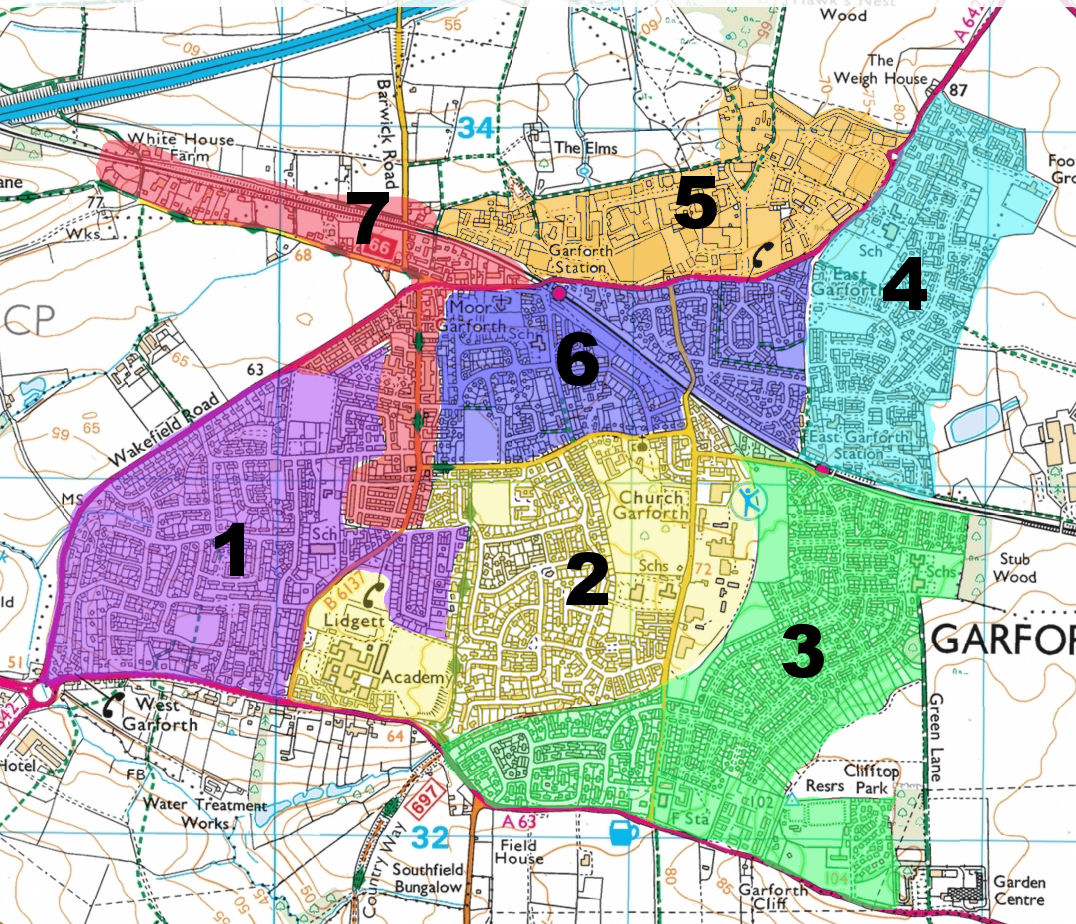
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***Character Assessment Area 3: Long Meadow & Wimpy Estates EstatesGreen Lane:***



***PHOTO – From A63 view of Cliff & Ninelands Lane Image 1 - 3***

***Ninelands Lane, Long Meadow Gate, Long Meadow Croft, The Lea, Long Meadow, Mendip Close, Bar Lane, Farndale Court, Ashbourne Cres, Carlton Drive, Cotswold Drive, Cheviot Court, Arran Court, Arran Close, Shaw Close, Manley Court, Hazelwood Ave, Ledstone Ave, Cliff House Ave, Kirby Ave, Lea Bank Ave, Acaster Drive, Hammerton Drive, Fairburn Drive, Eastwood Grove, Denesway, Eskdale Grove, Trent Ave, Kennet Ave, Kennet Lane, Thames Drive, Witham Way, Welland Drive, Hillside, The Green, Kentmere Ave, Severn Drive, Nidderdale Close, Cherwell Croft, Swale Cres, Ribblesdale Ave, Fosse Way, Crimple Green, Airedale Drive, Spring Close, Holly Bank, Green Lane, Green Lane Villas, Greenacre Court, Cricketers Close, Woodland Drive, Firtree Ave, Larch Lane, Rowan Place, Yew Lane, Elder Garth, Newfield Crescent, Newfield Drive.***

***\*Underlined street names provide vehicle access to major roads, A642, Main St, Church Lane, Bar Lane, Ninelands Lane Lidgett Lane,A63.***

**Area 3:** Bounded by: A63 Selby Road on the south, Green Lane to the east, the Leeds/Selby railway to the north and to the west by the route of the dis-used Leeds/Pontefract railway including “The Lines Way” footpath. Apart from the amenity buildings, this Area is almost entirely residential, being made up of three separate housing estates, each with its own characteristics.

