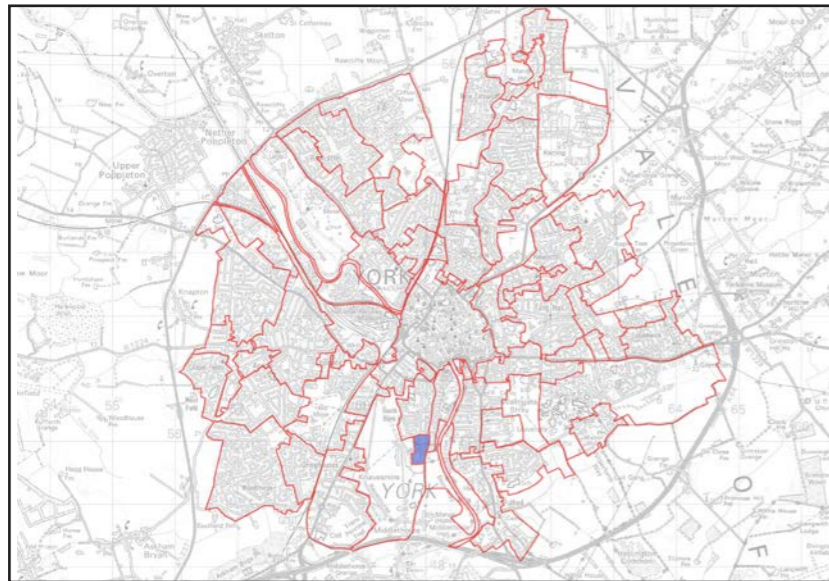
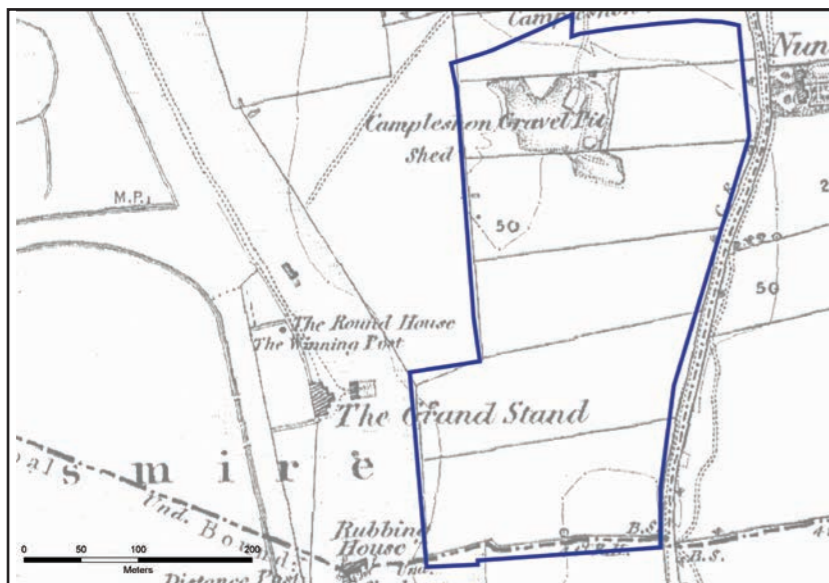


Character area 70: Terry's Factory



Location of character area



Extract from First Edition Ordnance Survey Plan 1852

Key Characteristics

General Character: Large early modern and later 20th century industrial buildings which make up the Terry's site.

Area bounded by Campleshon Road to the north, Knavesmire and racecourse to south and west and Bishopthorpe Road to the east.

The Terry's site is flat but occupies a higher ridge of land which gradually becomes lower to the east towards the river and to the low lying racecourse area to the west.

