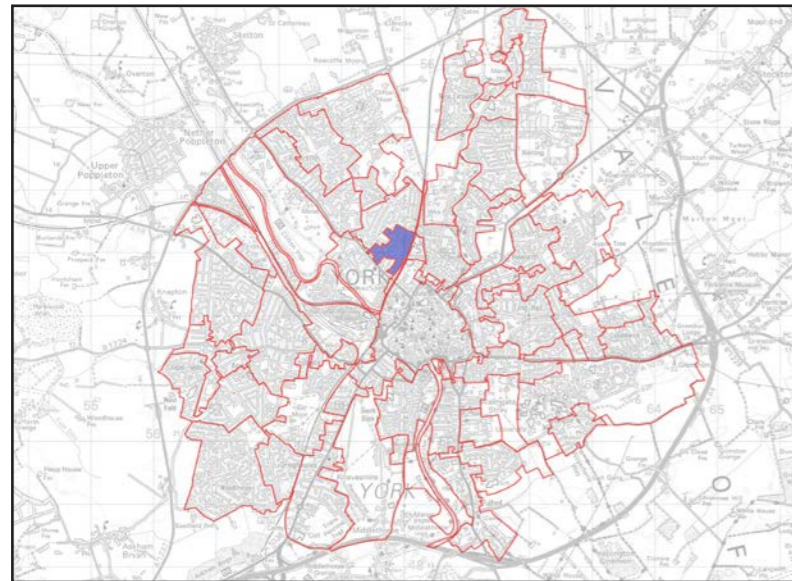
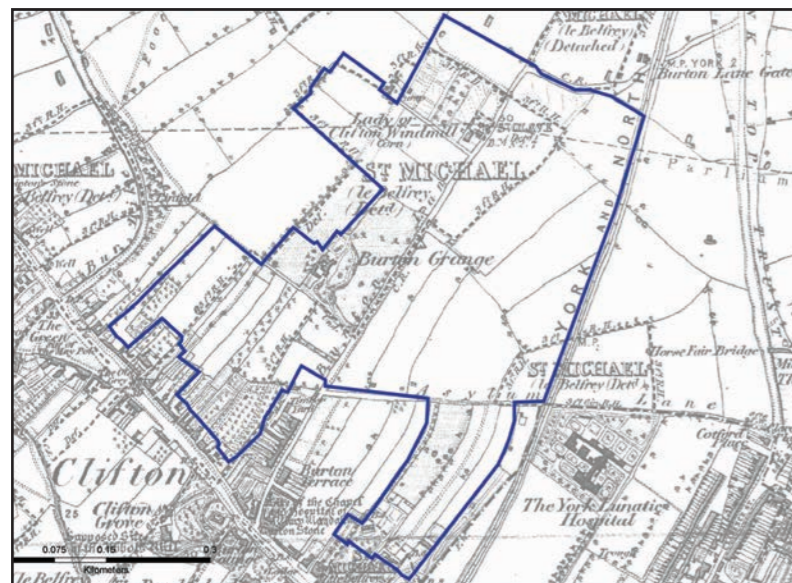


Character area 40: North-east Clifton



Location of character area



Extract from First Edition Ordnance Survey Plan 1852

Key Characteristics

General Character: Predominantly railway-related terraced late 19th century settlement and 19th century expansion of Clifton including important community buildings. Also includes 1930s private housing and modern developments.

Flat, relatively low lying area bounded by Field View to the north, to the east by the Scarborough railway line, to the west by 1930s council housing and to the south by Clifton village

Contains York City FC stadium; Bootham Crescent

Suburban area with strong links to York's railway and sporting heritage

Terraces include Corner House public house, St. Luke's Church, several corner shops and Clifton Green Primary School

Approximate walking/cycling distance to the city centre from St. Luke's Church 1.9km via Filey Terrace and Bootham

Dominant Housing Type: Victorian working class – middle class terraces – narrow plots, ornate and varied brickwork, stable pavements and Riven Yorkstone paving in places, some older street signage and street lighting, low retention of boot cleaners and doorbells, on-street parking. Strong vertical rhythm.

