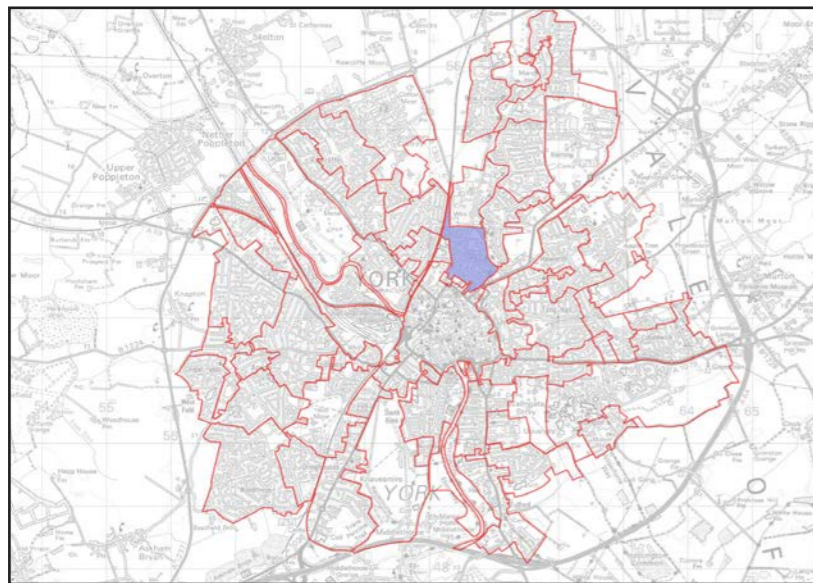
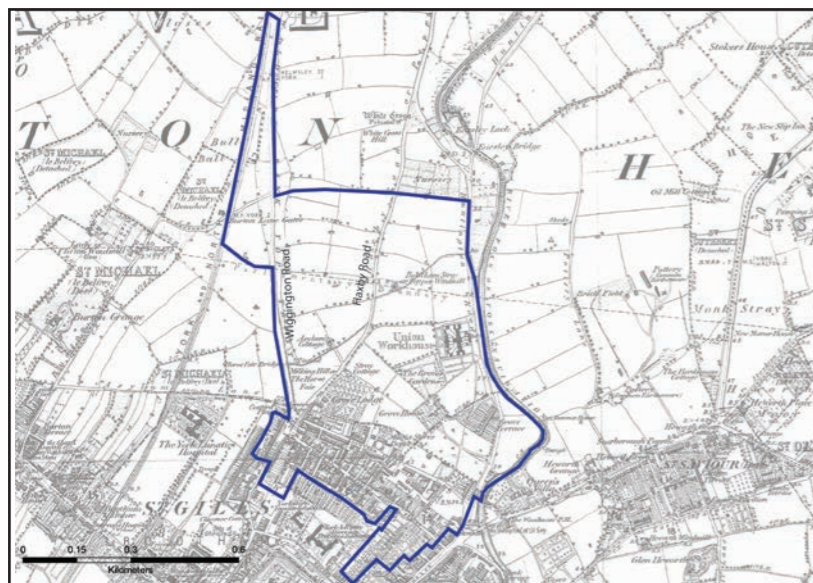


Character area 43: North of Lord Mayor's Walk



Location of character area



Extract from First Edition Ordnance Survey Plan 1852

Key Characteristics

General Character: Late 19th to early 20th century terraced housing and large areas of redevelopment dating from the mid and late 20th century

Partially within Central Area and Heworth Green Area of Archaeological Importance due to close proximity to Roman and medieval city and known archaeological deposits

Contains part of the Heworth Green/East Parade Conservation Area

The area occupies relatively flat ground rising towards the north

Bounded to the north by a now disused railway and Kitchener Street, to the west by Wigginton Road, to the east by Huntington Road and to the south by York St. John University Campus

Commercial premises on main roads and within mid-20th century re-development

Includes Haxby Road and Park Grove primary schools and St. Thomas' Church

Approximate walking/cycling distance to the city centre from Haxby Road School 1.6km via Clarence Street and Jewbury

Dominant Housing Type: Victorian working class – middle class terraces – narrow plots, pitched roofs, ornate and varied brickwork, stable paviour surfacing on alleys and back lanes, some older street signage and street lighting, low retention of cast iron boot scrapers and on-street parking

Other Housing Types: Three storey Victorian houses, mid 20th century two-three storey apartment blocks, communal gardens, no individual boundaries, on-street and small car parking spaces and garage blocks and late 20th to early 21st century housing developments in contrasting as well as complementary styles

Designated Heritage Assets: Haxby Road School, Park Grove School, Workhouse Buildings, St. Thomas' Church, Grove Terrace, several buildings on Penley's Grove Street (all Grade II listed) and part of the Heworth Green/East Parade Conservation Area

Non-designated Heritage Assets: Clarence Gardens, Glen Gardens, Militia Depot, Groves Lane, Roman cemetery, stable paviour surfaces, 1930s street lighting, retention of early 19th century street pattern and names despite modernisation in the southern part of character area

Key Views: View of Minster from Haxby Road and purposely retained view of the Minster on St. John's Crescent

Surviving historic routes and tracks: Penley's Grove Street, Park Grove, Huntington Road, Grove Terrace Lane, Townend, Brook, Lowther, Cole, Pilgrim and Garden Street, Haxby Road and Wigginton Road

Archaeology and history

There is no evidence of prehistoric activity or settlement in this area. Apart from a probable burial and occupation in the form of ditches and pottery found during several watching briefs on Clarence Street (EYO4829 and EYO154), evidence for Roman activity is confined to the postulated line of a road leading from the presumed north-east gate of the Legionary fortress (the Porta Decumana). Groves Lane/Grove Terrace Lane may lie on this route.