Landmark buildings

One of last working examples of a Gent's 'Waiting Train' turret clock (manufactured 1907)

Former major source of employment

Chocolate and sweet making a key characteristic of York known nationally and internationally

Conservation Area (part)

Includes small garden area for employees

Situated in quiet suburban area which changes in character during race meetings

Approximate walking/cycling distance to the city centre from Bishopthorpe Road entrance 2.7km via cycle route 65 and 66 and the Millennium Bridge

Dominant Building Type: Large red brick one-six storey 1920s

Key Housing Types: None

Designated Heritage Assets: Five Grade II listed buildings and partly within the Racecourse Conservation Area

Non-designated Heritage Assets: Historic street lighting bordering the site on Bishopthorpe Road

Key Views: Local and distant views of the factory from the nearby streets, riverside, and racecourse

Survival of historic routes and tracks: Bishopthorpe Road

Archaeology and history

Evidence for Roman occupation and agricultural activity has been recorded in the vicinity of Bishopthorpe Road since 18th century. Archaeological evaluation at the Terry's Factory site in 2005 & 2007 (EYO827) revealed evidence for Roman occupation alongside Bishopthorpe Road, medieval plough soil and field ditches, 19th century gravel extraction, and buildings and landscaping associated with the factory. The slightly raised land occupied by the factory would have been attractive for agricultural activities compared to the surrounding lower lying flood prone areas. There is no evidence of prehistoric settlement or activity.

Little is known from other periods within this area. Anglian or Anglo-Scandinavian remains were encountered in Clementhorpe to the north and the name, "Thorpe" (Bishopthorpe, Nunthorpe and Clementhorpe) is derived from Old Norse. The area of the factory was agricultural in nature during the medieval period. Ridge and furrow (MYO3425) can be seen on historic aerial photographs taken prior to the extension of the factory to the north. The site was part of York Common in the early 17th century with some enclosed strips of land alongside Bishopthorpe Road. A plan of 1772 by Lund shows this character area within Campleshon Closes Common.

The 1852 Ordnance Survey map depicts the site as devoid of features except for gravel pits. Many of the Roman finds dating to the 18th century were found during gravel extraction. The adjacent racecourse was established during the 18th century. Campleshon Lane, forming the northern boundary of this character area, was a short lane in the late 19th century. Between 1893 and 1910 Campleshon Lane was extended to join Knavesmire Crescent and Knavesmire Road. The terraced residential area of South Bank was constructed at this time to the north of Campleshon Road.

The original Terry chocolate company started life as a confectionary business run by Balydon and Berry located near Bootham Bar in 1767. Joseph Terry joined the firm and by 1830 was the sole owner, gradually developing the chocolate side of the business. Terry's continued to develop and moved to Clementhorpe before the Bishopthorpe Road factory was constructed in 1924.

Following the Second World War, the factory site expanded with a further growth period between the 1960s and 1980s. The factory finally closed in 2005 and has recently been partially cleared.



1950s aerial view of factory site - City of York Archives

Character

This area is characterised by large early modern industrial buildings which make up the former Terry's factory site. The site retains its buildings but all are currently empty awaiting redevelopment. There is a difference between the north and southern parts of this site. The southern area contains a cluster of listed buildings and falls within the Racecourse and Terry's Conservation Area. The northern area, until recently, contained mid-late 20th century buildings and a bridge linking the main factory building and the head office. These buildings have all been demolished ahead of redevelopment.

The original buildings (1920s) were designed by J.G. Davies and L.E. Wade. These consist of a two storey head office facing Bishopthorpe Road, two storey time office, five storey main factory, and a three storey boiler and transformer house, with the boiler flue designed as a clock tower (six storeys in height), one storey liquor store and north light shed (all Grade II listed). The majority of buildings contain vertical, narrow, multi-paned, sash windows. The clock is one of the few remaining examples of a Gent's 'Waiting Train' turret clock system still working in the UK. The earliest buildings were constructed in a grid pattern following an East West axis with an entrance at Bishopthorpe Road and North South axis entered from Campleshon Road.

The buildings are of a consistent Baroque Revival style and are all constructed from red brick with buff sandstone dressings. Fenestration to the majority of the original buildings is multi-paned timber sash windows. Windows to the Time Office have been replaced. Roofs are predominantly flat. The Head Office is the grandest building and has its own driveway approach from the Bishopthorpe Road entrance. The main factory is the largest building. Originally the goods were delivered to the top floor from where they worked their way down to the ground floor through a variety of different processes.

