

# Character Area Two: Bootham



## Overview

Bootham, on the line of the Roman road north, is the finest of the approaches to the city bars. Long an affluent residential suburb, grand Georgian houses give way to Victorian development further from the centre, and trees and cobbled margins decorate the length of the street. These margins replaced grass strips upon which cattle being driven to market would have grazed. Remarkably there is no modern development.

### Boundaries

This area consists of Bootham and its side streets. The north western boundary is defined by large Victorian houses facing the railway line along Bootham Terrace and Grosvenor Terrace. The southern and north eastern boundaries run along the back of plots on St Mary's and Bootham.

Although locally everyone knows Bootham stretches all the way to Bootham Bar, in this Appraisal, the southern end of the street is considered in character area 5, Gillygate. This is because nearer Bootham Bar the street changes character from residential to commercial and suffers traffic issues which are linked to the busy junction with Gillygate.

### Historical development

Bootham follows the line of the Roman road from the north-west that entered a gate (Porta Principalis Dextra) of the fortress where Bootham Bar is now.

Like most areas outside the walls, Bootham grew very slowly at first. In the mid-12th century, there was development opposite the walls of St Mary's Abbey and further to the north west. Long thin plots led back from the street with fields to the rear.

From the late 17th century onwards, Bootham grew steadily but suffered a setback as one of several suburbs damaged during Civil War siege of 1644. Many buildings were demolished in order to deny cover to the besieging Parliamentarians.

One almshouse had already been established by this time – Ingram House for poor widows. This was followed about 100 years later by another, Wandesford House (1739-43), for 'poor maiden gentlewomen'.

Bootham flowered as a popular and prosperous suburb in the 18th century, during which the most handsome houses were built on the north side between Marygate and the entrance of Bootham Park Hospital ❶. Much of this significant run of houses, of which no. 51 is the best, is occupied by Bootham School.

The south side of Bootham and St Mary's were developed in the 1840s, followed by Bootham Terrace in the 1850s ❷ and lastly Grosvenor Terrace in about 1880 ❸. These last two streets were developed along the railway line to Scarborough which had been laid out in 1845.