The area, to the north of Lord Mayor's Walk, Rubbish pits located during the Clarence Street watching brief containing medieval pottery is suggestive of some occupation but the area remained largely undeveloped and agricultural throughout the medieval period. Investigations at Union Terrace have provided archaeological evidence of a 13th century Carmelite Friary superseded in the late 13th century by St. Mary's Hospital and St Peter's School in the 16th century (EYO4919). The medieval Horse Fair located on the 1852 Ordnance Survey map at the junction of Haxby and Wigginton Road may have extended towards Gillygate.

A pepper mill, shown on the 1852 map existed in some form until the 1930s, and broad (medieval) ridge and furrow existed in the northern half of the area prior to development. The mill gave its name to Pepper Mill Lane, now known as Haxby Road, which led to the medieval village of Haxby. It was not until the early 19th century that large scale expansion began between the city walls and Lowther Street containing working class and middle class terraced housing, eventually spreading northwards in the mid to late 19th century.

By the mid 19th century, development extended to Lowther Street including Harrisons Almshouses (Hospital for Widows) on Garden Street. This housing was set out in a grid like fashion mostly with small back yards although some, such as Union Terrace and the west side of Clarence Street contained longer private rear spaces. Less densely packed buildings, perhaps slightly older in age on the south side of Brook and Garden Street contained long rear gardens.

Towards the end of the century the Garden Street buildings appear to have been replaced and the majority of the gardens developed. Further additions such as Charles Street (off Clarence Street) and a school (Park Grove Primary) were built in the southern half of the character area.

To the north of Lowther Street development was still sporadic. The northern fields contained two larger detached villas with gardens - Grove Lodge and Grove House, as well as the Union Workhouse. The workhouse was extended in the late 1860s with a chapel added in 1887. Further additions were made in the early 20th century.

Huntington Road, an historic route north from the city overlooking the River Foss, contains Grove Terrace (1824). This and several short working class terraces running north from Lowther Street were the only residential streets in the 1850s. Another building of note, the Militia Stores Depot, stands on the north side of Lowther Street., it is now a youth club.

During the late 19th century terraced housing was constructed to the west of the workhouse off Haxby Road. Further terraces were constructed to the north, next to the railway line which created a boundary between this emerging residential area and the agricultural land to the north. A football ground was in use in the 1890s off Wigginton Road as well as St. Thomas' Church on Lowther Street.

By 1912 the construction of terraced housing in the northern half of this area was complete. Terraces occupied the sites of Grove Lodge and Grove House and up to the boundary with the railway. Two schools had been constructed on Haxby Road and Park Grove – both still extant and Grade II listed. Clarence Gardens and bowling green, situated at the junction of Wigginton and Haxby Road, were created at this time. The gardens have been suggested for inclusion on the local list of heritage assets as they have provided a peaceful, green space in the centre of an increasingly busy urban landscape, for the last one hundred years.

Between the early to late 20th century no significant change occurred within the northern part of the area. A small amount of building in the mid 20th century took place on an allotment site to the west of Wigginton Road. In the 1940s the workhouse buildings became known as The Grange. In the 1990s the buildings became student accommodation for St. John's University. Throughout the last twenty years many small-medium size housing estates and medical facilities have been constructed. These buildings generally occupy previously vacant sites such as the football ground and land adjacent to the Workhouse/Hospital. Claredon Court is an exception, having been constructed on the site of terraced housing – which may have contained back-to-back style dwellings.

During the late 1950s and early 1960s the terraced housing between Lowther Street and Brook Street were replaced with three storey council owned apartment blocks. Part of the rebuilding programme on Garden Street contained student accommodation, which is now part of the York St. John Campus. By 1971 Charles Street and the school had also been replaced.

Character

This area is characterised by late 19th to early 20th century terraced housing. The area also contains a large amount of redevelopment in particular 1950s-60s social housing comprising of low rise flats. Late 20th to early 21st century development also occurs in small pockets.

Approximately 60% of the terraces contain a bay window and an enclosed front garden. Slightly later phases of construction have restricted the use of the bay windows to the outer facing streets. This design may simply relate to the size of the land available. Some streets, such as Eldon Terrace, contain buildings with white brick facades.

The working class terraces contain a high percentage of surviving stable paviours in the back alleys and lanes between the houses. Many of the smaller lanes and alleys are blocked by black cast iron gates for resident access only. The putative Roman route of Grove Lane is an example of how stable paviours can be lost in phases over time. Paved in the 19th century, the lane crosses a number of streets between York and the Huntington Road area. Furthest away from the city, as Grove Terrace Lane, stable paviours survive. As it turns into Park Grove Lane the surface turns to concrete, on Bowling Green Lane it is York Stone and on Groves Lane just outside the city walls it has been paved.