The mid-late 20th century buildings did not merge sympathetically with the older structures and have been demolished ahead of residential redevelopment.

The Terry's site contains several open spaces, particularly within the southern area such as the forecourt to the head office, the main access road, the garden area. These spaces all contain lawned areas. A pond and fountain are situated within the formal garden as well as a small pond at the northern end of the site near Campleshon Road. The northern half of the site is screened by large mature trees and grassed banks to Campleshon Road. A high metal fence surrounds the north and east of this area whereas the southern area is surrounded by a red brick and buff sandstone wall.

This character area is distinct from adjacent residential and open green areas. Its industrial buildings form an important part of York's heritage relating to chocolate production and the Terry's brand.

Significance

Archaeology: The construction of the factory, gravel extraction and medieval agricultural practices will have had a negative effect on any surviving archaeology. However, archaeological evaluation in recent years has revealed evidence for Roman occupation alongside Bishopthorpe Road, medieval plough soil and field ditches in pockets of relatively undisturbed ground.

Architecture: The historic factory buildings are significant: they are well known visual landmarks as well as buildings, which range across the whole lifespan of the factory. The original buildings were designed by J.G. Davies and L.E. Wade and are Grade II listed. The clock is of considerable importance, in that it is one of the few remaining examples of a Gent's 'Waiting Train' turret clock system still working in the United Kingdom.

Historic: The factory as a whole provided York with an important economic boost and a large source of employment for ninety years. Of course, the Terry's brand has a longer history. One of York's best-known characteristics is its chocolate production with each factory having its own distinctive aromas. Amongst many well known items, the factory also produced the iconic Terry's Chocolate Orange.

Approximately 10% of the historic field boundaries remain readable in the landscape basically forming the boundary of the site. The construction of the factory destroyed the majority of the landscape it was built upon. The site boundaries to the west and south date to at least 1822 whereas the Bishopthorpe Road boundary to at least 1624.

The social value of this area is high as generations of employees, many from the same family, will have a connection to the factory.

Streetscape components: Within the site the carriageways and footpaths are asphalt lit by mid to late 20th century lighting units. A high red brick and metal fence surround the site.

On Bishopthorpe Road several street lights dating c. 1940s can be found.

Aesthetics: Pleasant green spaces within and bordering the site which help to screen the factory from surrounding areas and provide somewhere for employees to use. There are limited views at ground level out from the site but various views of the factory from the surrounding streets such as Campleshon Road and Bishopthorpe Road. Middle and long views of the factory, particularly the clock tower can be seen from Fulford Ings, the Racecourse, the Minster and parts of the City Walls.

Opportunities and recommendations

In any development proposal it is important to respect and reflect the historic importance of Terry's and its business and cultural associations in the way in which the buildings are converted and new buildings designed (Terry's Development Brief rev. vers. 2009).

Any new scheme should capitalise on the symbolic potential and landmark quality of the factory building in order to highlight the nature of the site as a major employment destination (Terry's Development Brief rev. vers. 2009).

In terms of building heights, the dominance of the clock tower and factory building must be maintained in any future development.

Physical as well as visual links to the Racecourse need to be incorporated into the redevelopment of the site. The integration of the sites should be maintained and enhanced.

The trees forming the southern boundary of the site should be retained.

Street furniture, including street signage and streetlights should integrate with the character of the area. This should be done following guidance contained in the City of York Streets and Spaces Strategy and Guidance (City of York Council, 2013).

Appropriate mitigation strategies must be in place to deal with the impact of new development on this archaeologically sensitive site as well as on the listed buildings.

Character Area 70: Images



The Bishopthorpe Road entrance



View of the main factory buildings from Campleshon Road.



View of the factory buildings from Bishopthorpe with the Minster just visible to the left of the clock tower.



Bishopthorpe Road entrance with clock tower in background.



The Campleshon Road entrance following demolition to modern buildings.



The clock tower viewed from the racecourse area.