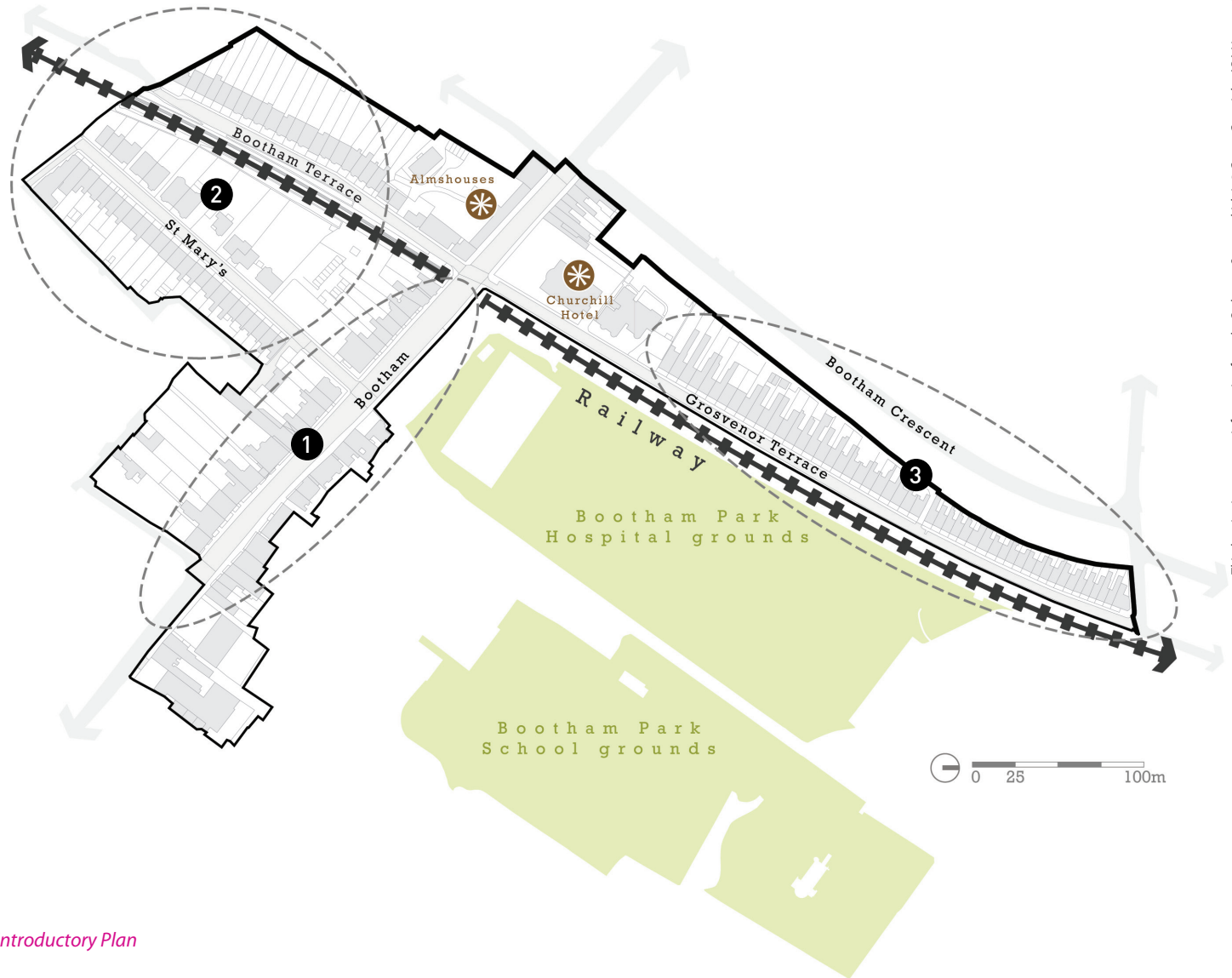
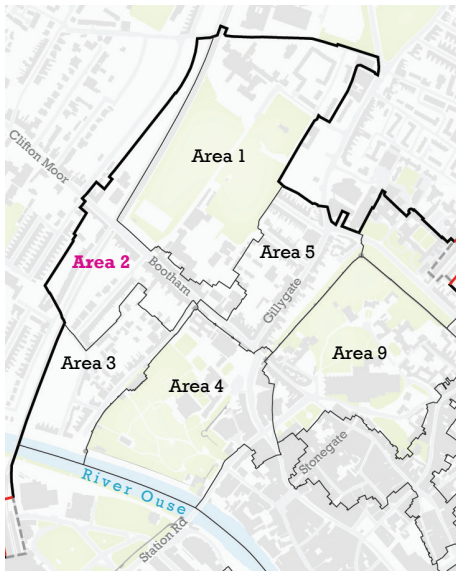
### Ambience and use

This is primarily a private residential area with a significant amount of guesthouses/ bed and breakfast accommodation. Whilst there is a high volume of traffic and pedestrians on Bootham itself, the side streets are very quiet. Trains pass through the area but are infrequent and make little impact.

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- 1 Grand 18th and early 19th century Georgian houses
- 2 Mid 19th century villas and terraced houses
- 3 Late 19th century terraced houses fronting the railway
- ☼ Landmark
- ⚓ Railway
- Conservation Area boundary
- - - Character area boundary