The terraces as a whole contain some historic signage, many examples of 1930s street lighting, stable paviours throughout, few shoe scrapers and other iron work. However, the survival of these features varies from street to street. Scaife Street retains an historic street sign, lanes with stable paviours, 1930s mounted streetlight and 80% of its iron drain covers. They contain a mix of identifying labels while some are just patterned replacements. Throughout this whole terraced area, boot scrapers are rare, however, a large number of these houses don't appear to have originally contained a boot scraper. Lockwood Street retains 30% of its boot scrapers but they are in poor condition. This street also contains two mounted 1930s streetlights.

The stable paviours on the back alley has been surfaced in concrete. Briggs Street, adjacent to Scaife Street, retains two boot scrapers as well as one mounted 1930s light.

Mounted 1930s lights are common as well as several freestanding examples surviving. For instance, Ashville and Oakville Street (post 1893) off Huntington Road contain both freestanding and wall mounted 1930s street lights. The street lights have generally been painted a light grey colour although in some areas this changes, for instance, on Fern Street there is a red mounted light. Kitchener Street is a good example of an area which contains many historic features. It retains an original wall mounted street sign, three 1930s mounted lights, stable paviours to the side and rear alleyways and several iron drains. However, it retains very few original timber sash windows. In comparison Hambleton Terrace, facing the disused railway contains c.35% original timber sash windows and Fountayne Street c. 50% with many good replacements similar to a traditional sash style.

In several areas middle class and more modest working class houses exist on the same street. Park Grove for example, contains three storey light brick facade housing alongside two storey front enclosed dwellings.

On Fountayne Street several houses retain arched access doors to the rear of the property, large enough to accommodate a horse and cart.

Along the main roads larger, middle class houses were constructed. Grove Terrace (1824), a row of suburban villas set back at an angle from the roadside is the oldest surviving housing. Its rear boundary follows the putative Roman road of Grove Lane. The buildings along the main roads are slightly older and generally three storey in height. These dwellings contain large long front gardens often screened by railings and hedgerows. The houses on Grove Terrace nearly all feature the same railings to the front gardens. The houses on Wigginton Road contain a lower bay window with two arched windows above.

They contain a light coloured brick facade to the front of the property in contrast to the majority of houses in the main cluster of terraces. Decorative brick has been used beneath the guttering.

Penley's Grove Street in the southern tip of the character area closest to the city, features several buildings dating to the 1840s which are Grade II listed. The street contains a variety of buildings dating from the 1840s-2000s ranging between two and three storeys in height.

The southern side of the street contains two-storey buildings. One block (no. 1-18) contains red brick buildings with multi-pane as well as four-pane sash windows and arched recessed stone doorways painted in white. The adjacent block (no. 19-36) has a light coloured brick facade and c.60% sash windows (some modern replacements have attempted to mimic the sash style). This block also contains a row of tiles running between the two storeys – some of which are now missing. Four of these buildings also contain decorative tiling around the doorframes. A 19th century gate pier stands next to a vacant patch of land. It is unclear what it used to belong to. The Minster is clearly visible via Groves Lane from this street and through the other side from Lockwood Street. The 19th century housing and late 20th century development in this area has been designed so that the view of the Minster has been retained.

The terraces formerly occupying the area immediately to the north of St. John's Campus were cleared as part of an ongoing programme to replace older inadequate housing with more modern homes in the mid 20th century. They were replaced with a social housing estate featuring radically different designs to the terraces such as the two-three storey apartment blocks here comprising of four properties. Each property is two rooms wide and contains a chimney. Some buildings have a central communal entrance while others contain private doorways.

Roof styles also vary with some, particularly on Townend Street presenting a hipped roof and others pitched. Small brick sheds/ coal houses exist attached to the properties.

Several flat roofed, four storey blocks (1960s) also exist in this area. These have been re-faced in the last decade and are now coloured yellow, white and grey.

A one and two storey complex exist on Garden Street. These houses have been constructed on the site of Ann Harrison's Almshouses a 19th century hospital for widows. The gates leading to the modern almshouses bungalows echo the former hospital site including the simple 'AH' and date of construction '1965' in their design.

Estates of this type and age tend not to be laid out in a grid arrangement. They are often arranged in small groups linked together by footpaths.

In this instance the pre-existing terraced streets have had an effect on the design of these houses with the main thoroughfares of Townend Street and Lowther Street as well as several side streets dictating the areas of development. Several blocks have been created around the 19th century street pattern with the housing arranged in small clusters, forming quadrangles, within these blocks. This layout creates a lack of defined street frontages and a separate system of movement for pedestrians and vehicles. Despite some housing now being privately owned significant modification has not taken place – likely due to the restrictions on space in the estate.

Modern housing developments dating from the late 1980-2000s are situated adjacent to older properties. These are two to four storeys in height and vary significantly in terms of style and design. For example, at the south end of Briggs Street, Hansom Place contains two-three storey dwellings in the form of town houses, apartment blocks, linked terraces and semi-detached properties. They are in stark contrast with their historic surroundings. At the southern end of adjacent Scaife Street a predominantly semi-detached 1980s development (Scaife Gardens) contrast with its surroundings. One linked row of buildings, forming a continuation of the west side of Scaife Street appears to mimic the rhythm of older buildings on the ground floor at least following the pattern of windows and doors.

However, the windows are much squarer and feature twice on the first floor rather than once as in the historic street.

