

# FULFORD ROAD CONSERVATION AREA APPRAISAL



## CONTENTS

1	INTRODUCTION	Page 2	This Conservation Area Appraisal was prepared in July 2009 by Lindsay Cowle (Conservation Consultant) on behalf of the City of York Council. The format and content were agreed with the Design, Conservation and Sustainable Development Section of the City of York Council, and the document was approved by the Council in ?
2	LOCATION AND CONTEXT	Page 3	
3	HISTORICAL DEVELOPMENT	Page 5	
4	CONSERVATION AREA BOUNDARY	Page 9	This Appraisal acknowledges the historical assistance provided by various books on the area, in particular:
5	GENERAL CHARACTER	Page 14	CM van Wilson – ‘The History of a Community’, 1984
6	THE NORTHERN AREA	Page 17	CM van Wilson – ‘Beyond the Postern Gate: a History of Fishergate and Fulford Road’, 1996.
7	THE SOUTHERN AREA	Page 23	Ivan Broadhead – ‘Beyond the Bars’, 1989
8	FUTURE MANAGEMENT SUGGESTIONS	Page 28	The history of the military barracks draws on a private study ‘The Army and a City’ by G Heelis 1956. Reproduction of old photographs is with the consent of York City Library.

## I INTRODUCTION

- 1.1 Section 69 of the Planning (Listed Buildings and Historic Areas) Act 1990 requires local planning authorities to designate as conservation areas any 'areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'. In addition, authorities are required to carry out periodic reviews of the conservation areas under their control.
- 1.2 Section 71 of the same Act requires local authorities to formulate and publish proposals for the preservation and enhancement of conservation areas and to submit them to a public meeting for consideration. Following designation the local authority, in exercising its planning powers, must pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area (Section 72 of the Act).

- 1.3 The Fulford Road conservation area was designated by the City of York Council in 1975. It is located on the southern outskirts of the city (see map) and threads its way through an area on the east side of the River Ouse mostly occupied by 19th century existing or former military barracks and various types of housing from the 19th and early 20th centuries.
- 1.4 This document sets out the findings of a character appraisal of the Fulford Road conservation area and can be regarded as being in four parts. The first part (Chapters 1-3) sets the scene by analysing the history and baseline factors of the conservation area. The second part (Chapter 4) reviews the existing extent of the conservation area and makes proposals for revision of its boundaries. The third part describes the area as revised, firstly in general terms (Chapter 5) and then, in more detail, as two sub-areas (Chapters 6-7). The final part (Chapter 8) contains suggestions for future management.



## 2 LOCATION AND CONTEXT

2.1 Fulford Road Conservation Area is a linear conservation area on the southern outskirts of the city which closely follows a 1 kilometre section of the A19 trunk road leading southwards to Selby and the modern A64 York bypass. It is roughly parallel to the River Ouse half a kilometre away to the west, the river (and the route following its bank) having been a major approach to the city throughout history. At its northern end the A19 collects traffic circulating round the ancient defensive walls of the city centre and leads it through the Conservation Area, initially to Fulford Village which lies immediately to the south. No significant roads connect to the A19 along the route.

2.2 The area is relatively low-lying and topographically featureless, rising no more than 50 feet or so above the River Ouse, which although well inland is little above sea level. It stands on a slightly elevated ridge of glacial sand and gravel, with glacial outwash deposits and alluvium in the lower areas. Leaving the city there is a distinct fall in level in the centre of the Area, which is regained on approaching Fulford village.



Fulford Road context map- York City Centre (top) Fulford village (bottom)

2.3 The Conservation Area lies within a fully built-up area of the city suburbs. Its character varies along the A19 road which forms its 'backbone': some areas are strongly military, reflecting the two important army barracks which were established here in the late 18th and late 19th centuries, parts of which have since been redeveloped for office and industrial use. Otherwise residential uses predominate, mostly in the form of Victorian terraced or mid-war housing. Due to their convenient location on a main entrance to the city many residential properties have been converted to hotels or guest houses.

2.4 The Conservation Area has relatively 'loose' boundaries in many areas and has no definite focal point or community. At its south end it adjoins the Fulford Village Conservation Area (as extended in 2008) which retains its distinct character as a village and community. At its north end it adjoins the New Walk / Terry Avenue Conservation Area which leads off to the River Ouse, but otherwise it merges into busy streets of less townscape interest.

2.5 Apart from the adjoining Conservation Areas the Area does not include or adjoin any areas with special designations. However, it focusses on a major vehicular route into the city which is crossed (at Hospital Fields Road) by two major east-west cycle ways (routes 65 and 66 of the National Cycle Network) leading to and from the new Millennium Bridge over the River Ouse to the west.

2.6 Due to the volume of traffic now entering the city from the south the Conservation Area is experiencing some pressure from through traffic, which conflicts with its character and reduces its amenity to residents and visitors: traffic reduction measures are therefore being explored. It is also experiencing some pressure from residential development. This is therefore an appropriate time to reassess the character of the Conservation Area and ensure that its special character is not compromised.



### 3 HISTORICAL DEVELOPMENT

3.1 Fulford Road Conservation Area is a distinctly linear conservation area which straddles the main A19 trunk road leaving York in a southerly direction, connecting the city historically to the village of Fulford en route for Selby and Doncaster. Until relatively modern times it was included in the parish of Fulford, which finished close to the city walls.

3.2 It is thought that the road is of Roman origin, providing a route to and from the city a short distance east of the River Ouse where it could utilise the firm and well-drained ground offered by the gravel ridge, although archaeological evidence is lacking. However, despite intensive Roman occupation of the city and of activity in Fulford there is no evidence of Roman or earlier presence in the area between.

3.3 Following the Roman occupation it is possible that another route with small settlements existed closer to the river, on less reliable ground, which may account for the original parish church (- the 12<sup>th</sup> century or earlier Church of St Oswald -) just outside the southern end of the Conservation Area.

3.4 During the mediaeval period the area remained undeveloped and provided common grazing land shared between the City and St Mary's Abbey, by then the major landowner in Fulford: the ancient Fulford Cross (which mostly survives, opposite the Infantry Barracks) dates from around 1484 and probably defines the boundary of the grazing rights. The cross was then a major feature, probably used as a meeting place and for ceremonial purposes, and in 1541 the city leaders received Henry VIII here on their knees, in penance for their support for a local rebellion.