**The Lindsay-Parkinson Estate (Long Meadow)**

Extending westwards from Ninelands Lane to the old railway bridge and bounded by Selby Road and The Lines Way, this estate was developed in the early 1960s. It can be entered from Ninelands Lane, about 200 yards north of the Selby Road junction, via **Long Meadows** which sweeps in a curve with branches into **Long Meadow Court, The Lea, Arran Drive and Arran Court** and enters **Long Meadow Gate** which re-joins Ninelands Lane close to the Selby Road Junction. These roads each contain a mixture of detached, semi-detached conventional 2-storey houses of the period and also semi-detached or grouped chalet type houses. They are built of red or buff bricks with grey tiled roofs; some are partly faced with stone. All the properties have a driveway and garages are at the front, either integral or located separately. Some porches and extensions have been added. All the gardens have very low walls which were provided at the time of development and have been retained. The front gardens are substantial and, in some cases large, all well-tended, with flowers and shrubs. Many gardens are grassed and some have hedges. They are no additional walls or fences. The longest road on the estate is **Cotswold Drive** which runs through the western part in the form of an ‘S’, crossing the ends of Arran Drive and Arran Court. Some of the houses along this road are of a different style having a roof with a short slope and a long slope and distinctive barge boards. There are some high hedges and a few fences.

**Topography and appearance**

The estate is virtually flat. The roads are wide and without significant camber. Tarmac footpaths, 4ft. wide are on both sides of the roads throughout. There are numerous mature trees within the gardens and along the roads. Part of Cotswold drive has no houses on one side but a high hedge, with trees, separating it from Selby Road. Lamp-standards are of a tall modern style. There are no telephone posts.

**The ‘Wimpy’ Estate**

This estate, to the east of **Ninelands Lane**, was developed between 1965 and 1968. It includes a mixture of detached, semi-detached houses and bungalows, some of the semi-detached being chalet type with dormer windows. Almost all of the buildings are of red brick, some of a lighter shade, but there are some later in-fill houses of buff brick. Roofs are of red, grey, black or brown tiles. To introduce some variety, some of the buildings have pebble-dash rendering, horizontal or vertical boarding or tiled fronts. In some cases, this fronting has been replaced with plastic boards or stone. The style of architecture is similar to that of the Lindsay-Parkinson Estate but more basic and less embellished. In keeping with this ‘budget’ approach, concrete driveways were provided by the developer but no garages. Similarly, front gardens were declared ‘open plan’ with no walls. Over the years, owners have provided their own solution to these problems with the result that there is no uniformity to the size, style or materials or position of garages on the estate nor to the treatment of the front gardens. Although in some cul-de-sacs the ‘open-plan’ concept has been retained and gardens are well-maintained with grass, flowers and shrubs, in general front gardens throughout the estate are walled, fenced or hedged with great variety of height, materials and style. The estate is entered at the south end, about 200 yards from the Selby Road junction, via **Hazelwood Avenue**, which runs steeply uphill towards **Acaster Drive**, just below Garforth Cliff. About 50 yards from its Ninelands Lane entrance, Hazelwood Avenue is joined by **Fairburn Drive**, the estate’s main thoroughfare, running the length of the estate to become **Green Lane** at its northern end where it enters Ninelands Lane. Apart from the short roads to the south of Hazelwood Avenue, all roads on the estate lead into Fairburn Drive.

**Topography and appearance**

The estate slopes downwards from north to south and also from east to west and includes significant undulations. These can be clearly seen along the length of Fairburn Drive which also contains alternating sweeping curves. The slope of the route Acaster Drive/Severn Drive is in the reverse direction, being downwards from south to north. Acaster Drive, Eskdale Grove, Denesway and Eastwood Grove all slope steeply along their length. Because of the complex nature of the slopes, many properties on the estate are sited below road level. The roads throughout are 2 cars wide and tarmacked, with 4ft tarmac footpaths each side. Lamp-standards are now tall and of modern design; there are no telephone posts. Fairburn Drive is a bus route with 3 pairs of bus stops and 2 single stops; there are no bus shelters. Apart from those within gardens, there are very few mature trees on the estate. Along Fairburn Drive, between the junctions with Acaster Drive and with Kentmere Avenue, the houses are set back to give a grassed area with some shrubs and one or two mature trees. Mature trees are also to be found along the front of the railway station. There are no houses fronting on Woodlands Drive and on one side for its whole length it has a high hedge with mature trees separating it from the railway line. In those cul-de-sacs where the ‘open plan’ theme has been maintained the aspect is quite pleasing. However, in general, after 50 years of individual expression, although the gardens separately are pleasant, the overall appearance of the streets is less so.