On the east side the new houses have one window at ground and first floor level but the windows are too square upstairs and are more horizontal downstairs to match their historic counterparts. Elsewhere, three-four storey apartment and townhouse blocks can be found, in particular, in the area surrounding the former workhouse.

Penley's Grove Street contains good examples of new builds following the inherited characteristics of an area. The new builds here, although generally shorter in height, have incorporated bay windows and pointed attic room windows to blend in with their surroundings. The newest houses on the street have been designed to appear as a traditional three-storey terrace with narrow plots and lower bay windows in a sash style. Although clearly modern they appropriately fit the general character of the older parts of the street.

This character area is served locally by commercial premises on main roads and within the social housing area. Corner shops previously existed within the terraces although very few remain. Two schools Haxby Road and Park Grove and St. Thomas' Church provide educational and religious amenities.

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 terraces providing 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

Basic typology of mid 20th century social housing developments

Brick, two storey linked terraced houses and low rise flats

Pitched and hipped roofs with earlier examples supporting chimneys

Uniform appearance

Rear and front gardens

Communal parking and flat roof garage blocks

Occasionally planned green space such as recreational areas

Significance

Archaeology: Below ground, this area falls partly within the Central Area and Heworth Green Area of Archaeological Importance. Significant archaeological deposits representing a valuable finite resource may be present here, often at sufficient depth to be protected from development. These potentially rich deposits are one of the principal characteristics of York. Evidence for Roman activity in particular burials is well known in this area. Although much of the early archaeology will have been destroyed with the construction of the terraced streets and through medieval agricultural practices it may survive in patches throughout the area. For example, Clarence Gardens as an undeveloped piece of land.

Architecture: This area, immediately to the north of York city centre, contains predominantly late Victorian and Edwardian development, mid 20th century social housing and pockets of late 20th to early 21st century redevelopment. The predominant housing style is two-storey terraced.

Architecturally the terraced 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 communal and historical value of the area.

The concentration of the low rise flats here is more than likely a result of the small space available from the clearance of the earlier housing.

The area is distinct from adjacent institutional, commercial and residential areas. Its clustered terraces, architectural features and community buildings all add to its value.

Historic: Discounting the roads, approximately 50% of the historic field boundaries (1852) remain readable in the urban landscape. They are best retained between Wigginton and Haxby Road.

The field boundaries which existed prior to the construction of the 1840s buildings in this area have not been examined as part of this study.

The three main roads surrounding and running through this area are historic in nature and probably date to the medieval period, although Huntington Road may have earlier origins. The east end of Park Grove follows the original track to Grove House, one of the villas, which occupied the area prior to the terrace development. One of the most significant routes through the area is Groves Lane, thought to be a Roman road, is surrounded by the high gable ends of terraced housing. The Lane, and its view of the Minster, was deliberately maintained by the Victorian architects.

The historic grain of the early to mid 19th century terraces in the southern part of the character area is retained by the re-use of the grid like street layout in the mid 20th century redevelopment. Some of these may follow earlier field boundaries.

The survival of two 19th century schools, designed by York born Walter Brierley, adds value to the area as significant heritage assets associated with early terraced housing and a local architect. Walter Brierley who designed a number of buildings in York including Goddards, however it is his work on the schools of York that is of significance. Poppleton Road and Scarcroft School are other extant examples of his work. Park Grove School still retains its original segregated gateways for the pupils.

Several other listed buildings in close proximity to each other on Penley's Grove Street and Grove Terrace also add historical value to the area. The communal value of the schools cannot be overlooked. These buildings have provided a place of education and social interaction for generations of local children.

A link to York's railway heritage is still evident with the disused railway line (the Foss Link), now used as a cycle path, still forming a barrier between the houses and the chocolate factory to the north. The Nestle chocolate factory site can also be seen from this cycle path.

Several street names in this area reflect earlier land use. For example, Peppermill Court and White Cross Gardens refer to the nearby 18th/19th century windmill and medieval cross which was situated immediately north of this character area. 19th century street names have also been retained in the redeveloped area to the north of Lord Mayor's Walk such as Lowther Street, Townend Street, Garden Street (referring to the long gardens to the rear of this street in the 1850s) and Abbot Street.

The area provides a good example of 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.

Streetscape components: Survival of stable pavements, ironwork and historic street signage as well as early-mid 20th century street lighting adds historical and aesthetic value to the terraced areas. However, the survival rates of these features vary. Street lighting is almost all mid to late 20th century on main roads.

The carriageways are generally asphalt with a mixture of pre-cast concrete flags and asphalt footways. Grove Terrace Lane contains an interesting mixture of stable pavements, concrete and York Stone paving.

Within the areas of social housing several examples of mid-late 20th century street lighting and some 1960s building name plaques survive but on the whole street lighting, signage and seating has been updated and is late 20th and early 21st century.

The carriageways around these streets are asphalt and are generally one lane wide, incorporating a one-way traffic management system.

Aesthetics: The view of The Minster from Groves Lane improves when out of the alleyways at Lockwood Street, and where architectural design has retained the effect of the sight on the pedestrian.

The Minster can also be seen approaching the city from Huntington Road from some distance, and from various points within the terrace housing such as from Eldon Street. Again, it seems that the 19th century architects were keen to preserve the view of the monument.

Decorative housing and period streetscape components contribute to the areas aesthetic value.