Area 2 location plan



Introductory Plan

## Designations

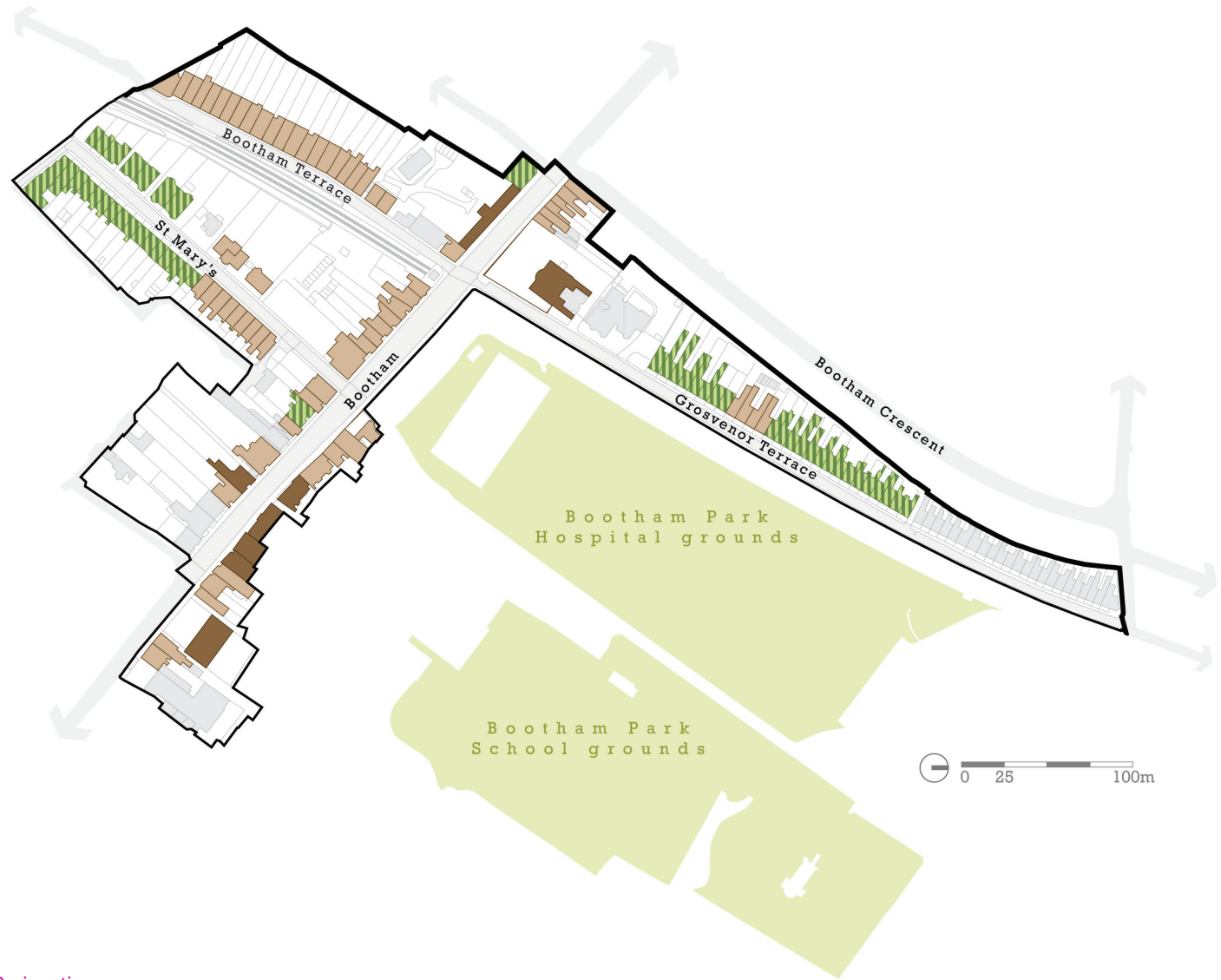
A high number of buildings in this area are Grade II\* or Grade II listed. This reflects the strong Georgian and early Victorian character of the area and its affluent past.

There are also a high number of Buildings of Merit. These are all large 19th century terraced houses of different ages but of high architectural quality and little external alteration.



*A row of Buildings of Merit on St Mary's, dating from the mid-19th century*

- Grade II\* Listed Building
- Grade II Listed Building
- Building of merit
- Conservation Area boundary
- Character area boundary



*Designations*

## Streets & Spaces

### Bootham

Bootham is wide enough to accommodate two lanes of traffic, a cycle lane, cobbled margins and mature trees. The buildings on Bootham are linked although built individually at different times and have a largely consistent building and roof line. The distant view to Bootham Bar with the towers of the Minster rising above is framed by the grand houses on both sides of the street, making it one of the best in the city.

Most Georgian houses on the north east side are set directly onto the pavement and have very little of their original gardens behind due to the development of Bootham School.

The Victorian buildings on the south west side are set close to the pavement behind iron railings and have very long rear gardens.



*View towards the Minster from Bootham*



*There is a good local view from Bootham towards the Clifton Conservation Area. The steeple of Clifton Methodist Church can be seen, with the footbridge of St Peter's School York in foreground*

### Side streets

Bootham Terrace and Grosvenor Terrace are 'one-sided' with buildings directly facing the railway line. The line is bounded by the original cast iron railings from 1845.; they are indicative of the emerging style of the York and North Midland Railway Company. As the line is sunken into a cutting and partially bordered by trees, and trains are slow and infrequent, they make little audible or visual impact to detract from setting of the houses.

The houses on Bootham Terrace were built by different owners and the variety of designs makes the street attractive. Many have a lower ground floor below street level which only leaves a very narrow front garden. These small spaces are generally well maintained and set behind handsome railings. Their setting is enhanced by the trees bordering the railway line. Rear gardens are long with high brick walls.

