



DESIGN STATEMENT

Extension & alteration to

39 Burton Stone Lane,
York, YO30 6BT

DS/V2-12/2023

Contents

1. Existing Site
2. Use
3. Scale
4. Amount
5. Appearance
6. Layout
7. Access
8. Heritage Assets

Introduction

Mbo architects are appointed to provide services in connection with the extension and alteration of the property known as 39 Burton Stone Lane, York. The brief was to provide a modern flow of accommodation within the property and improve the spaces for the client current needs, and considering any issues of infirmity in the future and consequently providing a design that can be considered as a lifetime home.

This document should therefore be read in conjunction with the plans submitted. Although a Design Access Statement is not required for a householder application, we have provided some narrative in the same manner as this proposal while not a listed building is within the conservation area for Clifton and Bootham.



I. Existing site

The site is situated on the Northwest side of Burton Stone Lane, York between the junctions of Bootham to the south. Avenue Road and Grosvenor Road to the North. The surrounding area is predominantly residential with a mix of two and three storey properties.

To the West of the site there is Petersway and Avenue Terrace. 39 Burton Stone Lane was built circa 1851 on what had previously been a timber yard.

The site itself has a gentle fall from East to West, accounting for approx. 225mm of fall along the rear garden.

- **Building** – 3 Storey mid terrace with transverse Flemish gable and feature stonework. Being two bays wide with its entrance to the left, the property is easily recognisable within the Burton Stone Lane Streetscape, which forms part of the Bootham Conservation Area.
- **Gardens** – small area of landscaping to the front forecourt with boundary wall and original wrought iron railings and gate. Landscaping to the rear is mainly layed to paving interspersed with shrubs and perennials. There are no mature or indigenous trees on the site.
- **Boundaries** – 2m and 1.5m nom brick wall to the rear increasing in height to over 4m close to the property. Part of the rear boundary is currently formed by the 1970's garage. To the front the boundary is set with a low stone capped brick wall surmounts with wrought iron railings with lead solder fixings.
- **Surrounding context** - Sub-urban residential with pockets of commercial use not adjacent but close by..
- **Relevant planning history** – We have not been able to find any recent planning history, this is not altogether surprising as only minor alterations have been made during the 21st century, which would not warrant an approval.



2. Use

The proposal seeks permission to extend and alter the existing property to the rear. By demolishing the existing garage and outrigger domestic offices. Replacement of the single garage with a 2-car space carport with a small storage area over. Access to the parking spaces is via the existing right of way enjoyed by the property via the private access outlining in yellow. No alterations are proposed for the front elevation save a rooflight at second floor and replacement of the box sash windows with timber box sashes to enhance thermal and sound insulation with double glazed units. The upgrade may only apply to the sliding sashes, subject to inspection.



3. Scale

An increase in footprint by 32%. Retaining 68% of the existing garden/recreation space of the property.

The rear extension forming the proposed Living Kitchen, Utility arrangement is single storey and is shorter in depth than the existing mono pitch outrigger domestic offices. The latter would have originally been the scullery, wash/cols and External WC. Overtime, it has been requisitioned as kitchen mostly of single brick construction under a mono pitch slate roof.

The increased floor area remains single storey throughout and will, through use of additional gabled features, reduce the overall linear impact.

The proposed carport and store are fashioned upon the idea of a carriage house arrangement and improves parking arrangements for the property.

The proposed dormer forming the second-floor bathroom nestles neatly in the valley of the existing roof and will be flanked by an existing chimney stack of No.37. It remains below the ridge line and is set back from the eaves.

- A – The proposed carport has an increased height of 1.45m and a wider footprint, overall, the increase in footprint from that of the existing garage is; 6.8m². The proposed carport (Carriage House) is not overlooked to the rear see aerial image on page 2.
- B - The Proposed Extension has a lower height than the existing mono pitched outrigger arrangement and less depth too. Although it infills that part of the yard it is only 16.5m² larger in footprint, is flanked on each side by 4.5m high walls and as such is not overlooked.
- C – The proposed dormer facilitates the improvement of a bathroom at second floor to serve Bedrooms 4 & 5 following the installation of a suitably ambulant staircase.
- The property is not directly overlooked to the rear and has a buffer of the garage/parking court before the distant properties on Petersway.

Existing Sketch Model



4. Amount

This proposal refers to an extension and alteration to an existing residential building. The works are to be carried out to the rear of the building and internally to improve the use of space for current requirements and those in the future.

- Number of buildings on the site remains unchanged.
- The increase in habitable floor area is 16.5m².
- Overall scale and height context remain the same as the existing. The proposal retains 68% of its current garden/yard.