There are no green spaces within the social housing development apart from the communal garden areas. Glimpses of the Minster can be gained from certain viewpoints such as the junction between Townend Street and Abbot St.

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 such as Glen and Clarence Gardens, 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. Further erosion or obstruction of the view from Groves Lane should be discouraged.

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.

A local survey of architectural and streetscape features (gate piers, sett paving, 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 mid 20th century and contemporary 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 Local List of Heritage Assets. Those buildings that have been recommended for inclusion on the Local List of Heritage Assets, such as the bowling pavilions at Clarence and Glen Gardens, add significant value to the character of this area. Every effort should be made to ensure that these buildings are retained and kept in productive use.

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 43: Images



Workhouse buildings



Iron work on Fern Street



Fountayne Street



Former railings and gateway to workhouse



Examples of back lane off Kitchener Street showing stable pavours partly covered in tarmac as well as historic and mid 20th century street lighting



Wiggington Road



Lockwood Street



Kitchener Street front and rear showing stable pavours and historic signage



View of The Minster from the southern end of Groves Lane



An off-licence on Scaife St- Fountayne St junction c.1935 (City of York Archives) and modern comparison. Note the replacement of the shop window on the side of the building.



Post- war redevelopment onTownend Street



New build apartments on Ramsay Close



Grove Terrace



Re-faced 1960s flats on March Street



New builds constructed alongside 19th century buildings on Penley's Grove Street



Post-war redevelopment onTownend Street



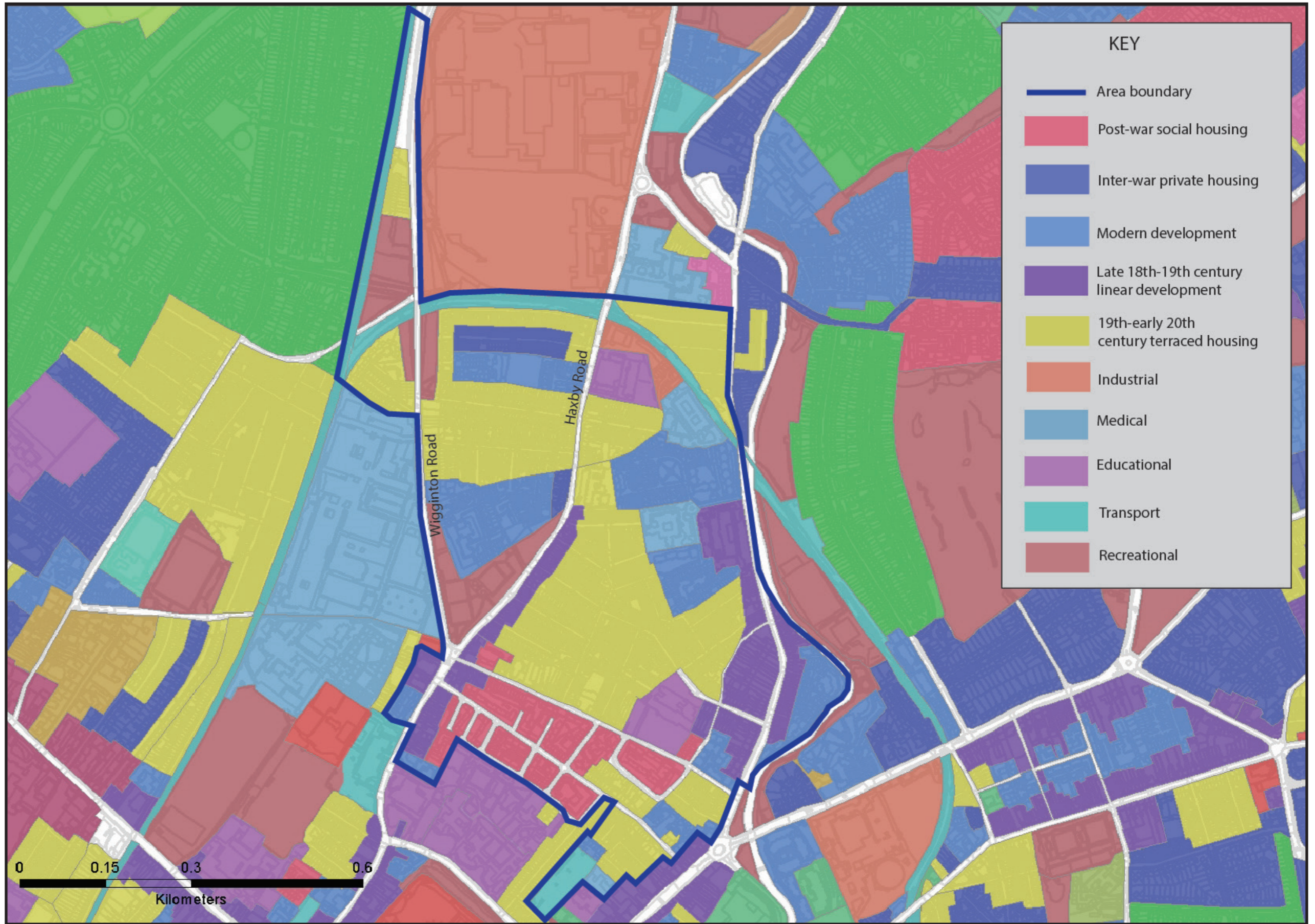
Early 21st century architecture on Townend Street



