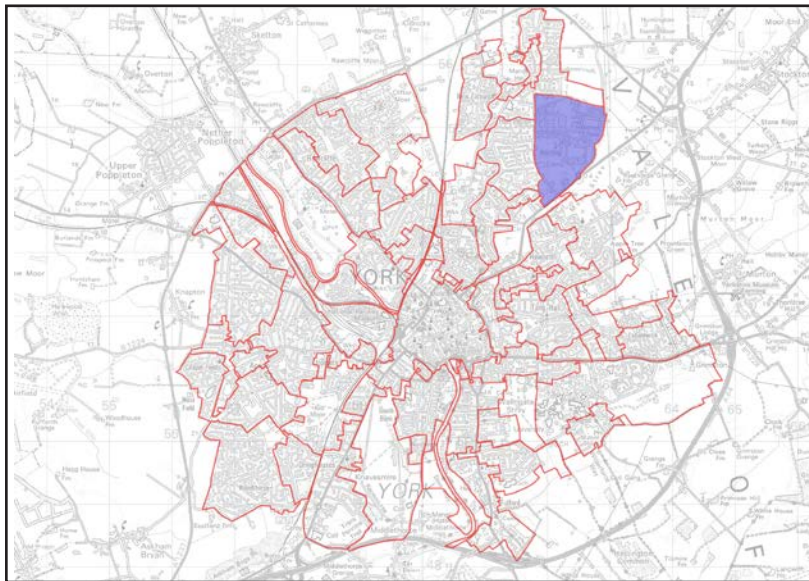
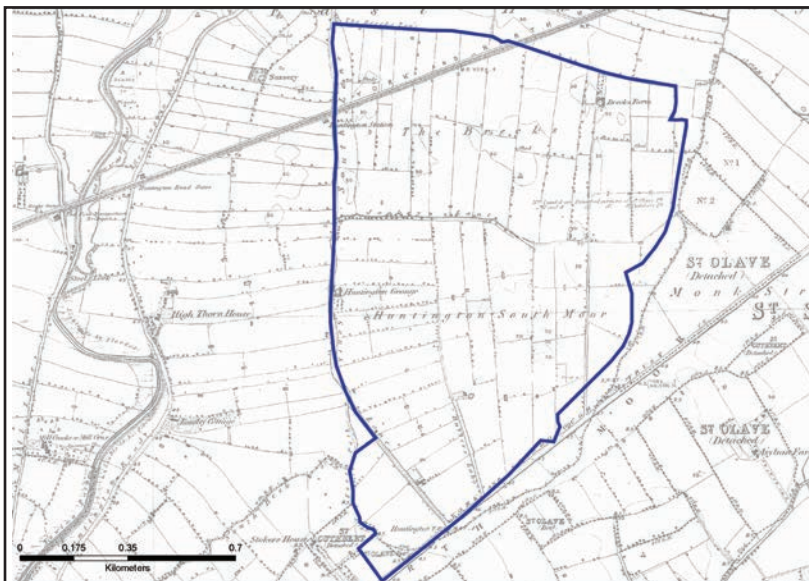


## Character area 49: Huntington South Moor/Monks Cross



Location of character area



Extract from First Edition Ordnance Survey Plan 1852

### Key Characteristics

**General Character:** Mixture of late 20th century out of town, large modern commercial and industrial premises surrounded by small amounts of contemporary and inter-war housing and flat, agricultural land

Brecks Lane and agricultural land roughly bound the area to the north, the ring road and agricultural land to the east, Malton Road to the south and New Lane to the west. At the southern point of New Lane the character area occupies both its east and west side.

Important commercial area for local economy

Open spaces south of Jockey Lane

Includes Huntington South Moor Park and Ride, Rugby League ground, York City Knights football ground and swimming pool as well as the retail areas

Approximate walking/cycling distance to the city centre from Jockey Lane 4.3km via New lane and Huntington Road

**Dominant Building Type:** Two-three storey commercial units and warehouses

**Key Housing Types:** 20th century mixture of pattern book architectural styles that have no distinctive York features

**Other Key Housing Types:** Former agricultural buildings

**Designated Heritage Assets:** Huntington Grange (Grade II) a former farm house now a cattery, Two Roman Camps defined as one Scheduled Ancient Monument (No. 34718)

**Non-designated Heritage Assets:** Historic lanes, ridge and furrow, post-medieval and early modern boundaries, iron railings which formerly bounded the brewery site on New Lane

**Key Views:** Local views of rugby ground floodlighting local and distant rural views

**Surviving historic roads and tracks:** New Lane, Jockey Lane, Butter Lane and Brecks Lane

## Archaeology and history

Archaeological excavations in the centre of the character area revealed a prehistoric landscape including one Neolithic pit and a continuous linear pit alignment dating to the Bronze Age or Iron Age.