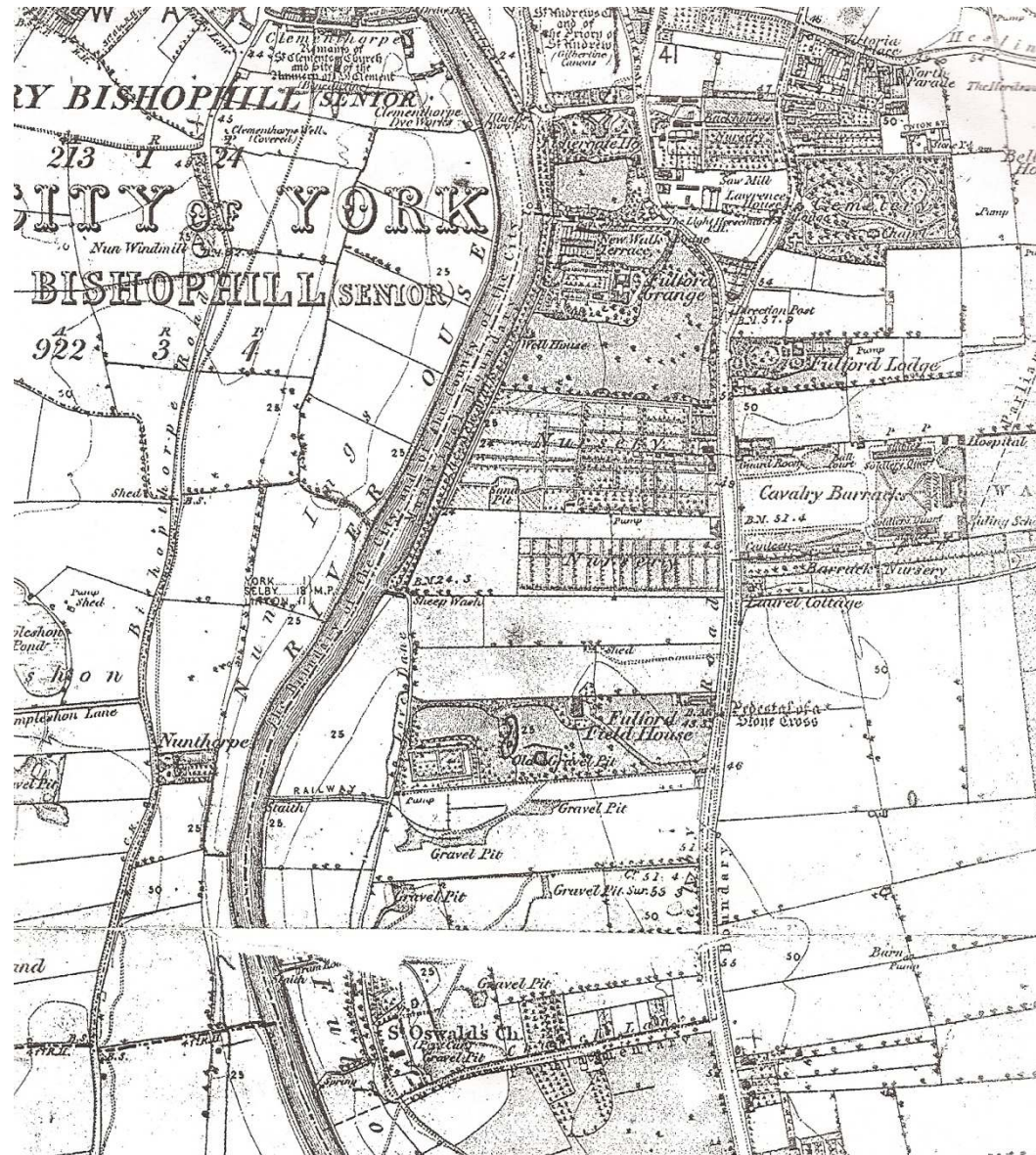
The ancient Fulford cross

3.5 In 1759 the common land was Enclosed to become part of Walmgate Stray, and the land to either side of Fulford Road was divided into fields with roughly parallel boundaries. These separate land holdings would dictate the form of much of the built development during the following century. It is likely that St Oswald's Road was created at that time, following one of the new boundaries, to create a new route to St Oswald's Church which better suited the new pattern of land ownership.

3.6 The OS Map of 1853 (- the first detailed map of the area -) shows the fields bounding the river being used mostly as either nurseries or gravel pits, with the city housing suburbs starting to appear on Fishergate, and two or three high status houses in large grounds.

3.7 The most important arrival by that time was the Cavalry Barracks, built on the east side of Fulford Road in 1795 on open land. This was the start of a military presence which would dominate the character of the area until the present day.

- 3.8 The Cavalry Barracks were opened in 1795 to house troops of the militia who had previously been billeted in inns around the City and the neighbouring countryside, and reliant on a notice in the gazette to assemble for inspection. By 1793 Britain was preparing for war with France, and barracks were needed in order to have troops on hand and immediately available for muster.
- 3.9 Fulford barracks was one of 101 barracks built in England between 1793 and 1804 by the Barracks Master General and designed by James Johnson and John Sanders, the official barracks architects. It occupied 19 acres, of which 12 acres provided barracks for 4 troops (232 men and horses) of the Ancient British Fencibles and 7 acres to the south provided a nursery garden. The Barracks Inn (now the Fulford Arms) soon appeared next door.
- 3.10 During the second half of the 19<sup>th</sup> century the barracks site was more intensively developed to include married quarters, a church and a prison, extinguishing the nursery garden, and a Military Hospital was built on the opposite side of Fulford Road.



Ordnance Survey map 1853

3.11 Terraced housing had extended into the area from the city and several uses and buildings had sprung up around the barracks (notably in Wenlock Terrace), meeting the growing demand for accommodation and commodities. Civilian and military appear to have integrated well: the barracks were open to the public on Sundays and visits and military parades had become big social events. At the southern end of the area Fulford was becoming an attractive residential area and housing had appeared along St Oswald's Road and on Fulford Road nearby.

3.12 In 1877-80 a much larger site (35 acres) adjoining the south side of the Cavalry Barracks was developed as an Infantry Barracks, re-named the Imphal Barracks in 1951 in commemoration of campaigns in Burma. The site was developed under the new 'Cardwell Reform' policy of combining regular and reserve battalions on the same site. The West Yorkshire Regiment 14<sup>th</sup> Foot (- soon after renamed the Prince of Wales Own Regiment -) occupied the north side and the 2<sup>nd</sup> West York Light Infantry occupied the south side, with a shared parade ground in between.

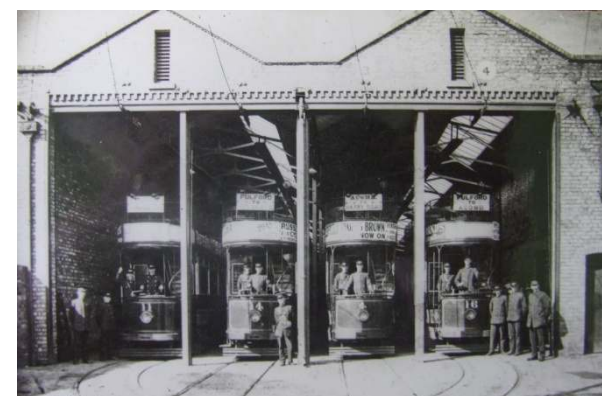
3.13 The Infantry Barracks were designed at the War Office by Major HC Seddon, and the highly defensive Keep fronting onto Fulford Road is one of the most distinctive and impressive buildings in the area.

3.14 By 1878 the military base was of such high status that the Northern Command Headquarters was moved from Manchester to Tower House in Fishergate, a short distance to the north. The Royal Army Ordnance Corps established its base behind the Military Hospital in 1890.

