



this is Coatham Conservation Area Appraisal 2026





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1 INTRODUCTION

1.1 The Council has a duty to designate conservation areas under the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990.⁽¹⁾ The Act also imposes a duty to review these areas from time to time and to formulate and publish proposals for the preservation and enhancement of any parts of the borough that are designated as conservation areas through sections 69 and 71 of the Act. The Coatham Conservation Area Appraisal has been undertaken as part of fulfilling this duty.

The Designation of Coatham Conservation Area

1.2 Coatham Conservation Area was designated as *Redcar Conservation Area* by Langbaugh-on-Tees Borough Council on 13th October 1988.⁽²⁾ The conservation area boundary was tightly drawn to include the ancient one-row settlement of East Coatham together with the best surviving parts of the mid-to-late Victorian planned residential development that took place to the south and east. However, no designation report was produced to set down the reasons for designation.

1.3 Although the designated area is traditionally and historically known as East Coatham, or plain Coatham, it was erroneously named Redcar Conservation Area. Historically, Coatham was a separate settlement a third of a mile (500m) distant of Redcar. The conservation area has therefore been re-named Coatham Conservation Area and this name is used throughout this appraisal.

1.4 After public consultation, changes to the boundary of the conservation area, were approved by Redcar and Cleveland Borough Council on 22nd January 2009. The present conservation area boundary is shown on p.37 of this document.

Other Protective Designations within the Conservation Area

1.5 Listed buildings located within the conservation area are as follows:

- Christ Church, Coatham Road, grade II;
- Lych-gate & boundary wall north of Christ Church, Coatham Road, grade II;
- 44 & 46 High Street West, grade II;
- 48 & 50 High Street West, grade II; and
- Red Barns House & Red Barns Hotel, Kirkleatham Street, grade II*.

1.6 There are no scheduled monuments or tree preservation orders in the conservation area.

Planning Policies affecting Coatham Conservation Area

1.7 The Redcar & Cleveland Local Plan contains several policies relating to the conservation area:

Policy HE1 of the Local Plan requires that development proposals will be expected to contribute positively to the character of the built and historic environment of the Borough, and that the character of the built and historic environment will be protected, preserved or enhanced;

Policy HE2 takes the same approach to listed buildings.

For an up to date list of extant policies, visit the strategic planning section of the Council's website.⁽³⁾



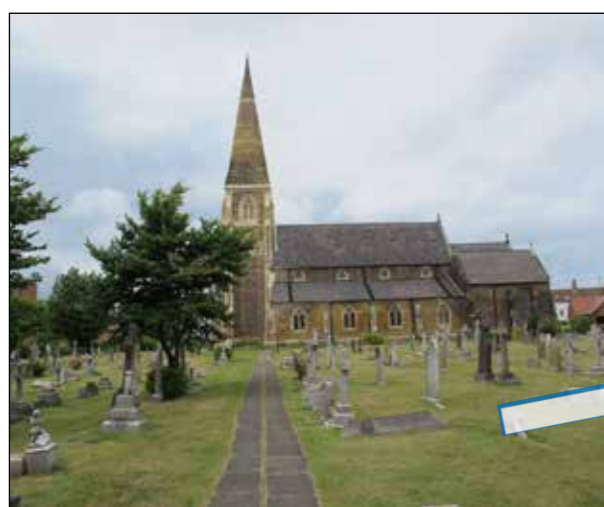
Lych-gate & boundary wall, GII



44 & 46 High Street West, GII



48 & 50 High Street West, GII



Christ Church, GII



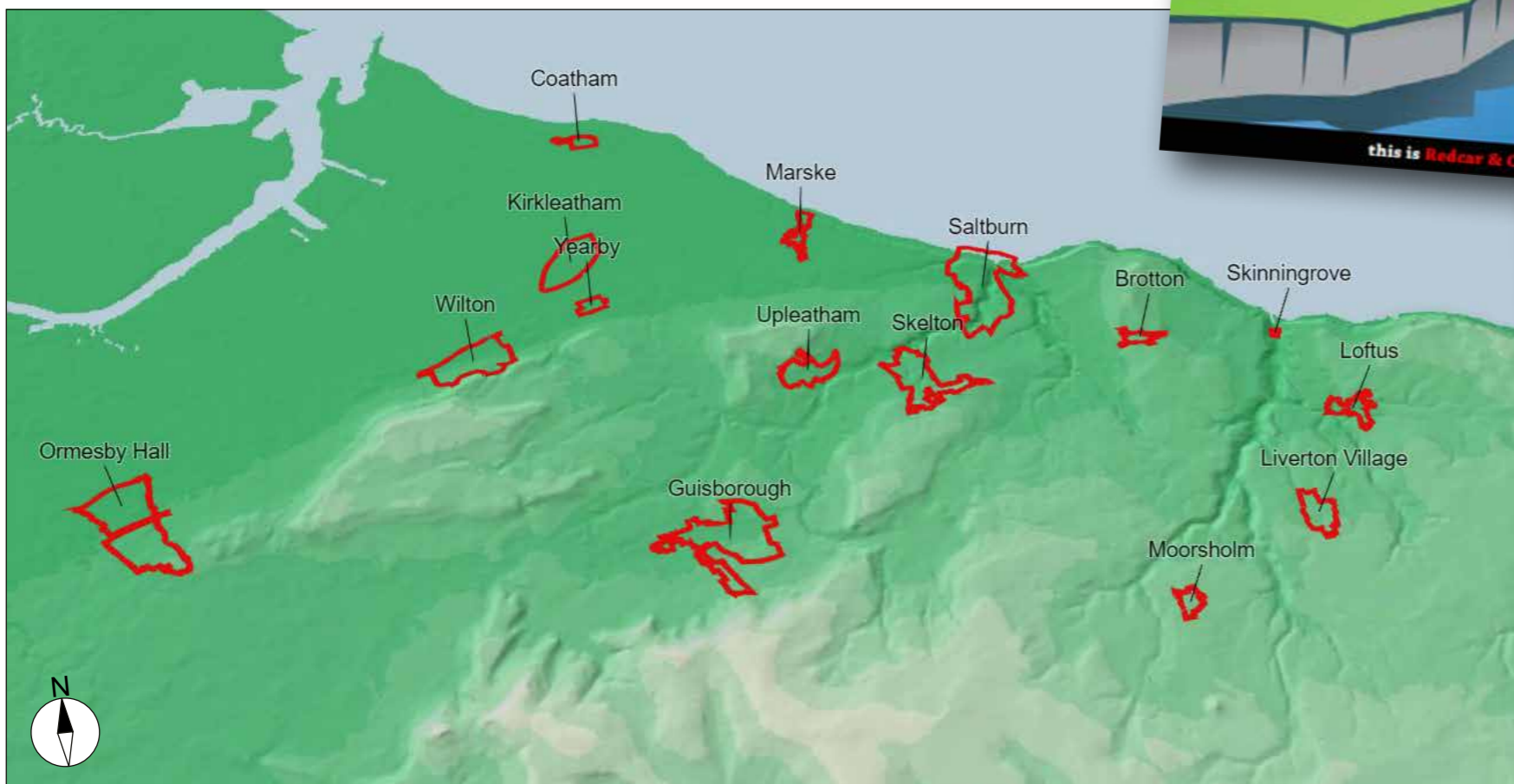
Red Barns House & Red Barns Hotel, GII*

Conservation Area Appraisal - Aims

- 1.8 A conservation area appraisal is the first step in a dynamic process, the aim of which is to preserve and enhance the character and appearance of the designated area. This appraisal aims to provide a clear and sound understanding of Coatham Conservation Area by recording, evaluating and presenting the key elements that together make up its special interest and character while considering its relative importance in the Borough-wide context. Whilst the appraisal covers the topics referred to in the National Planning Policy Framework⁽⁴⁾ and Historic England⁽⁵⁾ guidance, it is not intended to be comprehensive and the omission of any particular building, feature or space should not be taken to imply that it is of no interest.
- 1.9 To encourage active use of this document, be that by building owners or occupiers wishing to carry out alterations or maintenance, civic groups wishing to improve their local area or any others with an interest in the historic village or surroundings, this appraisal has been presented in a clear graphical format so that it is accessible and engaging.
- 1.10 In outlining the architectural styles found throughout the conservation area, some descriptive terminology has been used. It is not however necessary to be familiar with these terms to use this document as the features are illustrated throughout. What is important is that those making plans within the conservation area are informed by the appraisal and take care to identify the elements that make the conservation area special.

- 1.11 Using the information provided by this appraisal, which also identifies negative features, it is hoped that those designing schemes or arranging maintenance will take the time to ensure their proposals do not inadvertently harm historic character. Simply taking the time to appreciate the different elements of a building will be sufficient to generate an understanding of what is important, be that the materials it is constructed of, the style of windows and doors, decorative features, walls and fences and other details.
- 1.12 Coatham Conservation Area Management Plan accompanies this document, which outlines conservation proposals to provide a basis for making sustainable decisions about the future of the conservation area.

CONSERVATION AREAS WITHIN THE BOROUGH



Esri UK, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA | Source: Airbus, USGS, NGA, NASA, CGIAR, NLS, OS, NMA, Geodatastyrelsen, GSA, GSI and the GIS User Community



2 PHYSICAL SETTING AND TOPOGRAPHY

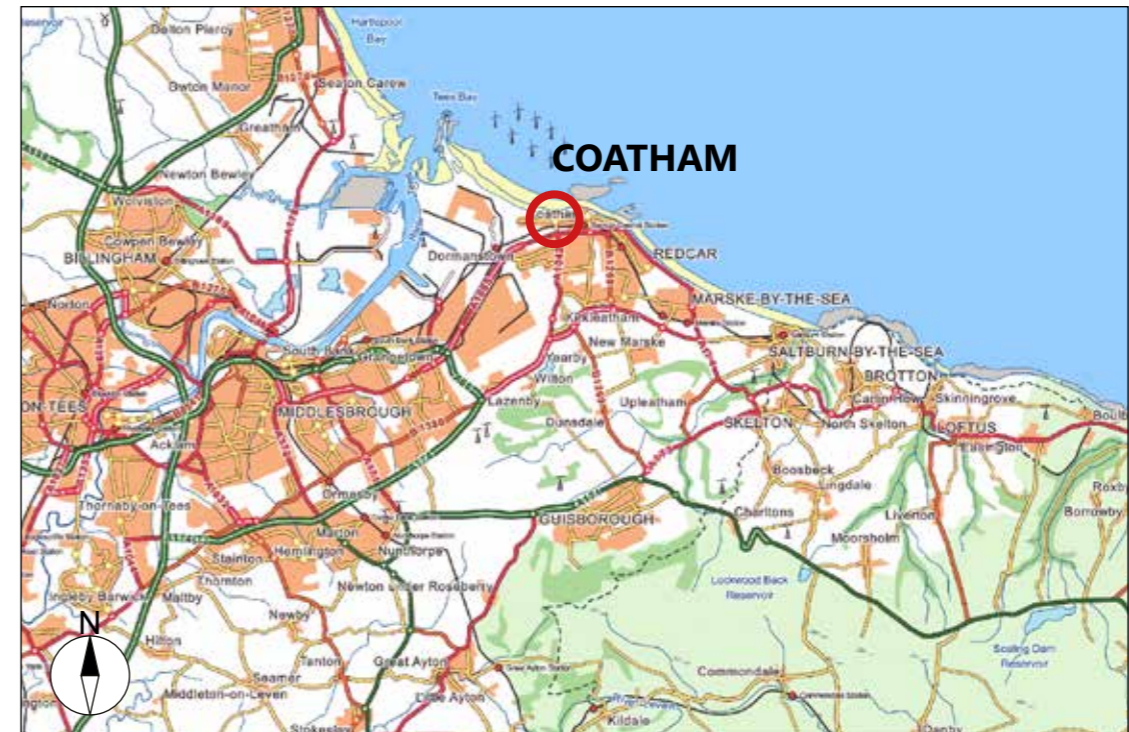
2.1 Coatham is part of the coastal settlement of Redcar. It lies approximately 8 miles (13km) north-east of Middlesbrough, 7½ miles (12km) north of Guisborough and 5 miles (8km) north-west of Saltburn. It is linked to the highway network by the Kirkleatham Lane (A1042) and the Trunk Road (A1085) and to the rail network by the Saltburn-Darlington line that skirts the south side of the historic site of the settlement. Though now part of the town of Redcar, many of Coatham's physical characteristics as a separate settlement still survive.

2.2 Coatham enjoys a dramatic coastal setting and, along with Redcar, shares an underlying topography that is no longer readily apparent owing to the urbanisation of both settlements. William Hutton, a Birmingham paper merchant who visited Coatham in 1809, was the first to describe it in his "Trip to Coatham": "Their situation is on the northern shore of Yorkshire, upon a bank that curves with the sea, which extends about four miles. This bank is sheer-sand drifted for ages, at low tide, from the sea. It is about one hundred yards, more or less, diameter in the base, and gradually rises about sixteen feet or more in height, on both sides, so that a full sea on the north and meadows on the south of this bank, are nearly level. Upon this long sand-bank run, nearly in a straight line, Coatham and Redcar."⁽⁶⁾

2.3 The bank described here is physically crucial to the existence and setting of Coatham. It consists of a long, slightly undulating ridge of glacial drift material comprising heavy clay, sand, gravel and alluvium overlying an outcrop of Jurassic lower lias shale. The glacial material, deposited at the end of the last ice age 10,000 years ago, was subsequently covered with the wind-blown sand referred to by Hutton. Until the construction of the South Gare Breakwater in the last half of the 19th century, the bank terminated at a headland called Turn Point (now Tod Point) just beyond Warrenby. Still forming a natural barrier between the sea and the low-lying ground to the south (meadows in Hutton's time and originally saltmarsh), the narrowness of the bank accounted for the original, long, linear, forms of the two settlements which occupied the two high points. Today the bank can still be seen at Hill Street and where Bridge Road climbs up to High Street West and then falls away as Majuba Road leads down towards the beach.

2.4 Windblown sand has always been an issue for Coatham, impacting even on the design and orientation of the dwellings. As Hutton records: "The two streets of Coatham and Redcar are covered with mountains of drift sand, blown by the north-west winds from the shore. The sand beds are in some places as high as the eaves of the houses."

LOCATION MAP



Contains Ordnance Survey data © Crown Copyright and database rights 2024 (100019983)



Lidar scan showing the topography of Coatham with the location of the sandbank described in 2.2 highlighted in yellow

Screenshot from LiDARfinder <https://lidarfinder.com>. Map data © Google.

- 2.5 The estuary of the River Tees was once much wider and shallower than today with broad saltmarsh fringes, locally termed 'slems.' Until the land on the south side of Coatham was drained in the late medieval period, it also would have been marshland and high tides would have cut the hamlet off from settlements further inland. Reefs or 'scars' of the same Jurassic rocks that lie beneath Coatham also lie just beyond the beach. They make the coastline treacherous for shipping, but afford protection to the shore and provide a natural habitat for marine life such as fish, shellfish, crabs and lobsters.
- 2.6 The saltmarsh on both sides of the Tees were characterised by numerous hillocks, the remains of the terminal, hummocky edge moraine deposited by the retreating glacier at the end of the last ice age. The combination of saltmarsh and hummocks provided the ideal terrain for the manufacture of salt (see para. 3.12).



