



CHARLIE BROWN GARAGE BOOTHAM

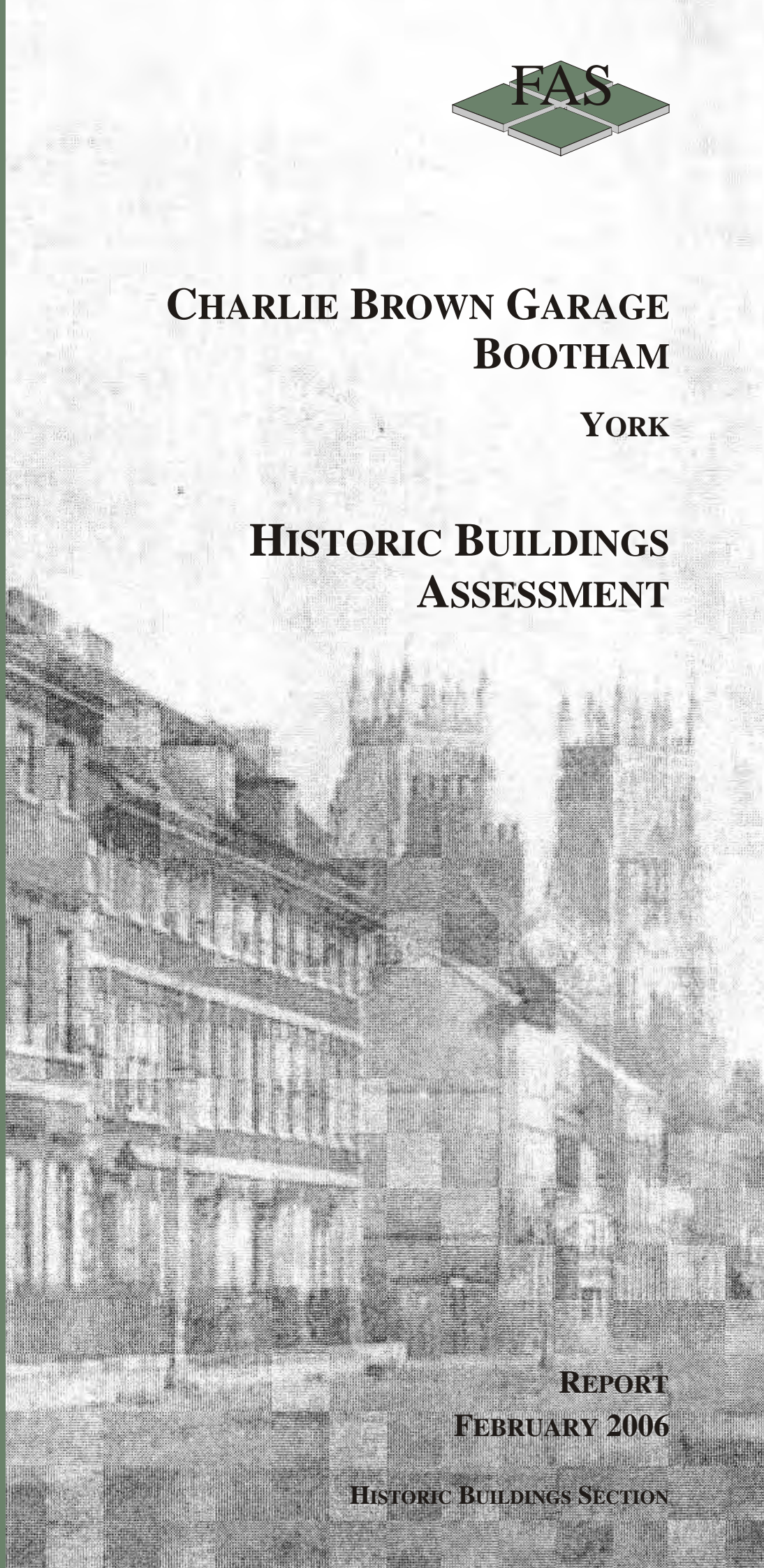
YORK

HISTORIC BUILDINGS ASSESSMENT

REPORT

FEBRUARY 2006

HISTORIC BUILDINGS SECTION





HISTORIC BUILDINGS ASSESSMENT
CHARLIE BROWN GARAGE
BOOTHAM YORK

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NGR: SE 6005 5234

REPORT

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Summary

An historic buildings assessment was undertaken on the former Charlie Brown garage site, Bootham, York (NGR SE 6005 5234) by the Historic Buildings Section of Field Archaeology Specialists (FAS) Ltd. The assessment was undertaken on behalf of ID Planning for Bootham Row Ltd. The site comprises mid- to late 20th century garage buildings set back from the Bootham street frontage, behind a small forecourt. Along the southeastern edge of the site are a number of small buildings, probably dating from the early 19th century and subsumed into the greater mass of the garage during the 20th century. The northeastern boundary of the site dates from the late 19th century, but incorporates earlier brickwork derived from 19th century buildings formerly in this position.

The assessment was undertaken as part of a planning application for the redevelopment of the site. It therefore concentrates on the historical and archaeological background of the site, establishing the development of the site, with special attention to its built character, as well as its place within the York Central Conservation Area.

Acknowledgements

Field Archaeology Specialists would like to thank Martin Lowe of the City of York Council for his advice during the assessment. We would also like to acknowledge the help of Kate Bould of English Heritage, Tanner Row, York.

1.0 INTRODUCTION

This document reports on an historic buildings assessment undertaken by the Historic Buildings Section of Field Archaeology Specialists (FAS) Ltd, on behalf of ID Planning for Bootham Row Ltd. The assessment was undertaken as part of a planning application for the redevelopment of the site of Charlie Brown garage, Bootham, York (NGR SE 6005 5234). The assessment is focussed on the historical and archaeological background of the site and its buildings, the characteristics of the York Central Conservation Area, within which the site is located, and the contribution of the existing site to the character of the Conservation Area. Additionally, the assessment considers the likely impact of redevelopment on the Conservation Area. Background research was undertaken during January and February 2006 and a site visit carried out on 31st January 2006.

1.1 LOCATION AND LAND USE

The site is located on the northeast side of Bootham, York (NGR SE 6004 5235; Figure 1), outside of the city walls. It currently comprises 20th century garage buildings, set behind a small forecourt on the Bootham frontage and incorporates a number of smaller, 19th century structures along the Bootham Row frontage. To the northeast and northwest are a mixture of commercial and residential properties. The site is currently disused and the earlier buildings are in a semi-derelict condition with scaffold shoring in place. The solid geology of the area comprises Bunter and Keuper Sandstone overlain with Boulder, Warp and Lacustrine clay with sand and gravel (British Geological Survey 1967; 1979).

The site is located within York 'Central Conservation Area' (No. 1), which defines the old City of Roman, Viking and Medieval York, first designated in 1968 and then extended in 1975 to include the bars and walls, their approaches and surroundings, including Georgian, Regency and Victorian buildings (Plate 1). The Bootham area is notable for a number of important buildings, including Bootham Bar, the King's Manor, Bootham School, Bootham Park Hospital, the ruins of St Mary's Abbey and the Abbey Precinct Walls, parts of which lie immediately opposite the site.

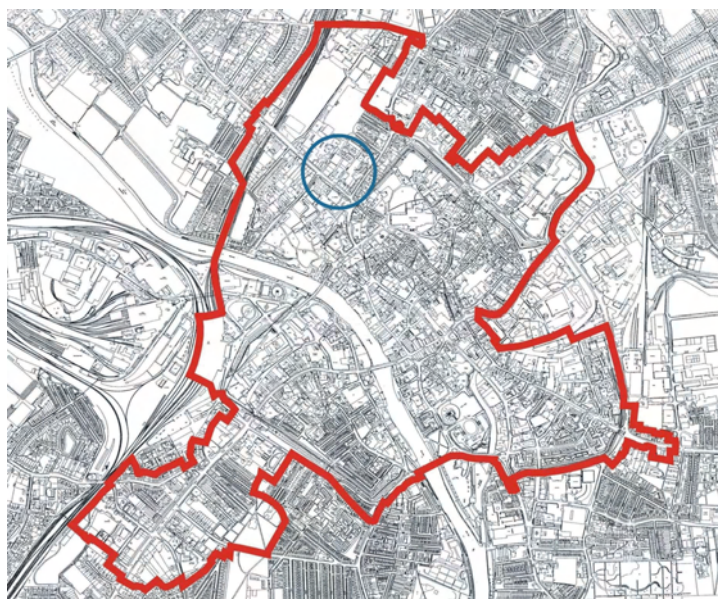


Plate 1 York Central Conservation Area

1.2 AIMS AND OBJECTIVES

Conservation Areas are defined as ‘areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance’ and are designated by local authorities under the Planning (Listed Buildings and Conservation Areas) Act, 1990; procedural and policy matters are set out and regulated by Planning Policy Guidance (PPG) 15 ‘Planning and the Historic Environment, 1994’ (DOE and DONH 1994; English Heritage 1995, 2). The designation is intended to allow authorities to implement conservation policies within a particular area, in addition to planning control for individual buildings of listed status. Conservation Areas also introduce a general control over the development of non-listed structures, including policies designed to preserve or enhance all aspects of the character or appearance that define an area’s special interest.

The aim of this assessment was to define the archaeological and historical character of the Charlie Brown garage site and the immediate area, to evaluate the contribution of the site to the York Central Conservation Area, and to form the basis for comments and recommendations regarding the proposed redevelopment of the site, in the light of these issues.