Other Key Housing Types: Inter-war, semi-detached, two storey bay windows, wide plots, grass verges, large gardens, hipped roof, arched doorways. Late 20th century housing developments

Designated Heritage Assets: Shipton Street School (Grade II listed)

Non-designated Heritage Assets: Bootham Crescent Football Ground, Colton's and Fothergill's Almshouses, early 20th century street lighting, historic signage, boot scrapers, bollards on Horner Street, tiled front paths, stable pavements and Yorkstone paving

Key Views: Local views of football ground and flood lighting

Surviving historic roads and tracks: Burton Stone Lane, Grosvenor Road and Field View

Archaeology and history

There is no evidence of Prehistoric or Roman activity in this area.

The area lay within the medieval village of Clifton's fields, the majority in the ownership of St Michael le Belfrey church. Broad ridge and furrow (an indicator of pre-enclosure open fields) is known from historic aerial photographs on the site of Clifton Green School. Levelling for the playing field has obliterated all visible traces.

Clifton or Lady Windmill (MYO 2017), situated on Burton Stone Lane, approximately where Surtees and Burton Cottages are now, existed into the mid 19th century. Documentary evidence indicates that a windmill existed on this site from the late 14th century. The City of York HER records that one structure was burned on May 2nd 1644 during the Siege of York. The 1852 ordnance survey map also records a large country house, Burton Grange on Burton Stone Lane which lay in landscaped grounds and survived until the 1930s.



Clifton Windmill - City of York Archives

Expansion of railway infrastructure from the mid 19th century, led to an explosion of development, clustered around the industrial areas, to house a rapidly growing workforce.

Housing development began in the mid to late 19th century with the creation of several terraces on the north side of Asylum Lane (now Grosvenor Road) and Shipton Street School. A cricket ground lay immediately to the north of Asylum Lane.

On the west side of Burton Stone Lane another large house, Burton Croft was constructed to the south of Burton Grange and home to Dr John Bowes Morrell from 1907 until his death in 1963. He has been described as 'York's greatest benefactor', his achievements include being Rowntree & Co Ltd's youngest ever director, one of the founders of the University of York, co-founder of the York Civic Trust and founder of York Conservation Trust.

Several of the village crofts were developed for terraced housing in the late 19th century and Bootham Crescent, St. Olave's Road, Avenue Terrace and Avenue Road were all created in former crofts.

By 1910 the terraces to the north of Grosvenor Road were complete and included several corner shops and St. Luke's Church. Terraces leading north eastwards from Clifton village had also been completed such as Abbey Street.

During the 1930s Burton Grange was demolished and the site redeveloped, the city of York Football Club took over the cricket ground. Lumley territorial army barracks were constructed on Burton Stone Lane, Colton's Almshouses to the east and the Thomas Fothergill Homes on the west side of Burton Stone Lane were also extant by 1935.

Lumley barracks expanded and was renamed Duncombe Barracks. The site was re-developed during the late 20th century with the construction of Grosvenor Park.

Burton Croft was demolished in the mid 2000s and replaced with a three-storey apartment block.

Character

The Victorian terraces between the railway line, Grosvenor Road and Burton Stone Lane are typical of their time.

50% of the terraces in this area do not contain a bay window or an enclosed area at the front of the properties – they open straight onto the street. Properties with enclosed front gardens tend to be concentrated at the north end of the character area. To the south of Grosvenor Road and Avenue Road, all of the terraced housing, except Abbey Street (post 1893) contains a front enclosed area and bay windows. Several houses contain a third storey in the roof space of the building. These houses are slightly larger than the terraces they are attached to – for example, at the corner of Burton Stone Lane and Glencoe Street the two gable end houses are larger buildings.

The predominantly working class terraces on the north side of Shipton Street contain high percentages of surviving stable pavements in back alleys. The majority of the alleys are gated with black iron gates (an early 21st century crime prevention inclusion).