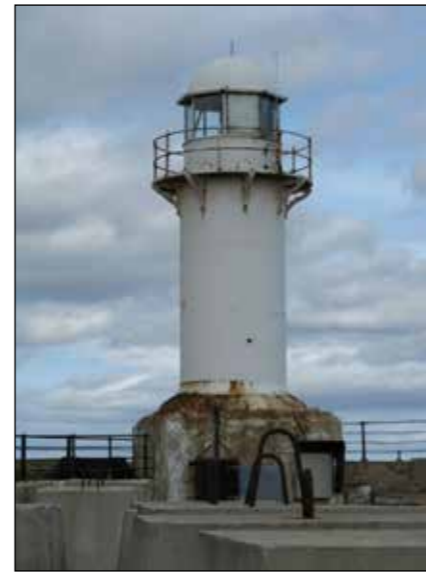
Coatham Marsh, 1978

- 2.7 Coatham's topography had a significant influence on human activity and the character of the built environment. Both the North Sea and the estuary of the River Tees were exploited for seafood while the marshland further diversified the range of foodstuffs available. The gently shelving beach served as a beaching place and anchorage for small cargo ships while the sea washed up an indigenous supply of building materials and fuel in the form of rocks, pebbles, sand, sea-coal, driftwood, flotsam-and-jetsam. Reed was grown for thatching, building timber was sourced from the ancient indigenous forests further inland and orange/brown sandstone, quarried from the distant Eston Hills, was used in building from at least the late medieval period.

- 2.8 From the middle of the 17th century, bricks and tiles were at first imported from the Low Countries and then manufactured locally from the indigenous clays to make the orange/red bricks and pantiles now so characteristic of the broader local area. In the 19th century the development of the railways gave access to a more eclectic range of building materials from diverse and distant sources, including roofing slates from Cumbria and North Wales.



- 2.9 The local landscape has changed vastly over the last two centuries. Construction of the South Gare Breakwater, completed in 1888, extended the coastline from Tod Point to the north-west. It narrowed the entrance to the Tees and improved navigation, the extent of the breakwater being marked with a lighthouse of cast iron, now GII listed.
- 2.10 The breakwater also served a military purpose, with a submarine mining establishment operating from the Victorian period and throughout World War 1. Gun emplacements were located nearby, one a short distance to the north expanding in 1938 to a substantial Battery Observation Post and having the appearance of a landbound warship.
- 2.11 These features are now used for leisure purposes, the form naval base being occupied by South Gare Marine Club and the shoreline of the former Battery Observation Post attracting surfers when conditions align.



GII listed South Gare Lighthouse



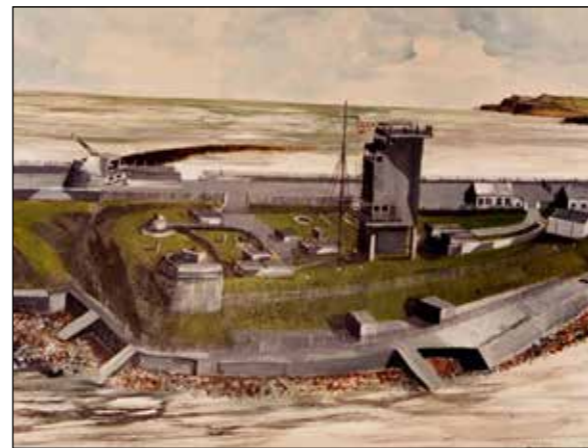
Surfing in Teesmouth off the former Battery Observation Post



Former naval mining establishment, now used for leisure boating

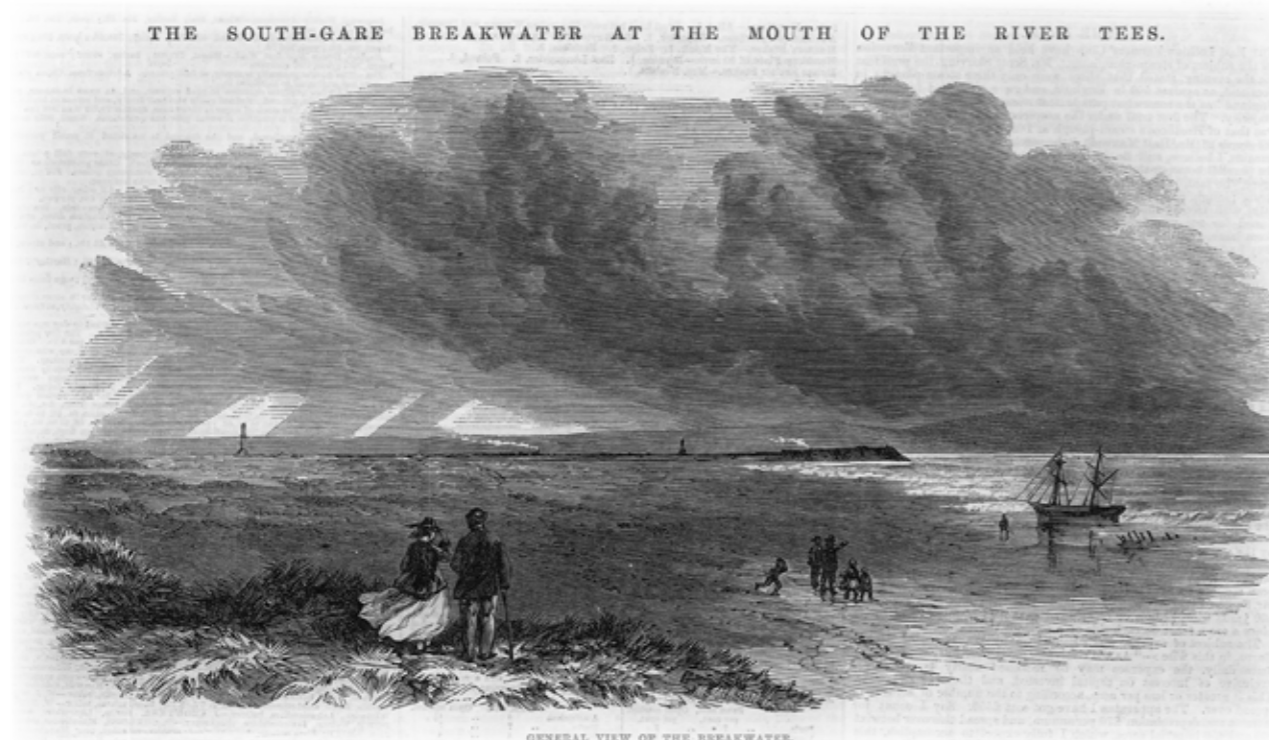


Remains of the gunpowder wharf

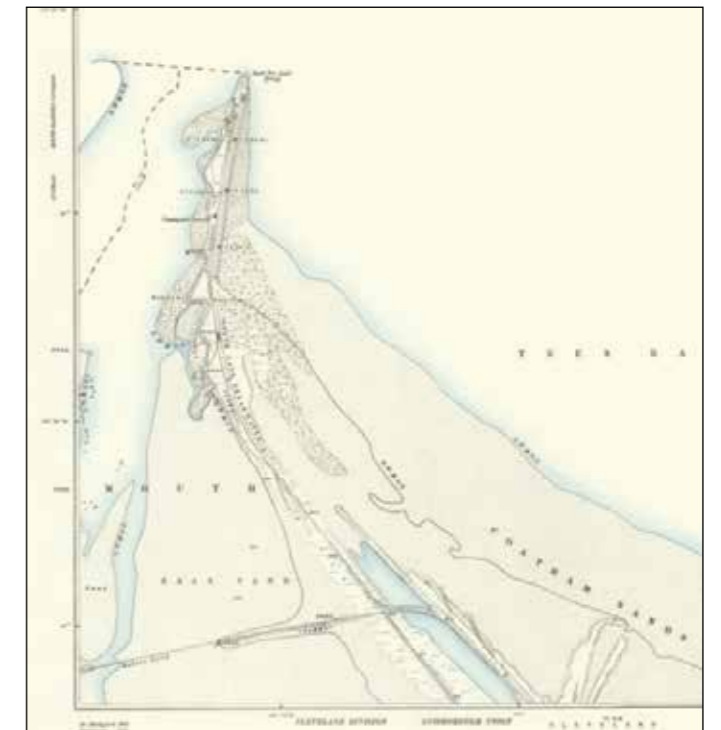
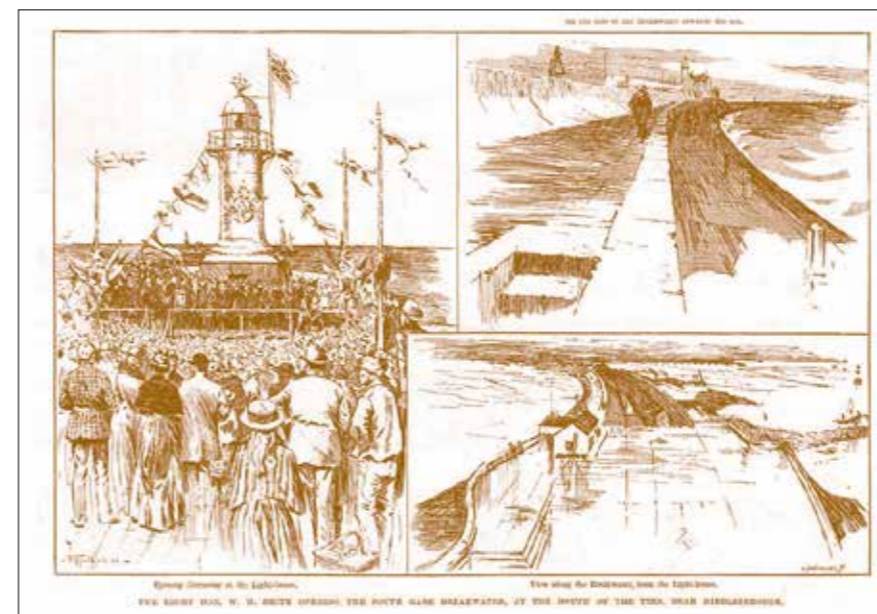


Former Battery Observation Post

(source – Defence of the UK: Redcar- Vol.1 reproduced with permission)



Historic imagery of the newly constructed South Gare



OS Six-inch 1895 - Reproduced with the permission of the National Library of Scotland

3 HISTORIC ORIGINS AND DEVELOPMENT

Introduction

- 3.1 A review of the historic development of Coatham is important in order to understand how it has evolved to its present form and acquired the distinctive elements that make up its special character. It is also important to consider it in the context of other surviving historic settlements in the Redcar and Cleveland area and beyond. Coatham has a diverse history and this document consequently provides only a brief outline of the past to show the context of the conservation area.

Local Historical Context

- 3.2 The Redcar and Cleveland area is a mix of industrial, urban, semi-urban and rural settlement, which gives it a distinct character. While the district still retains a large rural base, most of its settlements, originally rural in character, have taken on an urban and semi-urban character under the influence of the 19th and 20th century industrialisation of the wider Tees Valley area. Despite urbanisation, a number of settlements have managed to retain some of their historic form and fabric. Coatham is such a settlement.
- 3.3 With its origins in the medieval period, layout is reflective of settlements of that time. The original settlement layout would have comprised modest, terraced cottages, each occupying a toft of land or burgage strip. The backs of cottages would open directly onto a lane on the north side (High Street West) with the strips extending south down to the back lane - now Coatham Road. Compared with settlements of similar vintage, the burgage strips were relatively short owing to the narrowness of the bank and the marsh at its foot. To the north side a protective belt of 'sand hills' separated the hamlet from the sea.
- 3.4 This basic, medieval, settlement layout remained valid and largely unaltered until changes in farming practice were made in the 18th and 19th centuries or until urbanisation altered them beyond recognition. In Redcar and Cleveland the forms and layouts of relatively few settlements have managed to survive intact to the present day.
- 3.5 In the context of the 16 other conservation areas in the Redcar and Cleveland area, Coatham Conservation Area broadly ranks alongside Marske, Skinningrove and Brotton viz.:
- Marske** - the centre of an urbanised medieval farming, fishing and estate village, re-developed and expanded in the 18th, 19th & 20th centuries in response to changing agricultural and industrial developments.
- Skinningrove** - Core of remains of medieval farming and fishing hamlet, redeveloped in the 17th & 18th centuries and engulfed by industrial development after 1850.
- Brotton** - centre of medieval village incrementally re-developed and urbanised in the 18th and 19th centuries with 19th century 'industrial' extension.
- 3.6 These together with Coatham are the best surviving of the urbanised settlements still retaining much of their historic character, their core areas having escaped the worst effects of urbanisation.

The Early History of Coatham

- 3.7 The historic origins and development of Coatham have not been thoroughly researched or investigated. Although no archaeological evidence of early settlement has come to light and there are no recorded finds from the immediate area, this does not rule out the likelihood of future discoveries within the historic core. The remains of an Iron Age farmstead (c.400BC) were discovered in 2002 at Foxrush Farm, 1¼ miles (2km) south-west of Coatham.⁽⁷⁾ This confirms that human activity was present in the broader area from earliest times, thus raising the possibility that evidence could be concealed beneath the present layout.
- 3.8 The name Coatham, originally East Coatham, suggests Anglo Saxon origins, 'coat' or 'cot' being the Anglo Saxon word for shelter or cottage and 'ham' meaning home or village. The prefix 'East' differentiated the settlement from the neighbouring West Coatham⁽⁸⁾ which no longer exists.
- 3.9 Although not specifically referred to in the Domesday Survey of c.1086, the manorial references therein indicate the existence of a well-established Anglo Saxon or earlier settlement. It then appears that, on the basis of surviving visual, archaeological and documentary evidence, the older settlements of the lower Tees Valley, of which Coatham is one, were mostly founded or re-founded from the late 11th century. They were the product of a deliberate policy of re-settlement imposed by powerful Norman landowners and institutions after the '*devastation of the North*' by William of Normandy in 1068-70 when many settlements were obliterated.
- 3.10 During the last days of the year 1069, an improvised encampment hurriedly constructed on Coatham Marsh briefly sheltered the last northern body of Englishmen making their brave stand against the Norman occupation, during the 'Harrying of the North'. The rebels, on hearing of King William's advancing army, decamped by night and fled into County Durham⁽⁹⁾. The site of the encampment reportedly survived until the 1960s when it was buried beneath tons of steelworks slag used to reclaim the marsh.