2.0 ASSESSMENT METHODOLOGY

2.1 ASSESSMENT PROCEDURE

The assessment was carried out in two phases. The first phase comprised a tightly focussed, desk-based assessment of the archaeological and historical background of the site and the immediate part of the York Central Conservation Area. A variety of sources were consulted: an initial visit was made to the City of York Sites and Monuments Record (SMR), which provided information about Scheduled Ancient Monuments, Listed Buildings, known archaeological sites and monuments, as well as an ‘events’ record of previous archaeological work in the area, including copies of relevant archaeological reports. Additional information regarding Listed Buildings was obtained from English Heritage, Tanner Row, York. Historic maps and published sources relating to the site were consulted at the York City (Reference) Library, York City Archives, York Minster Library and the J.B. Morrell and King’s Manor libraries at the University of York. These sources reflect those available for consultation at the time of this research and accessible by the researcher. Every effort was made to consult all available sources and no source was knowingly omitted; it is therefore considered that the sources used reflect accurately those available and germane to the site and that no intellectual bias has knowingly been imposed.

The second phase of the assessment involved a site visit, during which the exterior, and accessible parts of the interior, of the Charlie Brown garage were inspected; some parts of the building were unavailable for close examination, for health and safety reasons. A brief photographic record made of the site for the purposes of this report. Special attention was paid to the setting of the site, and in particular to that part of the York Central Conservation Area in which the site is located. This was undertaken in order to establish the character of the built environment around the site, and its contribution to it.

3.0 CHARLIE BROWN GARAGE AND THE YORK CENTRAL CONSERVATION AREA

3.1 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

The site is located within an area that has been subject to a moderate amount of archaeological work, although much of this represents antiquarian observations or small-scale interventions, such as watching briefs. The Bootham area is also well represented on cartographic sources and in the documentary record, largely due to its proximity to the historic core of the city and to St Mary's Abbey. The area is mentioned in numerous secondary sources and local histories of the city of York, and is depicted in a number of historic photographs. The evidence relating to buildings on the site primarily dates to the post-medieval and modern periods, but archaeological and historical sources provide an indication of the character of the Bootham area in earlier periods.

3.1.1 Prehistory - Romano British (pre-AD43 - c.AD409)

Although a considerable amount of evidence attests to prehistoric activity in the wider area of the Vale of York from the Mesolithic onwards (Whyman and Howard 2005), there is limited evidence for prehistoric settlement or structures within the boundaries of the modern City of York. In contrast, the evidence for Roman settlement and buildings is prolific. The legionary fortress of *Eboracum* was established in AD 71 on the northeast bank of the Ouse and thereafter a civilian settlement, a *colonia*, developed on the southwest bank (Ottaway 1993; Hall 1996). The Bootham area developed as an area of extra-mural settlement along the main northern route from the city to Catterick (Approach Roads 6 and 7, RCHME 1962; Andrews 1984). Although no evidence for buildings is known from or in the immediate vicinity of the Charlie Brown's site, the possible remains of Roman timber buildings have been contacted on Gillygate (YAT 1972; 1992b), and possible substantial structures in the Marygate area (YAT 1992c).

3.1.2 Early Medieval (c.AD409 - c.AD1066)

In contrast to the Roman period, there is a comparative dearth of evidence for early medieval activity in the Bootham area, and archaeological work has generally produced only isolated finds, including small amounts of Anglian pottery and an Anglian coin dated to c.705-15 (YAT 1972; 1992b; 2003). This may reflect the fact that early medieval occupation was generally limited in this part of the city, and that Anglian and Anglo-Scandinavian activity was concentrated in other areas (Tillott 1961, 330; Andrews 1984, 179; Hall 1996). However, documentary sources and place-name studies do suggest a degree of early medieval activity in the Bootham area.

Etymological studies have confirmed an Old Norse or Anglo-Scandinavian origin for the street name Bootham, derived from *bodum*, meaning 'at the booths'. Traditionally, it has been assumed that these 'booths' referred to market stalls, which Drake (1736) identified with an alleged fair held by St Mary's Abbey. However, Lindkvist (1926) has pointed out that if Bootham took its name from booths at St Mary's, then the name must have arisen after 1089 when the abbey was founded, post-dating the etymological origins of *budom* (Smith 1970, 283-4; Palliser 1978, 6). It may therefore be supposed that the 'booths' relate to a fair or other trading activity, the origins of which are unrecorded. Raine (1955, 261) has even suggested that the booths may simply have

been herdsmen's huts or cattle-sheds.

The fact that the road was named 'Bootham' prior to the medieval period suggests that this major northern route remained in use after the decline of the legionary fortress. However, there is no documentary evidence to suggest any sort of settlement on the road front. Tweddle *et al* (1999, 202) have suggested that an Anglian coin hoard (containing coins dated between *c.*810-867) found on Bootham and close to the fortress walls indicates open ground where one might have easily buried a cache and, given its proximity to a major thoroughfare and the town defences, relocate it at a later date. This would imply that extra-mural Roman settlement along the route of Bootham had fallen into disuse, possibly cleared away, during the early medieval period.

In contrast, it has been suggested that land to the south of Bootham developed as an extra-mural royal residence. The *Anglo-Saxon Chronicle* records that in 1055, Earl Siward died and was buried in the church that he had built and dedicated to of St Olaf (Wilson and Mee 1998, 141); it has been suggested that Siward's church originated as a chapel for an adjoining residence for the Earls of Northumbria (Hall 1994, 54). A number of Anglian and Anglo-Scandinavian finds have been found within the precinct of St Mary's Abbey and have been taken as evidence for a residence in this location (Andrews 1984, 181); as late as the 18th century the area was known as 'Earlsburgh', meaning the 'Earl's Residence'. The likely extent of Earlsburgh to the northeast and northwest has never been established but it has been supposed that Bootham would have formed a natural northern boundary. If so, the site of proposed development would have been situated immediately north of this conjectured royal residence.

3.1.3 Medieval (*c.*AD1066 - *c.*AD1539)

Little is known of the Bootham area during the medieval period, but a suburb here is thought to have been well-established by the mid-12th century (Andrews 1984, 182). As land to the southwest of Bootham was occupied by St Mary's Abbey, Raine (1955, 261) suggested that buildings were probably only erected on the northeast side of the road and only for a short distance from Bootham Bar; this would probably include the Charlie Brown site. Documentary sources suggest a mixture of small tenements and gardens, and the area is known to have been home to many cutlers. A rent roll of property in Bootham, *c.*1280, records small plots of land or 'tofts', a husgable roll of *c.*1282 mentions 19 tofts, the will of Simon the Mason, 1332, refers to gardens and fields, and a late 13th century document recorded that the paving of the street was 'broken up' and the street foul with the stench of pigsties (Raine 1955, 261; Tillott 1961). The overall impression is of low-density settlement combined with areas of open cultivation. This concurs with archaeological evidence from the area which includes stake-holes, pits, gullies and drains, as well as horticulturally derived soils and dumped material (YAT 1972; 1975a; 1991a; 1992b; 1992c; 1993; 1996a; 2002b; 2003). Of particular relevance, excavations immediately northwest of the site of proposed development encountered medieval deposits below a depth of 2.0m, the majority reflecting episodes of dumping (YAT 2002a; 2002b).

Much of the history of Bootham during the medieval period is interlaced with that of St Mary's Abbey, founded in 1089 and rebuilt during the Abbacy of Simon de Warwick (1258-96). The precinct walls of the abbey were first built in *c.*1266 and heightened in *c.*1318, separated from Bootham by a ditch and strip of land (Plate 2); St Mary's Tower, at the junction of Bootham and Marygate, was built in *c.*1324 (Pevsner and Neave 1995, 237). The site of proposed development would therefore have overlooked the abbey during the medieval period, a

relatively open aspect. By the 12th century, St Mary's had secured its hold over Bootham and Gillygate (Tillott 1961, 49), and in 1318 confirmation was made of a grant allowing the abbey to hold a market in Bootham. However, whilst St Mary's Abbey were eager to exclude the city authorities from any jurisdiction, the city was equally keen to maintain control, and the area became the subject of many disputes throughout the period.

Drake (1736) wrote that there had once existed a wooden gateway on Bootham, opposite St Mary's Tower on Marygate which was known as 'Galmanlith'. This was questioned by Raine (1955) who suggested that the name 'Galmanlith' had obvious connections with the name 'Galmanho' - an alternative title for the area known as Earlsburgh, and argued that it had formed a secondary, extra-mural gateway into the city, providing a point at which tolls could be collected for those travelling to and from the Forest of Galtres. This assumption would seem to draw on the local claim that 'the street Bootham doth begin from the great gate of the city, which is called Bootham Bar and goes to an outer-gate which anciently was called 'Galmanlith'. However, a description in a grant for lands in 1203-14 would seem to suggest that Bootham Bar and Galmanlith were the same structure, since the Abbey precinct was recorded as leading from St Olaves to Galmanlith (Raine 1955, 4-5). As an extra-mural defence work is known to have existed on The Mount in the 14th century, the possibility of a similar defence on Bootham cannot be discounted, especially since in 1577 a road in the Horsefair (along the axis of Gillygate and Clarence Street) needed repair and it was recorded that 'the old wood barr of Botham shalbe taken to mend a bridge'. If Galmanlith is accepted as an extra-mural defence or gateway on Bootham, then the site of proposed development would have been located about midway between the city walls and the outer gateway, alongside the major route into the Forest of Galtres and the north.



Plate 2 St Mary's Abbey precinct wall opposite the Charlie Brown garage

3.1.4 Post-Medieval - Modern (c.AD1539 - present day)

A wealth of cartographic, documentary and archaeological evidence has significantly increased our understanding of the Bootham area during the post-medieval and modern periods.

A sketch of York, c.1545 depicts 'housis' along the street frontage of Bootham finishing level with Marygate. It may be supposed that many of these buildings were medieval in origin but it is clear that during the 16th and 17th centuries the suburb of Bootham grew with new buildings constructed to the west. Indeed, Speed's map of 1610 (Plate 3), appears to show buildings along Bootham to what is now Bootham School. The nature of these buildings is unknown, but during Elizabethan times a report that a minor cleric was accused of giving 6s to people who saw him resorting to



Plate 3 Extract from Speed's map of 1610

a certain house on Bootham might suggest that the suburb had acquired a somewhat dubious character (Tillott 1961, 150).