3.15 In 1880 the first horse-drawn trams appeared in York, with steam trams to Fulford, further hastening the spread of the city suburbs. The tram depot was located opposite the Infantry Barracks, behind Fulford Cross, presumably to help link the barracks to the Command Headquarters and the city centre. The terraced housing around Alma Terrace became a popular living area for the tram drivers and conductors. The trams were electrified in 1910.



Cavalry Barracks original main entrance c1910



Fulford Road tram depot 1911



- 3.16 The northern part of the civil parish was amalgamated with the borough of York under the York Extension and Improvement Act of 1884 and the area effectively became part of the city. The east side of Fulford Road from the Cavalry Barracks to Fulford village was planted with trees to enhance the approach to the city centre.
- 3.17 In 1913 the first 'Council houses' were built in Alma Grove to rehouse families displaced by the clearance of Pavement when Piccadilly was created, and further Council housing followed behind the tram depot at Fulford Cross. Residential expansion was not confined to working class housing but still included high status private villas such as Westfield House (later the Gimcrack Hotel, a popular venue for the military), Ousefield, Danesmead, and the smaller but well designed houses opposite such as The Limes. In the 1930's new middle class private housing estates appeared in Kilburn Road, Maple Grove and Broadway / Broadway West.
- 3.18 The military establishments continued to expand during the early 20<sup>th</sup> century with the appearance of the Royal Army Medical Corps on a site adjoining the hospital, and further staff accommodation: however, the dominant military presence declined in the latter part of the century with the closure of the Cavalry Barracks and the removal of most buildings other than the front guard houses. The Military Hospital, RAOC and RAMC sites were also vacated. New industrial, office and residential buildings have appeared but the former uses are still embodied in the street names (Hospital Fields Road, Ordnance Lane etc).
- 3.19 The tram depot, which closed with the disappearance of the trams in 1935, has been removed and replaced by retail units.

## 4 CONSERVATION AREA BOUNDARY

- 4.1 The existing boundary of the Conservation Area is shown on the map overleaf. It is centred on the military barracks and related uses which were built here from the late 18<sup>th</sup> century onwards, and which were of great importance to the city; but it also includes 19<sup>th</sup> and early 20<sup>th</sup> century housing built along the A19 trunk road which give a distinctive character to this city approach.
- 4.2 The Conservation Area was designated in 1975 and has remained unaltered despite considerable changes within the locality and a better understanding of its history; as part of this Conservation Area appraisal the extent of the Area and the appropriateness of its boundary has therefore been re-assessed.
- 4.3 The Conservation Area is unusually long and narrow, with some fragile sections, and modern redevelopment has added to that fragility. Even so, it is considered that the Area still retains a special character, and that it continues to justify a high degree of control.

Together with the Fulford Conservation Area to the south, and the New Walk / Terry Avenue Conservation Area to the north, the Area will continue to secure the protection and enhancement of this important approach to the city centre.

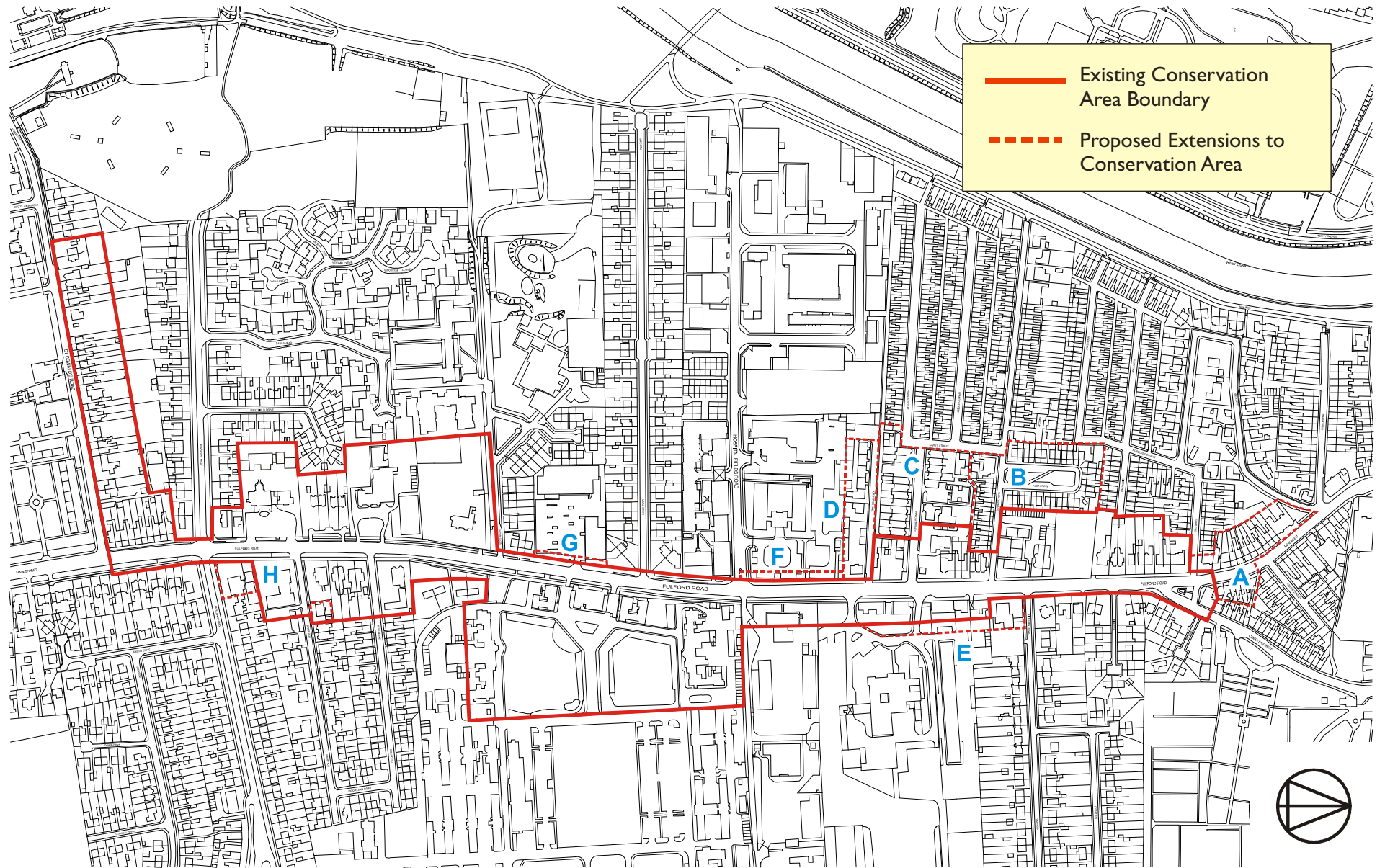
- 4.4 In addition, it is now appreciated that the Area has an exceptionally rich diversity of housing types, which adds to its interest, and that some adjoining areas of housing should be included in the area to increase its substance and value. The range includes early 19<sup>th</sup> century rural villas, Victorian detached and semi-detached villas, Victorian two, three, four and five-storey terraces, 19<sup>th</sup> century military housing, early 20<sup>th</sup> century detached and semi-detached housing, and early 20<sup>th</sup> century council housing.
- 4.5 Several adjustments to the Conservation Area are therefore proposed, and are shown labelled A-H on the map overleaf.