Writing of the remains of the ancient Camp at West Coatham, MR. GORDON says:—

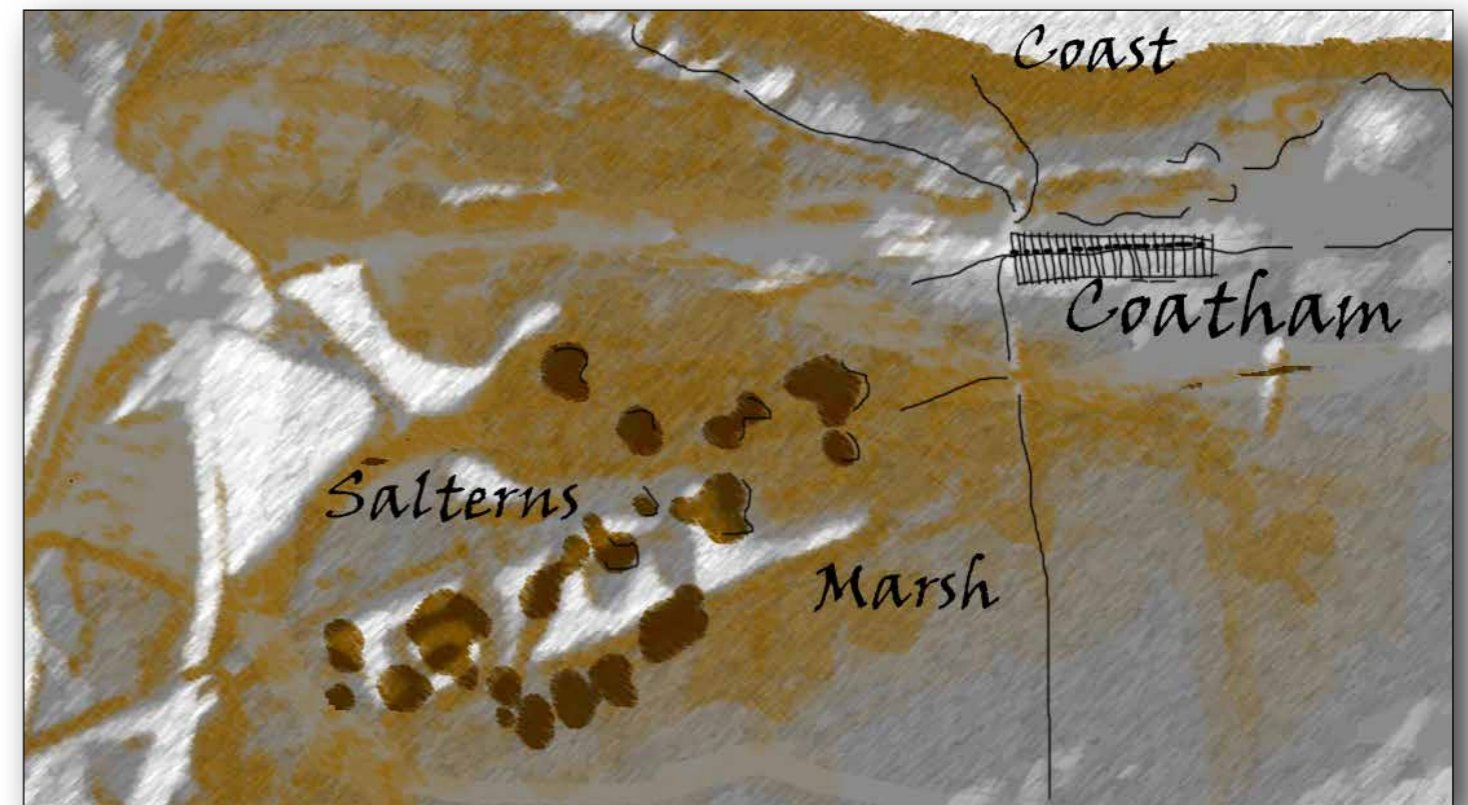
"In Coatham Marshes, at a short distance west of Redcar, are seen a number of large mounds, which have been thought to be the remains of an ancient encampment, it being probable that in the days of the Britons a camp was formed here, at the mouth of the Tees, as a protection against invasion. This camp, if camp it was, would be overlooked from the entrenchment on the summit of Eston Nab, five or six miles distant, to which signals of threatened danger could be readily communicated. We are not aware, however, that these hillocks have ever yet been thoroughly examined by a competent antiquary, to ascertain the probability of the correctness of this conjecture, and until this has been done it would be improper to hazard an opinion on the point."



Camp remains, natural features or evidence of the salt production industry? – Coatham Marshes, 1960's – by permission of R.S. Ramsdale

- 3.14 At some point, probably in the late medieval period, the marshland on the south side of East Coatham was drained and put to pastoral and arable uses, thereby extending the hamlet's diverse range of economic activities.
- 3.15 Evidence surviving on the ground is a hybrid of the medieval prototype settlement layout described in paragraph 3.3, now known as High Street West. Historically, it seems always to have been a hamlet consisting of a single row of premises, lacking both church and manor house. The orientation of dwellings was no doubt influenced by the frequently hostile marine microclimate requiring them to turn their backs to the sea. The earliest surviving traditional forms therefore have single-storey, lean-to outhouses attached to their seaward side, confirming that they were south facing. They are described by Hutton in 1810 as follows: *"Most of their old white-washed houses, have low buildings in their front which not only serve for washing, baking, the reception of lumber, &c. but for two other purposes, preventing the drift sand from penetrating the inner parts, and as a barricade against the keen Northern wind."*

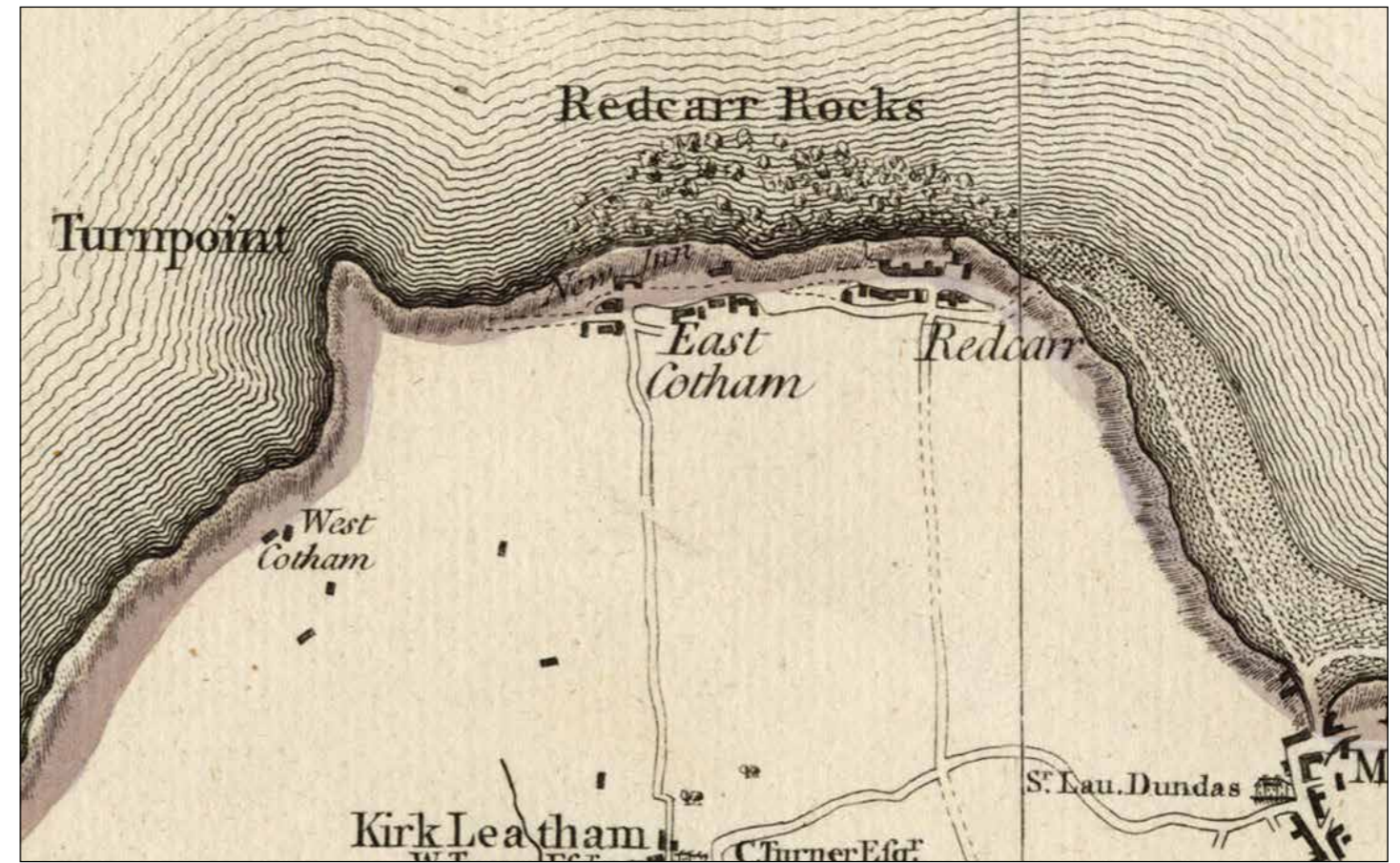
- 3.11 From the medieval period East Coatham was important for salt-making and as a port, with its own annual 3-day fair and weekly market.^(10 & 11) As a port it did not function in the same way as a modern port. Despite the treacherous offshore scars of rock, shifting sandbanks and shallow navigation channels at the mouth of the Tees, ships were beached on the gently sloping sands or were anchored offshore, their cargoes being shipped to and from the shore in smaller boats.⁽¹²⁾
- 3.12 By the late 12th century wealthy local landowners had granted fishing and salt-making rights to several Yorkshire monastic houses, including Fountains, Rievaulx and Gisborough. Salt production took place for over 500 years on the naturally occurring hillocks in the tidal marshes using the evaporation process. Salt-workings further to the west, between East Coatham and the present Lackenby Steelworks, were served by West Coatham a separate, dispersed community.
- 3.13 By the early 13th Century Coatham was owned by the Brus family of Skelton Castle.⁽¹³⁾ In 1272 it passed to the Thweng family of Kirkleatham Castle to be absorbed into the Kirkleatham Estate: a much greater land holding centred on Kirkleatham village 3¼ km (2 miles) inland. The estate included the settlements of Kirkleatham, Yearby and East Coatham and all of the land stretching from East Coatham to Dunsdale and from the West Dyke (Redcar Racecourse) to the Mains Dyke (the east boundary of the Wilton Chemical and Technological Complex). Thereafter, ownership of the manor of East Coatham followed the descent of the Kirkleatham Estate. In 1949 the estate was sold to a property investment company and broken up, individual properties being bought by their tenants or by new owners.



Possible original layout of Coatham

The 18th Century

- 3.16 Between 1623 and 1810 the Kirkleatham Estate belonged to the Turner family. From the late 1750s Charles Turner pioneered improvements in agricultural practices, including improved crop cultivation and animal husbandry. This was partly enabled through the consolidation, restructure and enclosure of their land holdings and the development of new farmsteads located both within and well outside the settlements. In Coatham the new farmsteads were Marsh House Farm, Coatham Farm, Lobster Inn Farm and Green Farm.
- 3.17 People moving to the farmsteads outside the settlements gave rise to their depopulation. This gave the Kirkleatham Estate the opportunity to clear away the estate workers cottages in the village of Kirkleatham and turn the area into a park centred on Kirkleatham Hall, for the enjoyment of the owner and his family. The former tenants of Kirkleatham were forcibly relocated to Coatham and Yearby where 'improvements' were undertaken to accommodate them.⁽¹⁴⁾ Some of the cottages in High Street West clearly date from this period, but in contrast to the earlier dwellings many face north rather than south and lack the lean-to outhouses, referred to above.
- 3.18 Charles Turner also masterminded a short-lived revival of East Coatham's role as a port. He constructed a dock to the south of Marsh Farm and ample barns for the storage of cereals, timber and minerals for export. The dock was approached by one of the narrow creeks or channels opening into the mouth of the Tees. Imports included lime, coal and building materials and the trade thrived from the 1770s until the early years of the 19th century when Coatham was superseded by ports on the River Tees.
- 3.19 Not all of the ships' cargos were legitimate. From the late 17th century high duties on imported high value commodities such as lace, silk, tea, tobacco and alcoholic beverages, together with Coatham's remote location, created the conditions in which smuggling became a highly lucrative activity. Tales abound of secret hiding places, interconnecting cellars, passages and tunnels within and beneath buildings, serving to conceal contraband goods from the 'Revenue Men.' By the 1840s the establishment of an effective Coastguard service and the nation's change to a free trade policy brought the more lucrative side of smuggling to an end.⁽¹⁵⁾
- 3.20 Following the fashion begun at Scarborough, Charles Turner was first to recognise Coatham's potential as a health resort. In the 1760s he provided bathing machines and erected the Lobster Inn and the "New Inn", the latter re-named the Waterloo Tavern in 1815 and now in residential use. However, the settlement's isolated location caused its development as a seaside resort to be slow until the middle of the 19th century, when the arrival of the railway connected it to the growing industrial towns and villages along the banks of the Tees and throughout the Durham coalfield.
- 3.21 By the end of the 18th century salt making had ceased and fishing, port activities and the holiday trade were superseded by agriculture as Coatham's principal economic activity. This was enabled through utilisation of extensive tracts of land reclaimed from the saltmarsh. For many hundreds of years diverse economic activities brought wealth to the settlement, yet its size and status remained little changed until the middle of the 19th century.



Jefferys' Map 1772

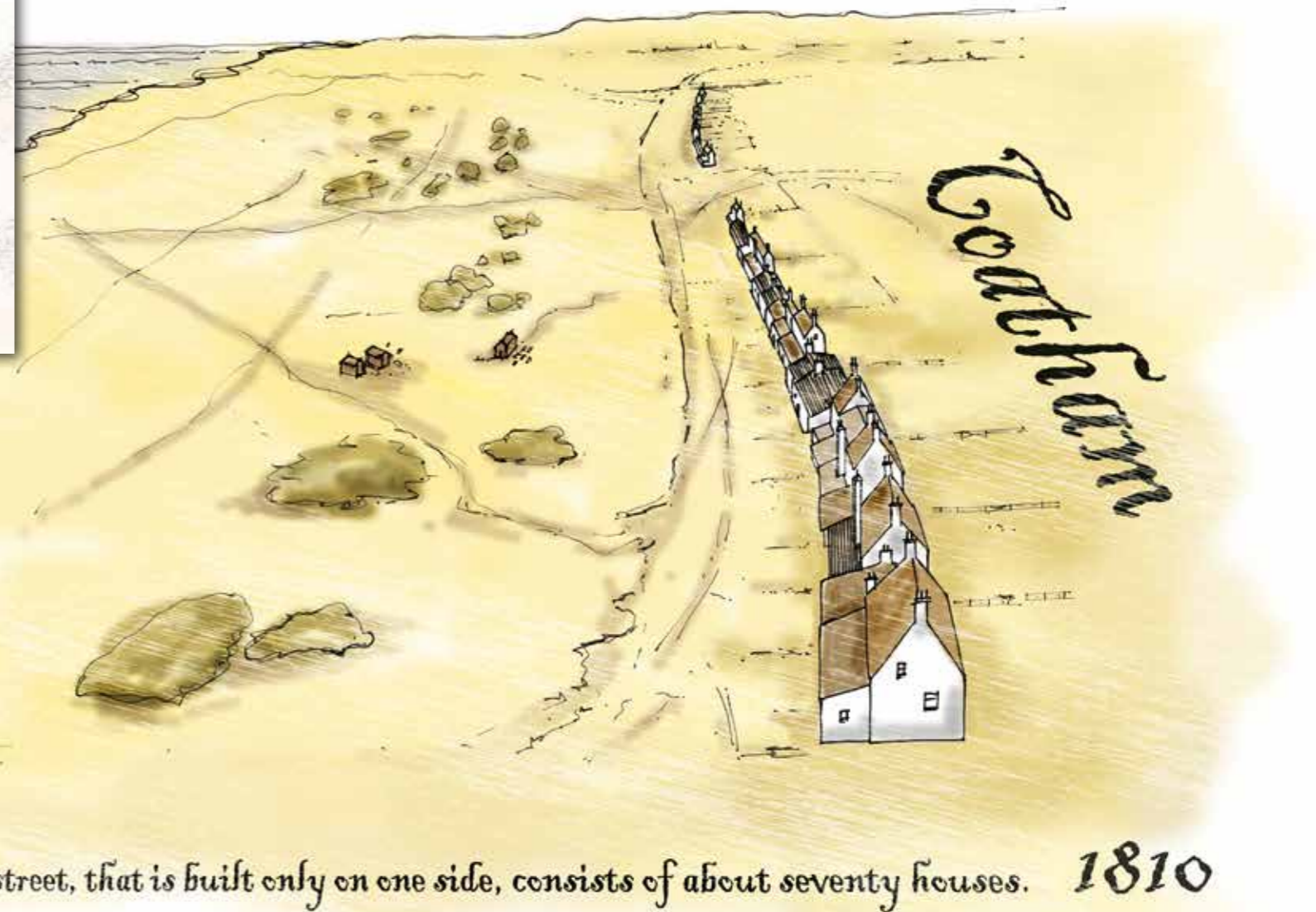


The 19th Century

- 3.22 In 1809 Coatham was described by Hutton as; *"half a street, that is built only on one side, consists of about seventy houses, and is four hundred yards long. We then pass over an open green, in the same line, four hundred yards more, which brings us to Redcar. Most of the houses have low buildings in their front which not only serve for washing, baking, the reception of lumber, &c. but for two other purposes, preventing the drift sand from penetrating the inner parts, and as a barricade against the keen Northern winds. To complete this barricade, they open but one pane in their window, thus they avoid, as an enemy, that sea wind, which the stranger, at great expense, comes to breath."*
- 3.23 Hutton goes on to refer to the *"old, white-washed, mud-wall dwellings"* and the *"red tile"* used on their roofs, giving vital clues to the character of the traditional buildings. The *"single street"* along with many of the dwellings described here still survives as High Street West but today it is built up on both sides.