During the English Civil War, the Royalist city of York was besieged by the Parliamentary forces in 1644. Many of the suburbs were ‘fired’ to prevent the attacking forces making use of buildings as cover from which to undermine the city walls. Buildings on Gillygate are known to have been destroyed by firing, but an exception was made in the case of the Bootham. However, properties on Bootham did suffer extensive damage as a result of the siege, and this was probably responsible for the destruction of many medieval properties in the area. Bootham was also host to one of the most dramatic episodes of the siege for a mine was exploded under St Mary’s Tower at the junction of Bootham and Marygate causing a breach in the abbey walls and permitting a Parliamentary assault led by the Earl of Manchester on the King’s Manor. Sir Henry Slingsby wrote of the incident:

‘At noon they spring ye mine under St Mary’s Tower, & blows up one part of it w[h]ich falling outwards made ye access more easy; then some at ye breach, some w[i]th ladders, gets up & enters...’ (Wenham 1994, 59)

Of the 500 men involved in the assault, 300 were lost, slain, wounded or taken prisoner. The exploding of St Mary’s Tower concluded the siege, and led to the Battle of Marston Moor and the loss the north for King Charles I (Wenham 1994).

Following the Civil War, rebuilding work was undertaken in the Bootham area to make good the damage inflicted during the siege. The upper sections of Bootham Bar were rebuilt (Wilson and Mee 2005, 48), St Mary’s Tower was hastily repaired resulting in the rather awkward looking structure that survives today (Plate 4), whilst in excess of 5,000 bricks were ordered for the repair of Ingram’s Hospital (Tillott 1961). The extent of damage to other structures on the street is difficult to ascertain, but from the late 17th century, Bootham began to develop as a fashionable suburb and, superficially at least, buildings surviving on the street date from this time onwards (RCHME 1975, 54). The growth of the suburb is captured on a several late 17th and 18th century maps. Archer’s map, c.1680 depicts buildings and large gardens along the length of Bootham; buildings are also shown built up against the abbey precinct walls and opposite the site of the proposed development (Plate 5). Curiously, Archer shows buildings built around small ‘squares’, but as these are not shown on any later maps, this may be the result of artistic licence rather than a true reflection of



Plate 4 St Mary’s Tower from Marygate



Plate 5 Extract from Archer’s map of c.1680

the built environment of Bootham at this time. Archer shows no buildings along Gillygate, reflecting the firing of properties on this street during the Siege of York. The fact that buildings along Bootham had been rebuilt or repaired by *c.*1680 probably owes as much to the fact that the suburb was not fired during the siege.

Drake (1736) and Chassereau's (1750) maps of York both depict Bootham with a number of buildings, but predominantly open land, some of which is obviously gardens associated with houses on the street frontage but other parts of which seem to have been open fields (Plates 6 and 7). This concurs with post-medieval archaeological evidence from the area comprising a mixture of structural remains, including foundations, a cellar vault, drains, pits, wells, as well as deposits formed by dumping and garden soils (YAT 1975b; 1984b; 1985; 1991b; 1993; 2002a). The majority of these features and deposits have been found at no greater depth than 1.50m below made ground level and the dumped material interpreted as evidence for levelling and landscaping in order to provide gardens for the houses along Bootham. Of particular interest, the excavation of land to the rear of No. 33 Bootham, immediately northwest of the Charlie Brown garage site, contacted the remains of a post-medieval structure, probably containing a cellar, post-dating medieval dumped material and later, possibly post-medieval horticultural activity. This implies that even land close to Bootham Bar was cultivated in the post-medieval period, prior to being built upon and used as formal gardens.

The continued development of Bootham as a fashionable suburb into the 18th and 19th centuries resulted in a street frontage noted for its Georgian townhouses, many of which are Listed Grade II and II* (see DONH 1997) and resulting in it as one of handsomest streets in York (Pevsner and Neave 1995, 240). In the immediate vicinity of the site of proposed development are a number of these structures: the Wandesford Hospital was built in 1743 for 'the use of ten poor gentlewomen, who were never married and who may desire to retire from the hurry and noise of the world'; No. 33 Bootham was erected between 1752 and 1755, and was at one time home to Nathaniel Piggott (1725-1804) who built an observatory in the garden which he used along with the esteemed astrology John Goodricke (1764-86) (Anon 1953-4, 29; Robinson 2003); and a number of former town houses (such as Nos. 39-61; Plate 8) many of which are now form part of Bootham School.

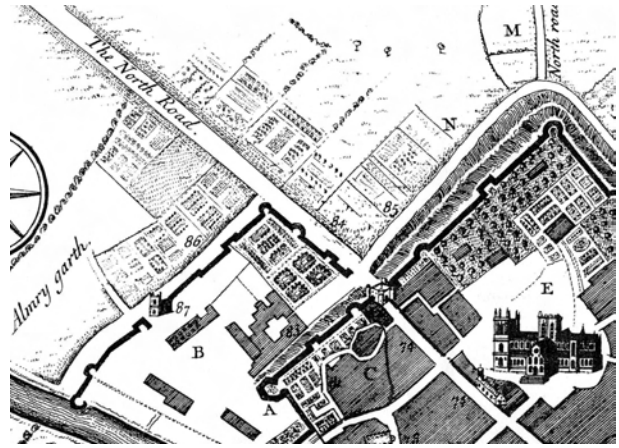


Plate 6 Extract from Drake's map of *c.*1736

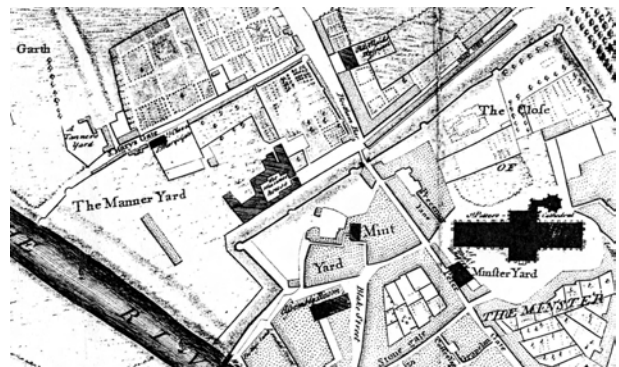


Plate 7 Extract from Chassereau's map of 1750



Plate 8 Examples of Georgian houses on the northeast side of Bootham (after RCHME 1975)

During the 19th century, it is possible to identify with some certainty the Charlie Brown garage site in York trade directories and on several historic images and maps. The site is first clearly recognisable on the first edition Ordnance Survey map produced in 1852 (Plate 9). Fronting onto Bootham is the 'Black Horse Inn', with associated structures in a yard to the rear. To the northwest of the inn is an unnamed building, clearly identifiable as No. 33 Bootham, whilst to the southeast is a rectangular building facing onto both Bootham and Bootham Row and labelled 'Smithy'. To the northeast, a series of four small structures and two open yards forms a continuous boundary along the southeastern edge of the yard to the rear of the inn. The northeastern edge of the site is bounded by four small structures.

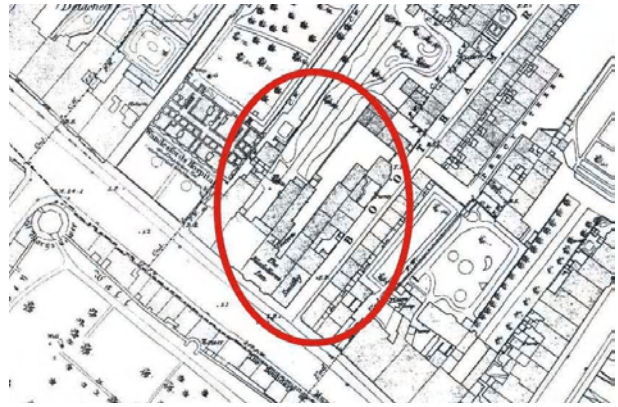


Plate 9 Extract from the 1852 OS map

The Black Horse Inn is shown as a roughly square building with two bay windows facing onto Bootham. This footprint is strongly reminiscent of a late 17th century or later building, which concurs with the suggestion that, following the Siege of York in 1644, many, if not all, of the buildings along Bootham were rebuilt. To the rear of the inn are shown two long ranges, extending into a yard which had its own access onto Bootham Row. The two ranges are likely to have housed services, and the fact that the southeast range is shown divided into a series of small rectangles suggests changes in height and roof line. A cistern is labelled immediately behind the main building and before the start of the northwest service range. The relationship of the inn to the neighbouring smithy is typical, and dates back to the age of coaching inns. Whether the Black Horse Inn had its origins as a coaching inn cannot be determined on the basis of the available evidence, but the open yard to the rear of the inn with its own access from Bootham Row may suggest an alternative means of access, for use by horses and carriages, during the 19th century; one of the service wings may have contained stables.

Because the function of two of the buildings on the site are given on the 1852 OS map it is possible to identify them in early trade directories. The Black Horse Inn is first recorded in 1830 (Parson and White 1830, 8) as 10 Bootham and owned by Joseph Leetall. In the same directory, William Wilks is named as 'Blacksmith & Iron Dealer, 38, Bootham Row. Wilks & Son, Ironmongers, Bootham, are also recorded in 1809-11 (Holden 1809-11, 440) and it is reasonable to equate this firm with the later Blacksmith's and Iron Dealer, William Wilks. A tantalising glimpse of the Black Horse Inn is offered by an historic photograph of Bootham taken *c.*1853 (Plate 10). The gable of No. 33 Bootham is visible on the photograph, and beyond it can be seen a smaller building with at least one double-height bay window, which concurs with the footprint of the Black Horse Inn shown on the 1852 OS map. Because of the angle of the photograph, little more can be said about the building except that there appears to have been a second storey and beyond it, shown in shadow, is a narrow building of possibly two storeys, which is probably the smithy.