Schedule of accomodation

Existing Use	Use class or description	Parking	Sustainable Transport Links	No. of Bedrooms
Residential	C3(a) dwellinghouse	1 Space	Yes	5
Other use	None			

Proposed Use	Use class or description	Parking	Sustainable Transport Links	No. of Bedrooms
Residential	C3(a) dwellinghouse	2 Spaces	Yes	5
Other use	None			

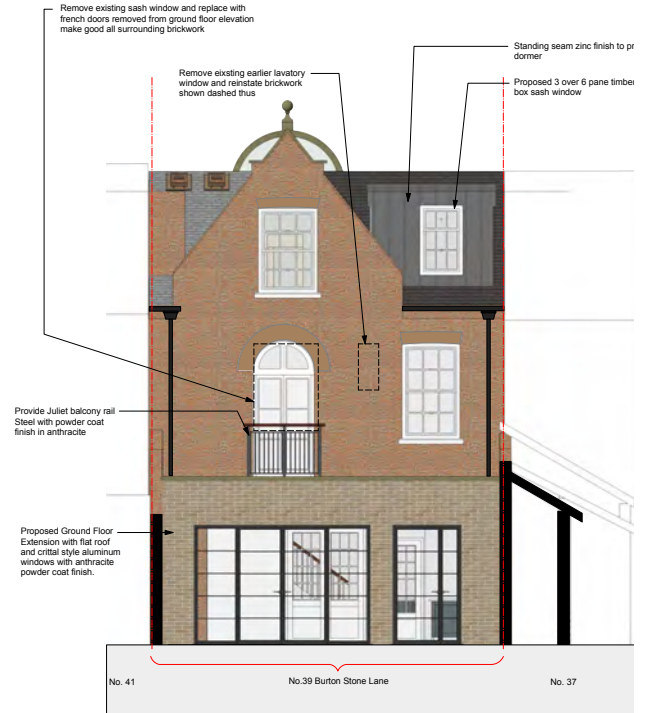
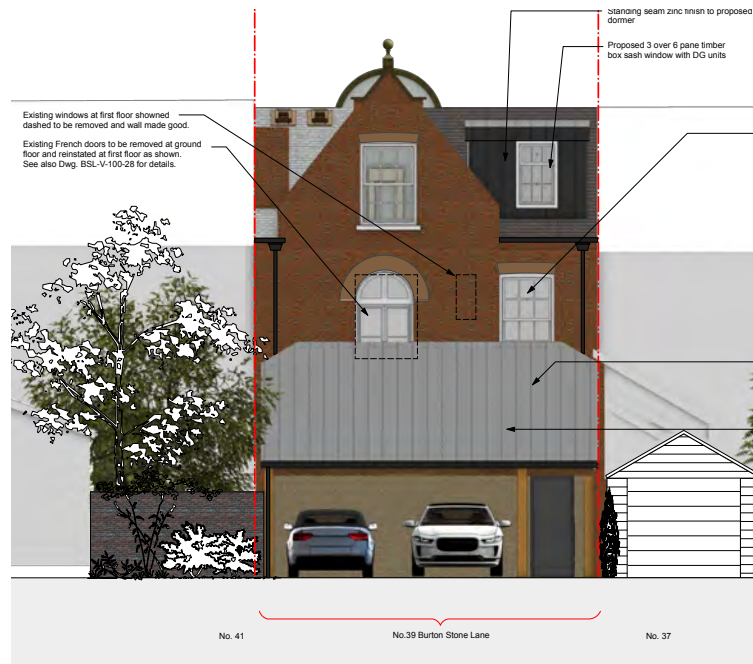
5. Appearance

The existing character is Mid Victorian with an unconfirmed build date of 1851, its style is typical of a middle-class residence and sits well within the surrounding character of the Bootham end of Burton Stone lane. Typical of the period the front façade was lavishly decorated in stone details with red semi gauged brickwork, wrought iron gate and railings. Unusual in character from adjacent neighbours, by virtue of the lofty Dutch Gable emphasising its 3 storeys. The use of large glazed sheets in the 2 over 2 sashes, which was relatively expensive at the time and mostly procured from Germany.

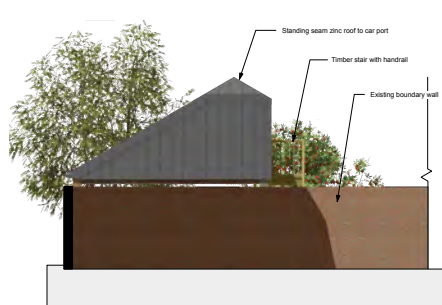
Whereas, to the rear we are greeted with the less expensive fenestration of York clamp bricks and small pane 6 over 6 sashes in flush boxes rather than the checked boxes displayed at the front. A typical example of 'Queen Anne at the front and Mary Anne at the back'. Yet still displaying character.