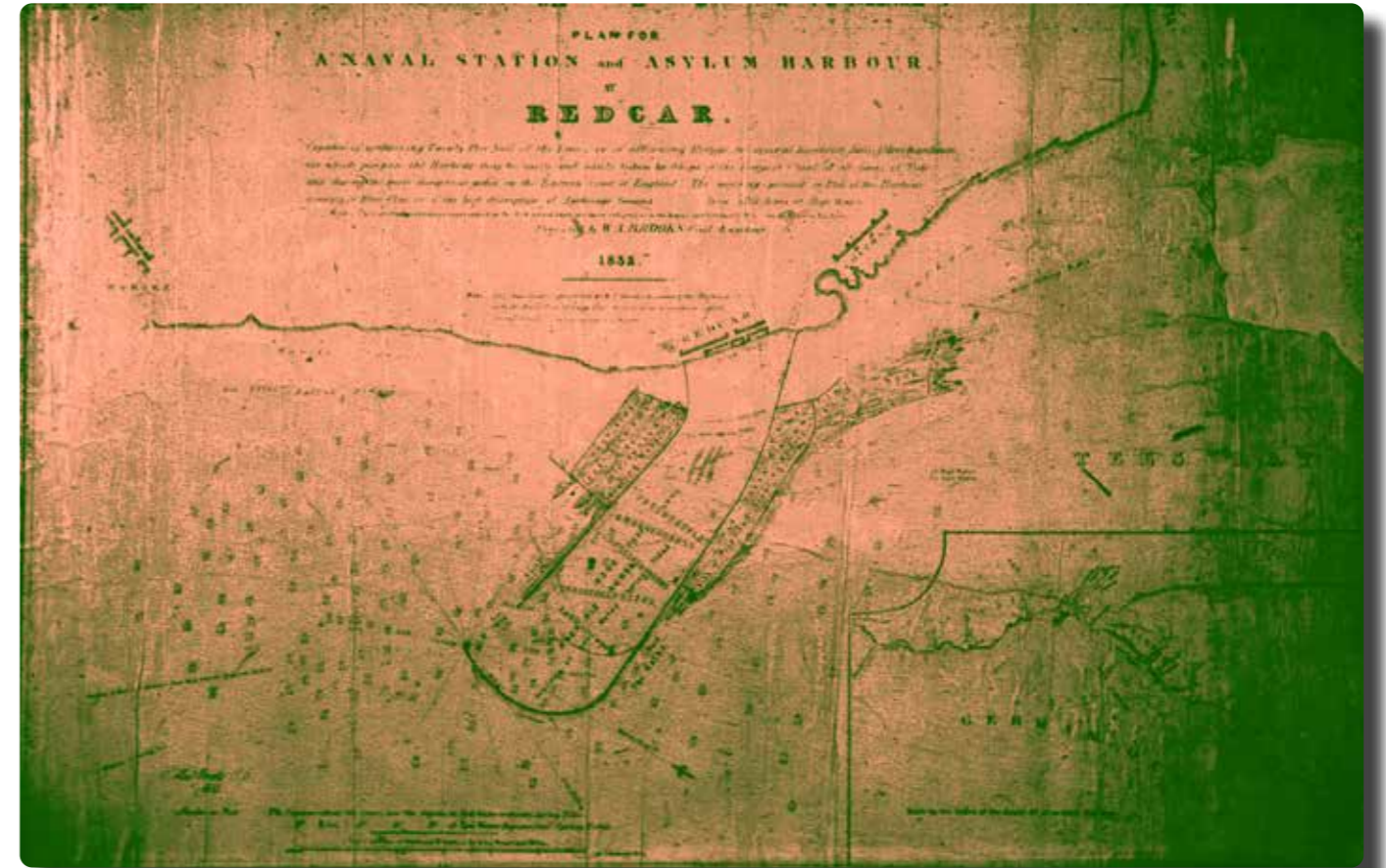
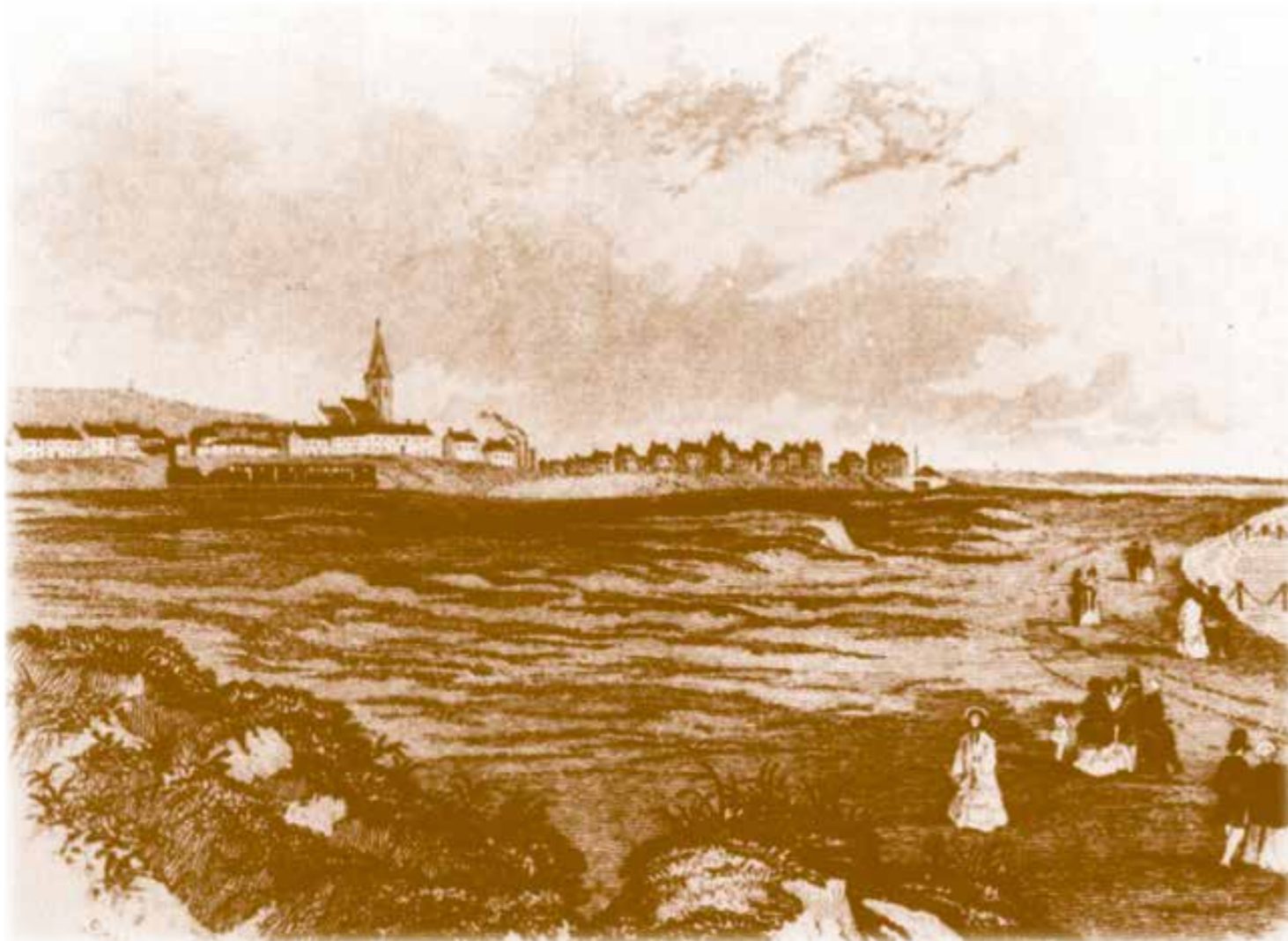


Modern image of how the New Inn may have looked



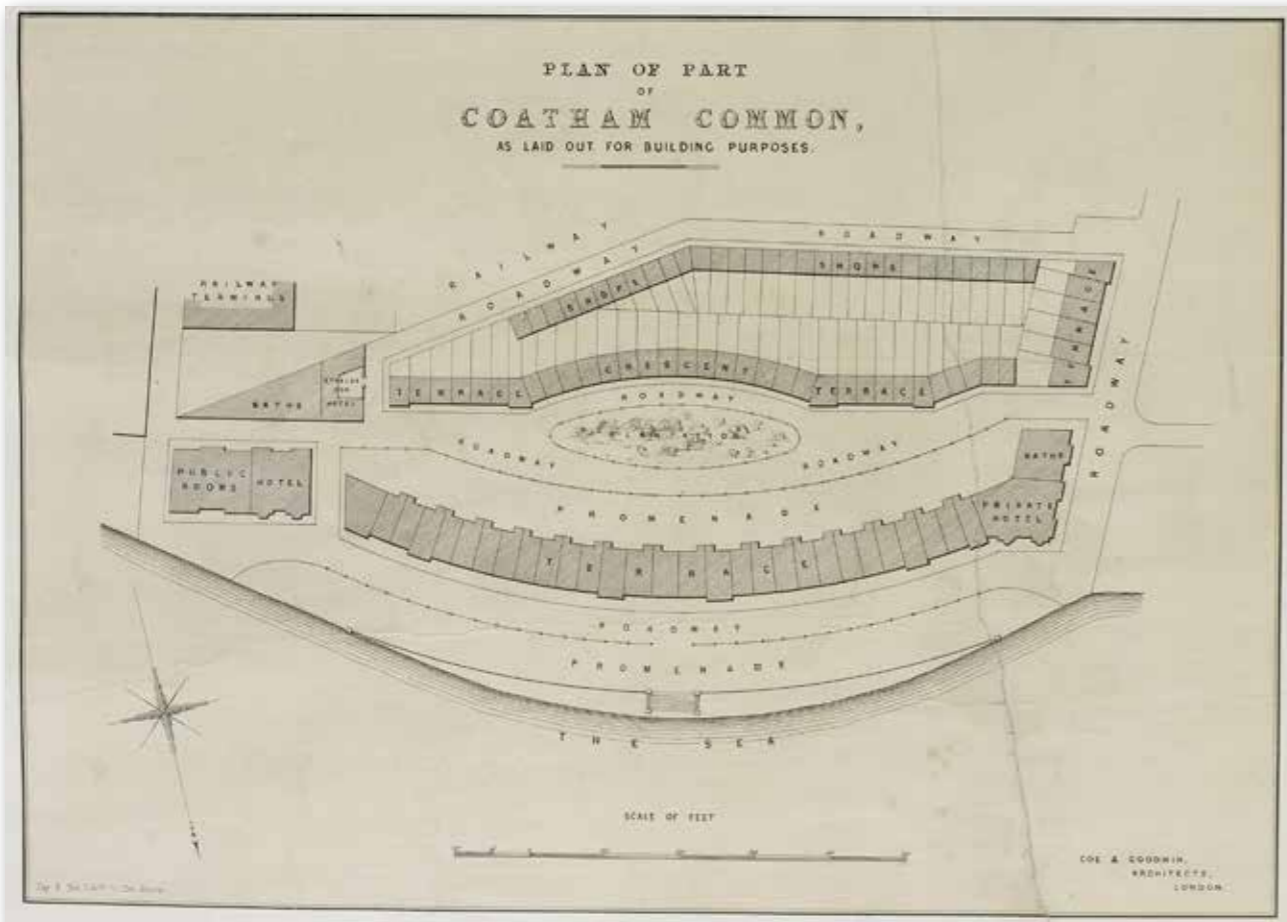
Impression of the early 19th century appearance of Coatham

- 3.24 In the early 19th century, ownership of the Kirkleatham Estate changed from the Turner family to the Newcomen family, in whose hands it remained until the sale and break-up of the estate in 1949. Under their tenure, the fortunes of Coatham changed, particularly in response to the burgeoning industrial development and urbanisation along the Tees and in East Cleveland.
- 3.25 From the 1820s, the construction of a harbour was contemplated to provide a safe refuge for shipping. Stone harbour walls were to be erected on the offshore rock scars off Redcar and Coatham and a canal was proposed to connect the harbour to the River Tees at Middlesbrough, effectively by-passing the river's lower reaches. The proposal was eclipsed in 1846 when the Stockton & Darlington Railway was extended from Middlesbrough to Redcar. The railway provided the means of carrying blast furnace slag from Middlesbrough's ironworks to the mouth of the river for use in the construction the South Gare Breakwater, a massive engineering feat that successfully narrowed the estuary and improved the river's navigability. By following the high water mark along the southern edge of the river estuary, the new railway formed a dyke or levy along the bank of the Tees, taking a first step towards major reclamation of the saltmarsh.



Harbour of Refuge Plans

- 3.26 As a 'spin-off' from their industrial objectives, the railway company had ambitions to develop a genteel seaside resort at Coatham.⁽¹⁶⁾ They provided promenade rooms with sea views at their station and contemplated building a hotel. However, progress really lay in the hands of the landowning Newcomen family of Kirkleatham Hall, but in the ten years after the railway opened only one short terrace of villas, the new parish church, and cricket field had appeared.⁽¹⁷⁾
- 3.27 In the 1850s London architects Coe & Goodwin were commissioned to prepare a plan for a substantial seaside development on part of Coatham Green, now broadly defined by Lobster Road, Newcomen Terrace, West Terrace and Queen Street. It was to comprise a double crescent of three-storey, terraced villas and shops with "public rooms, hotel" and an oval public garden,⁽¹⁸⁾ reflecting the earlier ambitions of the railway company for a "genteel resort". Slow to take hold, the proposals were gradually modified to a layout owing more to Dickenson's plan for the Marine Parade / 'Jewel Street' area of Saltburn, than to Coe and Goodwin's scheme. Its implementation took place piecemeal over a period of eighty years.