Plate 10 Historic photograph of Bootham, *c.*1853

The Black Horse Inn is next recorded in the trade directories in 1851, by which time it was owned by Thomas Noble (White 1851, 493); William Wilks, blacksmith and farrier appears in both the 1843 (Anon 1843, 84) and 1849 (Slater 1849, 552) directories. Of interest, Wilks is named as working from Bootham Row in 1830 and 1851, whilst the 1843 directory gives 38 Bootham as his address. The use of different address would seem to reflect the fact that the smithy was located on the corner of Bootham and Bootham Row. As the 1830 directory provides the earliest known date for Bootham Row and because the road does not appear on any known maps until the mid-19th century, it would appear that it was laid out in the early 19th century. This in turn provides a *terminus post quem* for the construction of buildings fronting on to the street, including some of those still surviving at the site of proposed development (see below).

After 1861, the Black Horse Inn (10 Bootham) ceases to be recorded in local trade directories (White 1858, 545; Kelly 1861, 8), but a George Wilks, presumably a relative of William Wilks, continued to trade as a blacksmith from '10½ Bootham' until at least 1876 (White 1858, 532; Kelly 1861, 8; Anon 1872, 9; 1876, 10). During this time, 10 Bootham was variously occupied by a painter and decorator and a grocer and provision dealer which would seem to imply that the Black Horse Inn was converted for an alternative commercial use. However, because the numbering of properties on Bootham evidently changed after 1876 establishing the different ownership and use of the properties on the Charlie Brown garage site in the late 19th century becomes difficult.

The 1892 OS map shows that 10 Bootham, formerly the Black Horse Inn, had been demolished and instead the site is shown as an open space or formal garden of some sort (Plate 11); the smithy on the corner of Bootham Row appears unchanged. However, the smaller buildings along the northwest side of Bootham Row have apparently been altered to form three separate structures or units and of the open yards shown on the 1852 OS map, one has been built over and the other decreased in size. The four small structures forming the northeast boundary of the site are shown as a single building. This cartographic evidence apparently concurs

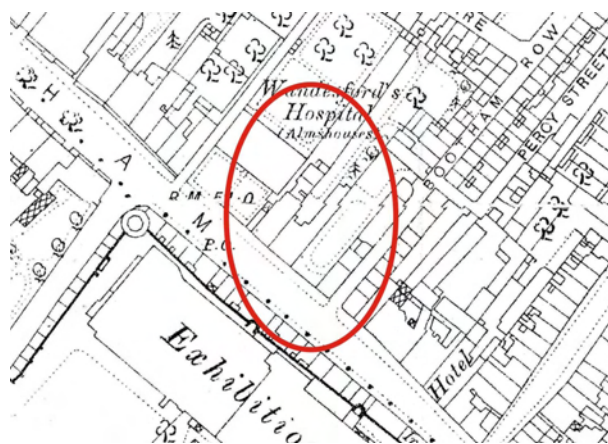


Plate 11 Extract from the 1892 OS map

with entries in the local trade directories, which in 1893 record a Mrs D.J. Mills living at No. 33 and Holmes, J.S., fruiterer and florist at No.31 (Cook 1893, 92). As No. 33 is clearly the large property shown to the west of the former site of the Black Horse Inn (and remains No. 33 Bootham to this day), then No. 31 must refer to the building on the corner of Bootham Row, the former smithy now used as a fruiterers and florists. Holmes continued to operate as a fruiterer from No. 31 Bootham until 1909 after which the business was run by Walter Simpson and is last recorded in the trade directories in 1955 (Cook 1896-7, 16; 1900, 21; Anon 1925, 339; 1935, 271; Kelly 1949-50, 262; 1955, 25).

Establishing the function of the smaller buildings behind the fruiterers, facing onto the west side of Bootham Row, is more difficult, as it is not clear how properties on this side of the street were divided up or numbered. In the 1893 trade directory it is possible to equate the 3 structures and yard with Nos. 1-4 Providence Square. Although not a certain identification, the only area off Bootham Row which could be construed as a formal

‘square’ would be the site of the former Black Horse Inn, and the only buildings leading off this square would have been the four buildings behind the fruiterers (the former smithy). The buildings were occupied in 1893 by George Pratt, Frederick Brown, James Lane, and John Dixon, all labourers (Cook 1893, 94). This would suggest that the buildings were used as small builders yards, perhaps as storage for building materials and tools. By 1896-7, the four buildings were occupied by two labourers, one cab driver and a Mrs Jane Wilkinson (Cook 1896-7, 18) and in 1900 by three labourers and a cab driver, Henry Brown.

After 1909, the four buildings on Providence Square cease to be listed in the trade directories, although Providence Square itself is still recorded. There is no obvious explanation for this although it may be an omission (see, for instance, Cook 1909; Anon 1925; 1935). From then on, a variety of businesses are recorded on Bootham Row, including labourers, a joiner, a cabinet maker, a coal merchant and a motor engineer. As the system of numbering on Bootham Row at this time is not known, it is impossible to identify any of them with buildings on the site of proposed development. By 1955, only a single entry is made for the left-hand side of Bootham Row, and after 1965 the only business recorded is Robson and Knowles, architects and surveyors (Kelly 1955, 25; 1965, 27; 1975, 286). This suggests a gradual contraction of businesses and certainly on the 1909 OS map (Plate 12), the four buildings behind the fruiterers are shown as three structures, with and the remaining open yard filled in; Providence Square is shown as one open space contiguous with the garden of No. 33 Bootham. From the 1930s onwards, it is known that properties on Bootham Row were demolished, and this may account for the retraction of light industry and commercial activity on the street.



Plate 12 Extract from the 1909 OS map

From 1935 onwards, No. 33 Bootham, immediately adjacent to the site of proposed development, is listed as a mixture of tenants, indicating its division into flats. One of these tenants was a Ronald J.P. Scobey. Also listed under No. 33 from 1935 to 1949-50 is ‘Scobey’s Garage’, presumably a business belonging to R.J.P. Scobey. It is not clear on the 1937 OS map (Plate 13) where the garage listed as No. 33 Bootham was located, but it is reasonable to suppose that it occupied land in the former garden space to the rear of the property. The 1937 OS map also shows the former site of the Black Horse Inn and Providence Square as a shaded area. Comparison with other shaded areas on the map, including buildings at the far end of Sycamore Terrace (southwest of Bootham and known to have been built c.1936), suggests that the shaded area indicates land in the process of being developed. Certainly, the shaded area corresponds with the footprint of the central shed surviving at the site, slotted into the space between No. 33 Bootham and the buildings on Bootham Row. If it is accepted that the land was developed c.1937, then the entries for Scobey’s Garage, No. 33 Bootham must relate to this new structure and the site appears to have been



Plate 13 Extract from the 1937 OS map

listed together with the adjoining property, rather than as a plot in its own right. By 1965 Scobey's Garage is listed as No. 31 Bootham and No. 33 solely as flats (Kelly 1965, 27). This corresponds with the absence of No. 31 Bootham as a fruiterers, and implies that this property had been bought, and subsumed into the greater mass of Scobey's Garage; the whole site had then been reallocated No. 31 Bootham. Given that one of the surviving buildings at the site, a low concrete-framed building fronting the main shed, probably dates from the 1960s (see below), it seems likely that when the fruiterers was purchased by Scobey's, it was demolished, and a forecourt and new reception for the garage were created. The buildings fronting Bootham Row may also have been subsumed into the garage complex at this time, or soon afterwards, resulting in the layout of the site as it survives today. Sometime after 1975, when the site was still known as Scobey's Garage (Kelly 1975, 28), the business became part of the 'Charlie Brown' garage group, later still to be bought out by Kwik-Fit Ltd. The garage closed in 2003 and has since stood empty, with the buildings facing Bootham Row left in a semi-derelict state.

3.2 ARCHITECTURAL DESCRIPTION AND DISCUSSION

3.2.1 Architectural description

Although, superficially, the Charlie Brown site appears largely the product of 19th and 20th century building activity, the cartographic and documentary sources suggest that buildings existed on the site from the 17th century, and the survival of earlier buildings can not, therefore, be discounted. Archaeological and architectural evidence suggests several phases of structural activity, throughout the post-medieval and modern periods, and the following description of the exterior and interior of the site concentrates on this evidence, and is followed by a discussion of the evolution of the buildings on the site.