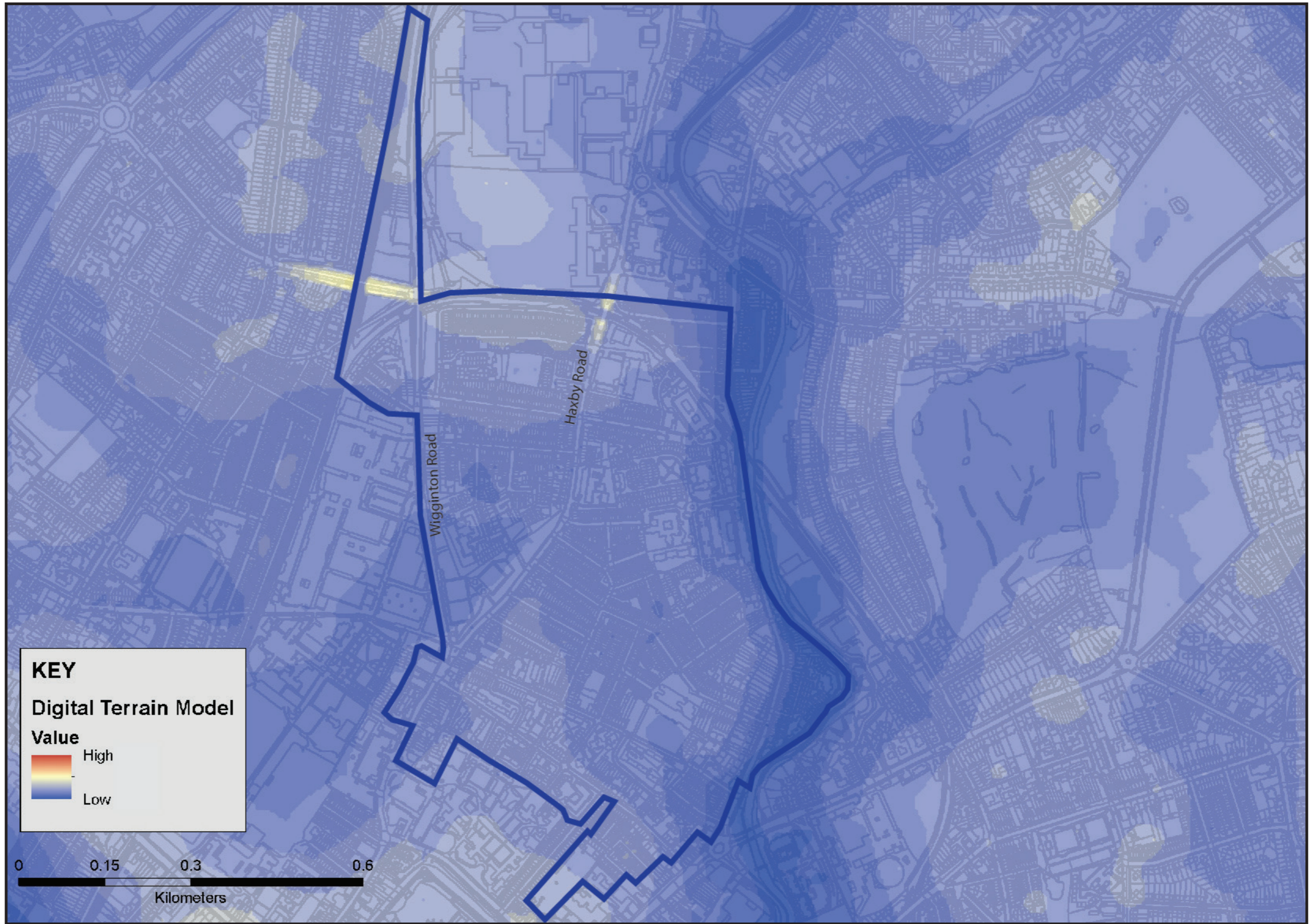
New builds constructed alongside 19th century buildings on Scaife Street