Coe and Goodwin's plans for Coatham's development

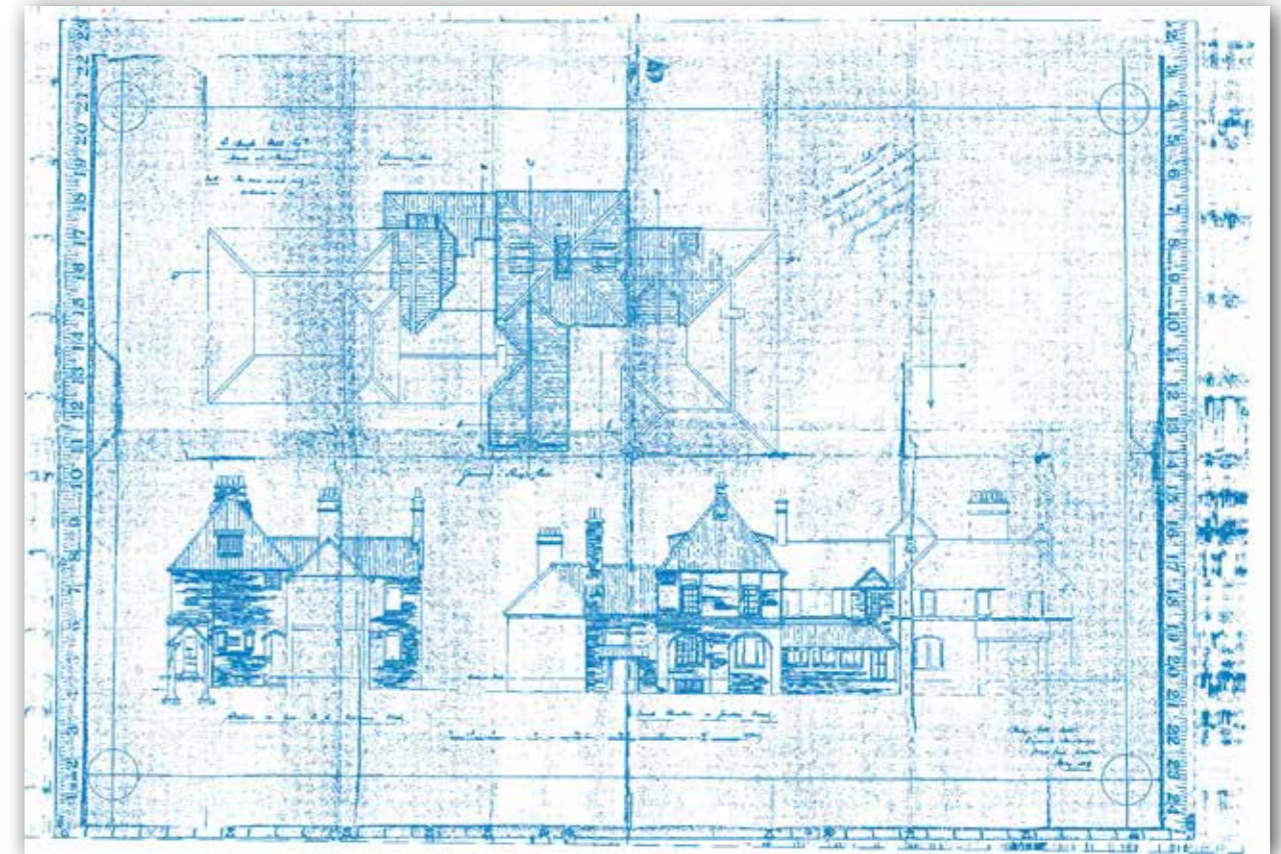
3.28 The relatively slow rate of development was due to the original route of the railway line. The original 1846 tracks ran along the sand dunes on the north side of Coatham and the trackbed is still visible to the north of High Street West. It terminated at the station in Queen Street, close to the present Town Clock.



3.29 The first railway station was therefore closer to Redcar than to Coatham, clearly influencing the functions of the two settlements. Redcar became the commercial hub and the preferred location for shopping, entertainments and amusements for holiday makers and day trippers. Although Coatham did have its own entertainments such as the golf course, horse racing and the short-lived Victoria Pier, which lasted from 1875 to 1899, it primarily provided boarding houses and the largest hotel, while the older part of Coatham became a quiet residential area. On the sand dunes north-east of the hamlet, a Convalescent Home was built in 1861 for "the reception of poor and deserving persons recovering from sickness, and requiring change of air and sea bathing,"⁽¹⁹⁾ though it was demolished in 1951.



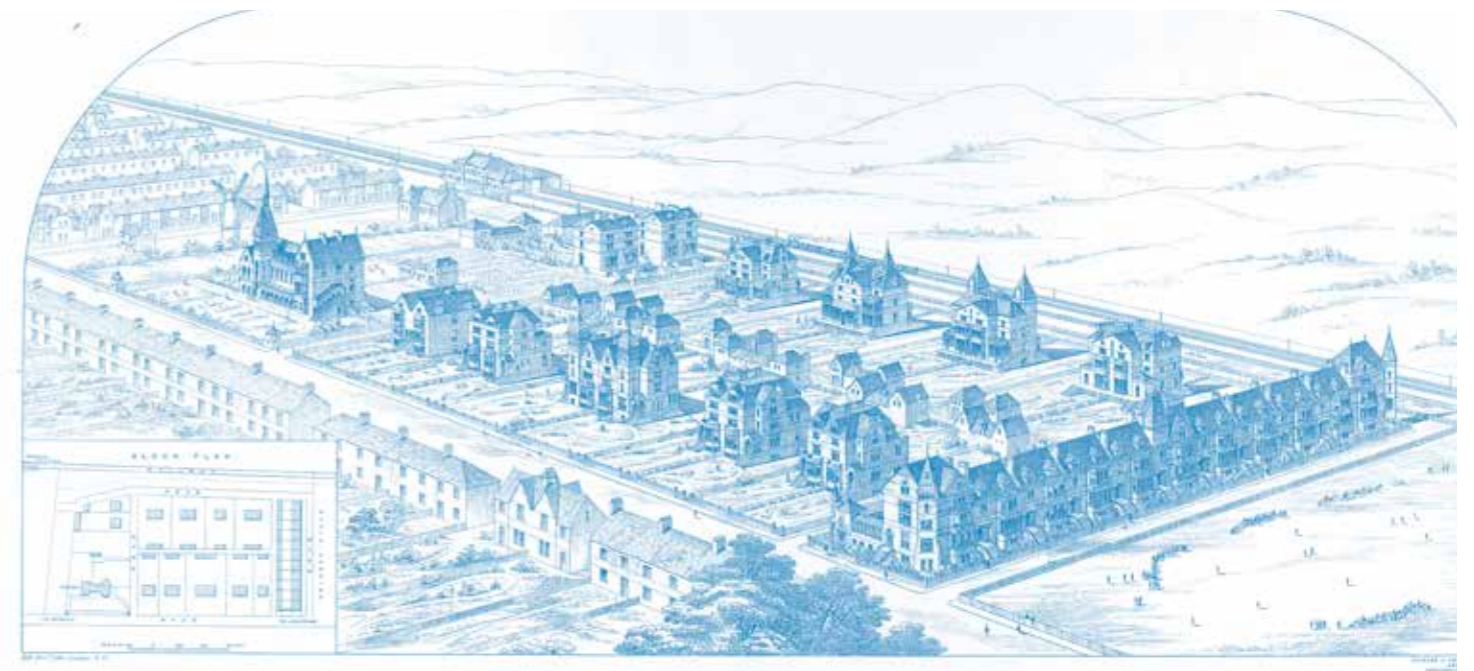
3.30 The original route of the railway track itself also had two principal affects. To gain access to the sea residents and visitors had to use the solitary railway bridge at Bridge Road (the remains of its clay, seaward abutment still survive alongside Majuba Road) and the developable land lying between the two settlements was cut in two.



Historic plans of Red Barns



Historic images of Coatham Convalescent Home, demolished in 1951



BIRD'S EYE VIEW AND PLAN OF VILLA SITES TO BE LEASED ON THE KIRLEATHAM ESTATES NEAR REDCAR.

Architect's bird's eye view of Coatham's development, 1867

3.31 This situation improved in 1861 when the railway was re-routed through the meadows south of the settlement to enable its extension to Saltburn and the East Cleveland Iron Ore field. This stimulated residential development closer to the original hamlet, along its old back lane, now Coatham Road. Here the Kirkleatham Estate built terraced town houses on the lower parts of the cottagers' tofts and created a new back lane between the two. Most of these new dwellings were taken up by middle-class professionals, their families and servants from the industrial towns on the Tees.



Red Barns, Coatham Road



Surviving villa, Coatham Road

3.32 The development quickly spread to land on the opposite side of the road where a 'gridiron' pattern of new streets of formal terraces was laid out between Coatham Road and the re-routed railway line. Named after British military victories, personalities and ships, likely chosen for their appeal to Victorian patriotic and martial ideals, Trafalgar and Nelson terrace bound the west and east sides of the cricket ground respectively. Similarly genteel, high status terraces of slightly lesser architectural merit and prominence are repeated to the west, consisting of Victory, St Vincent and Blenheim terraces.



Clockwise from top left—HMS Victory and the Battle of Trafalgar, Lord Nelson, the battle of Cape St Vincent and the battle of Blenheim, after which the terraces are named.

- 3.33 Soon afterwards Coatham's most important surviving Victorian building, Red Barns, appeared on Kirkleatham Street. It was erected 1868-70 to designs by acclaimed Arts & Crafts architect Philip Webb for Thomas Hugh Bell, son of ironmaster Lowthian Bell. It is now a grade II* listed building.

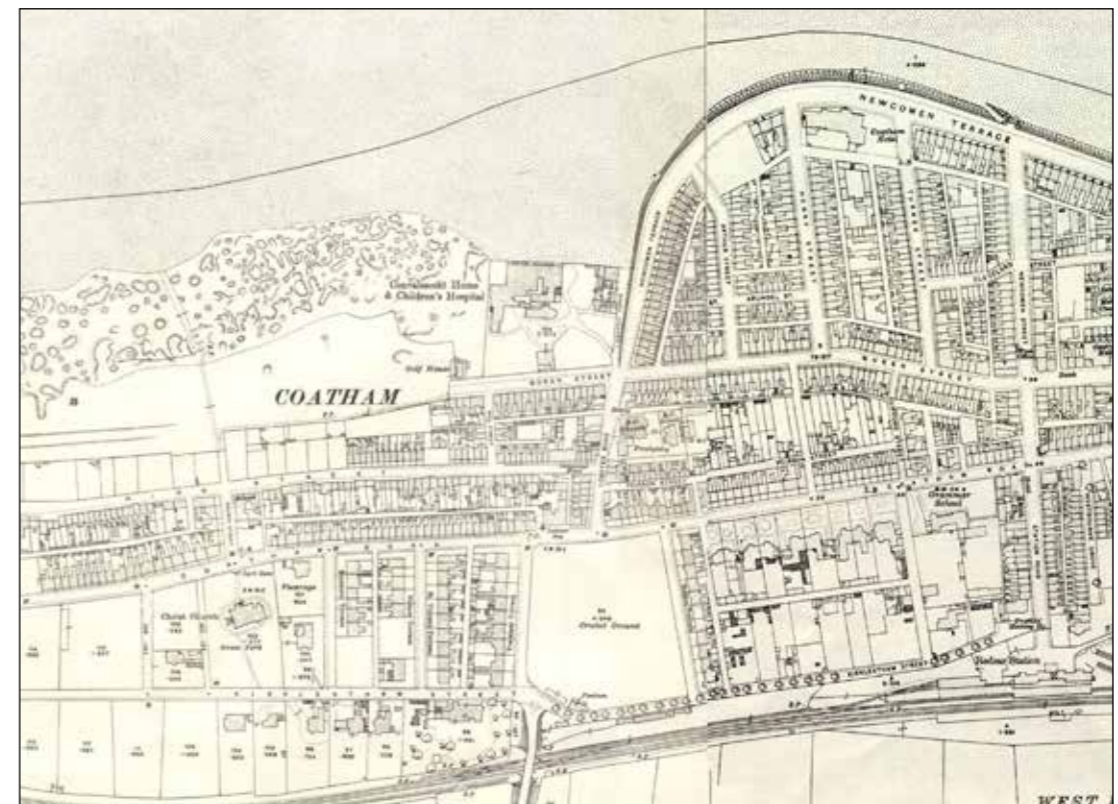


Railway cottages, since dismantled and rebuilt in Kirkleatham

- 3.34 In 1867 the Kirkleatham Estate commissioned another development plan, this time from local architect Charles J. Adams of Stockton. This was for smart, semi-detached villas, grand terraces facing the Cricket Field and a Grammar School, all within an area bounded by Coatham Road, Nelson Terrace, Kirkleatham Street and Station Road and clearly intended to merge with earlier planned development on Coatham Road. It was clearly designed as a high-class seaside suburb, intended to attract Middlesbrough businessmen and their families. The formula worked and the scheme enjoyed immediate success with the school, the terraces and most of the villas being built by 1893.⁽²⁰⁾ Sadly, only the terraces and one villa survive today, other sites having been redeveloped since 1945.
- 3.35 Coatham and Redcar having physically merged as one town by the end of the 19th century were formally amalgamated under the auspices of 'Redcar Urban District Council' in 1899.



Is this the old railway station?



1913 OS plan showing joining of the Coatham and Redcar

The 20th Century

- 3.36 In 1911 Redcar with Coatham was the twelfth fastest growing resort in England. However, visitors were attracted from a relatively small area and profitability was consequently too low to support large-scale developments.
- 3.37 The economic depression of the inter-war period brought another wave of change for Coatham. Publicly funded employment schemes for the relief of unemployment enabled Redcar Borough Council to develop a wide range of construction projects, including the development of the 'Coatham Enclosure'.



- 3.38 The vision was to construct a promenade and marine drive with "entertainments and amusements", linking Redcar Esplanade through to the South Gare Breakwater. The plan for the promenade and drive was abandoned following opposition from Redcar's traders, but the outdoor and indoor swimming baths and pools and a boating lake were completed in 1931 with a 'new' Golf Club House following in 1935. The two open-air pools hit difficulties from the outset. They constantly filled with wind-blown sand while the climate restricted their use to the summer season. After conversion of the larger pool to a roller-skating rink in 1951, the sites of both pools were cleared in the 1960s. The indoor pool survived into the 1990s when major structural problems brought about its closure. Today only the boating lake survives.



- 3.39 In the old settlement, development of the second row of dwellings on the north side of High Street West continued in a westerly direction in the form of detached and semi-detached dwellings more characteristic of a suburban housing estate. Elsewhere, sites remaining vacant from the end of the Victorian period of growth were gradually in-filled with residential developments, consolidating the urban framework we see today.