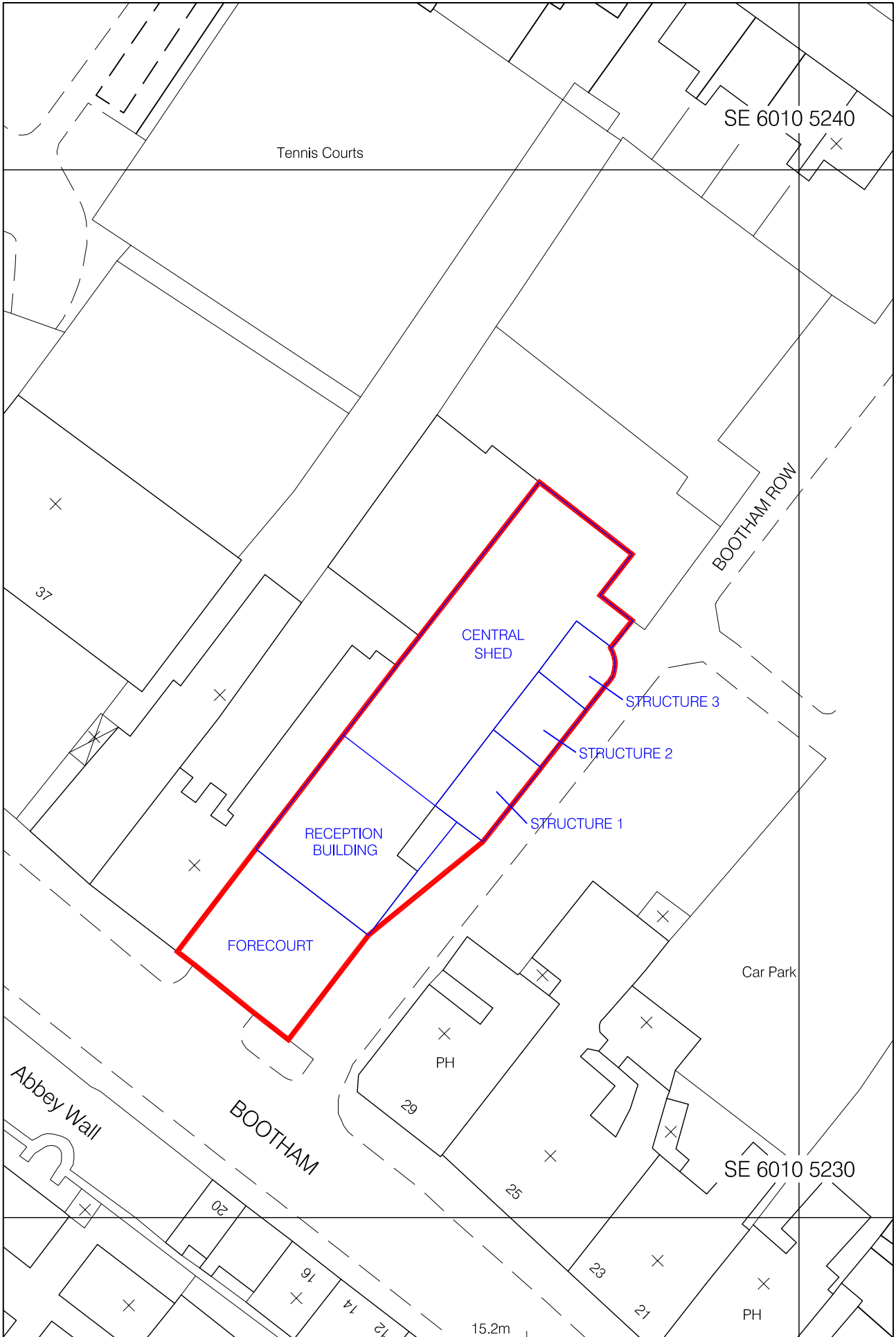
External Description

The Charlie Brown site principally comprises 20th century garage buildings (reception building and central shed), with a row of smaller 19th century buildings along the southeast boundary, fronting onto Bootham Row (Structures 1 to 3)(Figure 2). The complex is built from a number of different materials. The earlier structures are of clamp bricks with, where the original structure survives, pantile and rosemary tile roofs; later structures have partially incorporated sections of earlier walling or reused brick, probably derived from earlier buildings at the site, but also make use of modern materials, including iron and steel frames and reinforced concrete.

The southwest elevation, fronting onto Bootham, forms the principal facade. A small forecourt, open to both Bootham and Bootham Row, leads to a low, two-storey reception building with a reinforced concrete frame, four bays by three bays with large areas of windows, particularly at ground-floor level where there is also a main entrance to the garage (Plate 14). Superficially, this building is typical of the 1960s. In places, the concrete frame is exposed, but elsewhere the exterior walls are built of buff-coloured brick and there is a flat roof. The buff-coloured brick is also used along the



Plate 14 Southwest elevation and forecourt



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Site plan	Scale 1:500		Figure 2
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northwest side of the forecourt, forming an area of walling to first-floor level, built up against the southeast elevation of the adjoining property, No. 33 Bootham. The remainder of this elevation is rendered, but the fenestration is of interest, as its arrangement may reflect the existence of earlier, adjacent buildings on the Charlie Brown site. Of the window openings in this elevation (Plate 15), only the two gable windows are likely to be original, although they have modern frames. Given that a mid-19th century photograph appears to show the Black Horse Inn as a possibly two-storey building (see Plate 11), and the OS map of 1852 shows the square footprint to lie adjacent to No. 33, with long ranges to the rear (see Plate 10), the other windows on the elevation cannot be original. However, it is clear that the large, rectangular window to the northeast replaces an earlier window, the outline of which is just visible in the render. The outline suggests some sort of window with a gable; it was therefore likely to have been some sort of first-floor bay/oriel window with a lead roof. This would not have been original to No. 33 Bootham, but is a feature typical of the late 19th century.



Plate 15 Southeast elevation of No. 33 Bootham

This date would be consistent with the demolition of the Black Horse Inn and the conversion of the Charlie Brown site into an open space, possibly called Providence Square. The construction of the garage building in the 1960s or 1970s would have necessitated the removal of this protruding feature. The remainder of the northwest elevation of the Charlie Brown garage site is not visible externally.

The southeast elevation of the site is the most complex of all the exterior elevations and includes a number of different structures built at various times, reflecting the evolution of the site throughout the 19th and 20th centuries (Plate 16). The southernmost end of this elevation forms part of the concrete-framed and buff-coloured brick reception building. This part of the reception building includes a large garage opening with a modern roller-shutter door and 3 small square windows above, perhaps lighting bathrooms. The southeast elevation of the reception building is set slightly back from the Bootham Row frontage and its northeast wall breaks forward from the rest of the elevation to meet the roadway and the front edge of structures to the northeast.



Plate 16 Southeast elevation of the site from the south

The northeast elevation of the reception building also rises above the height of the rest of the building, compensating for the height of the main shed roof at the centre of the site. Of interest, a small section of red clamp brickwork survives at the eastern end of this wall, above the roofline of Structure 1 to the northeast (Plate 17). This is probably a survival from the rectangular building shown on 19th century OS maps at the corner of Bootham and Bootham Row, which was demolished some time during the mid- to late 20th century when the reception building and forecourt were constructed.

To the northeast of the reception building is Structure 1, a two-storey, approximately three-bay structure built of red clamp bricks, a timber fascia at eaves level with a basic moulding to its lower edge, and a hipped pantile roof (Plate 18). Although the ground floor of the elevation is largely concealed by modern hoarding, it is possible to make out a series of three openings: to the left, a large modern window opening with a concrete lintel, above which survives an earlier brick lintel for a narrower opening, and to the right, two small openings, both with narrow wooden lintels. The central opening may represent a doorway. The nature of the lintels and areas of disturbed and re-set brickwork around these two openings suggests that they too are modern insertions. At first floor level are two further openings. One, located directly above the larger of the three ground-floor openings and aligned with the redundant brick lintel, has the proportions of a taking-in door and appears to have a brick lintel and a thin stone sill. The second, smaller opening, also has a stone sill but apparently has a timber lintel. It seems likely that both of the first floor windows are original.

Moving northeast along the elevation is a single-storey structure (Structure 2), also built of red brick but only those at the northeast end of the building are clamps whilst to the southeast the brick has a smooth finish (Plate 19). There is a monopitch roof covered in pantiles, a large rectangular skylight of corrugated plastic sheeting (a modern feature, perhaps replacing an earlier skylight) and a small chimney stack rising out of the southwest gable. Stratigraphically, this structure is later than the building to the southwest, demonstrated by a ragged straight join between the two southeast walls, and the fact that the roof of this building cuts across a window in the northeast elevation of the building to the southwest. Openings in the ground floor of the elevation include, from left to right, a doorway with a stone lintel with chamfer detail, and a wide opening with a timber lintel. The use of some modern red brick in the northeast jamb of the wide opening suggests it is a later insertion. The southwest jamb probably reuses the edge of an earlier opening. The use of red clamp bricks to the northeast of the wide opening may indicate reuse of part of an earlier wall.

Next along the southeast elevation is a two storey structure (Structure 3), clearly the product of several phases



Plate 17 Southeast elevation of the reception building



Plate 18 Southeast elevation of Structure 1



Plate 19 Southeast elevation of Structure 2

of structural activity. The building is of two bays, and has a rounded eastern corner (Plate 20). Although largely obscured by hoarding, the ground-floor section of both the southeast and northeast walls indicates that the building was raised on top of an existing boundary wall, the upper edge of which is marked by a row of bricks set on end. Inserted into this wall are two openings; one a wide opening in the southeast elevation, with a timber lintel and double wooden doors, the other a doorway with a stone lintel, the chamfer detail of which is stylistically similar to that observed in Structure 2 to the southwest. The first floor of the structure is built of red clamps; where the wall curves to meet the northeast elevation, a series of stone 'stitches' have been inserted, and some of the brickwork reset and repointed. These are undoubtedly modern repairs, probably reflecting the weak structural integrity of the building raised above a boundary wall, probably on insufficient foundations. The hipped roof is a combination of pantiles and small rosemary tiles, the latter used to follow the curve of the building. A single opening exists at first-floor level, in the southeast elevation; it is a small, square window which was formerly rectangular, the bottom of which has been filled in with five courses of reset clamps and a sill created out of bull-nosed red bricks, set on end. To the northeast of Structure 3 is a pair of wooden gates leading into a small covered passage and ultimately to the large shed at the centre of the site. The passage is roofed with corrugated sheeting, and its northeastern wall reuses clamp bricks, although the lower section may incorporate an *in situ* section of earlier walling. Of interest, this entrance is in the same position as the entrance to the former yard at the rear of the Black Horse Inn, therefore representing a continuity in access to the site from at least the early 19th century.