The proposals seek to add to the overall composition at the rear rather than trying to copy it. The ground floor extension proposes a simple brick façade of well-matched brick with a stone coping to the parapet. The glazing opening out onto the garden is proposed to be of the Crittal type, which will add an element of new but not completely contemporary. More of a transition to the 20th -21st century, more your Walter Gropius than your Frank Gehry.

For the Carport and dormer, we propose the use of a standing seam metal finish in place of say lead which would be more traditional. It will allow the clean lines associated with something more modern and will add to the story of the property in way that people can appreciate rather than the way DIY fashion caused so much damage to some of these fine examples of Victorian town houses.



5 Proposed North West Elevation Thro' garden
Scale: 1:50



3 South West Elevation of Car Port
Scale: 1:50



2 South East Elevation of Car Port Thro' Garden
Scale: 1:50



4 North East Elevation of Car Port
Scale: 1:50

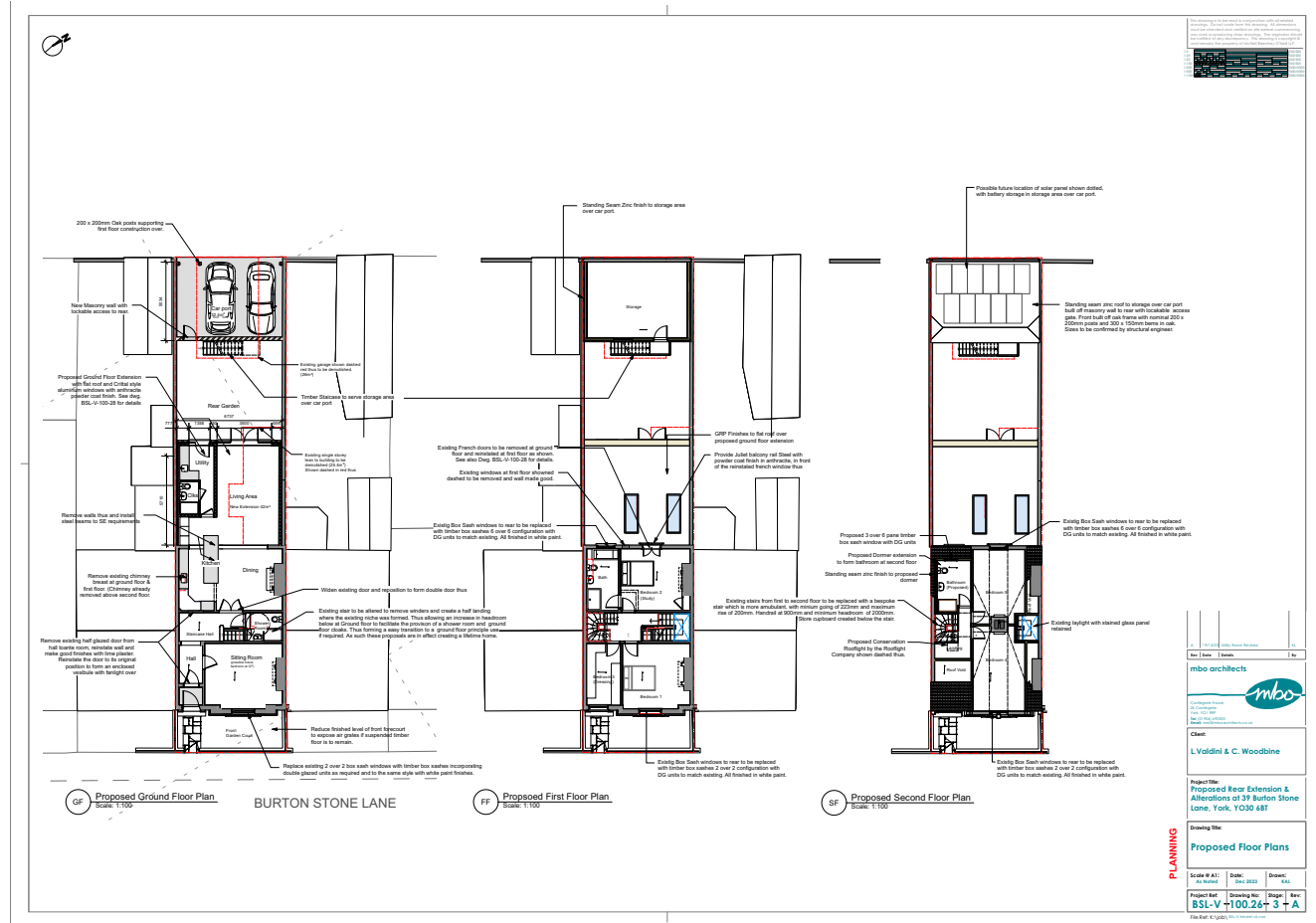
6. Layout

There is a natural division between semi open and enclosed spaces internally created by the staircase hall. From entrance vestibule to main staircase, the layout remains very much traditional through three floors.

