15% of the houses on this street have the half-timber effect covering the full first floor of the house. However, this feature is uncommon throughout the rest of the area.

Further housing was constructed to the north and south on the east side of Water Lane during the 1990s and early 21st century. These estates are typical of their time and similar to their 1980s counterparts. The main distinction between the two is that the newer estates tend to be more densely packed. Link houses and low rise apartment blocks are common. A small area of council housing was constructed between private housing during the 1990s on the east side of Water Lane.

The heart of this residential suburb feels very urban. Trees and grass verges are not common features. The estates are surrounded by the commercial zone of Clifton Moor and older housing developments. Bus services between the city and retail area run through the housing estates on main roads. However, Water Lane hints at the former rural nature of the area as it is lined with hedgerows and trees.

The oldest buildings within the character areas are rural in nature and date to the early to late 19th century on Village Street. The older cottages contain an attractive one storey row of outbuildings to the rear. The historic properties are interspersed with modern development; the contemporary building appears to have loosely been designed on the large dominant Victorian terrace on the street. However, it is in stark contrast to the small light coloured two storey historic cottage next door.

Basic typology of late 20th to early 21st century housing estates

1980s-2000:

Brick, one-two storey, semi-detached and detached houses

Driveways and garages

2000-2013:

Generally two storey brick houses and low rise apartments in high-density layout

Balcony areas to apartments and townhouses common

Both types of estate contain:

Pitched roofs

Front and rear gardens

Sinuous street pattern with cul-de-sac estates

Communal parking areas in high-density estates

Significance

Archaeology: The area around Manor Park Road has produced exceptional settlement evidence dating from the Iron Age and Roman period as well as evidence of a moated medieval manor house. Unfortunately much of this archaeology has been destroyed by housing development and the archaeological recovery was in part conducted as a rescue style excavation. Some surviving open space off Village Street and Manor Park Road may have some potential for revealing further evidence of Medieval Rawcliffe at least.

Architecture: The late 20th century housing developments are distinct from post-war council housing and the inter-war private housing to the south and east, differing in style and form. These buildings are not significant architecturally but do not look out of place in the area. They have been constructed in a wide range of styles and layouts on estates which pay no regard to historic grain.

Historic: Field boundaries, predominantly dating to the early-mid 19th century; do not survive well in this area with an approximate survival rate of 15%. Perhaps the most significant surviving boundary runs to the rear of Beaverdyke and Embleton Drive on the west side of the lake. This boundary, which continues westward following the line of the beck, marks a former boundary of ownership by St. Michael (le Belfrey). Manor Lane, Water Lane and Rawcliffe Lane and Green Lane are surviving historic roads.

Another example of surviving field boundaries is on the west side of Water Lane. Prior to the construction of housing here in the late 1980s to 1990s the field remained empty and had formerly been part of the airfield. The names of the cul-de-sacs within this field, such as Halifax Court and Lancaster Way reflect the area's aeronautical heritage.

Although only a minute part of the housing in this area is historic, those buildings which survive on Village Street are significant as a remnant of the small settlements which were scattered around York during the medieval period. Unfortunately over the last twenty years the key farm buildings which survived into the 20th century – Manor Farm (aka Rawcliffe Manor) and Clifton Farm were demolished in the 1980s and c.1960s respectively. The moated platform site survived until the construction of houses on the north side of Manor Lane during the 1990s. The few older dwellings that survive here are therefore valuable in that they are the last tangible link to the former rural landscape. The oldest surviving cottages may be constructed on medieval tofts.

Streetscape components: All street lighting within this area is modern and carriageways are asphalt throughout. Modern bus stops line the artery roads. Solar panels are in use on a very small number of houses, probably less than 5%.

Aesthetics: The Minster is visible from the junction of Manor Lane and Manor Park Road. No doubt it would have been visible from the Rawcliffe settlement prior to the urban expansion.

The area has a very urban feel. The lake provides a small open space while some older roads such as Water Lane are lined with hedgerows and trees. The area is surrounded to the north-west by open fields and to the south-east by Bootham Stray.

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.

The hedge line along Village Street survives from the previous rural landscape and should be managed, enhanced and maintained.

Opportunities to enhance the area around the former village of Rawcliffe could particularly be identified.