Plate 20 Southeast elevation of Structure 3

To the northeast of the entrance, and set back from the Bootham Row frontage, is the only part of the southeast elevation of the central shed that can be seen from the exterior; it reuses clamps bricks and may be a recent rebuilding. The northeast corner of this elevation is built of the same modern red brick as that used on the northeast elevation of the shed (Plate 21). The northeast elevation has a single pitch gable and a large garage door opening in the western half, opening onto a small yard which also provides access to a second garage building directly behind No. 33 Bootham. The northeast elevation of this smaller garage building is also built of modern red brick, and may therefore be contemporary with the northeast wall of the Charlie Brown site. However, the join between the two structures is obscured by a downpipe, and could not be inspected closely. It may be that the smaller garage building behind No. 33 Bootham represents the site of the original Scobey's Garage.

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Plate 21 Northeast elevation of the site

Internal Description

The interior of the Charlie Brown site is roughly arranged around a large shed at the centre of the site, representing the principal working space associated with the garage. To the southwest of the central shed is the concrete-framed reception building, and to the southeast are three small buildings, earlier than the garage but subsumed into the site at a later date; however, their function as part of operations at the garage is largely unclear.

The reception building forms the principal entrance to the site. At ground-floor level it comprises a roughly rectangular, single room with a quarry tile floor, and lit by large windows to the southwest and southeast. The room is devoid of any fixtures and fittings, with the exception of a large, fitted, L-shaped reception desk. It was not possible to view the first floor of this building, but from the exterior, the fenestration suggests another large room and at least one smaller room, most probably a toilet and cloakroom. This building is typical of the main reception space found in garages, including an area where the public could order parts and wait for repairs to be undertaken, as well as staff toilets, additional storage and/or a staffroom at first floor level.

A doorway in the northeast wall of the reception building communicates directly with a large shed, orientated northeast-southwest, forming the core of the site (Plate 22). The shed is eight bays long and the basic structure is composed of a steel and iron frame, with pairs of regularly spaced I-section stanchions supporting angle-iron or steel roof trusses; the trusses take the form of tie-beams with principal rafters and raking struts. The roof is covered in sheets of corrugated material, possibly asbestos, whilst the apex is glazed, providing the only source of natural light in the shed. The structural character of the steel-frame means that the northwest and southeast walls of the shed are non-load bearing, whilst



Plate 22 Internal view of the central shed looking south

the southwest gable is constructed of panels of roofing material carried on an I-section steel beam (this gable includes a doorway providing access to a small area of flat roof over the reception building). To the northeast, the principal rafters are supported by the northeast gable wall which is constructed from modern red brick, and contains a full-height set of double doors, providing access to large vehicles. Further large doorways providing vehicular access to the shed are located in the southeast wall, one at the northeast end accessed via a short covered passageway, and a further set to the southwest and located immediately behind the reception building. At the southwest end of the shed, located in the western corner, are two small rooms constructed with concrete blocks. One was apparently used as a small office, with windows looking into the shed, whilst the other was used as a toilet.

The northwest and southeast walls of the central shed are of considerable interest, as they contain sections of earlier walling, reflecting the fact that the structure of the shed was effectively 'slotted-in', between existing buildings and boundary walls to the northwest and southeast. The northwest wall comprises a number of distinct sections, but those towards the southwest clearly relate to structures on the adjoining plot, No. 33 Bootham. Here the bricks are narrow, probably dating from the 18th century, and appear to relate to the long range of

buildings extending from the rear of No. 33. The lower parts of this party wall retain a plastered surface which was undoubtedly once the interior of a structure built up against the party wall and predating the central shed (Plate 23). Cartographic evidence indicates that when the site was occupied by the Black Horse Inn, ranges of buildings extended from the rear of the inn along both the northwest and southeast boundaries of the site. These probably contained service buildings and stabling, and the rough character of the surviving plaster surface on the party wall would be consistent with a service room in the northwestern range. A number of straight joins in the northwest wall of the shed reflect the structural development of the range to the rear of No. 33, rather than evidence for earlier buildings on the Charlie Brown site. However, about halfway along the northwest wall, at the point where modern brickwork begins, an earlier feature can be identified (Plate 24). This comprises a section of brickwork, with bricks set on end and forming a curved edge. This must reflect the former extent of buildings to the rear of No. 33 Bootham, and the onset of what would appear to be a tall garden wall; the falling curved edge of the wall, with bricks set on end, is characteristic of the junction between a building and a garden wall. The fact that the garden wall is discontinued shortly after this point is consistent with the late 19th and early 20th century cartographic evidence, which suggests that the boundary between No. 33 and the Charlie Brown site was partially removed. The remainder of the northwest wall is built of modern brickwork, presumably contemporary with the shed structure, with the exception of the northeasternmost bay which is largely constructed of reused clamp bricks.



Plate 23 Area of earlier walling and plastered surfaces in the northwest elevation of the central shed

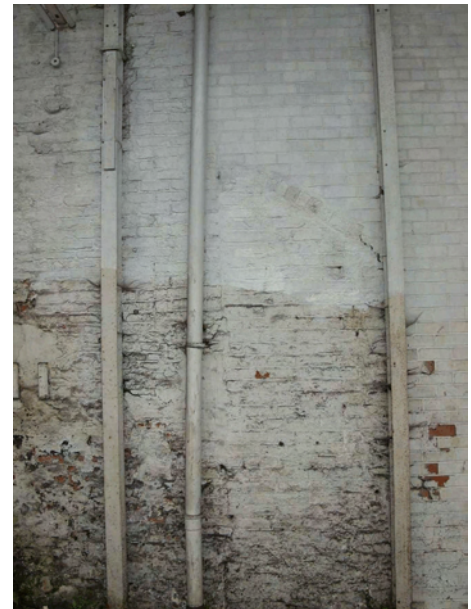


Plate 24 Junction between structural and garden walls in the northwest elevation of the central shed

The southeast wall of the central shed represents the rear, northwest wall of the series of small buildings fronting onto Bootham Row (Structures 1 to 3), and provides evidence for several phases of structural activity. Much of the southwestern end of this wall is obscured, but a high level, ground-floor window, comprising a three-pane casement window, survives apparently *in situ* (Plate 25). Without closer inspection, it is not possible to determine with any certainty why this window is set at such an unusually high level, but there are two possible explanations. First, the window may have been positioned above the height of an



Plate 25 High level three-pane window in the southeast elevation of the central shed

existing wall, perhaps a boundary wall similar to that surviving in the northwest elevation; certainly, parts of the southeast wall contain earlier brickwork in its lower sections (see below). However, the 19th century cartographic evidence suggests that this building was originally constructed up against one of the rear ranges of the Black Horse Inn, in the early to mid-19th century. The window cannot, therefore, be original, and must post-date the demolition of the Black Horse Inn. Second, and perhaps most likely, the window represents the fanlight above a doorway, now blocked. This doorway, which must also post-date the demolition of the Black Horse Inn, would have led onto the open space known as 'Providence Square'. Upon construction of the central shed it would have become redundant, replaced by a modern doorway to the northeast. Incidentally, this modern doorway is fitted with a reused four-panel door, which may date from the late 18th to early 19th century.

Continuing northeast along the southeast elevation, it is apparent that the lower sections of the wall are earlier than the brickwork above, evidenced by the use of thin, probably 18th century bricks, as opposed to the wider clamps used higher up. This provides a stratigraphic sequence for the construction of the buildings along the southeastern edge of the site, which were partially constructed over an existing length of wall. This may represent the remains of an earlier boundary or structure, which was then incorporated into the later buildings. The brickwork above the earlier section of wall, and two unexplained recessed rectangular features (Plate 26), suggests that this elevation was at least partially built up against an existing structure to the northwest, identified using the cartographic evidence as the range of buildings to the rear of the Black Horse Inn. The evidence in the surviving elevation suggests that the range was at least two storeys high, at the point against which the buildings on Bootham Row were built.



Plate 26 Rectangular feature in the southeast elevation of the central shed

Towards the northeast end of the southeast elevation, is a modern doorway leading into Structure 3, before the wall returns to form the southwest edge of the passageway, and the side entrance to the shed. As on the exterior (see above), a row of bricks set on end reflects the former top edge of a boundary wall, which was then raised to form the northeastern building facing onto Bootham Row. The northeast wall of the passageway, and the last bay of the southeast wall of the central shed, are built of reused clamp bricks.

The interiors of all three small buildings (Structures 1 to 3) were inspected, but it was not possible to closely examine the first-floor rooms of these structures for reasons of health and safety. Of these buildings, that to the southwest (Structure 1) would originally been a single room, but has been subdivided into two narrow offices at ground-floor level. This alteration has removed all traces of any original interior treatment prior to the use of the building as part of the garage complex. A further room exists at first-floor level, but the means of access to it was not clear, and it was only possible to view it from ground floor level through gaps in the ceiling; it had a plain interior, with plaster walls and open to the rafters.

Although forming two discrete structures, it is clear that the rooms within Structures 2 and 3 were intended to function in conjunction with each other, and both retain considerable evidence for their original internal

treatment. Each building had an independent means of access from Bootham Row (see above), but within the garage complex, a modern doorway with a sliding door leads from the central shed into Structure 3, from which Structure 2 can then be accessed. The wide opening between these two rooms originally contained a pair or set of doors and their timber jambs survive *in situ*; around the opening there is wooden beading and an architrave with a simple profile.