Southern end of Fishergate (Area A)



Alma Grove (Area B)



### **A - Southern end of Fishergate**

- 4.6 This includes Nos 89 -101 Fishergate (on the east side) and Nos 126-152 Fishergate (on the west side), which are continuous curved terraces of mid-late Victorian houses. The curve leading out of Fishergate is a distinctive feature of the road and gives these buildings prominence from both directions.
- 4.7 Whilst these houses are similar to many others of the same date in York Nos 89 -101 are relatively unspoiled and due to their curved layout they act as a visual 'stop' to the Conservation Area when looking northwards along Fulford Road. Nos 126-152 are visually less well related to Fulford Road but are nevertheless presentable houses which terminate with the Priory Hotel, a late 19th century ornate building with good quality stone detailing.
- 4.8 The addition of Nos 126-152 to the conservation area would close a short gap which currently exists between the Fulford Road Conservation Area and the New Walk / Terry Avenue Conservation Area on the west side of the main highway.

### **B - Alma Grove**

- 4.9 This includes a development of 30 houses built by the City Council in 1913 and arranged around three sides of a landscaped open square. In a city noted for its role in social housing provision (especially the Joseph Rowntree Foundation) this is a development of some social interest.
- 4.10 The western side of the square is enclosed by Alma Terrace, which mostly consists of unexceptional terraced housing but which at this point includes a former late 19th century police station, now converted to a guest house ('Copper's Lodge'). The building dominates the western side of the square and is of some architectural and social interest, being strategically placed close to the army barracks and what were then the less salubrious residential areas nearby.
- 4.11 It is considered that the area has sufficient architectural and social interest to justify its inclusion in the Conservation Area, particularly in association with Wenlock Terrace (see **C** below).

### **C - Wenlock Terrace**

- 4.12 This includes the terrace of twelve 5-storey houses on the south side of Wenlock Terrace and the five identical houses on the north side. These are very large houses, attractively and individually detailed and unique to York. They were built speculatively in the late 19th century to appeal both to the high-ranking officers of the military barracks and the higher social strata of the city's populace.
- 4.13 During the early 20th century two houses in the southern terrace were combined to create a soldiers' rest home, shown on the 1931 OS map, which has some importance in military / nursing history. Stables for the officers were provided in the south-west corner, (Nos 1-7 The Stables in Ambrose Street, since converted mews flats) and other buildings in the street have been occupied by the military at various times.

4.14 The houses in Wenlock Terrace are very similar to an adjacent terrace fronting onto Fulford Road, which is included in the Conservation Area but which comprises flats over shop units rather than full height dwelling houses. There is equal justification for Wenlock Terrace to be included in the Area, together with the former stables.

#### **D - Ordnance Lane**

4.15 This includes the eastern part of Ordnance Lane and a long narrow site running alongside containing houses and flats probably built for staff of the military hospital which it adjoined (now the Shepherd Construction office site). The buildings to the rear have some quality and architectural interest, as well as some social interest. The area would not justify conservation area status in isolation but in association with the Wenlock Terrace housing it is considered to add further interest and diversity, and to justify inclusion.

#### **E - Cavalry Barracks Site**

4.16 The majority of this site has been redeveloped in recent years, leaving only the guard rooms on the frontage, and in places nothing more than the high boundary wall. The existing Conservation Area extends rather deeper into the site in order to include the mature trees which add strength to the frontage, but the boundary is indeterminate and either cuts through or excludes some critical trees.

4.17 It is considered desirable to relate the boundary to existing site features (- the internal road layout -) and ensure inclusion of the critical trees.

4.18 At the same time it is proposed that the new boundary be extended northwards through the Fulford Arms carpark and the rear of the Christian Science Church at the corner of Kilburn Road. The purpose is not to protect the church but to ensure greater control over this corner site, which marks the start of the Conservation Area on the

east side of Fulford Road and if ever redeveloped would require a building form compatible with the public house and barracks adjoining. Consent for redevelopment has recently been granted which meets this requirement.

#### **F - Frontage to Hospital Fields**

4.19 This site has been redeveloped in recent years as offices for Shepherd Construction. It occurs at a point where the Conservation Area is fragile, due to new development on both sides of the road, and where a firm definition of the highway boundary is essential.

4.20 As part of the redevelopment a strong boundary wall has been provided, backed by occasional trees: however, these features lie outside the Conservation Area boundary, and it is considered desirable to protect them by setting the boundary 5 metres behind the highway frontage. The mature trees further within the site are already protected by Tree Preservation Orders.

### **G - Frontage to retail store complex**

- 4.21 This site (formerly the tram depot) has been developed in recent years as retail outlets around two sides of a shoppers' car park. The old Fulford Cross is located just to one side of the carpark entrance. The complex is of modern design, unrelated to the Conservation Area, and has required screening from Fulford Road.
- 4.22 As part of the redevelopment a tree screen has been provided, set within walled shrubbed areas. However, the trees lie outside the Conservation Area boundary and are unprotected: in addition, the existing boundary does not acknowledge the cross and the need to control a zone around it to ensure a proper setting. It is therefore considered desirable to protect the trees and setting of the cross by setting the boundary 5 metres behind the highway frontage.

### **H - Derwent Road / Broadway**

- 4.23 Two minor adjustments are proposed in this area. At present the Conservation Area includes No 1a Derwent Road, which is a modern bungalow built to the rear of No 145 Fulford Road. Whilst it stands in the rear part of what was historically one plot it is now independent and out of character with the Conservation Area and the boundary ought to be adjusted to exclude it.
- 4.24 At the same time the Conservation Area excludes the original house No 151 Fulford Road ('Broadway Lodge'), at the corner with Broadway, which is a symmetrically designed and presentable detached house of the 1930's: it also occupies a conspicuous corner site at the entrance to the Conservation Area. It is therefore considered desirable to include this house (and of necessity No 149) in the Conservation Area. No 151 has been extended in recent years to include Nos 1-3 Broadway, but it would not be appropriate to include them in the Area.



Wenlock Terrace (Area C )



Retail complex frontage (Area G)

## 5 GENERAL CHARACTER

5.1 Fulford Road is a large scale road which leads out of the city centre with a great sense of purpose. As a major route to and from the city centre since mediaeval times it has attracted diverse uses which for strategic reasons have required on the one hand proximity to the city centre and on the other hand ease of departure to other parts of the country, or space, or amenity.

5.2 Its attractiveness as a residential area between the city centre and Fulford has been long established and has resulted in a diversity of housing ranging from large early 19<sup>th</sup> century semi-rural villas to densely planned Victorian terraces and mid-war housing developments. The strategic value of the area is reflected in the high number of hotels and guest houses, in common with other major radial routes such as the A1036 further west.