Character Area 43: Maps

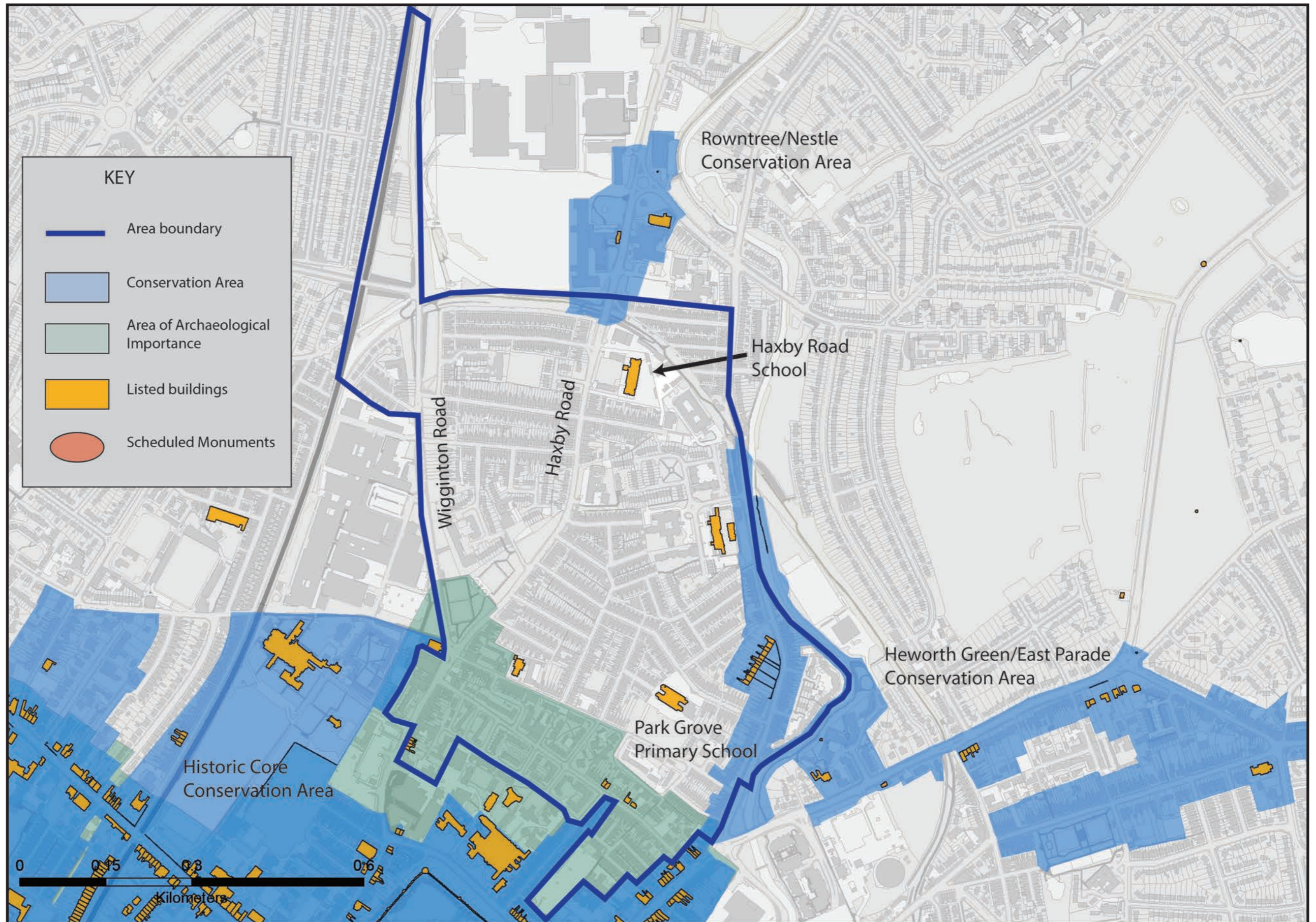
Broad Type characterisation plan. White roadways indicate roads or lanes visible on the 1852 Ordnance Survey Plan