The semi open spaces transition after the staircase hall at ground floor. The staircase hall can create this natural divide by virtue of the fact it is transverse which itself is not common in such houses.

The proposed special awareness and use could have taken its origin from Frank Lloyd Wright, being channelled to a place where we turn at right angle and go from narrow directional space to a space that opens before us with purpose fully designed areas and uses.

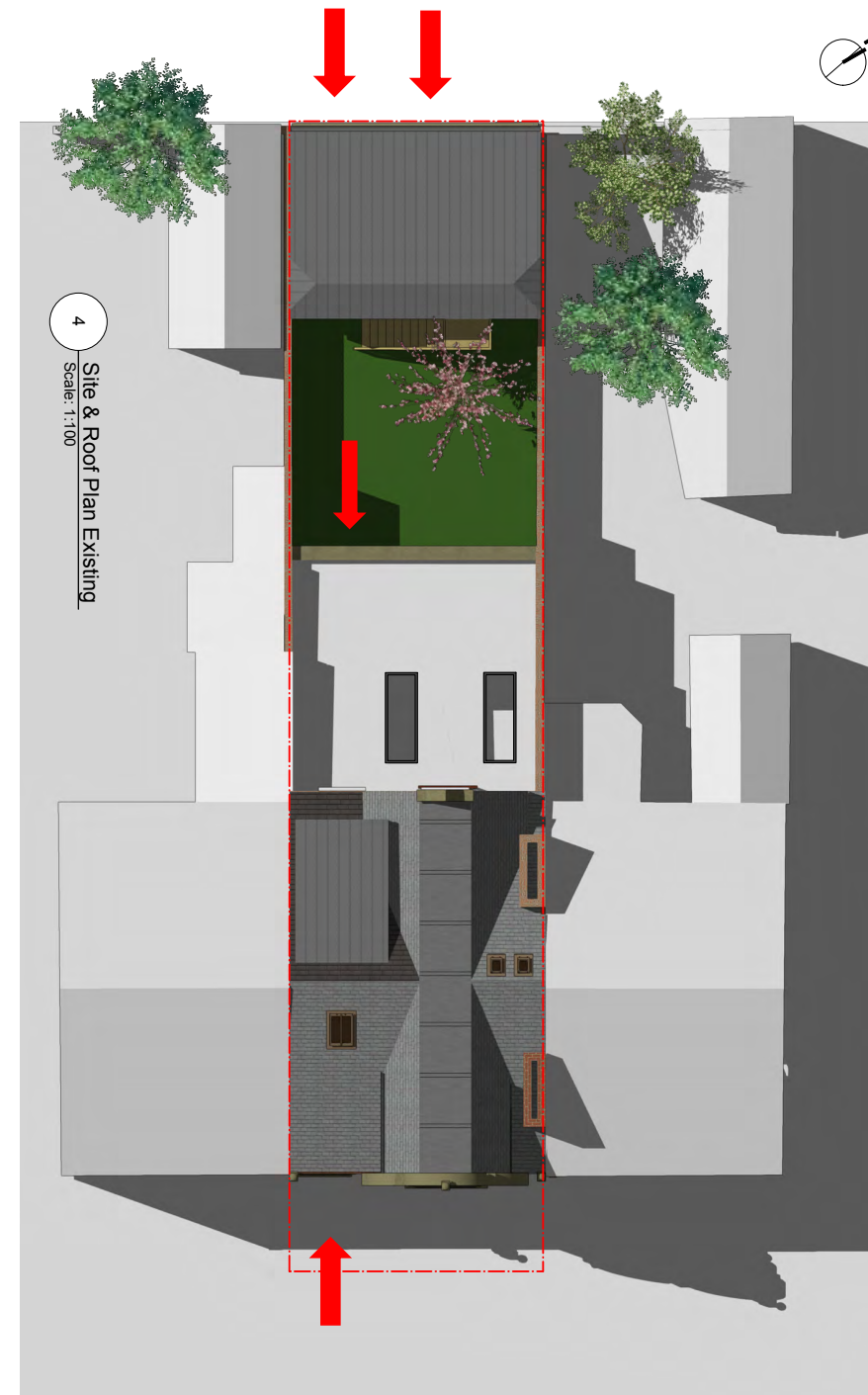
- Relationship** – The building in this instance creates the divide between front entrance (public) and private space to the rear. Privacy is further explored with the relationship between the floor levels, keeping visitors at ground floor, guest at second leaves the first floor as a private area.
- Accessibility** – level access is achieved from the parking spaces right through the ground floor of the building. Not so at the front entrance where there exists two stone steps,
- Sustainability** - The proposal takes account of solar gain and will deploy materials that will achieve the standards required for the new build elements without a detrimental effect on the existing fabric.
- Crime prevention** - measures, such as high end security locks to doors and windows will be deployed along with toughened safety glass to all DG units and more natural surveillance of the areas to the rear of the property.