Great care should be paid to the retention of socially valued buildings and spaces with appropriate weight given to local opinions.

The area has few trees and lacks the wide grass verges of other similar areas in the city although there are locations where tree planting could be achieved at junctions in particular. Increasing tree cover should be a priority for this part of York. There are opportunities such as the open space between St Mark's Grove and Manor Lane for further tree planting.

Key views of heritage assets and local landmarks should be maintained to help orientation and provide local distinctiveness.

Surviving 19th century buildings should continue to be inhabited and maintained as far as possible.

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.

The spaces around Rawcliffe Village site should be maintained and they could provide opportunities for archaeological research involving local communities to explore evidence of medieval and earlier settlement.

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. Further study and consultation with residents to inform on character would be beneficial.

Character Area 37: Images



Church of St. Mark



Coningham Avenue



Village Street from north-west



Lanshaw Croft



Holyrood Drive



Victorian terrace on Village Street



Rishworth Grove



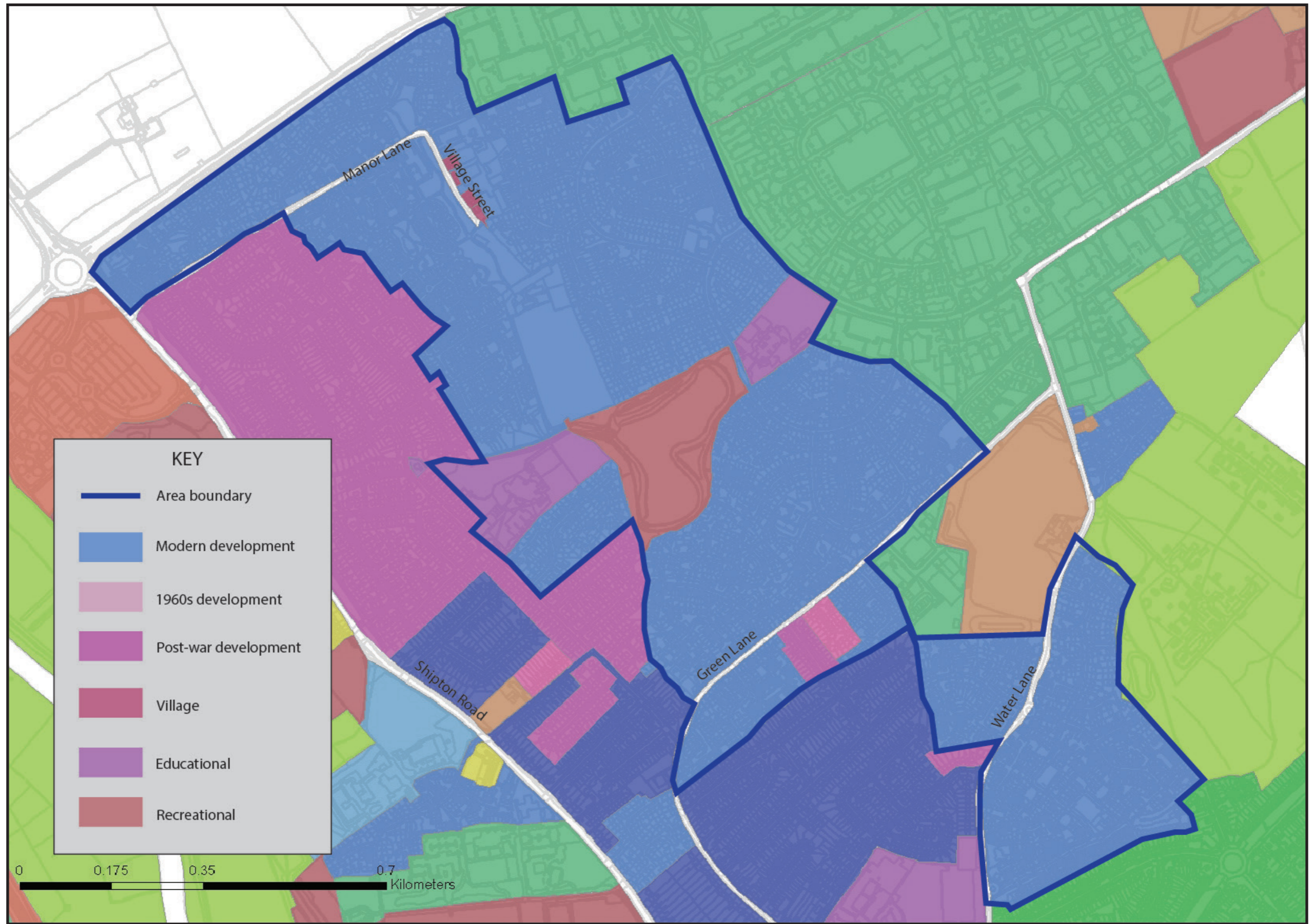
Lilbourne Drive



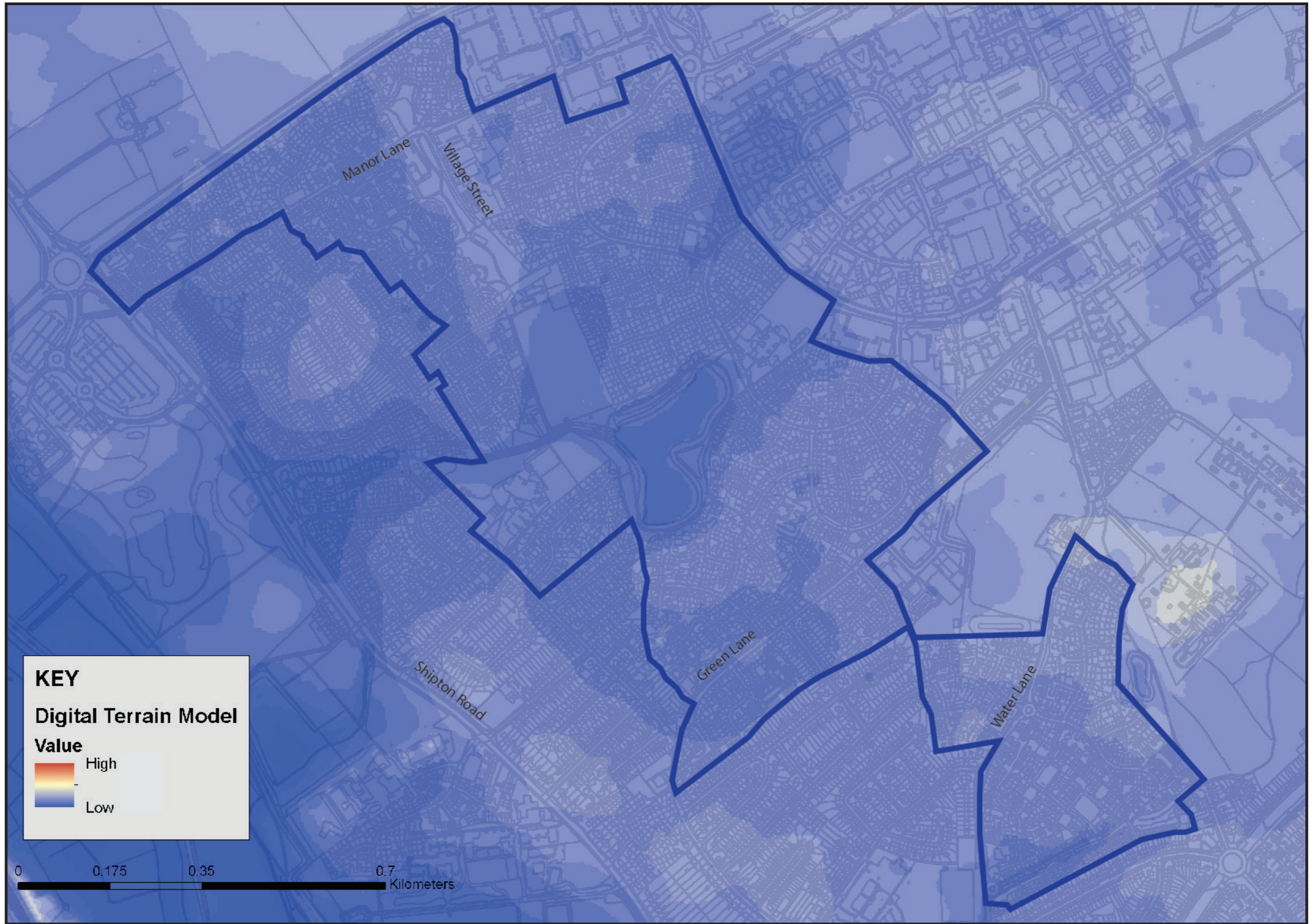
New builds and early 19th century cottage on Village Street