5.3 However, unlike the other main radial routes which have mostly retained their basic suburban residential character or which follow attractive strays into the city, the character of the road has been greatly dictated by the Cavalry and Infantry Barracks built in the late 18<sup>th</sup> and 19<sup>th</sup> centuries. The barracks have in turn attracted other specific forms of use and architecture which do not appear elsewhere in the city.

5.4 As a consequence the Fulford Road Conservation Area has a more functional and purposeful appearance than equivalent routes into the city centre. It has a diverse character which changes along its length, making it difficult to generalise other than to describe it as lining a large scale and very busy radial route, the highway itself being of generous width and enhanced by broad landscaped verges and the mature trees which line most of the eastern side.

5.5 A useful way of appraising the area is to regard it as comprising 4 sections travelling north to south viz:

**Fishergate to Alma Terrace**, which is primarily residential in character;

**Alma Terrace to Hospital Fields Road** - the former Cavalry Barracks etc

(These two sections comprise the Northern Area described in Section 6)

**Hospital Fields Road to Fulford Cross** - the Infantry Barracks; and

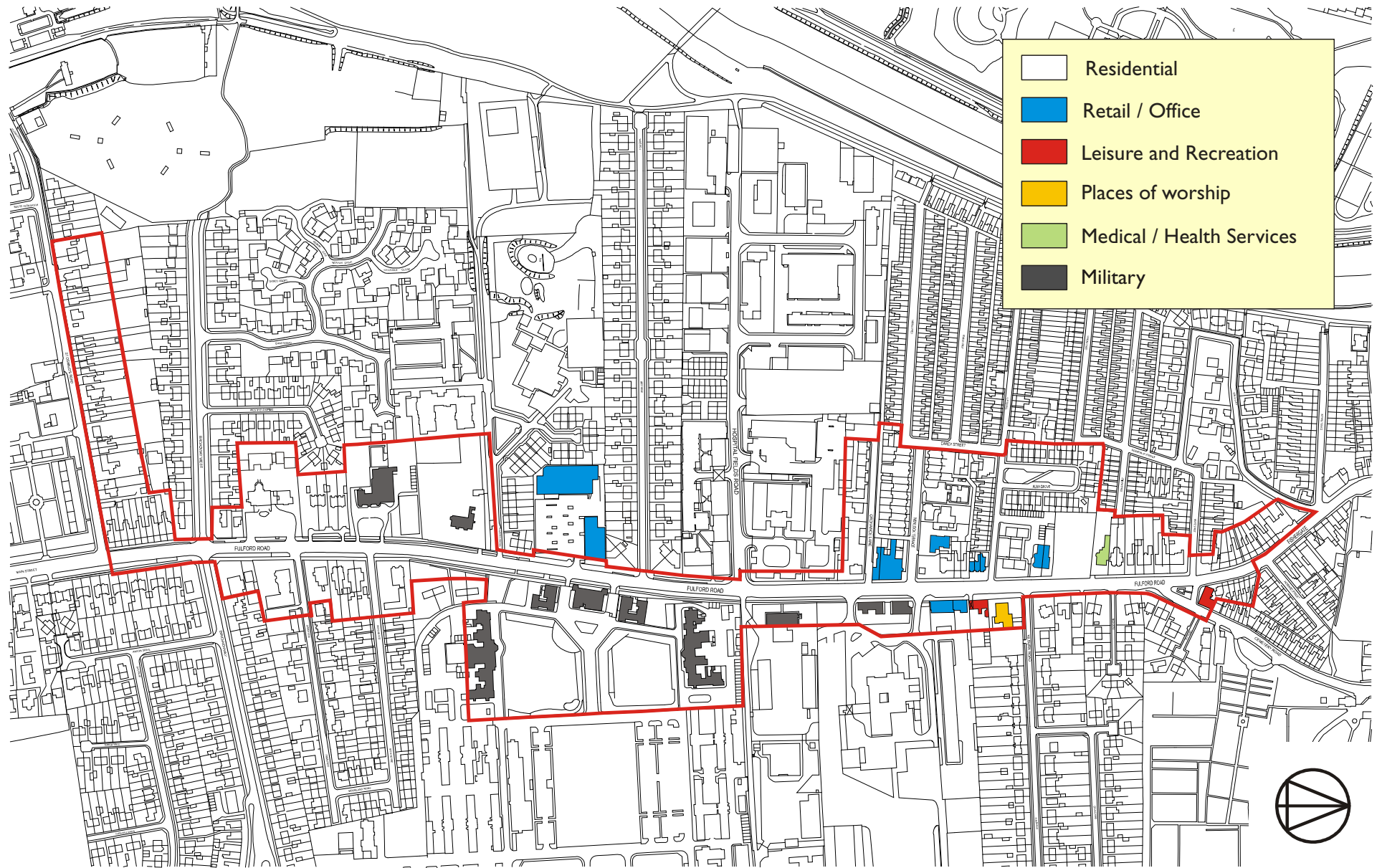
**Fulford Cross to St Oswald's Road**, which is residential in character.

(These two sections comprise the Southern Area described in Section 7.0)



Map showing visually prominent trees





Map showing building uses

## 6 THE NORTHERN AREA (see plan page 22)

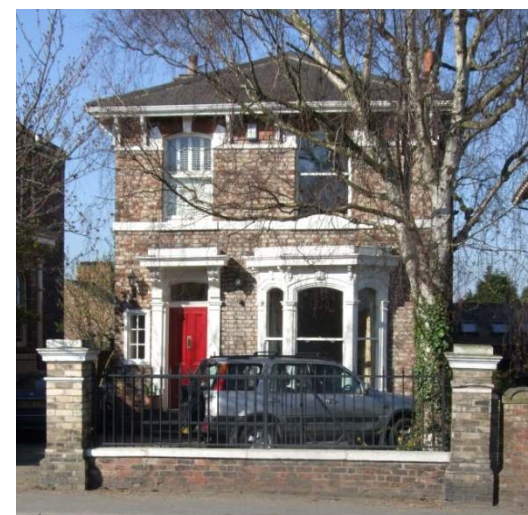
### Fishergate to Alma Terrace

- 6.1 The Conservation Area begins with the Priory Hotel on the west side of Fishergate, which appears to comprise two large original houses built in 1875. They are particularly attractive and distinctive due to their ogee gables, polychrome brickwork, decorative stone dressings, and ornate ground floor bay windows.
- 6.2 The remainder of Fishergate is lined by opposing terraces of mid Victorian houses, those to the west set behind attractive walled and railed gardens. They are typical of York for their age, having decorative door surrounds, bay windows, eaves details and brickwork, but they are unusual in being curved to follow the sweep of the road, which is a distinctive feature of the townscape, and their roofs are still uninterrupted by later dormers. The eastern block helps to form a visual 'stop' to Fulford Road when looking north. The shopfront and forecourt to No 152 at the corner of Grange Street are rather alien and could benefit from improvement.