Grosvenor Terrace is not as attractive as Bootham Terrace for several reasons. Firstly, the houses are of slightly lower architectural quality, especially at the northern end, and the white brick shows up pollution. Secondly, although there are some iron railings left, quite a number have been lost. Lastly, there are only small trees and shrubs along the railway line which makes the street more exposed.

St Mary's was laid out at the same time as the south western side of Bootham and has a similar arrangement on one side: terraced houses behind railings with long rear gardens. On the other side are large pairs of villas, with gardens of various sizes backing onto the railway line.



*Although houses on Grosvenor Terrace directly face the railway, passing trains are well screened and infrequent, and therefore have little negative effect on the ambience on the street*

## Buildings

This area has an excellent mix of good quality Georgian and Victorian buildings. Bootham has a selection of individual houses adjoining to form rows, in contrast to side streets such as Grosvenor Terrace which has long stretches of identical houses.

### Almshouses

Ingrams House is a row of almshouses built around 1632. It has a central tower with two storey ranges either side, each containing five separate homes. The main material is red brick with stone door and window surrounds; windows on the ground floor are shuttered. The central doorway is actually from the late 12th century and thought to have been relocated from Holy Trinity priory in Micklegate.

Wandesford House (No. 37, Bootham) was built 1739-43 and reflects the change to in taste from the remnants of Gothic to classical architecture. The two storey brick block is divided into seven recessed sections into which the sash windows are set. A pediment over the central section contains a bust of Mary Wandesford, the founder.

### Georgian houses

The houses on the north side of Bootham were built for individual owners and not developed according to a cohesive plan. Whilst their designs are all subtly different, there are a lot of similar features. The grandest are on the northern side, unified by distinctive heavy bracketed and moulded cornices.

One of the largest detached buildings from this period is The Churchill Hotel (No. 65), built in 1827 as a Military Records Office in a simple classical style. It has an ashlar (stone) façade with white brick sides; a large two storey bow window faces the road. The building is set well back from the road behind attractive iron railings and massive stone piers.



*Ingram House on Bootham, built in 1632*



*No. 51 is one of the grandest houses in the city. Built about 1804 by Peter Atkinson senior.*

### Victorian houses

The houses on the south west side of Bootham, St Mary's and Bootham Terrace built in the 1840s and 50s differ from the Georgian houses in a few key ways. Firstly, the bricks used are a different colour, initially pale red but often darkened by pollution. Secondly, bay windows and simpler sash windows with only four panes have been introduced because large panes of glass were easier to manufacture. Thirdly, the detailing has changed with fashion and new artistic influences.

Grosvenor Terrace is quite different from all the other streets. The houses are white brick and do not have any classical details. Instead they have subtle 'Romanesque' or Gothic details such as the round or pointed arched windows and carved capitals on the bay windows.

*Mid 19th century houses  
on Bootham Terrace*



## Traffic & Movement

Although Bootham has high volumes of traffic, cyclists and pedestrians there is little conflict due to its generous width and dedicated spaces for each. There is only one pedestrian crossing between Gillygate and the northern edge of the area but it is relatively easy to cross the road.

Traffic is stationary at peak times due to the congestion at the Gillygate junction. It can be difficult for residents to exit side streets.

The residential side streets themselves are very quiet. Parking is on-street but not overly intrusive; St Mary's has garages to the rear of houses.

The railway line segregates Bootham Terrace and Grosvenor Terrace from the rest of the area but there are sufficient crossings to not constrain pedestrian and vehicular movement.



*Bootham is wide enough to accommodate traffic, cyclists and pedestrians*

## Issues & Opportunities

### Strengths

- Bootham is the most attractive approach to the city because of its high quality buildings, views, street trees and cobbled margins. All these elements should be maintained on a regular basis.
- Side streets off Bootham have a strong Victorian character. A key part of this is the iron railings. These should be preserved to prevent further losses.
- There is a key city view towards Bootham Bar and the Minster beyond - this is a dynamic view, with a very good quality 'frame' formed by the historic buildings either side, uninterrupted by modern development.
- There is a good local view north west out of the area towards the steeple of Clifton Methodist Church, with the footbridge of St Peter's School York in foreground.