The northeastern of the two ground floor rooms (Structure 3) retains areas of panelling to dado height and it is unclear without closer inspection whether the panelling originally continued all the way around the room or was always incomplete (Plate 27). The panelling itself is of tongue-and-grooved pine, on top of a plain skirting and finished with an architrave moulding in place of a proper dado moulding. The walls are plastered and in places retain a light green paint finish; the ceiling is of lath and plaster construction and the floor of concrete. A window in the northwest wall, now boarded up and containing a 4-pane, double casement window with a timber frame, must be original, predating the construction of the central shed to the northwest. To the southwest, the central room (Structure 2) is treated in a similar way to its neighbour to the northeast, but, in general, the quality of the internal treatment is of a higher standard (Plate 28). The floor level of the room, comprising narrow pine floorboards, is higher than that to the northeast, and the room is open to the underside of the monopitch roof and lit by a single skylight. The roof trusses, comprising a tie beam and a principal rafter braced by raking struts, have been 'boxed in' and the undersides of the tie beam have beaded edges. There is no evidence for a wall plate and it is therefore assumed that the tie beams are embedded in the walls to the northwest and southeast; indeed, the end of one of the tie beams is visible in the southeast wall of the central shed. All walls have wooden panelling to dado height with no skirtings and an architrave moulding used in place of a proper dado moulding. A strip of wood with a bevelled edge surviving on the southwest wall is probably the remains of a coat hook. Although undiagnostic, in terms of providing a date for the interior treatment of the room, the character of the woodwork and the mouldings are typical of the late 19th to early 20th century. Above the panelling, the walls are plastered and coloured with a



Plate 27 Incomplete panelling in the ground-floor room of Structure 3



Plate 28 Internal view of the ground-floor room of Structure 2



Plate 29 Position of former gas light fitting

dark green distemper paint, which may be the original treatment. Surviving within the plasterwork are sections of lead gas piping and the former siting of two gas lights can be seen on the northwest wall (Plate 29). In the western corner of the room, is a corner chimney stack; there is no evidence for any opening with the exception of a circular flue hole (Plate 30). This would seem to indicate the presence of a former stove, which would have stood on the stone hearth that survives *in situ*. The only other feature of note is a doorway leading to a first-floor room in Structure 3, which was probably accessed using a moveable ladder, the fixings for which survive in the plaster at the base of the door (Plate 31). This room was not available for close inspection, but it is open to the roof structure and contains at least one timber rack or shelving unit.



Plate 30 Corner chimney stack with blocked flue

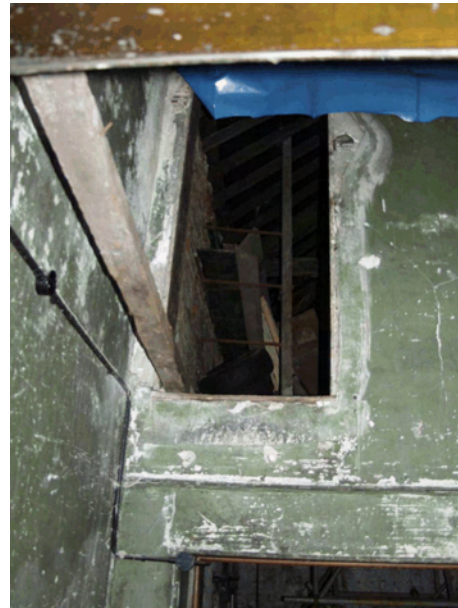


Plate 31 Doorway to first floor room

3.2.2 Discussion

There are three clear phases of structural activity observable in the standing fabric at the Charlie Brown's site. These may be broadly summarised thus:

Phase 1 - c.17th-18th centuries

The earliest discernible phase of standing structural activity at the site dates to the 17th or 18th century, represented by the earlier sections of brickwork and plaster in the northwest and southeast walls of the central shed. The surviving sections of brickwork provide an indication of buildings on the site prior to the mid-19th century and in all probability are the last vestiges of the Black Horse Inn, known from historical and cartographic sources. The earlier brickwork in the southeast wall is relatively undiagnostic, although it may represent sections of earlier structures or boundary walls, subsequently incorporated into buildings on the northwest side of Bootham Row in the early to mid-19th century.

Furthermore, the 19th century northwest wall of the buildings on Bootham Row appears, in particular to the southwest, to have been built up against a pre-existing structure which may have been at least two storeys in

height for some of its length. This indicates a structural sequence, whereby the Black Horse Inn was built first, and the structures on Bootham Row were constructed later, which is entirely consistent with historical, pictorial and cartographic evidence, which suggest that the Black Horse Inn may have 17th century origins whilst Bootham Row, and the buildings facing on to it, are not known before the early to mid-19th century.

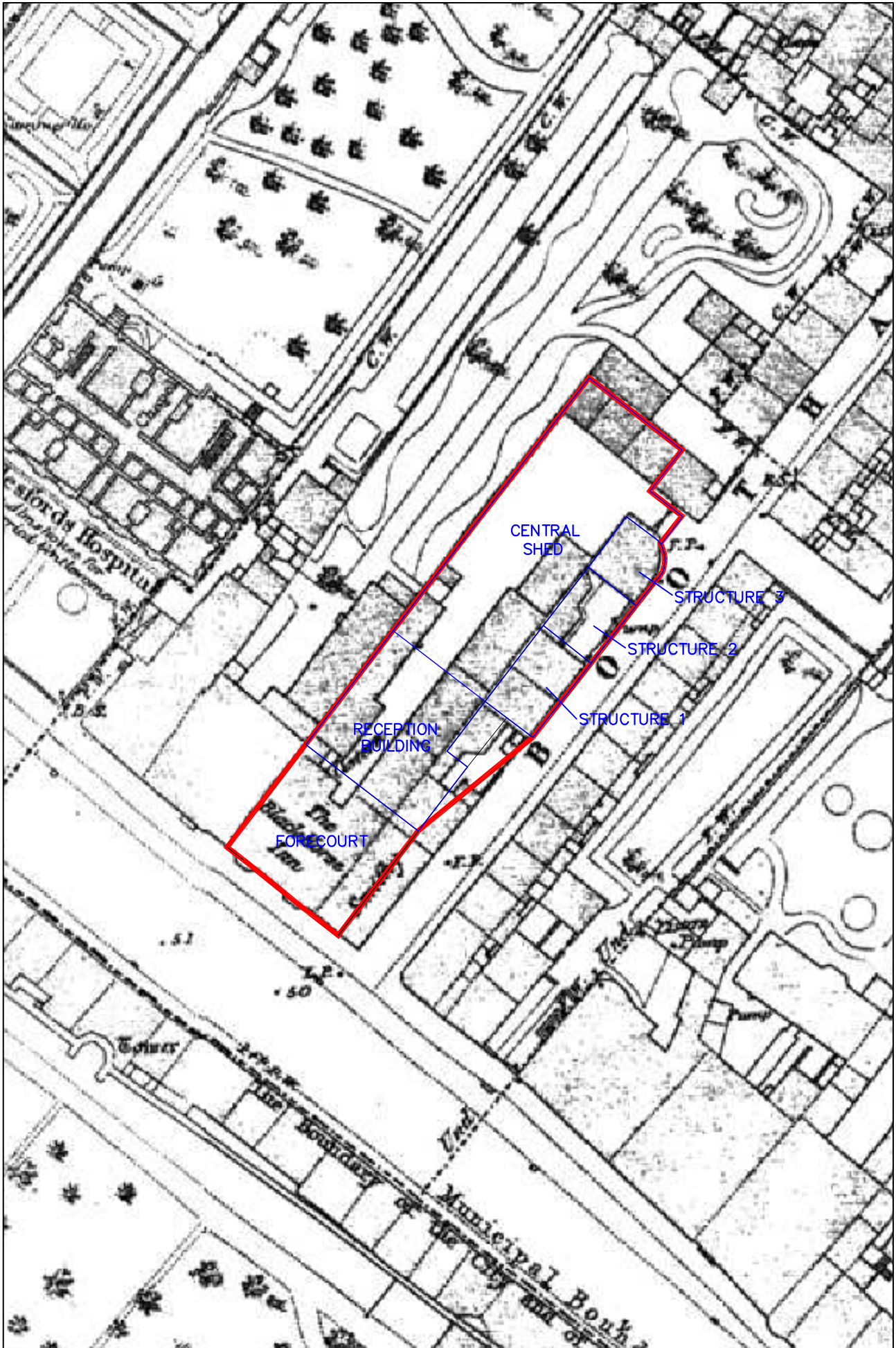
The northwest wall of the central shed represents the party wall between Nos. 31 (the Charlie Brown site) and No. 33 Bootham. Mid-19th century cartographic sources show that two long ranges extended behind the Black Horse Inn, mirrored by a similar range to the southeast of the adjoining property, No. 33. Of these ranges, only that to the rear of No. 33 has survived, and its southeast wall now forms part of the wall of the central shed. A section of earlier brickwork confirms that buildings behind the Black Horse Inn extended as far as the range to the rear of No. 33, but there is also an indication that, at the end of both ranges, there existed a brick garden wall separating the two properties. An area of rough plasterwork surviving on the interior face of the party wall suggests a low-status room within the northwest range of buildings behind the Black Horse; this is entirely consistent with the range containing service buildings associated with the running of the public house.

Phase 2 - early 19th to early 20th centuries

The second principal phase of structural activity on the Charlie Brown site is represented by the three 19th century buildings to the southeast of the central shed, facing onto Bootham Row. Although the construction of these buildings can not be exactly pinpointed, they must be contemporary with Bootham Row, which is first recorded in the York trade directory for 1830 (Parson and White 1830, 8) but not in the 1809-11 edition (Holden 1809-11). It is also clear that the three buildings to the southeast of the central shed are the product of several smaller structural phases stretching from the early 19th to early 20th century.

The 1852 OS map shows five individual buildings to the southeast of the Black Horse Inn property, including the smithy at the junction of Bootham and Bootham Row. Although it is hard to identify these structures with those surviving at the site, some correlations can be made (Figure 3). It is clear that the northeasternmost building, with a rounded corner allowing entry to the yard behind the inn, is the same structure (or shares the same footprint) as Structure 3. This means that the adjoining yard to the southwest, depicted on the OS map of 1852, is now occupied by the single-storey building with a monopitch roof (Structure 2), and that Structure 1 at the site is shown on the 1852 map as two small rectangular buildings, situated between the two open yards. The smithy, the adjoining square structure and southwestern open yard no longer survive, apparently demolished in order to allow construction of the modern reception building. The cartographic evidence raises a number of issues when compared to the surviving buildings at the site, some complementary and some contradictory.