Character Area 37: Maps

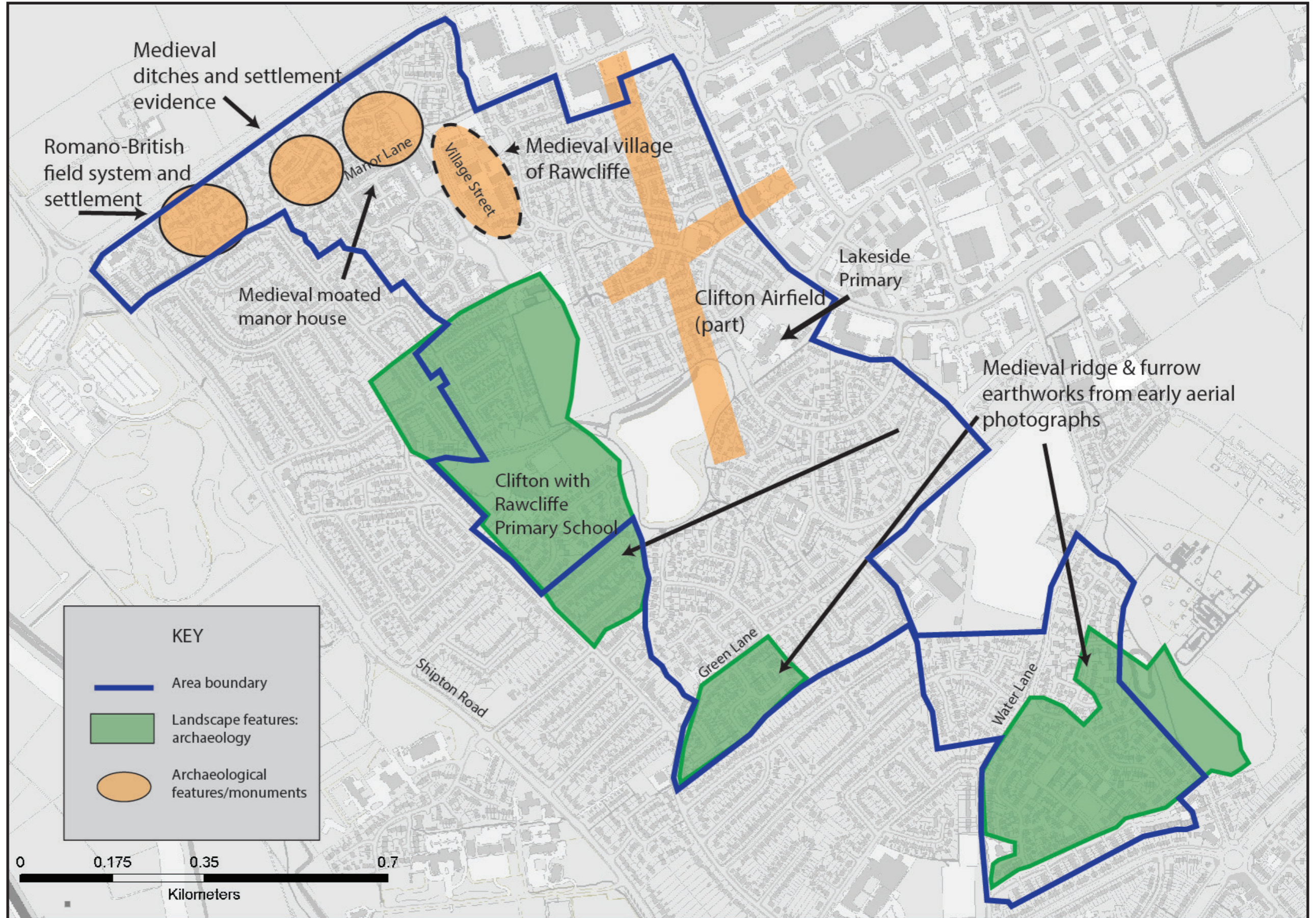
Broad Type characterisation plan. The white roadways indicate roads or lanes visible on the 1852 Ordnance Survey Plan.