### Weaknesses and opportunities

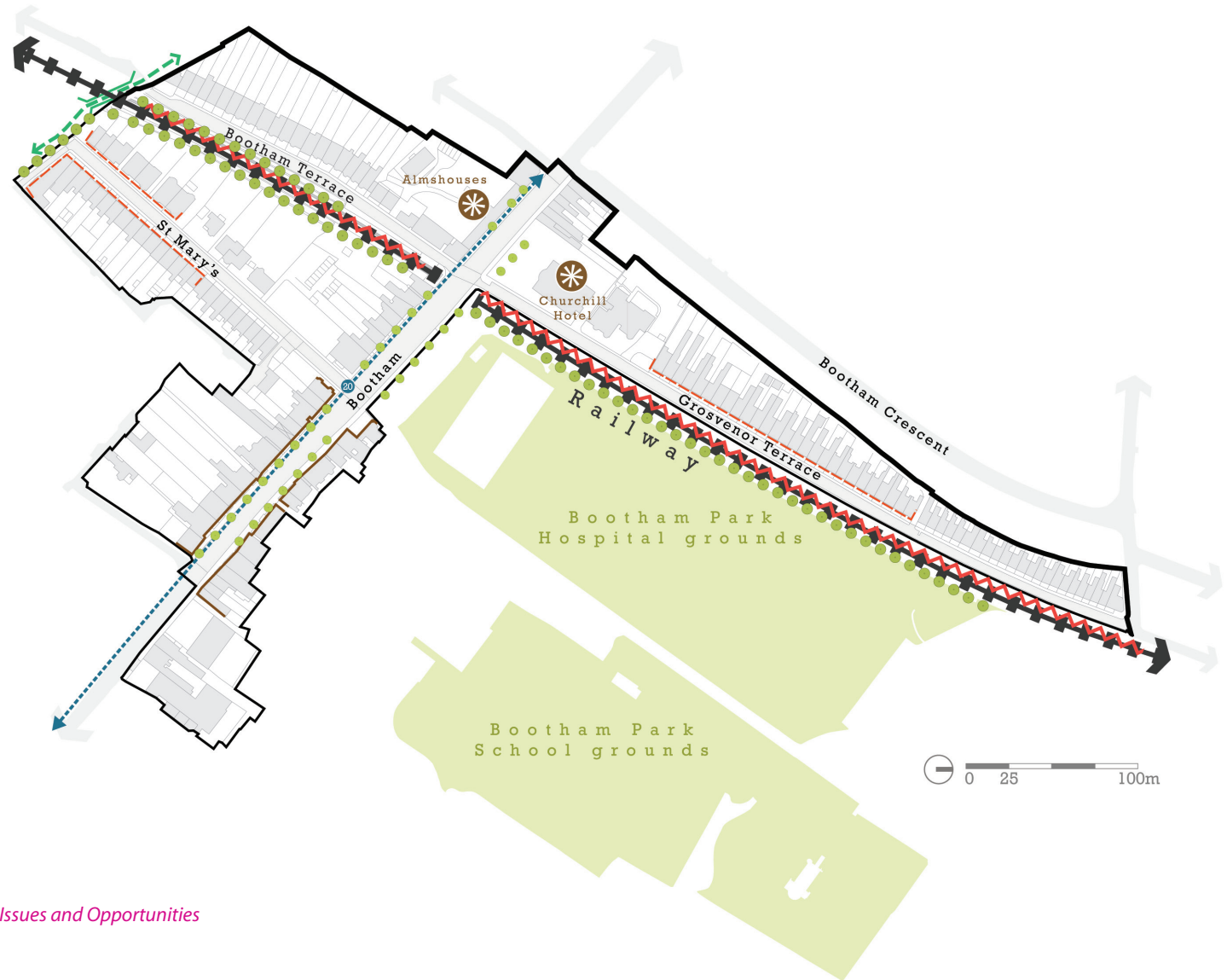
- The character of some streets with unlisted buildings, such as St Mary's and Grosvenor Terrace, is beginning to suffer from uncontrolled alterations to windows, and railings have been lost. An Article 4 Direction should be put in place to control such permitted development.



*Handsome iron railings on Grosvenor Terrace*

Existing

-  Barrier to movement caused by railway
  -  Tree lined street
  -  Well enclosed street
  -  Landmark
  -  Railway
  -  Character threatened by uncontrolled alteration
  -  Pedestrian underpass
  -  Conservation Area boundary
  -  Character area boundary
- Views
-  Dynamic strategic



Issues and Opportunities