First, Structure 3, with the rounded corner, is clearly shown as a building on the 1852 OS map, but the surviving fabric suggests that, at some point, the lower sections of the wall formed a boundary wall and not a building. Thus, the incorporation of this boundary wall into Structure 3 must predate 1852. Second, there is no evidence in Structure 1 for it having been two separate buildings, as indicated on the 1852 OS map. This suggests either a cartographic error, or that the structure seen today is a rebuilding, which post-dates 1852. Third, the fact that the open yard between these two buildings is now occupied by Structure 2 concurs with the archaeological evidence from the site, which shows that the central of the three buildings is later than those to either side. Cartographic evidence suggests this building had been created by 1892.



Site plan superimposed on 1852 OS map

Scale 1:500



Figure 3

Assigning a function to these three buildings is problematic, although it is at least clear that the two northeastern most buildings, Structures 2 and 3, were at one time used in conjunction with each other. All of the buildings are difficult to identify from records in York trade directories, although Bootham Row was home to several professions including a number of joiners and painters (see, for example, Kelly 1861; Anon 1872). From the late 19th century, these buildings seem to equate to 1-4, Providence Square, Bootham Row and are recorded in 1893 in use by labourers (Cook 1893, 94). The use of these buildings by members of the building profession would concur with the mixture of small buildings and open yards, ideal for the storage of materials and tools. After 1893, at approximately the same time that cartographic sources indicate alterations to the Bootham Row properties, including the filling-in of one of the open yards, the occupants are recorded as labourers and a cab driver (Cook 1896-7; 1900). After this time, the numbering on Bootham Row changes, and properties associated with Providence Square are difficult to identify. However, businesses at the Bootham end of Bootham Row included a labourer, a striker, a cab driver, a cabinet maker, and, of course, a fruiterer and grocer on the corner of Bootham and Bootham Row (Cook 1909; Anon 1925).

As the interior of the Structure 1 has been extensively altered and modernised it is impossible to discern any function for that building and therefore to link it to any of the entries in the trade directories. However, the survival of much of the interior of the other two buildings allows some tentative links to be established. First, it is clear that although part of the same 'commercial unit', these two ground-floor rooms had slightly different functions. For instance, greater attention was given to the interior of Structure 2, including gas wall lights and a stove, whilst Structure 3 has a more utilitarian feel. Furthermore, there was a storeroom at first-floor level in Structure 3, accessed from the southwest room *via* a ladder or moveable stair. It is suggested that these two rooms functioned as a showroom, with adjoining workshop to the northeast, separated from each other by wooden doors. A storeroom at first-floor level was accessible from the showroom, allowing samples of materials to be shown to customers, without them having to enter the workshop. Whilst it is difficult to see this kind of space in use by a labourer or cab driver, it would have been appropriate to a joiner or cabinet maker. Furthermore, such professionals would have been well placed to have installed the panelling and other woodwork. This raises an important question about the date of these rooms. Cartographic evidence suggests the infilling of the open yard in the early 1890s and no certain link can be made to a joiner or cabinet maker at the premises until the early 20th century. This would suggest that the current interior of these two rooms post-dates the conversion of the open yard to a building. This would date the interior to any time after 1890 and certainly the woodwork in the room is characteristic of the late Victorian and Edwardian period, but probably no later than *c.*1920.

Although no other buildings pre-dating the early 20th century are still standing at the site, parts of the walling at the northeast end of the central shed are constructed out of reused clamp bricks, similar to those used on the three Bootham Row properties. These probably derived from a number of 19th century buildings known to have stood in this position, last depicted on the 1937 OS map with the central shed to the southwest. When these buildings were demolished is unclear, but the central shed constructed in the late 1930s or early 1940s may have been built up against at least some of them and upon their demolition, the brick derived from them may have been used to make good the walls of the shed.

Phase 3 - early to mid-20th century

The conversion of the site for use as a garage reflects the third principal phase of structural activity at the site. On the basis of map evidence, the use of the Charlie Brown site as a garage commenced after the late 1930s, and the 1937 OS map provides a *terminus post quem* for the construction of the central shed. It is unclear when the buildings along the Bootham Row edge of the site were subsumed into the garage site, and they may have continued to operate as separate concerns for some time after the garage was initially established on the adjacent site. Certainly the fruiterers on the corner of Bootham and Bootham Row, which was housed in a building similar to those surviving as Structures 1 to 3, remained in business until 1955 (Kelly 1955), after which time it was demolished, presumably to allow the construction of the garage reception building and forecourt. Given that the other three 19th century buildings on Bootham Row were not similarly demolished and replaced with modern structures at this time suggests that they remained in private ownership and that only later were they subsumed into the garage complex.

Notwithstanding the nuances of the development of the Charlie Brown Garage, by the mid- to late 20th century the site comprised an early 20th century shed with a mid-20th century reception building and forecourt fronting Bootham, a yard to the northeast and three 19th century buildings along the southeast edge of the site, one of which was used as offices and the others apparently used only for storage and not subject to any major alteration.

4.0 ASSESSMENT

4.1 CHARACTER OF THE YORK CENTRAL CONSERVATION AREA

The York Central Conservation Area (Conservation Area No.1) was first designated in 1968 and focussed for the most part on the historic core of the city contained within the city walls. In 1975, after public consultation, the boundaries of the Conservation Area were redefined to include the walls and bars themselves, as well as their approaches and surroundings which contained Georgian, Regency and Victorian buildings. The Bootham area falls within the northwest part of the designated area, including the entire length of Bootham, the grounds of Bootham Park Hospital, the area formerly covered by St Mary's Abbey, and Gillygate.

The character of the built environment within the York Central Conservation Area as a whole is varied, and the designated area contains the greatest concentration of listed buildings in the city, including some of the most outstanding buildings such as York Minster, the Guildhall, the Castle complex, the Assembly Rooms, and Fairfax House. The overall historical character of the Conservation Area is that of the city as a whole, and elements of the Roman, early Medieval, Medieval and post-Medieval city are represented. The character of the northwest part of the Central Conservation Area, encompassing the Bootham area, is likewise representative of York's historic development and includes the line of the Roman fortress defences and medieval city walls, the medieval St Mary's Abbey, its precinct walls and the King's Manor, as well as a number of important post-medieval buildings including Bootham Park Hospital (1777 by John Carr) and the street frontage, which is mainly composed of high status town houses dating from the late 17th century onwards.

Close to the Charlie Brown site, the general character of the Conservation Area is a mixture of medieval and post-medieval, though the streetscape predominantly dates from the 17th to 19th centuries. Medieval fabric is represented by the Abbey Precinct walls, parts of which are exposed directly opposite the Charlie Brown site and other sections of which are hidden behind 17th, 18th and 19th century buildings. Where exposed, the precinct walls add significantly to the historic character of Bootham and, in context with the city walls and Bootham Bar, which are clearly visible to the east, mark the medieval history of the area. Elsewhere, the general character of Bootham is of a well-to-do 17th, 18th and 19th century suburb and this is reflected in a significant number of high-status town houses, many of which have survived virtually unaltered, though these are principally found to the northwest of the site of proposed development, moving towards the Clifton area. Indeed, many of the buildings in the immediate vicinity of the Charlie Brown site date from the 18th and 19th centuries and many have been significantly altered during the 19th and 20th centuries, resulting in a more varied streetscape. Bootham Row is largely composed of 20th century buildings; the street was only created in the early to mid-19th century and much of it was demolished in the 1930s (Plate 32). Currently, much of the street is used as a municipal car park whilst elsewhere on the street are a mixture of 20th century buildings, some of which are two-storey terraced houses whilst others are three-storey apartments. Some commercial buildings, including a garage and the offices of BBC Radio York are also located on Bootham Row, but are located in largely modern structures.



Plate 32 Bootham Row looking southeast

Almost all of the buildings in the Bootham area of the York Central Conservation Area are constructed of red brick with occasional use of ashlar and York stone dressings; most buildings have slate or pantile roofs. Typically, the buildings have regular fenestration and many preserve 18th and 19th century wooden sash window frames. Generally speaking, the buildings are of three storeys with attics and arranged as terraces, although the depth of some storeys and roofs allow for some variation in the overall height of individual buildings. Furthermore, some of the buildings are of two storeys, most notably the Wandesford Hospital, located to the northwest of the Charlie Brown site. Almost all of the buildings along Bootham are aligned with the street frontage, although some are set slightly back and others, including the Wandesford Hospital, are built within their own grounds with gardens to the front; the latter is very much an exception in the area close to the Charlie Brown site.

4.2 CHARLIE BROWN GARAGE

4.2.1 Character and contribution to the York Central Conservation Area

The former garage structures do not make a positive contribution to the Conservation Area, and their presence on the Bootham streetscape is in negative contrast to the character provided by the medieval, 17th, 18th, 19th and early 20th century buildings in this area.

With the extensive demolition during the course of the 20th century, the 19th century streetscape that formerly existed on Bootham Row has all but disappeared, replaced with largely modern elements. The remaining earlier buildings on Bootham Row, forming part of the southeast side of the Charlie Brown garage, are the only 19th century surviving structures contemporary with the creation of the street. These buildings have received considerable alteration to their facades and, unfortunately, they now neither evoke the former character nor make a positive contribution to the modern character of the street. The buildings are hidden from the main Bootham street to the extent that they play no part in that streetscape, and it is therefore difficult to argue that these buildings make a positive contribution to the Conservation Area.

There is clearly an opportunity on the site of the Charlie Brown garage for a new development that could enhance both the Bootham and Bootham Row streetscapes, thereby making a positive contribution to the Conservation Area. However, any redevelopment of the site must take into account the character of the Conservation Area in terms of the overall massing, alignment, facade treatment and type of building materials proposed.

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