Filey Terrace, one of the oldest streets fronting onto the railway retains all its cast iron drain covers running from the house to the road. These are an important historic feature and as a symbol of York's iron industry in the late 19th to early 20th century. They contain a mix of identifying labels while some may be patterned replacements. Filey Terrace becomes Scarborough Terrace at its southern end. Scarborough Terrace contains one boot scraper and an older street sign mounted on the wall.

Throughout this whole terraced area, boot scrapers are very rare, however, a large number of these houses don't appear to have ever contained a boot scraper.

Burton Stone Lane, a probable medieval route, forms the main road through the character area. This was extended northwards in the 1930s. Other roads running through the area are predominantly for residential access.

The more sparsely distributed slightly grander terraces on the north-east side of Clifton contain much lower percentages of surviving stable pavements in the back alleys. The alleyway to the rear of Avenue Terrace is a good example. Alleyways are gated with black iron gates. Many of the houses in this area have been constructed of lighter bricks in contrast to the majority of houses in the main cluster of terraces.

Avenue Terrace contains two storey buildings on the east side of late 19th century and 1930s date and three storey 19th century buildings on the west. The larger houses on this street have arched door frames and attic room windows painted in a range of different colours. Two free standing street lights c. 1930s, exist in the street.

At the southern end, a former Methodist chapel (1884) survives, now converted into a house. Approximately 15% of the 19th century housing on this street retains a doorbell in its original socket at the side of the front door.

Abbey Street, a working class terraced street, which also contains 1930s and 1980s housing retains c.5% of its original boot scrapers and two older street lights. No stable pavements survive. An iron plaque providing information regarding water in the area survives on this street.

The 1930s housing are two storey, generally in semi-detached blocks featuring convex bay windows and arched doorways. They form their own small estate on the site of Burton Grange and also feature on some of the older streets to the rear of Clifton such as Avenue Terrace and Abbey Street. Here they are in stark contrast to their 19th century terraced surroundings.

The area is commercially served by Clifton village to the south. However, within the railway terraces to the north, the local community have access to, The Corner House public house, a church and several corner shops. There is evidence that more corner shops existed within the densely terraced streets but these have been converted to residential use over the passage of time. Shipton Street School, which once served the community, now stands derelict.

Basic typology of 19th to early 20th century terraced streets

Brick, two-three storey in height

Vertical emphasis

Pitched roofs with chimney

Long linear rows with through streets for access

Bay and sash windows common

Decorative brickwork, painted window surrounds and tilework common

Ironwork to houses – shoe scrapers and waterwork information

Rear yards – some front gardens or enclosed space

On-street parking

Significance

Archaeology: No known archaeological evidence. However, evidence of Roman burial and occupation has been found on Bootham and it is possible that archaeological deposits may survive if at sufficient depth to have survived medieval ploughing and 19th century development.

Existing terraces off Bootham very clearly define earlier croft boundaries visible in present townscape and are good examples of small scale 19th century urban expansion.

Architecture: This area immediately to the north-west of York city centre contains predominantly late Victorian and early 20th century development, with early to mid 20th century and late 20th to early 21st century areas of expansion. The predominant housing style is terraced, in differing aesthetically pleasing styles. The majority of the terraces, to the north of Grosvenor Road, form a distinct area of housing.

Architecturally these houses are not significantly different from those found elsewhere around the city, however, the fact that many terraced streets survive in their compact form with several corner shops contributes to the historical and communal value of the area. The survival of Shipton Street School (1890) also adds value as a significant original asset of the area. The school was one of the first buildings designed by York architect Walter Brierley who was also responsible for several other schools in the city.

Other significant buildings from the early 20th century include The Thomas Fothergill Almshouses complex (1935) and Colton's Hospital Almshouses (1910). The latter was established on Tanner Row, within the city walls, in 1717.

This character area is distinct from adjacent residential areas and Clifton village nearby. Its clustered terraces, architectural features and community buildings all add to its value.

Historic: An association with York's railway heritage is still evident, due to the close proximity of the railway to the main cluster of terraces and through the use of names in the same area such as Hudson Street and Filey and Scarborough Terrace.