- 6.3 Fishergate is joined by Cemetery Road to become Fulford Road, with the Grade II listed Conservative Club in between, facing a walled amenity area where the roads meet. The Club was built as a house around 1810, standing in isolation: it has been altered by later bay windows and marred by modern windows but it provides a visual 'stop' to the north end of Fulford Road, together with the trees in the amenity area.
- 6.4 Travelling southwards Fulford Road is quickly established as a wide, busy road with houses on either side. Those to the east comprise 1930's housing which is outside the Conservation Area but those to the west comprise substantial detached and semi-detached villas in spacious attractive gardens fronted by decorative iron gates and railings. They are similar to those in Fishergate but of larger size and higher status. Some have charming or interesting details such as semi-circular headed dormer windows or roof turrets. Nos 156 -158 are larger scale houses in yellow brick decorated with polychrome and moulded brick, decorative panels and decorative dormer windows.



Priory Hotel, Fishergate



Victoria Villa, Fulford Road

6.5 The villas are followed by a large vacant site which requires sensitive infill. Beyond are two semi-detached Grade II Listed houses now combined for office use (Linby House): No 182 was built in the 1850's, with its symmetrical front façade and classical porch curiously facing south, sideways to the road: No 180 was added to the rear in the early 20<sup>th</sup> century. They are fronted by mature trees which become more characteristic of the Area moving southwards.

6.6 This section of Fulford Road finishes with the Arncliffe Mews retirement home at the corner of Alma Terrace. Although large in mass, and of modern design, its scale has been reduced by careful massing to fit in with the Conservation Area and prevent it from being too obtrusive.

6.7 The Conservation Area makes a detour along Alma Terrace, which on the south side consists of a terrace of standard yellow brick houses typical of late Victorian York. The purpose of the detour is to include Alma Grove, which is a complex of 30 houses built in 1913 around three sides of a landscaped area.

These are the first Council houses to be built in the city, originally planned to surround a bowling green which did not materialise. Many have been altered over time and with sale to their tenants but their basic form is unchanged.

6.8 Alma Grove is given added character by the former police station 'Coppers Lodge' facing into the square from Alma Terrace. This late 19th century solid red brick building, with its near symmetry, decorative chimneys and arched windows, was built here to maintain order in the terraced housing spreading out from the city centre and offering convenient distractions for soldiers from the barracks. A shed to the rear appears to be the former police stable recorded as being here.

6.9 The lane behind Alma Terrace is one of a decreasing number of lanes still paved in decorative blue Victorian paviments made from furnace slag, and has survived much as it was when first laid.

6.10 This section of the Conservation Area is primarily of architectural and townscape interest, but with a degree of social interest.



“Coppers Lodge” (old police station)



Alma Grove 1913 Council houses

### **Alma Terrace to Hospital Fields Road**

- 6.11 Alma Terrace marks a changing point in the Conservation Area, where the predominantly residential character so far is overtaken by the military establishments to the south. The late 18<sup>th</sup> century Cavalry Barracks and its associated nursery garden which once dominated the east side of the road have now largely disappeared leaving only the later guard houses and walls on the frontage, but the military influence is still tangible.
- 6.12 The main entrance to the Barracks has unfortunately been closed up with a brick wall but the late 19<sup>th</sup> century guardrooms either side survive and are distinctive due their formal pediments and their polychrome brick and stone detailing: the lead clad turret behind the northern guard house is an attractive feature, and the small barred windows in the former cells are evidence of their security role. The mature trees behind the guardrooms and boundary walls add strength to this side of the road.

- 6.13 Within the site nothing of the original Barracks survives, although the large and decorative 'Coade stone' coat of arms which originally adorned the front of the 1796 Officers Mess was relocated to the Infantry Barracks in 1970 and re-displayed east of the parade ground, outside the Conservation Area.
- 6.14 The Fulford Arms public house just north of the barracks site - originally the Barracks Tavern) is of some historical and social interest, having served the military since it was built around 1830. The Conservation Area boundary passes behind the public house and through the rear of the Christian Science church at the corner of Kilburn Road: this is not intended to protect the church per se (which is of neutral value to the area) but to ensure that any redevelopment is compatible with the Area and relates to the public house adjoining.



Cavalry Barracks, former entrance



Coade stone coat of arms

6.15 On the west side of the road the Grade II Listed Holly Lodge guest house was built in the mid 19<sup>th</sup> century together with two adjoining cottages (Nos 200-202 Fulford Road) with ornate timber porches. It seems likely that they were built for the owner and workers of a large nursery on the site, no doubt serving the Barracks as military demand began to exceed supply. Holly Lodge is of classical vernacular design whilst the cottages have a semi-rural charm which is unusual for this context.

6.16 Holly Croft, now accessed from Wenlock Terrace, is another large classical vernacular house built in the 1850's behind Holly Lodge. Although built for a private businessman it was owned by the army throughout most of the 20<sup>th</sup> century, at one time housing the Command Paymaster.

6.17 The combination of Holly Croft, Holly Lodge and the adjoining cottages, together with the high walls bounding the main houses and the mature trees near Fulford Road, make an interesting and attractive contribution to the Area.

6.18 Wenlock Terrace was laid out and built in 1882-3 and is quite exceptional in York. It comprises a terrace of 12 massive houses on the south side and a terrace of 4 similar houses on the north side, each house being 5 storeys high with family rooms on three floors and servants rooms in the basements and attics. They are boldly modelled with turreted bay windows, and ornamented with polychrome brick and stone dressings: the Gothic style doorways have stone columns and labels, nearly all the details being of a different design. The block facing Fulford Road is similar but contains flats over a row of shops.

6.19 When first built Wenlock Terrace was one of the most prestigious addresses in the city, built to house high ranking army personnel and the top strata of York society. At the western end, in Ambrose Street, are the former stables for the residents, recently converted to mews-type flats and houses but retaining much of their original character and detailing, including the 'taking in' door at loft level. Most of the original gas lights in Wenlock Terrace still survive, converted to electricity.



Holly Lodge



Holly Croft

6.20 The short block of four houses on the north side of Wenlock Terrace is particularly significant in military history as being a Soldiers Home during the First and Second World Wars. The home founded by Miss Mabel Campbell-Walker, referred to as the 'Florence Nightingale of the Twentieth Century', who ran it with a band of volunteers as a rest home where soldiers could find shelter, entertainment and religious guidance, and to accommodate the relatives of patients in the adjoining military hospital.

6.21 Some of the walled and railed basement areas are somewhat run down and could benefit from repair and restoration. At the entrance to the street there is a derelict building and overgrown yard on the south side which badly needs upgrading.

6.22 This section of Fulford Road terminates with the site of the 1854 military hospital, finishing at Hospital Fields Road. The site has been cleared and

redeveloped in recent years as an office block and is not included in the Conservation Area, but a strong wall with railings has been built on the curtilage to give a clear boundary to the highway and evoke the former military use.

6.23 Just before the new office development Ordnance Lane runs off to the west, originally leading to the Royal Army Ordnance Depot established behind the hospital in 1890. The Lane itself is utilitarian but it includes an interesting and robust terrace of flats and maisonettes built in 1903 for married hospital staff, and a later 1920's house (No 9) presumably for higher ranking personnel.