7. Access

The site and building historically have had good access, although only ambulant pedestrian access has been traditionally afforded to the front entrance. However, the same applies internally with several small steps and level changes. Vehicle access is to the rear via a private access

- **Car, Cycle & Pedestrian access**, will be via the existing rear private access, with further pedestrian access only from Burton Stone Lane directly via the front entrance door..
- **Car-parking**, the site currently enjoys 1 parking space provided by the single garage. The proposal will increase this by a one further space.
- **Cycle parking**, can be provided in the secure yard/garden area.
- **General horizontal/vertical circulation**. Circulation is provided as existing domestic currently, requiring what can be termed as an able and fit person. However, the proposal seeks to provide level access and facilities throughout the ground floor in the future and by means of a stairlift the upper floors would remain accessible too.
- **Inclusive access** – As above with the provision of bathrooms at each level, level access kitchen, wheelchair accessible doors, and the opportunity to repurpose the sitting room as a bedroom provides an inclusive access to the property.
- Flexibility and responsiveness to changing needs, have been considered through discussion with the client. Full assessment of means of escape is incorporated in the design.



8. Heritage Assets

The site and property fall within the Clifton and Bootham Conservation Area; however, No.39 Burton Stone Lane is not a listed building.

We are therefore reminded that while the building plays an intrinsic part within the streetscape of Burton Stone Lane and the conservation area, we should ensure that proposals for the property will not have an adverse impact on the conservation area. This is particularly important in terms of the street scene, massing and materials.

What follows is a brief history of the site drawn mainly from the historical map data. There is no requirement to carry out a heritage or historic building survey under the proposed application, but an overview of development on the site is useful in this case.

- From the OS Plan extract surveyed in 1850, published in 1853 we can see that 39 Burton Stone Lane is only represented as a timber yard. Oral history suggests that No.39 was constructed in 1851. At that time, Burton Stone lane was becoming more intensely developed as suburb of Bootham and Clifton. Indeed, we can observe that the immediate surroundings were pretty much still agricultural.
- In fact; No.39 does not appear on the OS until the survey carried out in 1889, published in 1891. Where we can observe an increase in dwellinghouses many of substantial size and intensification of local intensified market gardening. The area beyond the Church and Barracks would develop steadily from 1898 to 1910 with smaller terraced houses on relatively narrow uniform streets. Which are not currently in the conservation area but do show the continual development of Burton Stone Lane up to the 20th century. During the last century development continues particularly around the 1930's and then again in post war years.
- Evidence shows that from the early beginnings and the inception of Burton Stone Lane which had been formerly known as Field Lane prior to 1780. The level of development continually increased from the modest amount in the Georgian and Regency Period where Burton Stone Lane connects with Bootham. This started to intensify during the Victorian and Edwardian Periods, becoming more and more dense as we know it today. Still its development adds to and enriches several important chapters in the development of this Conservation Area.
- In line with the tradition of development and modernisation of the area, our client seeks to make their own small contribution, to the evolution process, while retaining the very essence of the streetscape despite its out of place highways interventions and some use of upvc windows and the like in the locality. From the information provided we can affirm that the streetscape will remain pretty much unchanged in terms of No.39's impact on the area, to the rear of 39, the eclectic mix of domestic offices, garages , workshops and parking off the private access, will remain just that, an eclectic mix of useful buildings not see by the passing public, but all with a sense of place.



OS Plan 1850 - Extract showing location of current site



OS Plan 1889 - Extract showing location of current site

mbo architects

Castlegate House
Castlegate
York, YO1 9RP

Design Statement by: Keith Linch