Bishopthorpe Road entrance c.1940 - City of York Archives



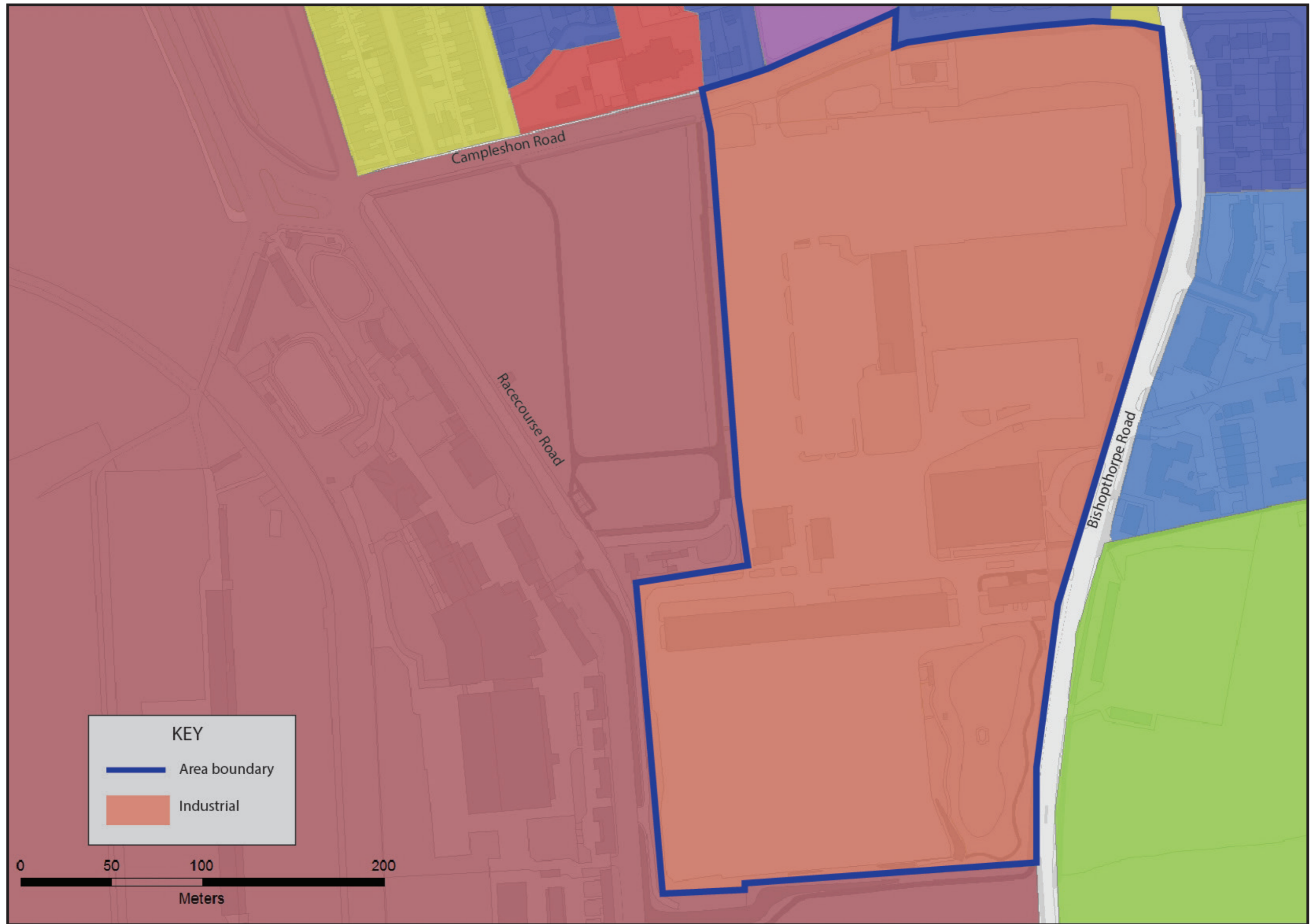
The boundary wall to Bishopthorpe Road.

Historic street lighting at the junction of Campleshon and Bishopthorpe Road.