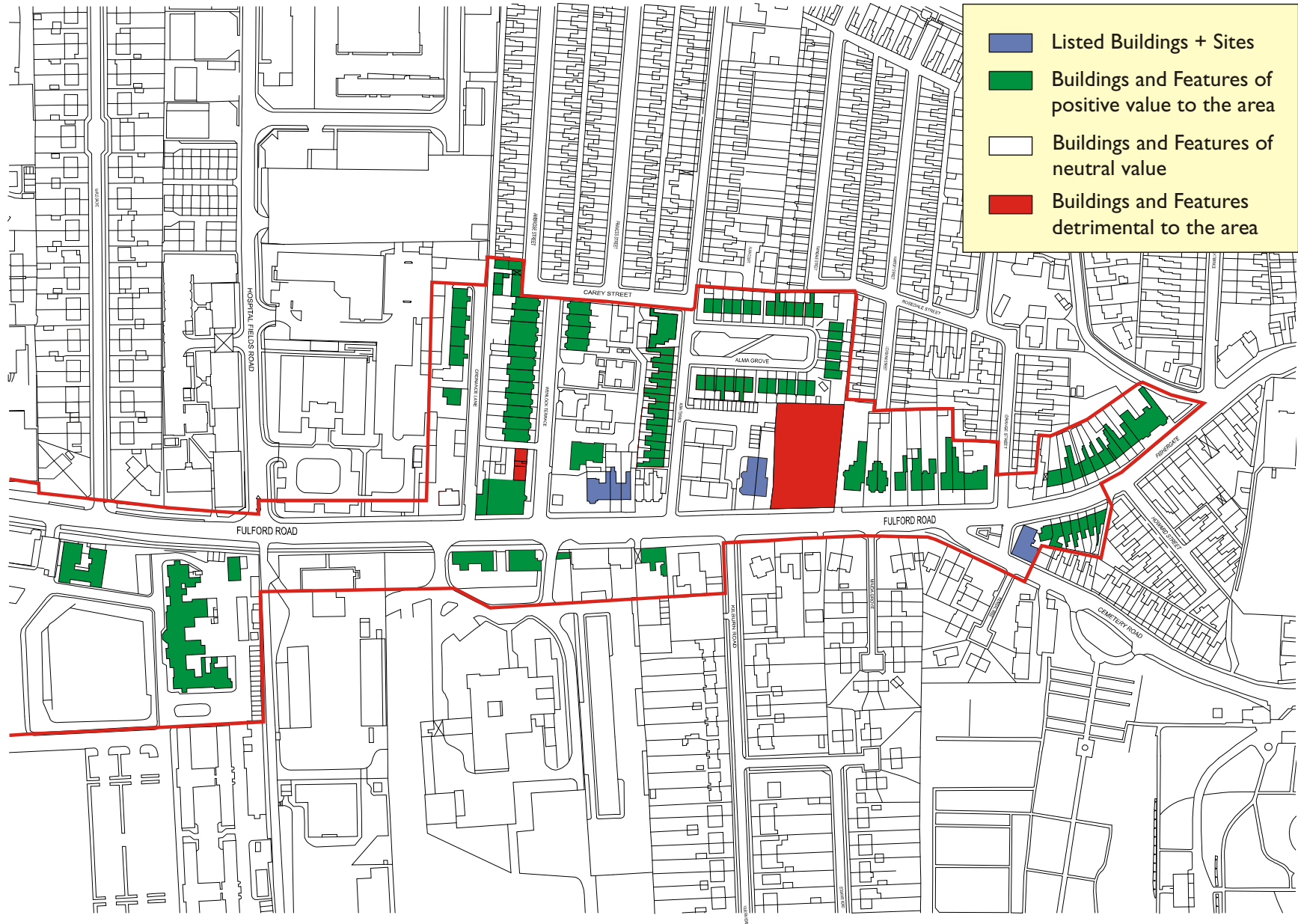
6.24 This section of the Conservation Area is of considerable architectural and social interest, with high military associations.



Wenlock Terrace – typical column head



Wenlock Terrace – entrance doorways



Map of Northern Area

## 7 THE SOUTHERN AREA (see plan page 27)

### Hospital Fields Road to Fulford Cross road

- 7.1 The entire eastern part of this section of Fulford Road is occupied and dominated by Imphal Barracks, built as the Infantry Barracks in 1877-80. It is softened by the wide grass verges either side of the road, and the regularly spaced mature trees planted along the eastern verge after the First World War. It has a less urban feel due to the absence of buildings hard against the highway and the fall and rise in the road. The powerful presence of the Barracks on the east side compensates for the relative lack of interest on the west.
- 7.2 The Barracks are very clearly defined by the thick, buttressed walls along the northern boundary (a public path and cycleway) and the robust walls and railings along Fulford Road. Internally, the front part of the site is softened by the wide lawns and a wealth of mature trees.
- 7.3 The buildings visible within the Barracks site are of varying scale, those near the frontage generally being of small scale

and informal massing, with larger scale and more powerful blocks flanking the parade ground within. But there is a consistency of material and detail throughout, using a palette of reddish brown brick, blue engineering brick dressings, and pitched Welsh slate roofs with corbelled eaves and verges. They project an appropriate image of permanence and solidity.

- 7.4 The Barracks Keep (Listed Grade II) is the most prominent and distinctive building in the Conservation Area. Its materials are similar to those used elsewhere but it has a battlemented flat roof, corner towers and small barred windows, all giving a defensive mediaeval appearance. It protects entrance gateways either side with massive gate piers.
- 7.5 The historic interest of the complex decreases eastwards due to replacement with new buildings, and the Conservation Area therefore only includes the western part of the site and its related original buildings, stopping at the parade ground / carpark, which have the main visual impact on Fulford Road. The only feature of

historic interest in the eastern part of the site is the 1796 coat of arms brought from the Cavalry Barracks in 1970 and mounted in a low brick display panel.



Barrack buildings



Keep



7.6 The western side of Fulford Road is mainly occupied by 1930's and modern residential developments which are excluded from the Conservation Area. Of these, the modern block of flats on Hospital Fields Lane is compatible with the Area in terms of its scale and materials but Maple Grove has a splayed entrance which is disruptive.

7.7 The western side is further disrupted by a modern retail complex and its carpark, built on the site of the former tram depot (1880). However it is gradually becoming more screened by trees planted behind the frontage, which will be protected by inclusion within the revised Conservation Area boundary.

7.8 The ancient Fulford Cross now stands rather incongruously next to the carpark entrance, half encircled by a raised shrub bed. The cross is an Ancient Monument and a Grade II Listed structure erected around 1484 probably to mark the boundary of grazing rights held by the City (to the north) and St Mary's Abbey (to the south). It has lost its head but the lower

part of the shaft and its stepped plinth are still intact.

7.9 Although much modernised on its western side this section of the Conservation Area has considerable townscape and historic interest, with a predominantly military character. On the west side it finishes at the road also (confusingly) known as Fulford Cross.