**Ninelands Lane**

From its junction with Selby Road to Hazelwood Drive Ninelands Lane divides the Lindsay-Parkinson Estate, on its left, from the Wimpy Estate, on its right. The difference in styles can be clearly seen. On the right, just after the Fire Station, is **Shaw Close**, a cul-de-sac leading to a footpath running up The Cliff to the Bluebell Estate. On its northern side Shaw Close has a hedge and a fence with a pedestrian opening onto Ledston Avenue. On the southern side stands Daniel Yoruth House, a Brain Injury Rehabilitation Centre. This is a red brick building with a complicated layout and has multiple pitched roofs of brown tiles. Further along the Close is **Ninelands Court**, a complex of 32 one-bed and two-bed apartments arranged in 9 blocks joined together to form 2 courtyards with patios covered with pyramid roofs. The apartments are offered as retirement homes for persons over 55. Beyond Ninelands Court is a large open grassed area with hedges, trees and walkways

**The Bluebell Estate**

This is a recent, 2016, development 2-storey and 3-storey houses and apartment blocks, all in red brick with grey tiled roofs. Some buildings have parts rendered white. There are no front gardens but fronts have been paved or tarmacked to provide space for cars. Here and there are small areas with grass, shrubs or trees. Except for houses and apartment blocks in **Harvest Close**, which have integral garages, no garages have been provided. Roads throughout are either tarmacked or paved with blocks. The tarmacked areas have footpaths; the paved areas do not. A footpath runs through the estate downhill from east to west towards Ninelands Lane and another runs across the estate to Selby Road.

**Topography and appearance**

The ground slopes steeply downwards from east to west and, in order to obtain flat areas, high retaining walls have been included. Within the estate, some roads are steeply sloped and the houses at the side have been built in a stepped fashion. The footpath down through the estate is also steeply sloped with intermittent flat landings. There are no open green spaces as such but this footpath has a wide grassed verge on either side and leads down to a large open grassed area with mature trees and hedges behind the Fire Station.

**Selby Road**

From the old railway bridge Selby Road runs downwards to ‘Charlie Sweep’s Corner where it is joined by Leeds Road from Kippax. It then curves towards the east and rises slightly to meet Ninelands Lane at the traffic lights. Close by on the southern side is a bus shelter. From the junction with Ninelands Lane the road continues eastward with arable land on the southern side. On that side, as the road begins to rise steeply, there is a pair of large semi-detached buildings with long front gardens and hedges. This is the base of an agricultural business. On the other side the houses and entrance to Bluebell Estate can be seen and then the entrance to a road leading to the water tower. Two large properties standing in their own grounds are screened from the road by a high hedge but their entrances can be seen. Further on, on the same side, is the entrance to Cliff Top Park, a substantial complex of mobile homes with permanent base surrounds, individual gardens and parking areas. A short distance beyond this entrance is a Garforth Boundary Stone and then the entrance and car park of a large complex containing a Garden Centre and other retail businesses.

**Topography and appearance**

From the old railway bridge to the Ninelands Lane junction, Selby Road, on the northern side, has a mixture of hedges and fences screening it off from the Lindsay-Parkinson Estate. On the southern side are hedges dividing it off from arable land and pasture. On the northern side is a wide tarmac footpath; on the southern side, there is a narrow, deep grass verge. In the area of the bus shelter a short length of footpath is provided in association with the pedestrian crossing at the traffic lights. The road at this point is 240 ft. above sea-level and rises sharply up Garforth Cliff to reach 330 ft. and then slopes slightly downwards towards the Boundary Stone and the Garden Centre. On the northern side are high hedges, screening off properties and on the south side is arable land with some low hedges. The Water Tower can be seen from various points but is largely masked by trees and buildings.

**Amenities**

Fire and Rescue Station – unmanned – in Ninelands Lane

Crusader Public House – in Ninelands Lane, enter via Long Meadow Gate

Mini-mart Supermarket and Parade of 4 Shops – with Car Park, Long Meadow Gate

Parade of 4 Shops and a Pharmacy – with limited parking, in Fairburn Drive

Doctors’ Surgery – annex of Gibson Lane Surgery, Kippax – in Hazelwood Avenue

Daniel Yoruth Rehabilitation Centre

Green Lane Junior Academy – reached from Fairburn Drive via Ribblesdale Drive

East Garforth Railway Station, in Fairburn Drive. The footbridge, with 4 long ramps, giving access to the platforms, also acts as a link for pedestrians between East Garforth and the Wimpy Estate or Church Garforth.

Footpath from Bluebell Estate to Ninelands Lane

Open green space – behind Fire Station