On the east side of New Lane, two Roman military training camps (MYO2025 – camp 1, MYO2024 – camp 2) were identified in 2002. These are some of only a handful known linked to the fortress of Eboracum dating to the AD70s. Others are known on Clifton Moor and Bootham Stray. One of the Huntington camps survives as a low earthwork (up to 0.3m) with further remains surviving below ground. The second camp has been damaged by modern ploughing. The camps were fully excavated and recorded as part of a research programme. A small amount of Roman pottery has also been recovered in the vicinity.

The area appears to have relatively undeveloped during the following centuries and into the medieval period when it was common grazing land for Huntington and later agricultural land for scattered farms such as Huntington Grange. The name Grange may indicate a medieval settlement or manor house within the area although the current building dates to the late 18th century. Ploughing is attested by large swathes of broad ridge and furrow, some medieval in date, identified on historic aerial photographs prior to development across the majority of the area. It is still extant in several fields to the east of New Lane.

During the mid 19th century the York to Beverley railway was cut through the landscape. Several lanes are shown on the 1852 ordnance survey plan including The Brecks Lane, Jockey Lane, Butters Lane and South Lane (now New Lane). The latter, leading southwards out of Huntington may have medieval origins as an outgang providing access for cattle southwards out of the village to common pasture. New Lane almost certainly forms the eastern boundary of one of Huntington's medieval open fields.

Land to the north of Jockey Lane was known as The Brecks and to the south as Huntington South Moor.

By the later 19th century, Brecks Farm was renamed Pigeoncote Farm, while a new Brecks Farm was constructed on the north side of Jockey Lane.

The early years of the 20th century saw small-scale residential expansion and a brewery (1934) on New Lane, formerly South Lane, and Malton Road. By 1953 residential development was encroaching upon the rural area bounded by Huntington Road to the west. However, the spread of housing did not reach the east side of the road, instead commercial and industrial premises were constructed by the 1970s on the north side of Jockey Lane, including a brewery (replacing the one on New Lane) and factory.

It wasn't until the last two decades of the 20th century when the area really began to change from a largely agricultural space to a commercial centre and an important economic resource for the city. During the 1980s Pigeoncote Industrial Estate was created, the original industrial premises had expanded and Huntington Stadium rugby league ground was built. The railway line was dismantled at this time. During the 1990s a small amount of residential development occurred on the south side of Jockey Lane but the creation of the ring road, Monks Cross shopping centre and Huntington Moor Park and Ride confirmed the new commercial status of this area.

## Character

Huntington South Moor is characterised by late 20th century out-of-town, large modern retail and commercial premises and industrial estates between one and three storeys in height constructed in a mix of styles. This commercial area is known as Monks Cross.

Monks Cross contains large car parking facilities surrounded by three storey retail blocks split into several units. The structures are faced with brick at ground floor level but have a metallic covering on the upper floors. The covered walkway at the front of the shops contains seating areas, a cycle path and lighting units. Planting and bollards separate the shopping area from the car park. A children's play area is also present. In the immediate vicinity smaller retail areas, supermarkets, filling stations, industrial estates, factories and leisure facilities can be found. The commercial retail area as a whole presents itself as a bustling, accessible, tidy and modern space. It is serviced by regular bus and cycle routes from the city centre as well as a Park and Ride facility.

The fringes of this area, such as Jockey Lane featuring a garden centre and Portakabin storage facility have a more industrial estate feel. This busy commercial area is important to York's economy as a source of employment, which is easily accessible from the city and surrounding areas due to its location adjacent to the outer ring road and links to public transport. Monks Cross is a local and sub-regional centre with limited appeal for tourists and other visitors.