Towards Clifton the terraces tend to be larger and are extensions to the rear of the original medieval village rather than newly created railway settlements. A bridge over the railway at the southern end of Scarborough Terrace provided a link between this settlement and the neighbouring sports facilities, which existed prior to the construction of the hospital.

Within this character area a cricket ground was created in the late 19th century, during the mid 1930s York City Football Club constructed its ground, Bootham Crescent, on the site. The ground is still home to the club and is significant as a community and historical sporting asset. Bootham Crescent has been nominated for inclusion on the local list of heritage assets. It is a good example of an early 20th century traditional football ground located within areas of working class housing – many of which have since been replaced by out-of-town all-seater stadiums. The floodlights can be seen towering above the rooftops from several different locations.

Elsewhere other significant street names include Lady Road and Garth Terrace located in the area which once contained Lady Windmill and its surrounding garden area.

Survival of stable pavements, ironwork and older but not original street signage as well as early to mid 20th century street lighting adds historical and aesthetic value to the terraced areas. However, the survival numbers of these features varies and is generally low.

Approximately 75% of the historic field boundaries remain readable in the urban landscape with Burton Stone Lane and Grosvenor Road (formerly Asylum Lane and probably a late 18th century creation) the only roadways to have existed prior to the development of the residential area. The residential area here developed in a pattern guided by existing field boundaries.

The boundary between Cromer Street and Burton Avenue provides a good example of a former field system determining the limits of development. The extended back plots on the north side of Clifton can be traced in the existing street pattern, particularly to the south of Grosvenor Road.

On Avenue Road a 19th century boundary wall which formed the boundary of Burton Croft still stands as a partition between the modern development of Burton Court and the roadway.

This area illustrates how small, self-contained settlements developed due to the demand for accommodation close to industrial areas during the Victorian period and into the 20th century. To the south of the character area it shows how already established settlements were expanding during the same period.

Streetscape components: Within the majority of the terraces the carriageway surfaces are asphalt with some patches of stable pavements visible in the gutter areas. Footpaths are predominantly paved with concrete flags or covered with slurry sealing (asphalt).

Filey Terrace, one of the oldest streets, retains cast iron drain covers and riven Yorkstone footpath paving. Concrete carriageway surfaces exist in some areas such as St. Luke's Grove and Petersway.

Street lighting is almost all mid to late 20th century in nature with a few exceptions such as Garth Terrace which contains a c.1930s free standing lamp post and Hudson Street which contains an older wall mounted light.

Aesthetics: Several buildings in this area have been constructed of lighter bricks in contrast to the majority of houses in the main cluster of terraces. Original features to houses such as decorative brickwork, original style fenestration and boot scrapers add to the aesthetic value of the area. Open spaces are virtually non-existent.

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 and spaces with appropriate weight given to local opinions. Future decisions on the football ground should be made in conjunction with supporters and locals to ensure sporting heritage and traditions continue without stifling the growth of the club and modernisation needs.

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 19th and early 20th century terraces contain a number of original features which should wherever possible be retained and enhanced. This should include maintenance of existing ironwork and conservation of remaining areas of stable paving. The stable pavements in particular are a unique feature of York's streetscape and any street works affecting them should carefully store and reinstate following guidance contained in the City of York Streets and Spaces Strategy and Guidance.

The inter-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, sett paving, street signs) of the whole 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.