Summary

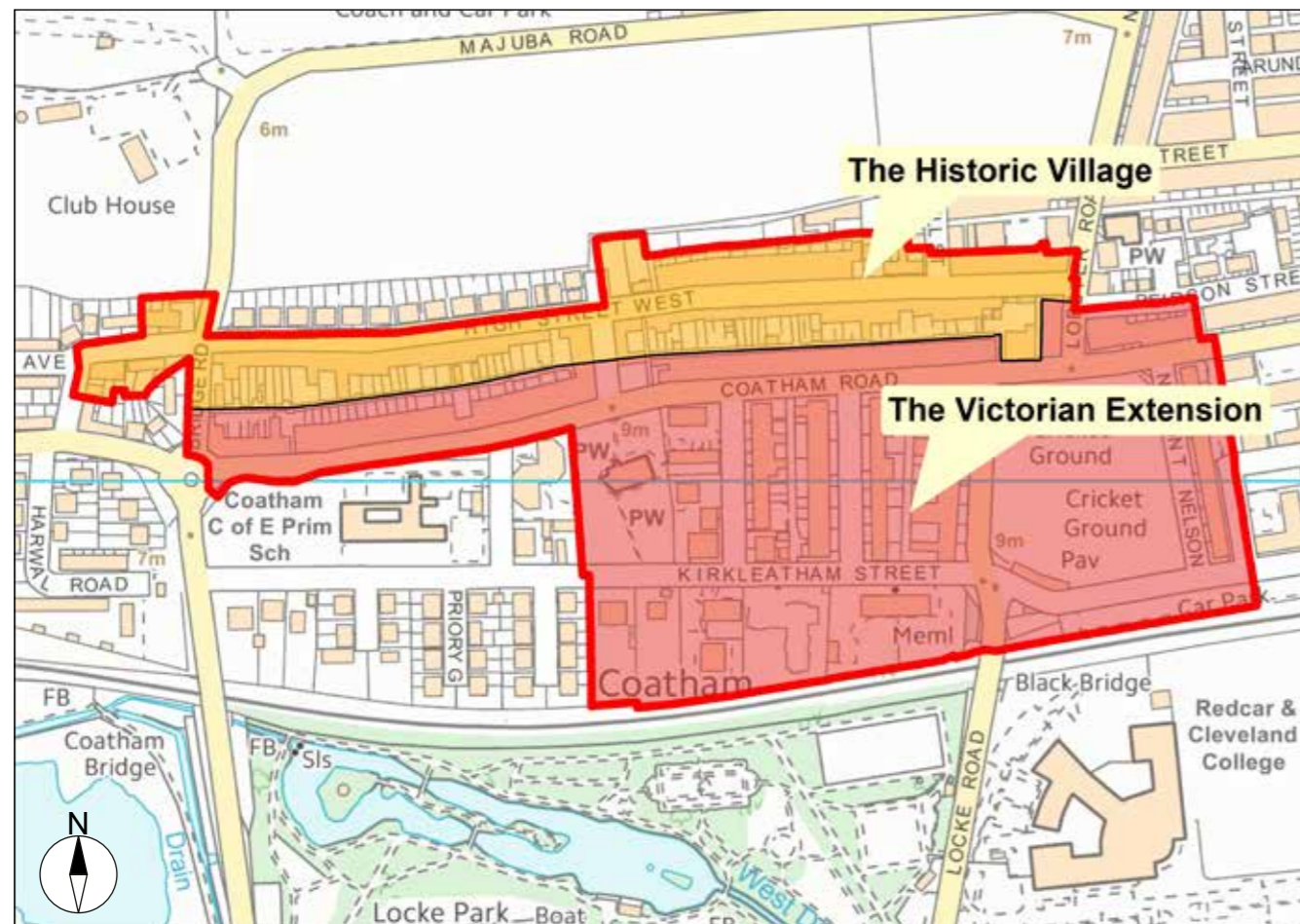
- 3.40 From being a tiny but economically self-sufficient settlement with all of the traditional trades and a busy high street, Coatham mushroomed in the Victorian period to become a substantial suburban settlement. Before 1900 it had physically become as one with neighbouring Redcar and although now a residential area served by Redcar's town centre, it still retains much of its historic character.

4 CHARACTER APPRAISAL

Introduction

- 4.1 It is the buildings of the conservation area, their relationship to the spaces between them and the ways in which those spaces are used that determine its character. Allied to these, the predominant residential land use contributes to its ambience and sustainability.
- 4.2 Coatham possesses a townscape of two parts, each having its own distinctive character as a result of the settlement's historic development and expansion. They are the ancient one-row settlement, now High Street West and the mid-to-late Victorian extension to the south and east, which contains a series of streets of diverse character. They are described as follows:

CHARACTER AREAS



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The Historic Village



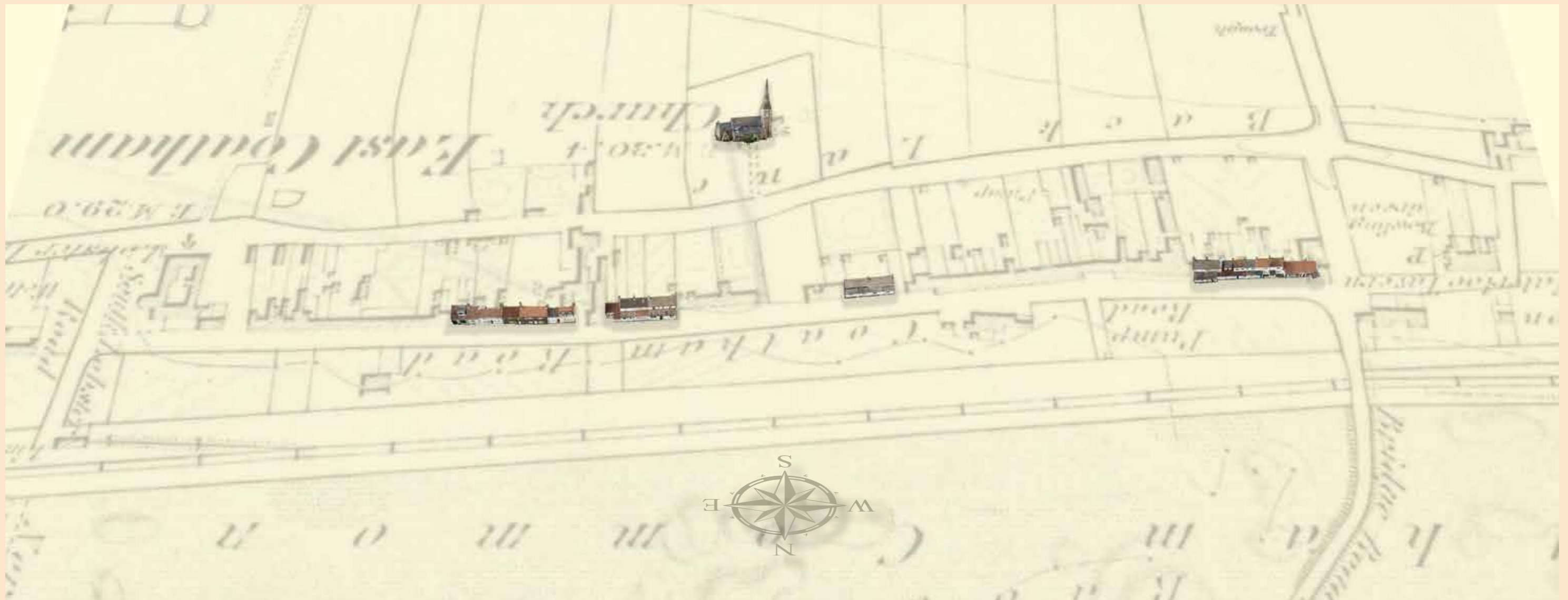
The Victorian Extension

The Historic Village

- 4.3 The original settlement consists of one side of a single street, now called High Street West, running between Rocket Terrace and Lobster Road. Its south side is lined with historic fisherman's cottages with the occasional later larger house and a Victorian era school, plus some later Victorian terraced housing, most built hard against the pavement edge and each standing at one end of its own burgage plot or garden. At the west end of the street and on its south side is also a short terrace of 'inter-war' dwellings, set slightly back from the pavement and with small front gardens.
- 4.4 Two buildings, one a historic cottage recently inspected by the North Yorkshire Vernacular Buildings Group and possibly dating from the late 16th century (No 43), the other the former New Inn (Nos. 147/149), are out of step with the single-row layout. They are on the opposite side of the street to the early cottages but have substantial historic significance in their own right despite being unlisted.
- 4.5 At one time this area would have had all the characteristics of a busy bustling High Street, but its eclipse by Redcar has left it quiet and residential in character.



The Old Stable Workshop, which bears the date 1884, on Rocket Terrace marks the eastern extent of the conservation area



Remaining early buildings along the south side of High Street West

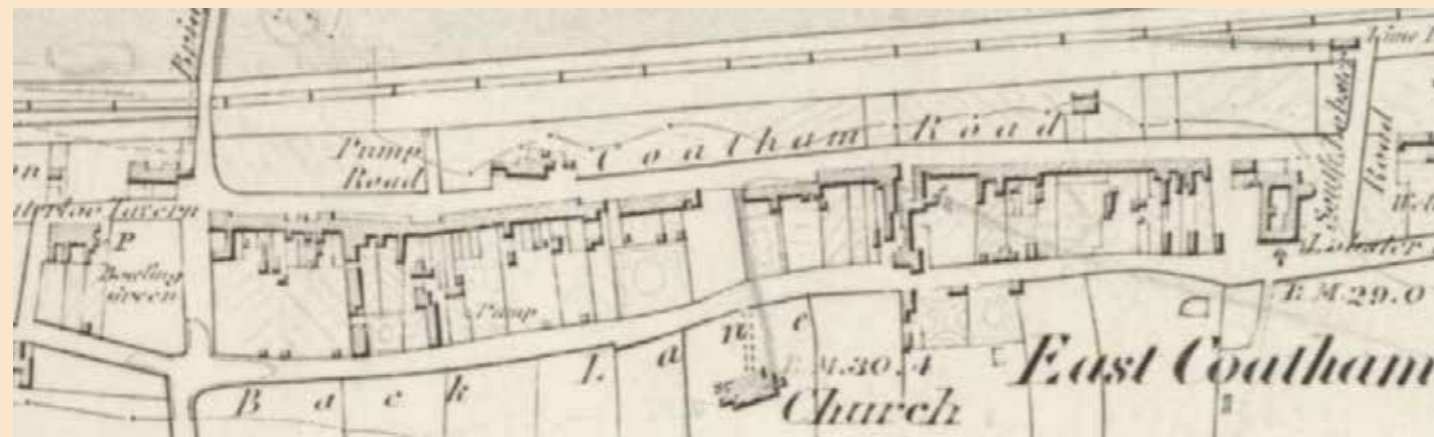
4.6 A second inn, the Lobster, is set well back from the High Street and faces south across Coatham Road, on the old back lane. This attractive free-standing building of 3-storeys, with flanking 2-storey wings, is an important visual anchor on Coatham Road and is a key visual anchor in views from the south side of the cricket ground. Its discrete and tasteful signage is however let down by the unfortunate 1950s brick, ground-floor, forward extension and its ill-defined, tarmac surfaced frontage. It has however retained a characterful, traditionally surfaced, rear yard.



The Lobster Inn

4.7 Terraces or rows are a common characteristic of most historic settlements. Collectively, they were probably intended to enhance the enclosure and defence of the street while maximising the useable land on the burgage strips behind by eliminating front garden spaces. In Coatham the strips were foreshortened in the Victorian period by the development of dwellings on the back lane, now Coatham Road, but they are still an important, tangible and historic reference point, indicative of the settlement's ancient origins.

4.8 The gradual replacement of original cottages, together with the insertion of the Victorian school building, respected the historic layout. However, housing development on the opposite side of the street gradually changed the settlement's character to a conventional 2-row street.



1857 OS Map



1930 OS Map

Historic mapping showing development of Coatham from 1857 to 1930

Appearance - The historic village

- 4.9 Coatham is approached from the south via Kirkleatham Lane (A1042) which terminates at the traffic roundabout on Coatham Road. Bridge Road climbs up from the roundabout and passes a row of inter-war semi-detached houses (outside the conservation area boundary), to High Street West. Here the eye is drawn by the 3-storey, former New Inn (Nos. 147 & 149). Despite the degradation of its classic Georgian detail, it is still a significant townscape building and a visual anchor in the streetscape, rising above the surrounding properties. To the left, beyond a short row of 'inter-war' dwellings, is the west end of the High Street with three cottages surviving from the historic settlement.



Looking north from Kirkleatham Lane towards the conservation area. The New Inn is visible at the rear left

- 4.10 The gap formed by Majuba Road at the west end of the built-up frontage affords views out of the conservation area across the sand dune landscape to the caravan site, car park, and the sea, somewhat marred by steel palisade fencing and tall, utilitarian, steel lighting columns.



Looking north from Bridge Road along Majuba Road with the coast in the distance

- 4.11 On turning right into High Street West the view is of a slightly serpentine and gently undulating street, the end of which is concealed by its meandering course. The double-fronted, 2-storey house on the right-hand corner, stands above the adjoining cottages and is a visual anchor marking the 'entrance' to the former settlement.



Looking east from Bridge Road along High St West towards the core of the historic settlement

- 4.12 The view from the opposite end of the street is similarly of a gradually unfolding vista, the prominent gable with traditionally painted signage of the Cleveland Hotel forming a prominent introduction. The undulating frontages of the cottages on its south side help to break up the elongated perspective of the street and partially screen the view to the end.



Looking west from east from Lobster Road along High St West towards the core of the historic settlement

4.13 The south side of the street is the historic core of Coatham. It consists of an informal, curiously attractive, 'higgledy-piggledy' row of wide and narrow-fronted, single and two storey cottages and houses. Their frontages step forward and back and have rising and falling ridge and eaves lines, punctuated by chimney stacks carrying clay pots. The front, single-storey wings add further articulation to the row and its appearance is enhanced by the mixture of natural brick, stone, tile and slate building materials and coloured renders. The form and proportions of the earlier cottages gives their appearance a horizontal emphasis, contrasting with the verticality of later replacement dwellings.

4.15 The building detracting most from the character of the historic core is the mid-20th century, 3-storey, flat-roofed, block of flats at No 60. Being higher than neighbouring buildings it acts as an unnecessary and distracting focal point in the street drawing attention due to its disharmonious form, scale and proportions, contrasting harshly with the modest vernacular character of the street. A more diminutive but similarly utilitarian building is to be found in the bookmaker's office at the east end of the street. These buildings are included in the conservation area not for their own value, but to achieve a consistent and coherent boundary.



Historic cottages on High St West



4.14 An historic break in the frontage occurs at Church Street with a corresponding gap on the north side of the street. Looking northwards, there is a short stretch of truncated road lying outside the conservation area abutting Coatham Green, once a part of the golf course. The view includes the leisure attractions of Coatham Enclosure and the distant sea, whose expanse is punctuated by a spread of wind turbines. However, the modernity of this view is compensated by the southward view along Church Street to the architecturally and aesthetically impressive grade II listed Christ Church on Coatham Road.



View south along Church Street towards GII listed Christ Church



Unsympathetic architectural styles, High St West

4.16 The properties on the north side of the street, developed between 1850 and 1950, fail to reflect the intrinsic character possessed by the historic core on the opposite side. With their forward curtilages they have also created a strong sense of enclosure where none existed before, impairing the setting of the historic frontage. However, collectively, Nos. 1 to 95 (lying between the playground and Lobster Road) make a positive contribution to the appearance of the area by affording coherence and visual completeness to the street scene and are therefore included in the conservation area.