Monks Cross is semi-surrounded by a rural landscape. Rural land to the south of Monks Cross on the east and west side of New Lane belongs to the former farms within the area. Thornfield Farmhouse has been replaced with a new build although several late 19th century outbuildings are still extant as well as a small barn in an adjacent field. The modern farmhouse features replica sash windows.

Huntington Grange (Grade II listed) farm on New Lane dates to the late 18th century and is the oldest structure within the area, although the farm itself is likely to be older in origin.

The farm buildings are now in use as a cattery. Opposite the farm and rural landscape on the east side of New Lane, mid-late 20th century residential development dominates. To the north of Huntington Grange the landscape is interrupted by 20th century residential and industrial buildings up to the former railway line.

Brecks Lodge, a late 19th century farmhouse, survives on the north side of the railway line on New Lane.

In terms of residential development, a small amount of inter-war housing exists on the east side of New Lane, while the predominant housing within this area to the south of Jockey Lane is late 20th century. The New Lane housing is known as Brewery Lane contemporary with the brewery, which existed on land adjacent. These buildings comprise red brick semi-detached buildings, with hipped roofs, ground floor bay window and recessed arched porchways. The houses contain front and rear gardens with driveways, c.60% now feature an attached garage. This housing is similar to other contemporary buildings across the city; however, the bay windows are slightly unusual in shape.

The 1990s estate on Jockey Lane predominantly comprises of detached buildings, in many styles, all containing rear gardens, integrated garages, driveways and hard landscaped or grassed areas to the front. Semi-detached and linked terraces do not contain garages or driveways – communal parking areas are provided for these properties. Few houses have front garden boundaries; green planting has been used in some cases as an alternative, with low fences in a variety of styles used elsewhere. Visible side and rear boundaries consist of red brick walls partly infilled by wooden panels.

The roofs are pitched but almost all feature gables at the front of the property, many with wooden trusses. All window frames, fascias, beams, garage doors and wooden porch areas are painted white. This late 20th century pattern book architectural style can be found nationwide.



## Significance

**Archaeology:** The two known Roman military training camps, which exist albeit in a very poor condition, are of national significance (scheduled monuments). Broad ridge and furrow survives in a number of places on the east side of New Lane.

**Architecture:** The majority of buildings, commercial and residential are late 20th century in date and are not significant architecturally. The amenities at Monks Cross are generally anonymous in nature with similar developments existing countrywide. The residential areas have been constructed in a range of styles on a purposely constructed estate. Social values may be less well established in the areas connected to commercial activity although the former rural nature of the area, remaining agricultural buildings and former brewery site will hold value to some local residents.

**Historic:** Historic field boundaries identified from the 1852 ordnance survey plan, probably dating to 18th to early 19th century enclosure of earlier strip fields, survive well to the north of the railway at The Brecks and to the south on the east side of New Lane with an approximate survival rate in these areas of 70%. Many of these boundaries actually survive in a rural sense as hedgerows or tree lines although some are preserved in an urban form such as the rear garden fence lines to the Jockey Lane housing estate. In the Monks Cross area however, the survival rate drops to approximately 20% with some boundaries preserved as fences between commercial sites.

New Lane, Jockey Lane and Brecks Lane are historic lanes possibly dating to the medieval period. Brecks Lane and New Lane may represent pre-enclosure open field boundaries. The broad ridge and furrow combined with the presence of several scattered farms, helps to retain a connection to the historic rural nature of the area.

The only significant names within this area relate to Brecks Lane, named after the part of the moor known as The Brecks.

Brewery Cottages take their name from the former brewery situated on New Lane.

The modern housing cul-de-sacs all have names relating to horse riding, presumably this is simply because of their location off Jockey Lane.

**Streetscape Components:** At Monks Cross a covered walkway around the front of the retail units contains seating areas, a cycle path and lighting units. Planting and bollards separate the shopping area from the car park. Within the modern housing carriageways are generally tarmac with the exception of pink herringbone effect paving at the ends of the cul-de-sacs.

**Aesthetics:** The late 20th century housing follows a linear pattern of development and is built around a small green space. The floodlights of the rugby ground can be seen towering over the rooftops behind the estate.