Character Area 70: Maps

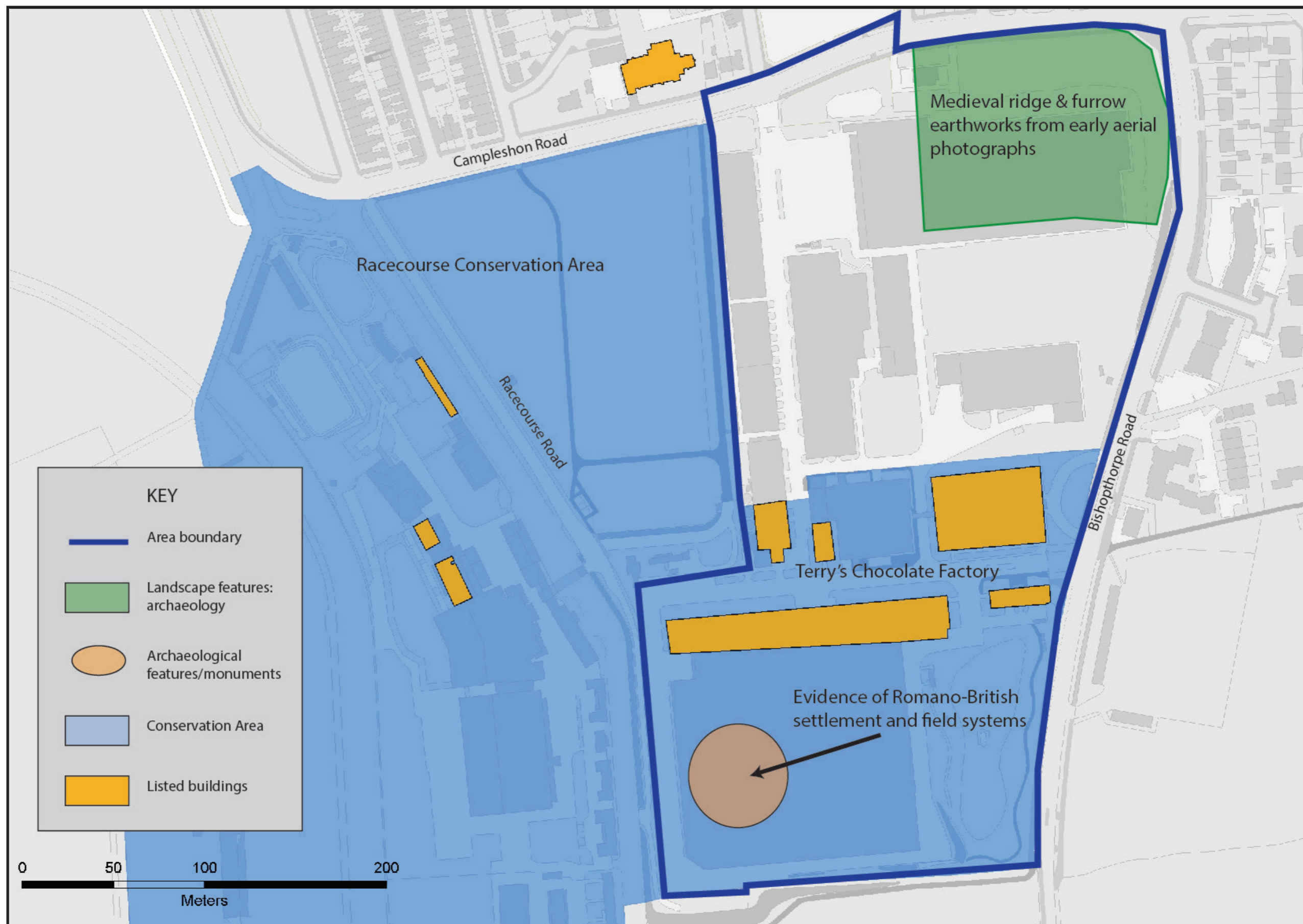
Broad Type characterisation plan. The white roadways indicate roads or lanes visible on the 1852 Ordnance Survey Plan.