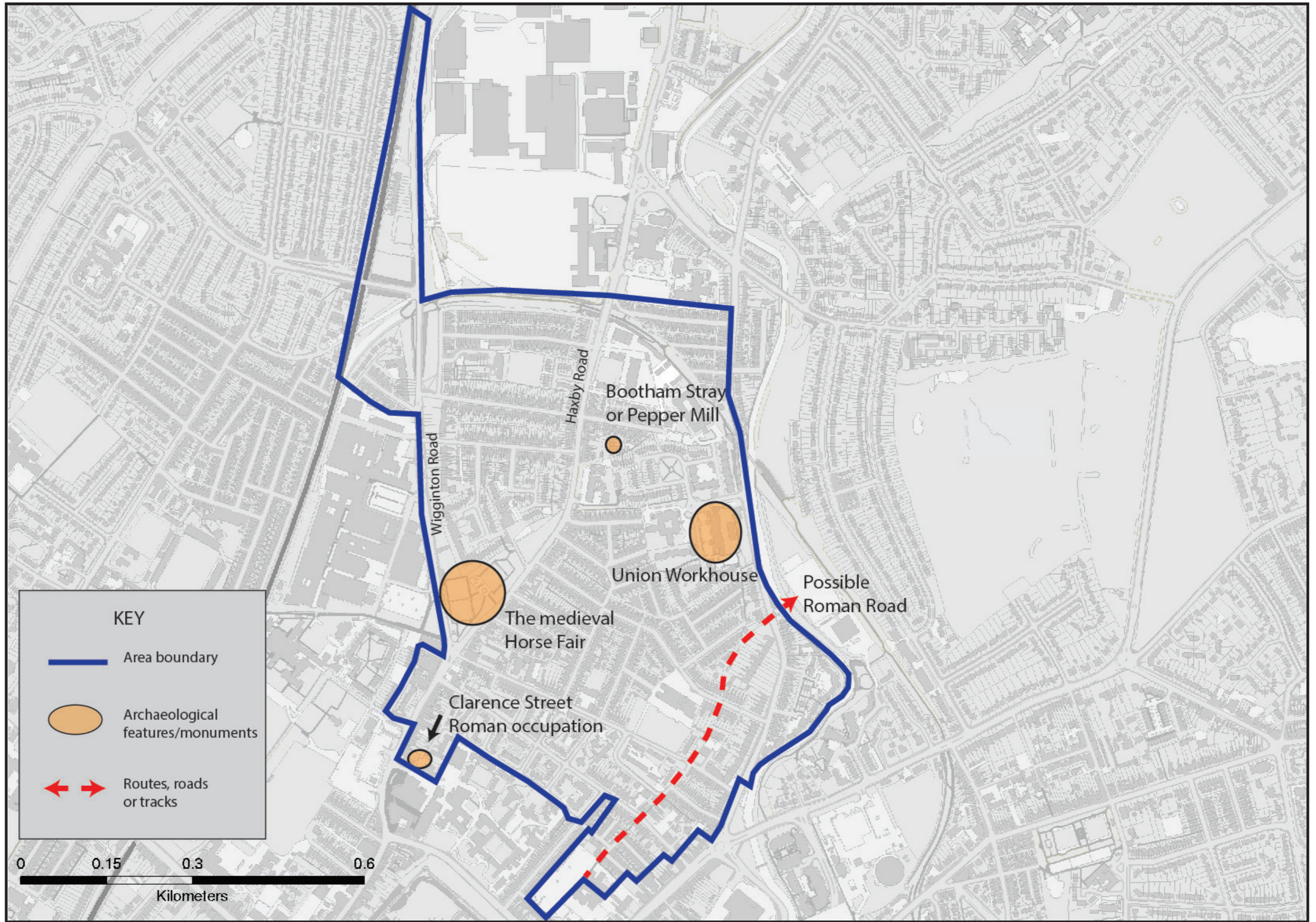
Topography



Archaeology and designated heritage assets



Archaeology and non-designated heritage assets



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

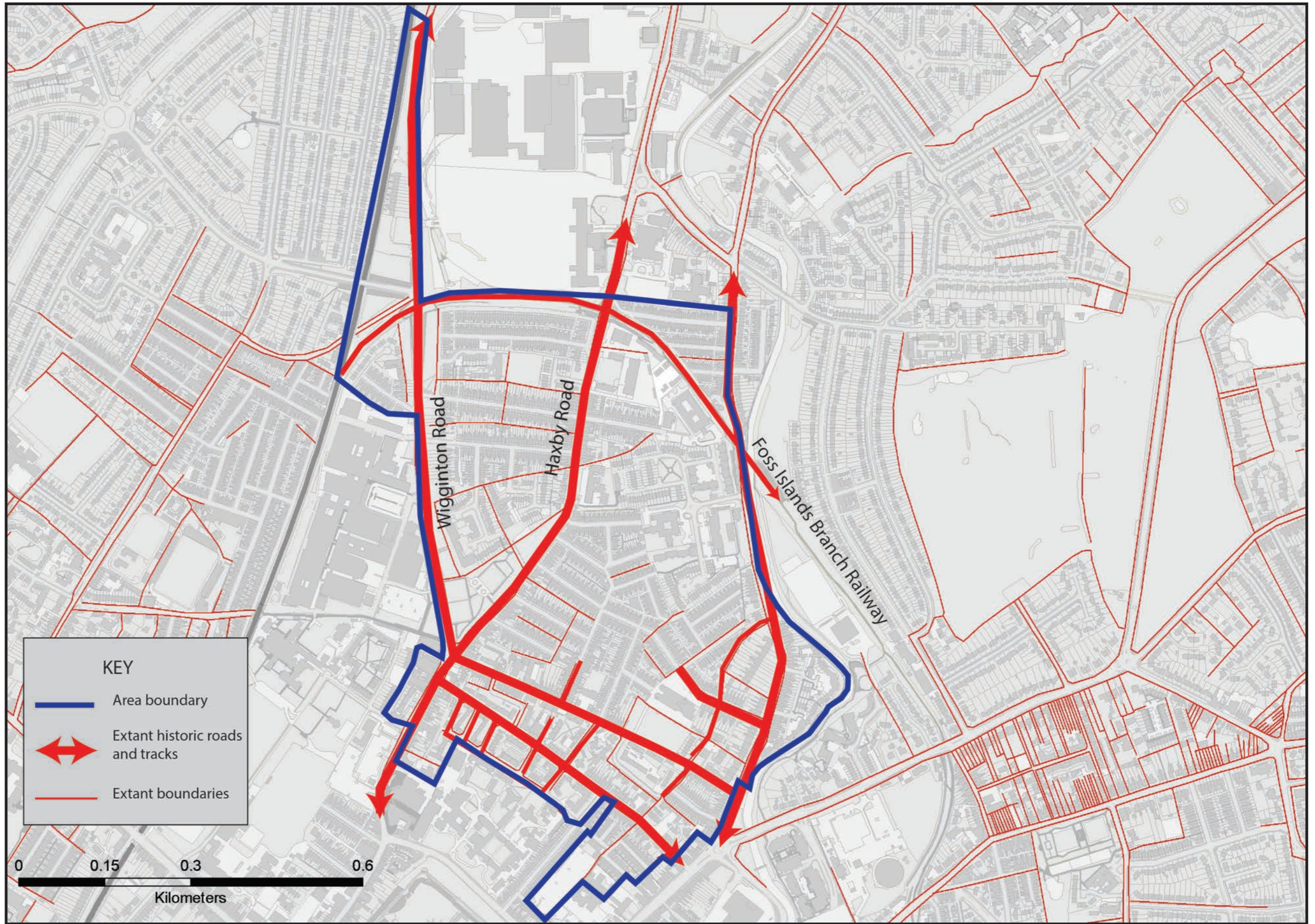


Figure ground map showing the relationship between open space (black) and the built environment



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