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 40: Images



Scarborough Terrace



View of Filey Terrace from railway bridge



Terraced housing on Burton Stone Lane



*Boot Scraper
on Scarborough
Terrace*



Filey Terrace gated stable paviour alleyway



Avenue Terrace



Historic street sign on Scarborough Terrace



Shipton Street School



Abbey Street waterworks signage



Abbey Street



1930s housing on Burton Stone Lane



Modern development of De Grey Court - note 19th century terraces to the rear of boundary wall



Historic signage of Abbey Street



1930s housing on Abbey Street



Bootham Crescent Football Ground entrance



St. Olave's Road



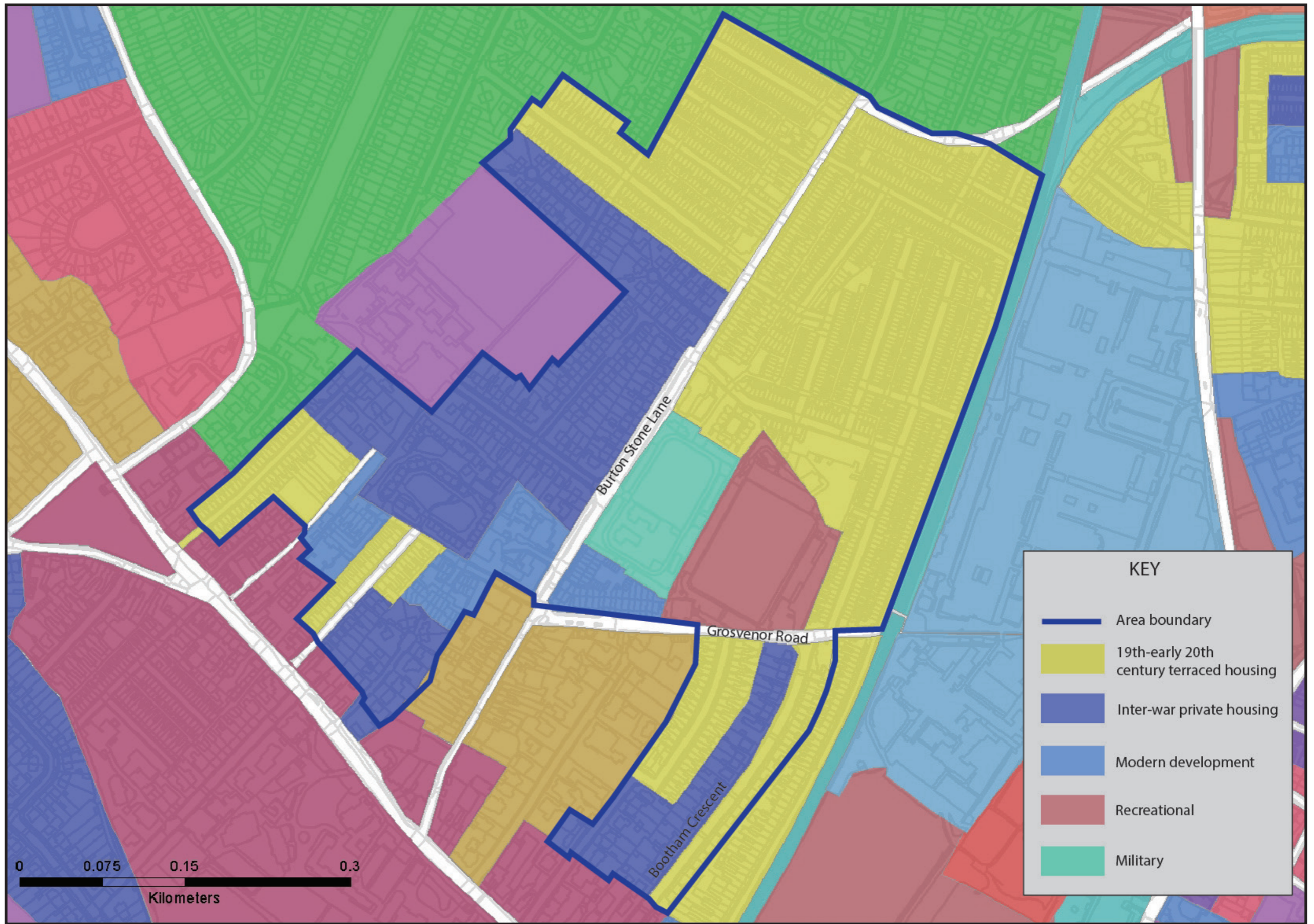
1930s housing on Avenue Terrace



Bootham Crescent Football Ground

Character Area 40: 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

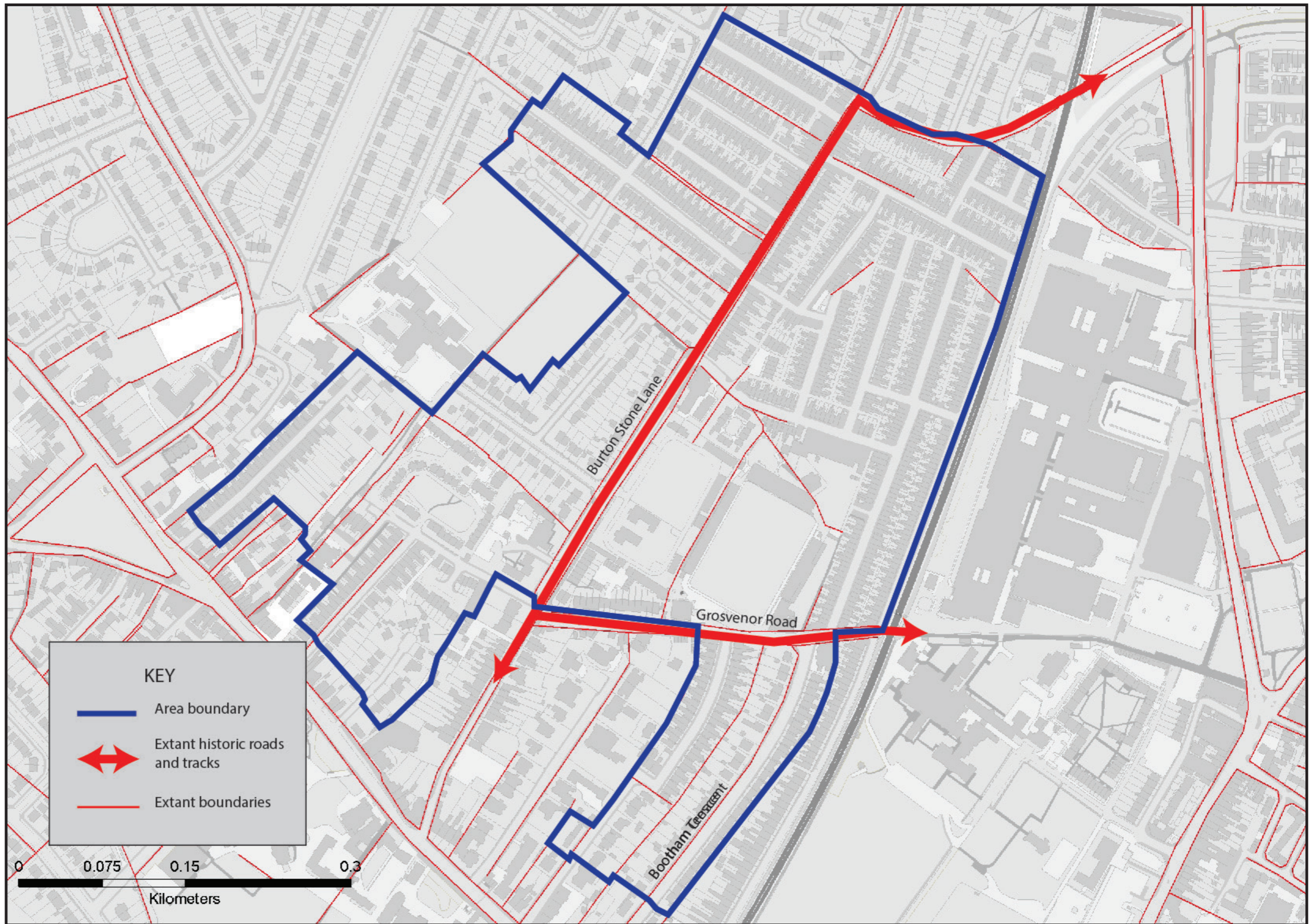


Figure ground map showing the relationship between open space (black) and the built environment



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