Topography



Archaeology and non-designated heritage assets



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

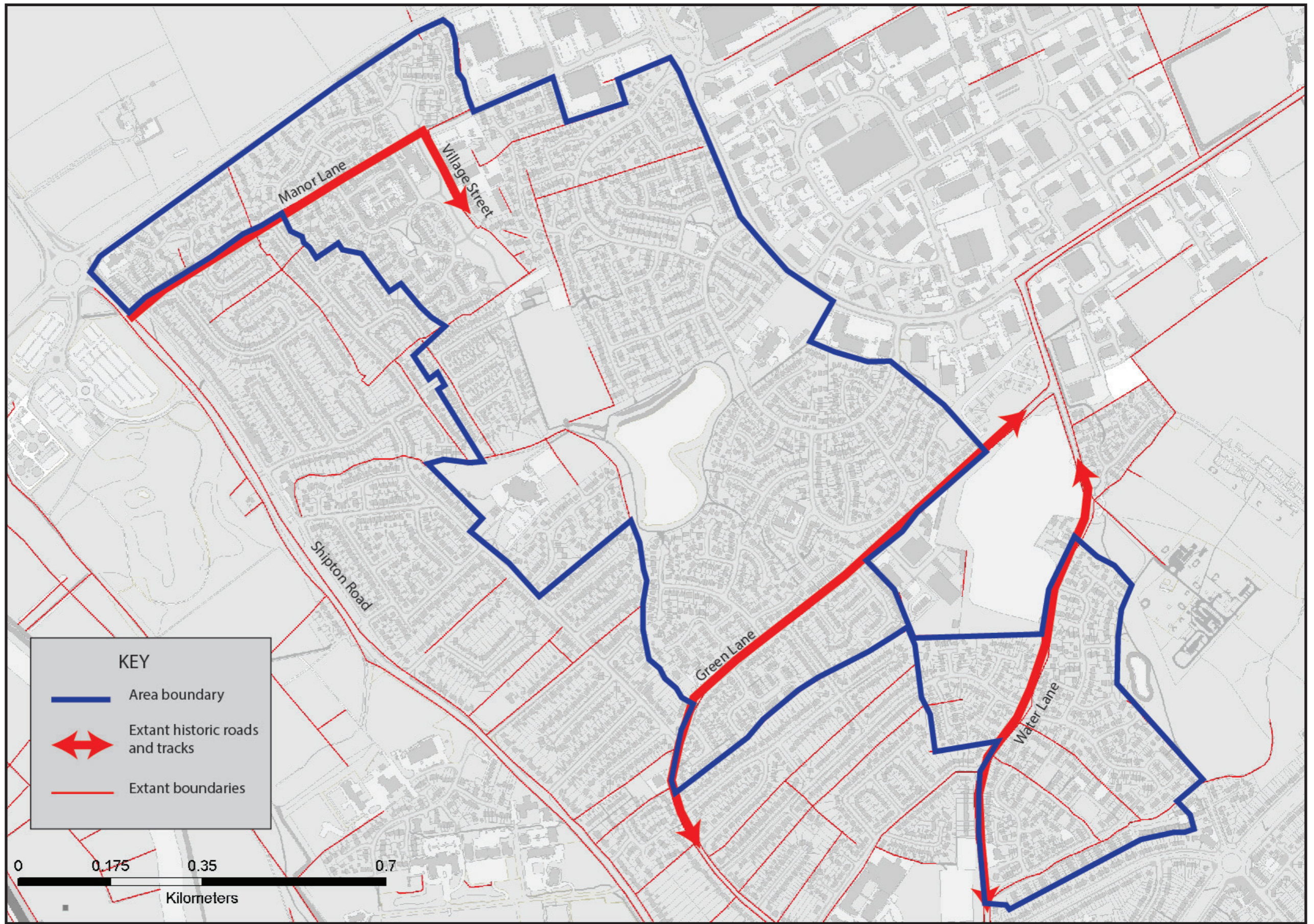


Figure ground map showing the relationship between open space (black) and the built environment



Researched and written by: Claire MacRae

Photographs: Claire MacRae except where indicated

Graphics: Bob Sydes and Claire MacRae

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