Topography



Archaeology and heritage assets



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

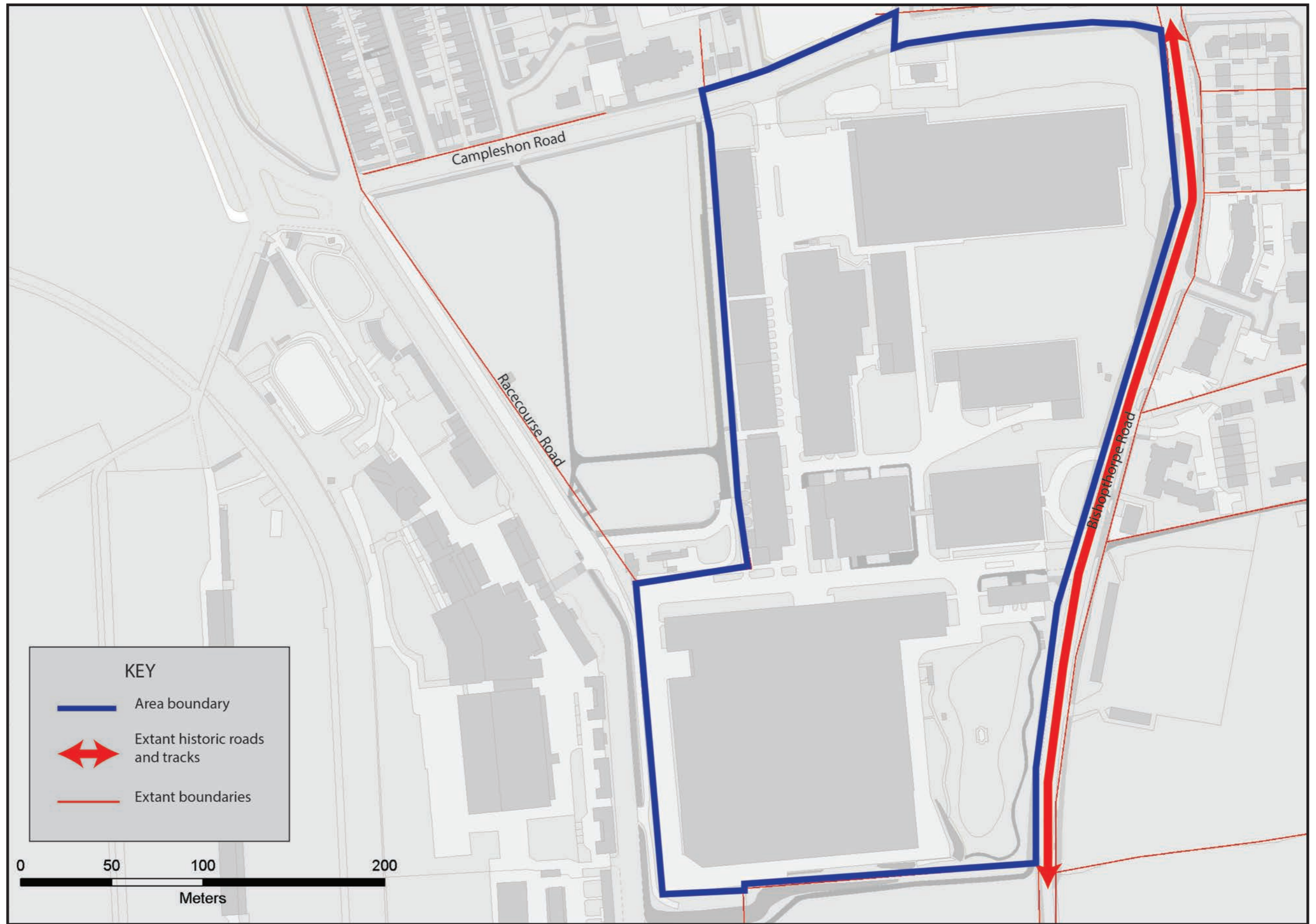
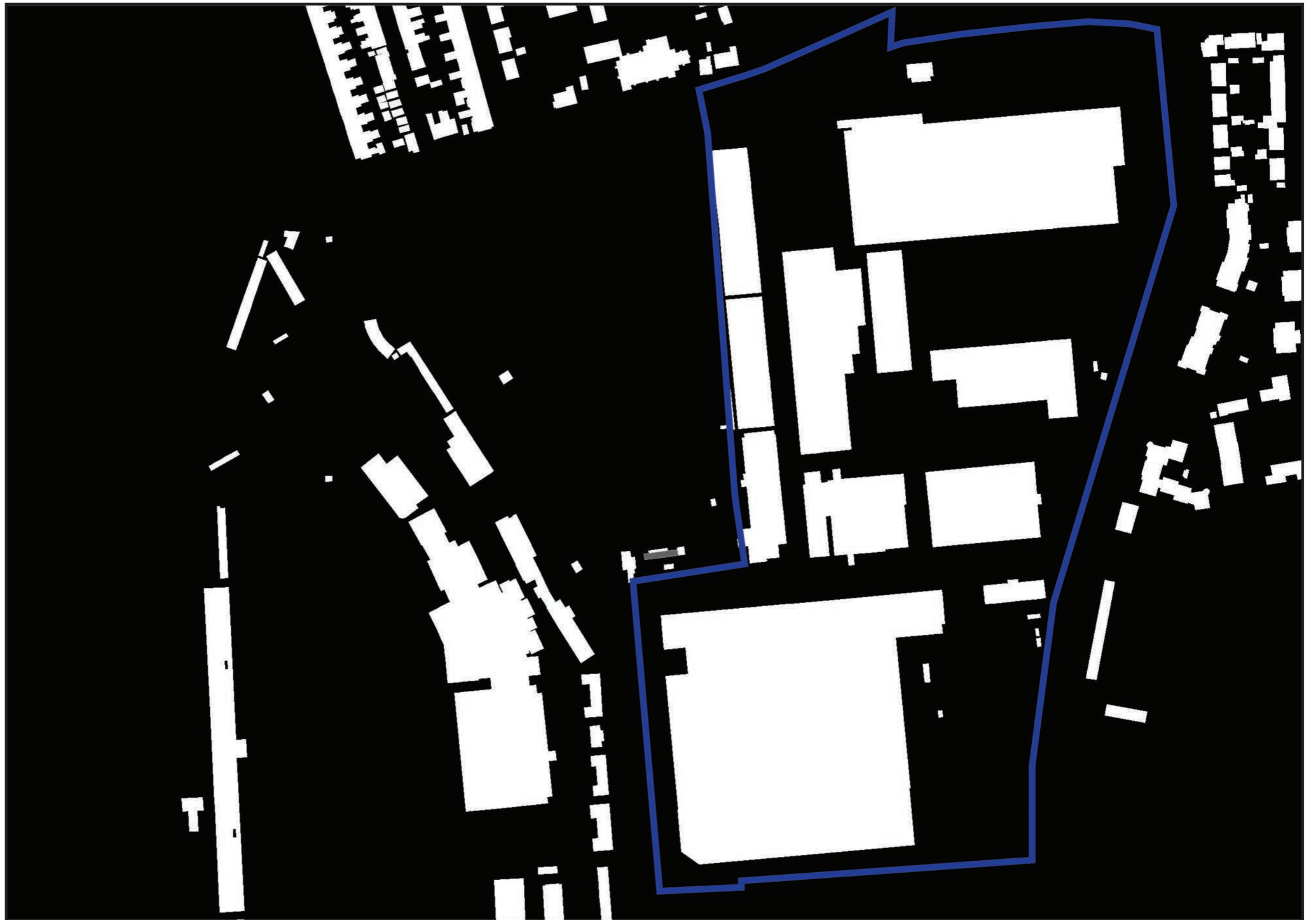


Figure ground map showing the relationship between open space (black) and the built environment



Researched and written by: Claire MacRae

Photographs: Claire MacRae except where indicated

Graphics: Bob Sydes and Claire MacRae

Edited by: Bob Sydes

Funded by: English Heritage

Issued: November 2013

© **City of York Council 2013**