4.17 Flanking the entrance to Church Street are two buildings serving as streetscape anchors. They are the single-storey, mid-Victorian school and The Links, a 2½-storey, late-Victorian, Queen Anne Style house of red engineering brick. The school, now flats, was recently rendered and re-windowed in UPVC, but still retains its basic proportions and character. However, The Links has been altered unsympathetically with an unsightly extension facing Church Street.

Back Lanes

4.18 The terraces and rows of properties throughout the conservation area are served by a network of rear alleys. These are lined with an untidy assortment of high boundary walls, garages, sheds, the gable ends of rear wings and extensions and timber telegraph poles with their 'umbrellas' of wires.



The Links, High St West



High St West



Rear alley between High St West and Coatham Road

The Victorian Extension

- 4.19 This area, stretching from the backs of properties in High Street West to the railway line, has a mixture of high and low density housing and formal open space. There are a series of domestic terraces layed out in the classic 'gridiron' pattern found in many Victorian towns, although in following the slightly serpentine course of the former back lane the alignment of the terraces on Coatham Road departs from the 'gridiron' rigidity. Whilst terraces of villas and houses predominate, larger, detached villas can be found on Kirkleatham Street and some 20th century semi-detached houses on Blenheim Terrace.
- 4.20 On Coatham Road and Lobster Road, the terraces have small, enclosed rear yards. The fronts are set back from the pavement edge behind small front gardens or 'areas' enclosed by boundary walls with gates and gatepiers, many of them rebuilt. Terraces lying between Coatham Road and Kirkleatham Street have similar rear yards but larger, mature front gardens. As a further variation, the detached villas on Kirkleatham Street are set in large private gardens and, by turning their backs to the street to face the railway, they are shut off from public view behind high brick screen walls.



The Victorian Extension showing a 'gridiron' layout

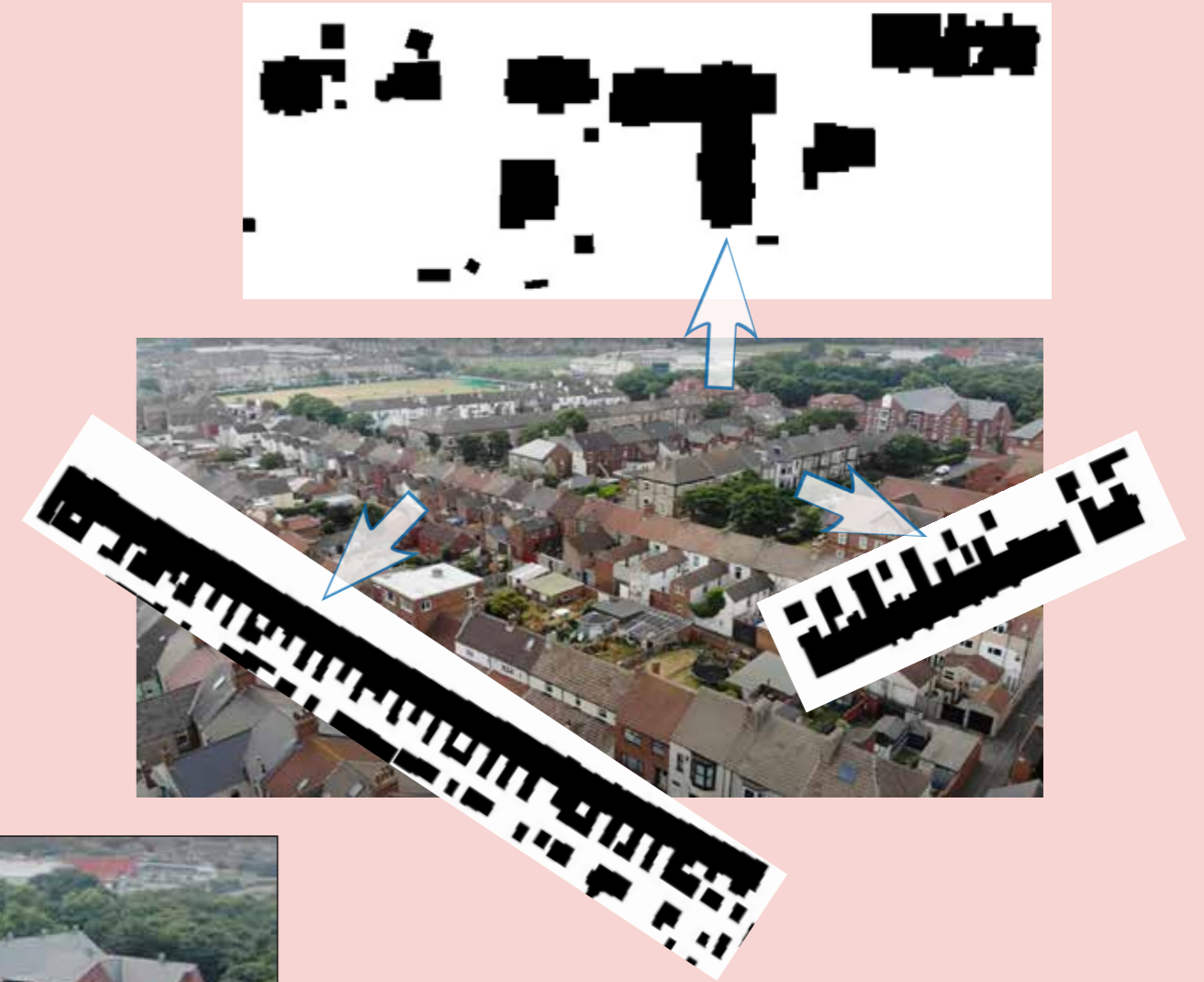


Figure-ground plans showing the difference in plot sizes and density between the terraces

Kirkleatham Street

- 4.21 It is a characteristic feature of Kirkleatham Street that, within the conservation area boundary, no dwellings historically faced onto the street. On the north side are the ends of the terraced dwellings of Victory, St Vincent and Blenheim Terraces and on the south side are the backs of larger detached villas, each set in its own private garden and oriented to face the railway. Beginning with GII* listed Red Barns, whose Arts & Crafts characteristics and large plot set the tone for this distinct part of the conservation area. Grain and density on the south side of the street is notably looser with larger, detached houses contrasting with the rest of the conservation area.
- 4.22 Red Barns is the most impressive of the historic villas and the only one with its front door opening onto the street. A large and rambling house, it is built hard against the pavement edge but was designed to face the railway line which borders the garden to the south. A 'blue plaque' on one of the gable ends commemorates the life of Red Barns' most famous resident, Gertrude Lowthian Bell: Scholar, traveller, administrator and peace maker. A friend of the Arabs.
- 4.23 Next to Red Barns, which until recently was dilapidated and in urgent need of rescue, are found two modern houses. Built within the historic curtilage of Red Barns, their presence does dilute the size of the plot but they were effective in economically facilitating the preservation of this prime example of Philip Webb architecture. A large modern care home and assisted living facility in the adjoining plot attempts to reflect the character of the former Stead Memorial Hospital. Whilst the historic front boundary wall softens the impact, due to scale and lack of detail the intended effect is diluted. Heading westward, another modern care home that attempts to express Arts & Crafts character replaces a now demolished Victorian house.
- 4.24 Heading westward another modern care home that attempts to express Arts & Crafts character replaces a now demolished Victorian house. Their appearance is relieved only by the occasional tree in the grounds and the high screening walls fronting Kirkleatham Street, serving as a foil to the visual chaos beyond while contributing beneficially to the strong sense of enclosure in the streetscape.
- 4.25 Cartrefle at 39 Kirkeatham Street and Newlands at 41 occupy adjoining sites to the west of the hospital. They are attractive, detached, Edwardian villas built in contrasting but harmonious domestic styles. They and their high brick boundary walls present an attractive visual backdrop to the churchyard on the opposite side of the street and contribute to the strong sense of large defined plots.
- 4.26 Views along Kirkleatham Street are enhanced by the small number of mature woodland trees and hedges in gardens and the churchyard and by the strong sense of enclosure created by the boundary walls to properties, particularly the higher walls on the south side of the street.



Rear elevation of Red Barns abutting Kirkleatham Road



Coatham Road - north side

- 4.27 The north side of Coatham Road is lined with 2-storey Victorian and Edwardian terraced houses. As one progresses along Coatham Road the convex curve of the terrace gradually reveals itself giving a strong visual emphasis to the bay windows, boundary walls and gatepiers. The latter are a principal feature of the streetscape, some having unusual polychrome brick or rendered panels. Where boundary walls have been lost the street scene is impaired.
- 4.28 In contrast to many similar residential areas, very few front garden spaces or their enclosing walls have been sacrificed to the creation of car parking spaces. Thus the integrity and ambience of these frontages of properties has largely been preserved.
- 4.29 Projecting bay windows, dormer windows and chimney stacks of all shapes and sizes further enrich the drama of the street scene and serve to articulate otherwise flat elevations and featureless roofscapes, thus adding further interest to the townscape aesthetic.
- 4.30 The terraces are interrupted by the late 18th century Lobster Hotel, now encompassed by Victorian development.
- 4.31 On the west side of The Lobster, the end-of terrace property (102 Coatham Road) has an attractive Victorian shopfront front wrapping around the corner of the building and is the only historic example in the conservation area.
- 4.32 The conservation area terminates at the east end of the domestic terrace which forms the visual backdrop to the cricket ground.



North side of Coatham Road



The last remaining historic shopfront in the conservation area, 102 Coatham Road

Coatham Road – south side

- 4.33 The first building of historic interest on this side of the road is Christ Church. Built in the Decorated Gothic style, it is set in a large well-used churchyard enclosed by a buttressed stone wall punctuated by a traditional lych-gate. Its towering broach spire makes it Coatham's principal landmark building, being prominent in views within and from well outside the conservation area. The well maintained churchyard, rich in memorials to local family members, provides an attractive and appropriate setting for the church and an important wildlife habitat.



Christ Church

- 4.34 The Gables (former Vicarage) on the corner of Coatham Road and Blenheim Terrace is an attractive detached, red brick house in the Arts & Crafts style, complementing the distant Red Barns on Kirkleatham Street. Progressing east are the returning ends of classically derived terraced dwellings of Victory, St Vincent and Blenheim Terraces, linking Coatham Road to Kirkleatham Street. These buildings display the harmonious use of materials and architectural detailing and the street scenes are enriched by consistent, mature, front garden spaces containing an array of lawns, shrubs and herbaceous planting including a number of mature trees. Whilst they serve as an attractive and visually enriching foil to the building frontages and the hard highway environment, that contribution is compromised by the occasional presence of high, close boarded boundary fencing.



The Gables

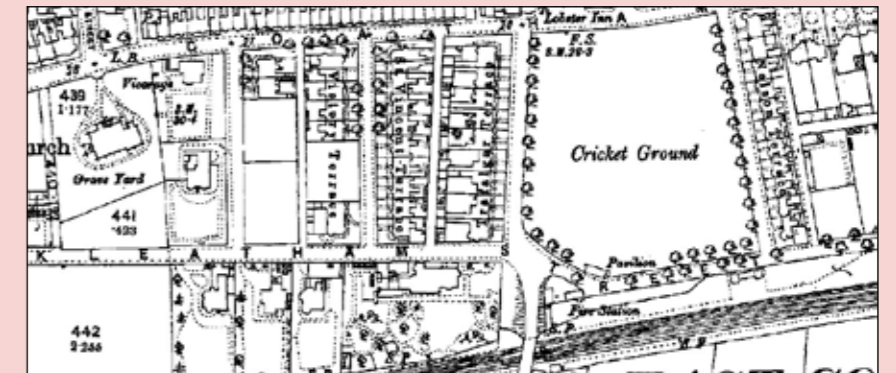
Appearance - the Cricket Ground and the victorious terraces

- 4.35 The cricket ground is the largest open space in the conservation area. This archetypal green space is of key townscape importance within and beyond the conservation area and serves to satisfy the needs of the local community for social and sporting activities. It is enclosed by a high privet hedge which itself is contained by characteristic metal railings with ornate cast iron gatepiers at the entrance, dating from 1900. To the north side, the Lobster Inn rises above the domestic terraces on Coatham Road, while its south side is bounded by a public car park alongside the railway.



Trafalgar Terrace

- 4.36 The cricket ground is flanked on two opposing sides by the elegant, formal, mid-Victorian, Trafalgar and Nelson Terraces whose forward garden plots set them back from the street and lend an air of gravitas.



1914 OS Map

- 4.37 Nelson Terrace is characterised by its formal architectural composition. A slightly projecting gabled centre is complemented by pyramidal roofed octagonal end turrets, all faced with creamy white 'Pease' brick facings and set behind small but attractive garden spaces. Opposite, Trafalgar Terrace follows similar design principles but is rendered and painted.
- 4.38 Victory and Blenheim Terraces are of uniform roof height without the punctuation of central gables or turrets, being more ordinary in form. They do however have a similarly strong neo-classical appearance and benefit from similar sized forward plots with formal boundary walls and well managed hedges.
- 4.39 Victory and Blenheim terraces were originally left unfinished, the vacant plots subsequently filled with housing of later, contrasting style. On the corner of Blenheim Terrace and contrasting strongly with the predominant character of older buildings in the conservation area, Blenheim Mews is a cluster of late 20th-century, 2-storey brick-built flats. The sole redeeming feature of this development is the high, Victorian, 'Pease' brick boundary wall that still wraps around the site, serving as an attractive visual foil to the flats while still contributing to the sense of enclosure.

5 BUILDING FORM AND CHARACTER

Form and Character - Vernacular Buildings

- 5.1 In order to differentiate between different eras and construction styles, building types have been divided into the earlier and simpler types, known as vernacular buildings which tend to date from the 18th century and even earlier, with later Victorian and a few 20th century residences described separately. Use of the term vernacular in this context, which essentially means "home-grown," relates to buildings traditionally constructed from locally sourced materials.
- 5.2 In Coatham that includes small single or two storey former fisherman's cottages, usually constructed from sandstone and possibly even earth built "cob" walls. They lack the architectural exuberance of other more prosperous settlements and owe more to the particularly local, vernacular building tradition developed over hundreds of years. Collectively, the cottages are locally distinctive and help make Coatham a special place.
- 5.3 These are mixed with generally larger historic brick houses dating from the 18th and perhaps early 19th centuries. Of two and three storeys, they display a level of architectural pretension reflecting the neo-classical architectural fashion of the era, setting them apart from other vernacular neighbours. Two examples, the New Inn and The Lobster Hotel, were constructed for commercial purposes whilst others appear to be purpose built dwelling houses.

Enclosure

- 5.4 Vernacular buildings are generally absent of front enclosures as they directly front onto the street. The row of cottages numbered 114 to 124A, being slightly set back from the rest of the row, have acquired continuous, narrow front areas edged with railings or walls.