#### **Fulford Cross road to St Oswald's Road**

7.10 South of the Barracks Fulford Road rises gently upwards to the south and briefly becomes almost rural in character, with mature trees and stretches of hedgerow lining the east side and concealing two large detached houses of high status. 'Danesmead' of 1904 and 'Ousefield' of 1899 were both designed by the notable local architect Walter Brierley and are Listed Grade II. The elaborate bay windows and neo-Georgian details of Ousefield can be glimpsed from the road. They are now in army ownership and exude an air of quiet exclusivity and privacy.



Fulford Road south of Fulford Cross



Ousefield

7.11 A short distance beyond Ousefield is a large late Victorian villa, built of white brick and complete with its stable block, originally known as 'Westfield'. It was converted in 1936 to become the more commonly known 'Gimcrack' licensed hotel, providing a popular resort for army officers, but it has recently been converted into flats.

7.12 Between Ousefield and the old Gimcrack Hotel the Conservation Area includes two pairs of 1930's semi-detached houses (Nos 286-292) set well back from the road: the purpose is not to protect the buildings per se but to ensure that any future replacements respect the existing building line and character of the area.

7.13 By comparison, the east side of Fulford Road has a much more suburban character, with closely spaced detached and semi-detached houses set within shorter gardens behind low front walls or hedges. De La Salle House (No 147) is the former vicarage to St Oswald's church, built in the late 19<sup>th</sup> century with its front wall topped by a cast iron railing of twisted rope carrying decorative swags.

7.14 The remainder are early 20<sup>th</sup> century houses, now mostly converted to guest houses. The Limes (No 135) is particularly attractive due to its bay windows, leaded front porch and corbelled gable chimneys: it was designed by the notable local architects Penty and Penty in 1903. Other houses have interesting details – the classical porch to No 137, and the subtly tapering chimneys to Midway House.

7.15 Broadway and Broadway West are unfortunate intrusions in the Conservation Area, being the product of 1930's housing development which also extends beyond the road junction towards Fulford on the east side. Fulford Road changes character at this point, with fewer trees and a more open aspect.

7.16 Despite the later intrusions the extension of the Conservation Area as far as St Oswald's Road beyond is historically appropriate since the latter marked the old parliamentary boundary of York, and the county and borough boundaries of York after the Act of 1884.



Former Gimcrack Hotel



The Limes

7.17 A very large terrace of Victorian houses (Nos 298-314 Fulford Road and No 1 St Oswald's Road) stands on the west side of Fulford Road and although some distance away acts as a visual 'stop' when looking southwards along Fulford Road from the Fulford Cross area. Whilst most of its detailing is typical of York (joinery, bay windows, front railings and gates etc) the block is unusually large and the two-storey bays add to its scale.

7.18 This section of the Conservation Area terminates with St Oswald's Road, which branches off westwards towards the River Ouse. It is a spacious and quiet residential cul-de-sac with a very strong sense of identity, quite different in character to anything else in the Area. It appears to be a road created after the 1759 Enclosure Act to link Fulford Road to the 12<sup>th</sup> century Church of St Oswald close to the River Ouse, before the existing Victorian church was built in Fulford village: the old church has been converted to a dwelling and lies beyond the Conservation Area boundary.

7.19 Whilst the houses vary considerably in their design, ranging from detached houses to humbler short terraces, there is a consistency of scale and materials which gives unity to the whole. The houses are two storeys high apart from No 11 which is three storeys high and out of character. They are mostly mid 19<sup>th</sup> century in date but become later towards the west, culminating in a large detached yellow brick house of late 19<sup>th</sup> / early 20<sup>th</sup> century date. They appear to have been popular with army personnel when first built.

7.20 Roofs are pitched and clad in blue-grey slate, mostly aligned parallel to the street, with large brick chimneys marking party walls and gable ends. Walls are of reddish-brown local clamp brick with vertical sliding sash windows, and many larger houses have bay windows of various designs. Many of the short front gardens are bounded by decorative cast iron railings, high hedges or ornamental shrubs.

7.21 Gaps between the houses generally reveal long gardens containing mature trees indicative of their original semi-

rural setting. One unusually wide and deep plot has had a new house built to the rear, but further rear development would be detrimental.

7.22 This section of the Conservation Area has considerable townscape and architectural interest.



St. Oswalds Road



Map of Southern Area

## 8 FUTURE MANAGEMENT SUGGESTIONS

- 8.1 In some sections the Conservation Area has become particularly fragile due to redevelopment, sometimes on both sides. Where new development is proposed outside the Area but affecting its setting it is important to secure new development which strives to preserve or reinforce the character of the Area, and which in particular has robust frontages with minimal breaks, in order to avoid disrupting the firm highway boundary.
- 8.2 The design of new buildings needs to observe closely the characteristics of the Area and be guided by them: and development control policies should attempt to restore traditional forms and details where these have been lost.
- 8.3 Where original front boundary walls are important features they should be retained and encouragement given to their reinstatement where lost eg in Fishergate, Wenlock Terrace and St Oswalds Road.
- 8.4 Article 4 Directions might be worth considering where the buildings have remained relatively unaltered by for example modern, dormer windows, windows and wall finishes eg in Fishergate, Wenlock Terrace and St Oswalds Road.
- 8.5 Large parts with the Conservation Area are still occupied by the military. Planning control in these areas is subject to negotiation with the Local Planning Authority rather than the normal planning control processes and a mutual understanding of duties and priorities is essential.
- 8.6 The high volume and speed of traffic passing through the Area detracts from its appearance and amenity, and makes crossing the road an obstacle: measures to reduce and slow the traffic would be very desirable, if designed to be compatible with the character of the Area. Any kerb re-alignment and surface demarcation to identify cycle or bus routes etc should be done sensitively in liaison with the Council's Conservation Officer.
- 8.7 The tall steel lighting standards lining Fulford Road are reasonably discreet but are in very poor condition and need redecorating; any replacements should be of an equally discreet appearance. Wenlock Street is still lit from original decorative cast iron lamp posts which ought to be retained: those in Alma Terrace and Alma Grove are more modern but fit the scale and character of the street and any replacements should be equally well chosen.
- 8.8 The highway is vulnerable to intrusion by utility services. Some footpaths are heavily patched by trenching and could benefit from re-surfacing eg between Maple Grove and Fulford Cross, where it would also appear possible to narrow the footpath and reinstate the grass verges.
- 8.9 It would be a great asset if the multitude of overhead telephone wires in Alma Grove and St Oswalds Road could be put underground or routed out of sight.

- 8.10 Some seats on the footpath are of crude modern design, consisting of timber planks set into concrete frames. The timber is rotting and the seats should be replaced with something more appropriate. Litter bins are designed for being wall mounted but in most cases are free standing and look untidy: they ought to be replaced with a free-standing design.
- 8.11 The walled amenity area at the junction of Fishergate and Cemetery Road is in poor condition and poorly presented: the walls need repair and the area re-landscaped.
- 8.12 Information plaques would be an asset to explain the history of the area, eg outside each of the military barracks, in Alma Grove, and in Wenlock Terrace. The plaque commemorating Fulford Cross is too high for children and inaccessible for wheelchairs, and perhaps ought to be lowered and brought forward to the pavement.