The commercial part of Huntington South Moor contrasts strongly with the mid 20th century suburban residential areas surrounding it to the east and the rural nature of the open fields on New Lane and beyond the ring road.

## 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.

Historic agricultural buildings off New Lane should continue to be conserved and any future extensions or alterations should respect existing character and distinctiveness.

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 medieval, 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 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 of the Minster, other major heritage assets and local landmarks should be maintained and enhanced to help orientation and enhance local distinctiveness.

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.



## Character Area 49: Images



*Commercial buildings on Jockey Lane*



*Derelict 19th century barn at Thornfield Farm*



*Huntington Grange Farmhouse*



*Commercial buildings on Jockey Lane*



*19th century field boundaries*



*Brewery Cottages*



*Retail units at Monks Cross*



*Brecks Lodge farmhouse*

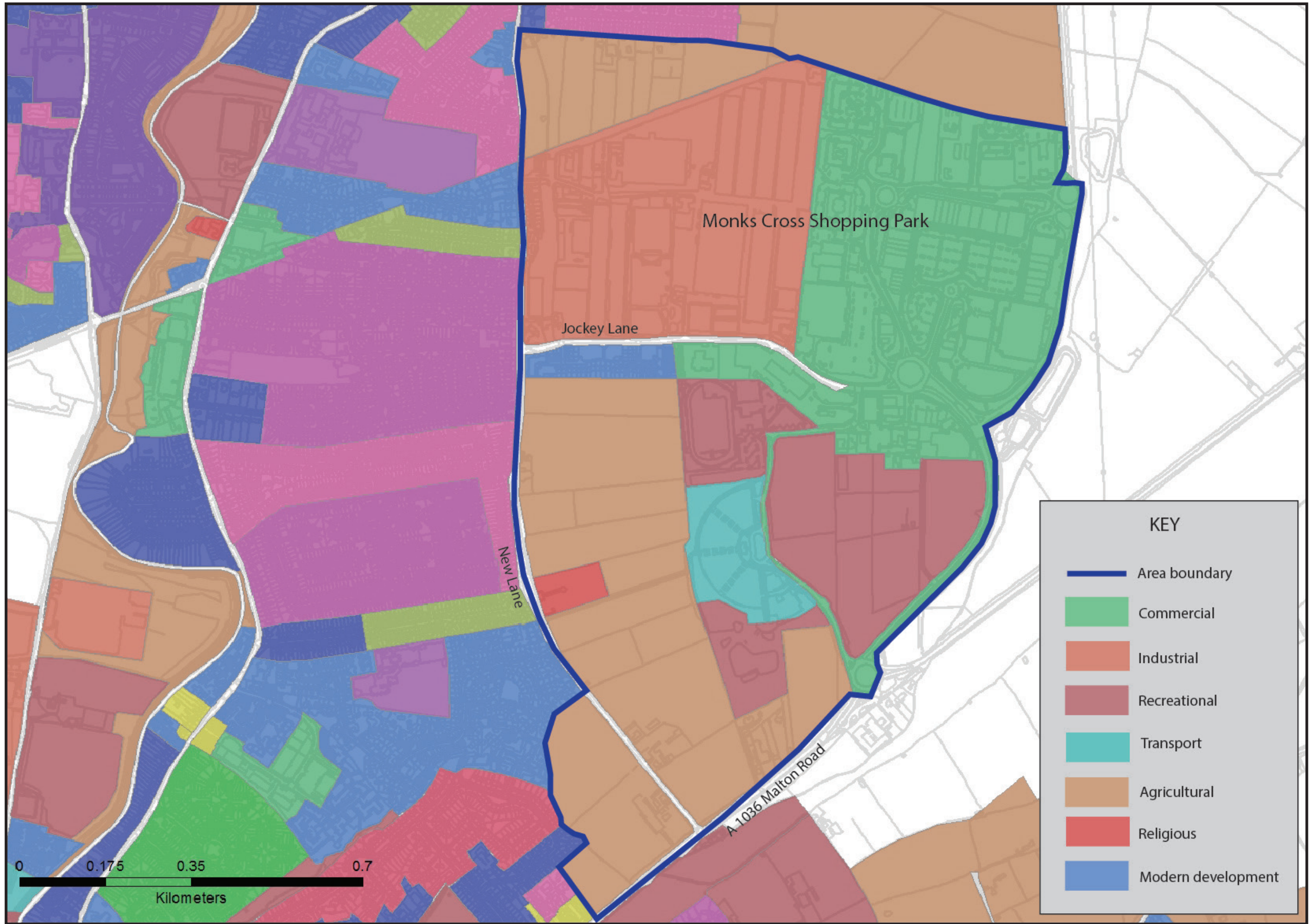


*Saddlers Close*



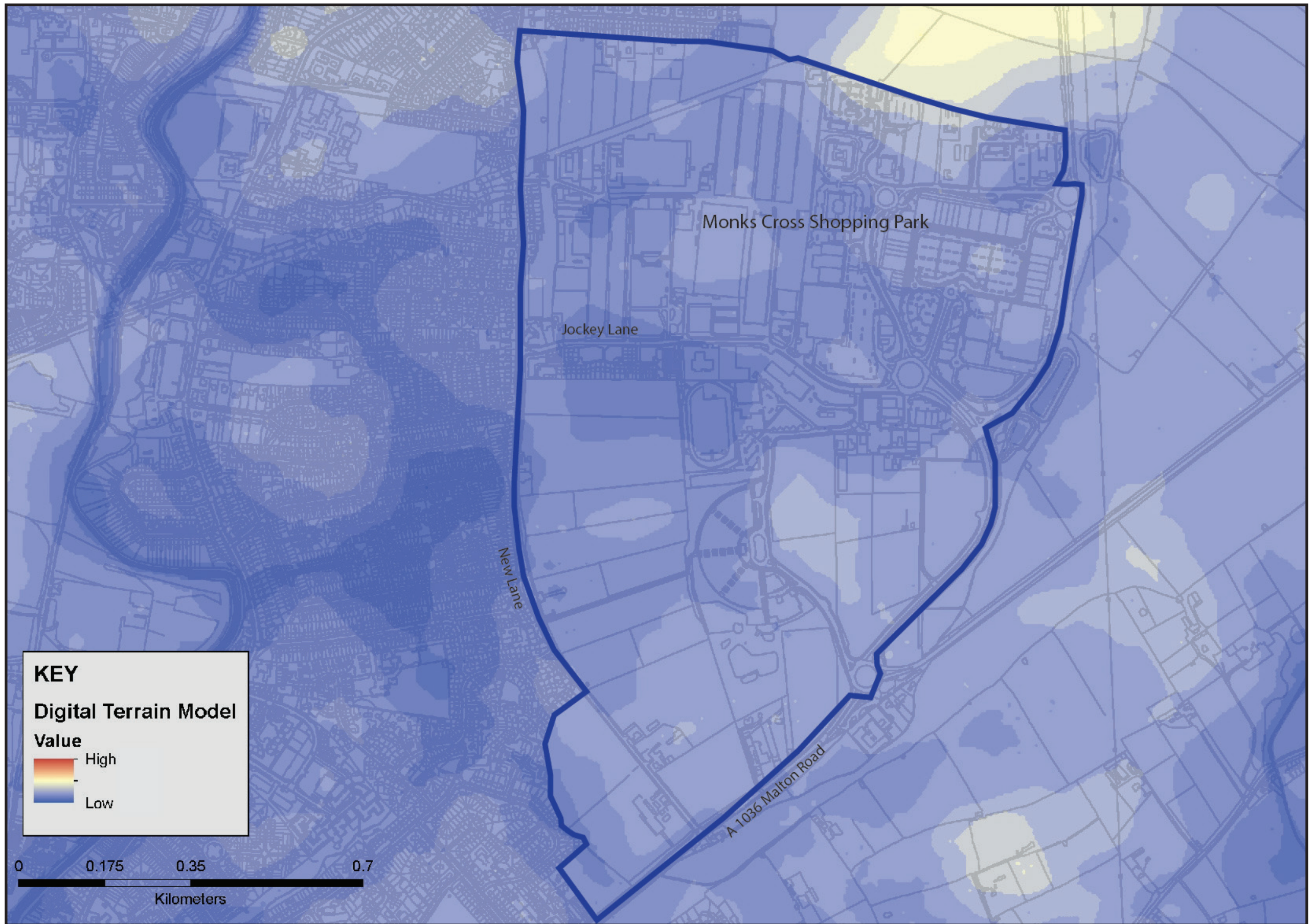
**Character Area 49: Maps**

*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

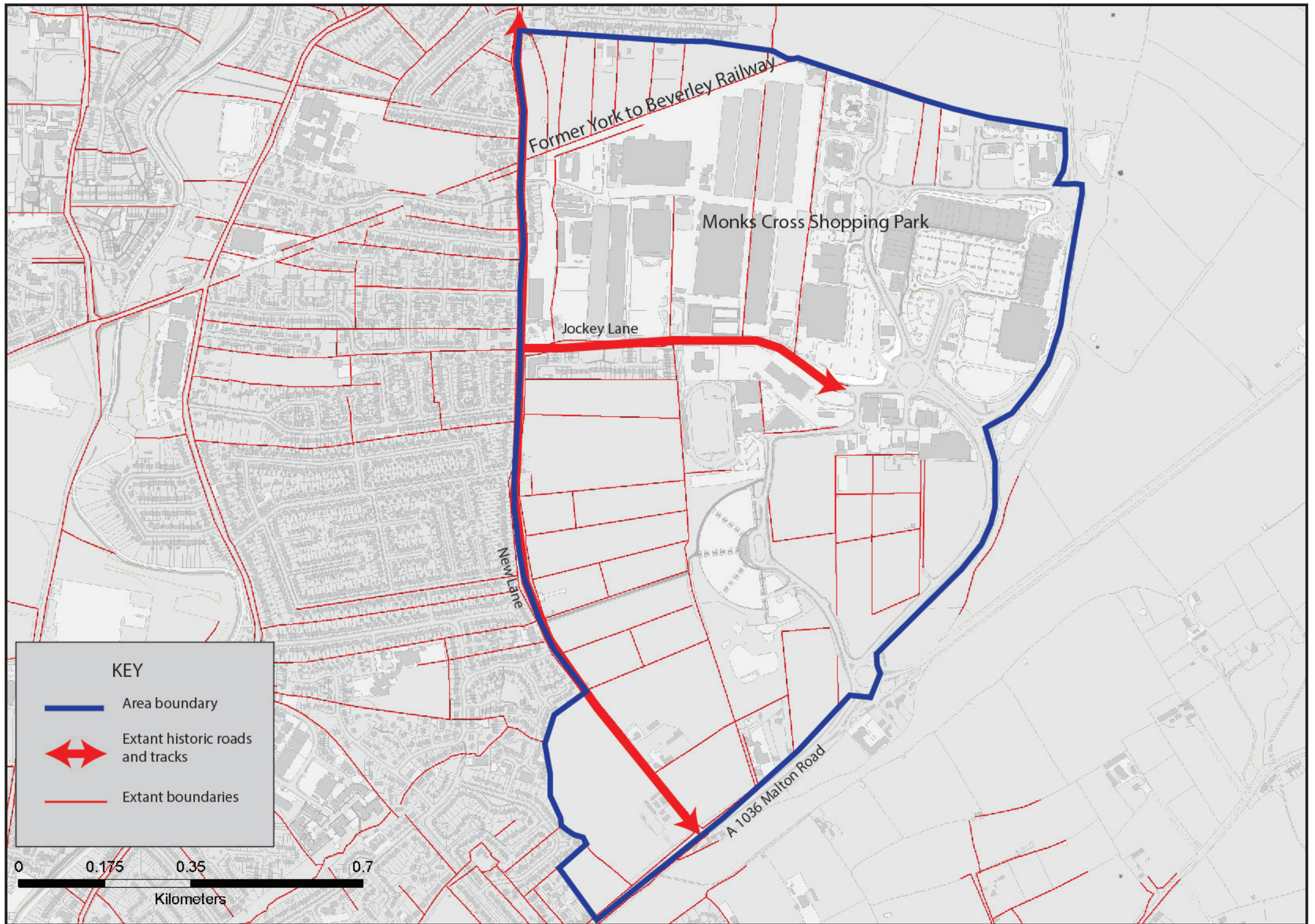




Figure ground map showing the relationship between open space (black) and the built environment



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