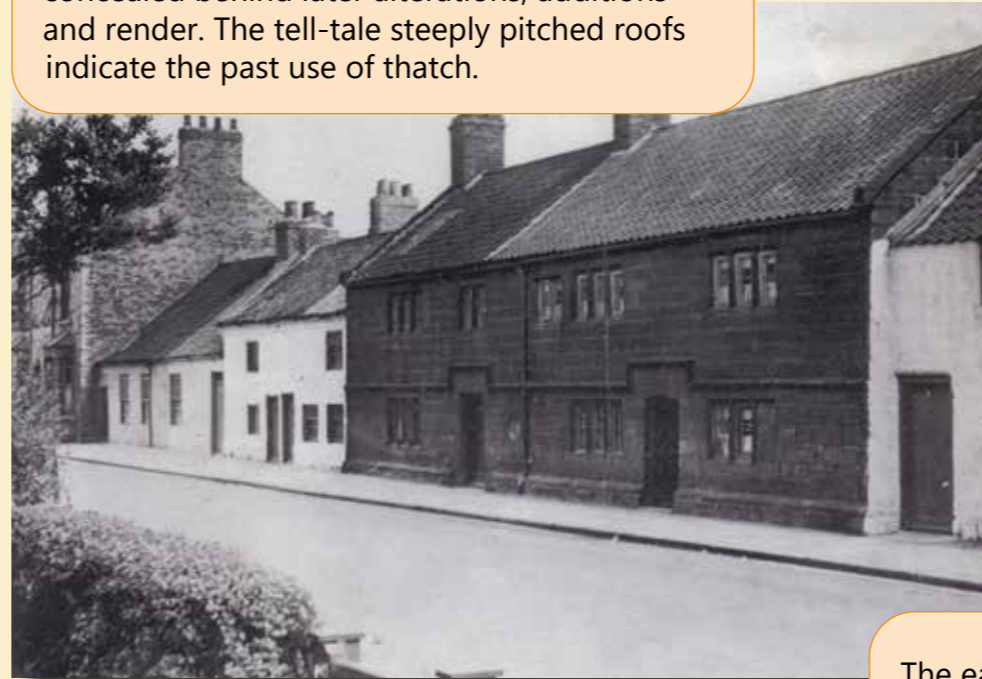
Historic dwellings, High St West



Vernacular Buildings—Architectural Elements



The earlier cottages are of one or two storeys with varied eaves and ridge lines, punctuated with chimney stacks. Some may date back three or more centuries, their true age being concealed behind later alterations, additions and render. The tell-tale steeply pitched roofs indicate the past use of thatch.



Many have distinctive, single-storey, lean-to front wings. Some of the single-storey cottages have been raised to 2 storeys in recent times.

Window openings are usually hidden behind render, though may have timber or stone lintels or arches of stone or brick. Some mullion windows have been preserved.



Negatives

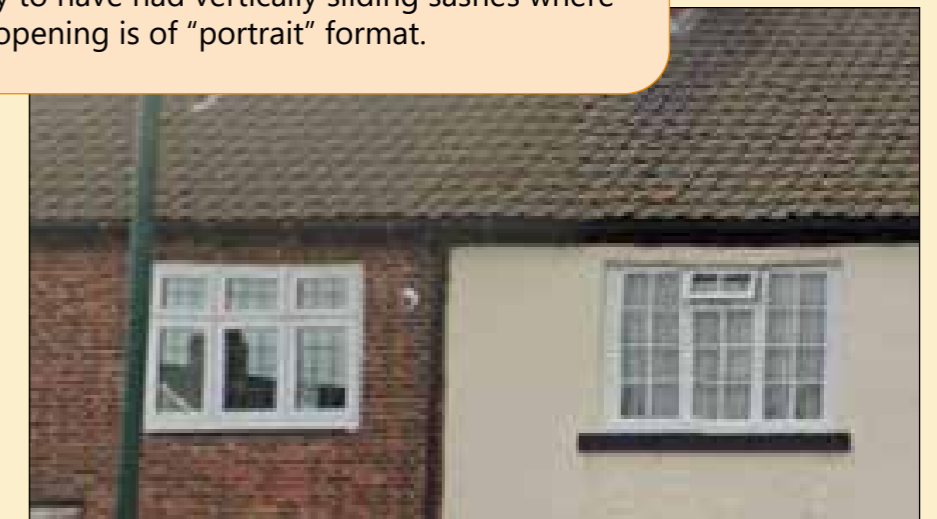
- Loss of window mullions and enlarged window openings;
- Unsympathetic expansive flat roofed dormer windows;
- Inappropriate plastic casement windows with overly bulky frames;
- uPVC doors

The earliest glazed windows possibly had iron frames and tiny leaded lights, though from the early 18th century, wooden windows were used. Timber 'Yorkshire' sashes would have predominated in the earlier cottages. Larger square openings would have had composite windows, with central opening sashes. Principal window types in the larger brick buildings are likely to have had vertically sliding sashes where the opening is of "portrait" format.



Doors in larger, later buildings were likely to originally have been four or more square or rectangular-shaped panels. The doorways have stone lintels or arches of stone or brick, frequently concealed behind doorcases.

The earliest form of door is vertically boarded. There are now only a few rare survivals of historically appropriate windows and doors. Doorway lintels are frequently concealed behind rendering



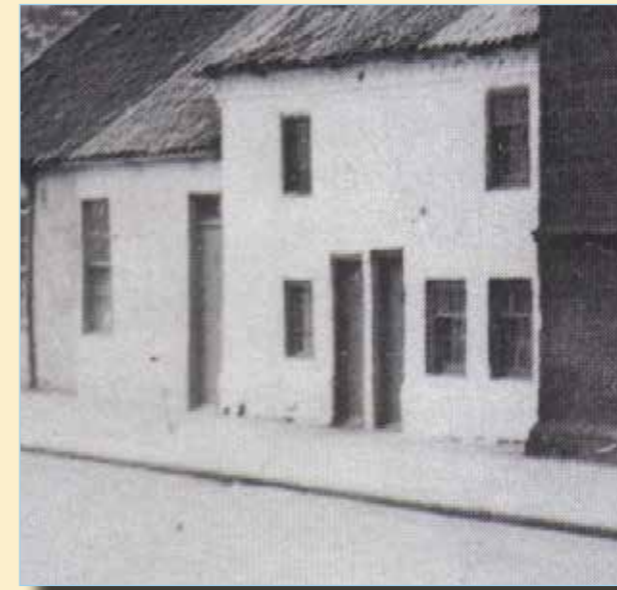
Historically both types of windows would have had multiple panes with glazing bars.

Vernacular Buildings—Materials

Historically the exteriors of early cottages were finished with a limewash render or shelter coat, though these have now been covered with modern cementitious renders and plastic masonry paints which can cause damp and damage to historic fabric. Whilst those coatings are assumed to cover stone facing materials, some of the cottages may be cob built of subsoils and organic material.

Negatives

Although in many cases bare stone walls will have been protected by a limewash or lime render, in other cases cement render is not authentic and likely to promote damp.



The indigenous dressed sandstone blocks, having a diversity of surface dressings and hues of orange, brown, grey and yellow tones, are found in a few higher status buildings, e.g. No's. 48 & 50 High Street West. Later buildings from the 18th and early 19th century are generally built from either locally manufactured orange/red handmade bricks, or brick imported from the low countries and unloaded from ships landing in the former creeks, or on the beach.



Windows and doors of timber, in the 18th century onward probably of pitch pine imported via the Baltic. The very earliest windows may have been of iron.



The earliest buildings with the steepest roofs were likely to originally roofed with indigenous reed thatching or "ling", since replaced with clay pantiles, originally imported and later locally manufactured.



Negatives

Man-made slates and tiles have been used, but these lack the enduring subtleties of patina and colour to be found in their more natural counterparts.



Building Form and Character of Victorian and later Buildings

- 5.5 Both within the historic village strung along High St West and the Victorian extension are later, non-vernacular buildings. On the south side of High Street West there are later terraces of a similar form and scale to their earlier neighbours, although they display some architectural pretensions reflecting their Victorian origins. Other later standalone buildings such as the former school are obvious larger scale Victorian era impositions upon the historic hamlet.
- 5.6 The north side of Coatham Road is lined with two storey Victorian and Edwardian terraced houses of typically urban character. They impart a strong visual emphasis due to the display of bay windows, boundary walls and gatepiers.
- 5.7 To the south are larger terraces with strong neo-classical characteristics which form a genteel higher status enclave. These are bordered to the south by the remaining, large, detached Arts & Crafts villas of Kirkleatham Street that have a contrasting character.
- 5.8 The mid-20th century housing on the north side of High Street West introduced a completely different dwelling type, being detached and semi-detached, in a whimsical Arts & Crafts architectural style. They stand in their own garden spaces and have their gable-ends facing the street.



Architectural Elements of Victorian and Later Buildings

Unlike the earlier cottages, most Victorian dwellings were purposefully designed by architects and builders. Most display the use of classical architectural details though others are designed in the Arts and Crafts style.

Dwellings are predominantly of two storeys with constant eaves and ridge lines.



Roofs are punctuated by banded and corniced chimney stacks, often tall and carrying rows of clay pots.



A few have attics lit by rooflights and/or gabled or flat-roofed dormers.



Windows are predominantly vertically sliding sash and portrait in format. There are a variety of forms and patterns, including tripartite arrangements. Single and 2-storey bay windows are frequent occurrences which may be canted, square/rectangular or less commonly bowed in plan, some with embattled parapets. Other windows have segmental (slightly curved) heads or flat lintels.

Mid-Victorian sashes tend to have multiple panes with thin glazing bars, while later ones have a large single pane of glass in each sash.

Negatives

In some instances, classically proportioned windows have been widened into landscape format with a corresponding aesthetic harm.

Finely fenestrated sliding sash windows have frequently been replaced with UPVC casements which have overly bulky frames and lack the proportion of the originals. Bay windows have frequently been replaced with strong timber mullions now insubstantial extruded polyvinyl channels.



Less formal Arts & Crafts style buildings tend to be detached with less uniform rooflines.

Boundary features include:

Brick walls and gatepiers, generally matching the building facing materials and having stone copings of various shapes and carved and shaped pier caps, many now painted;

Ornamental ironwork;

Hedges, frequently behind walls and fences and of various species, though predominantly privet.

Negatives

Non-traditional close boarded fences;

During the two world wars characteristic wrought iron railings were removed from the boundary walls of Victorian properties. Some have been reinstated using steel and timber of a lesser quality than the originals. Vase finials have been lost from the gatepiers on Trafalgar Terrace.

Building Materials—Victorian

The Victorian era buildings are characterised by the use of facing bricks sourced from the local area as well as further afield. They include a range of colours and textures, from the creamy white 'Pease' bricks and smooth, red engineering bricks with very tight mortar joints.



The scene is enriched by the use of stone dressings to window and door surrounds, bands and panels of decorative, polychrome, encaustic and glazed tiles and moulded and dogtooth-patterned eaves courses. A particularly distinctive feature is to be found in Coatham Road (Nos. 114-146) where red and white bricks are used in Flemish bond to create a polychrome chequerboard pattern.



Negatives

man-made slates and tiles have been used, but these lack the enduring subtleties of patina and colour to be found in their more natural counterparts.



Negatives

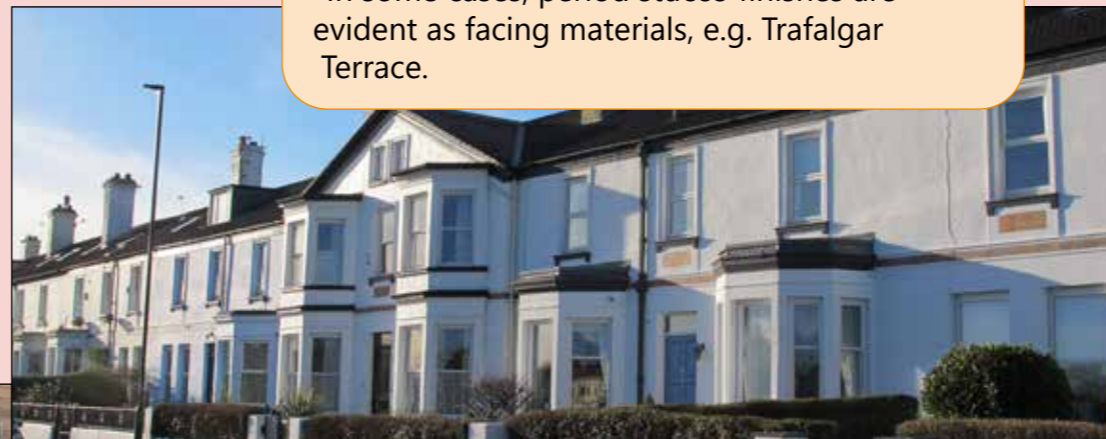
Victorian brick facades obscured by paint and render.

Doors are of four or more panels, sometimes with brick flat arches or stone lintels, but more frequently set in Classical style doorcases or architraves and with plain overlights or fanlights in keeping with the style of the building.

Roofing materials are predominantly Grey/blue/black slates brought here from Wales and Cumbria. Traditional clay pantiles still survive on the two Arts & Crafts style houses.

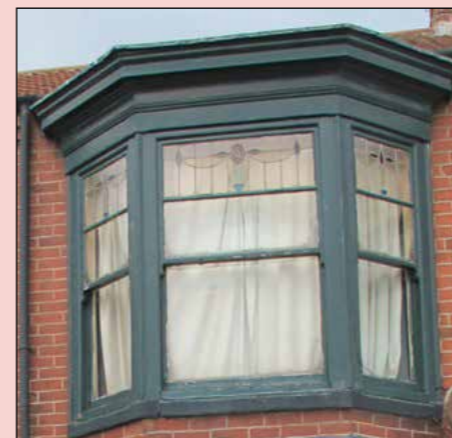


In some cases, period stucco finishes are evident as facing materials, e.g. Trafalgar Terrace.



Negatives

Rendered and painted finishes used inappropriately, concealing historic finishes.



6 THE HIGHWAY ENVIRONMENT

6.1 Road surfaces are tarmacadam and pavements are generally paved with concrete, both of which contribute little to the character of the conservation area. Traditional historic surfaces such as Yorkstone flags, locally sourced cobbles and whinstone setts have largely disappeared. The only historically authentic survivals are the attractive and highly durable, multi-blue-toned scoria blocks of various patterns that surface the two back lanes linking Coatham Road and Kirkleatham Street and forming the centre channel in the back lane between Bridge Road and Church Street.



Street Furniture

6.2 Coatham lacks the clutter of street furniture found in many other conservation areas. However, most furnishings are lacking in design and aesthetic appeal and consequently detract from character. One of the most negative visual aspects is the use of tall, modern street lighting columns.

6.3 The apparatus of statutory undertakers' pole-mounted service wires is less visually intrusive than the steel distribution cabinets, owing to their large size and inconvenient locations which are also a hindrance to the maintenance and repair of buildings and other structures; e.g. Victory Terrace and Church Street.

6.4 Regrettably, since the conservation area appraisal was last updated, an attractive, corniced and fluted plinth of a cast iron stench pipe has been lost from the street scene. A curious and rare reminder of Victorian sanitary engineering, it was located close to the south-east corner of the churchyard, on Kirkleatham Street and just within the conservation area boundary.



Trees

6.5 Coatham's few mature trees are restricted to the Victorian extension. The relatively small number of existing trees in the conservation area makes them all the more precious and important to its special character, yet none are protected by Tree Preservation Orders. The only recourse for their protection is the statutory requirement for 6 weeks notice to be given to the local planning authority for works to trees. If the loss of a tree is to be prevented, then a Tree Preservation Order could be made.



7 SUMMARY OF CHARACTER

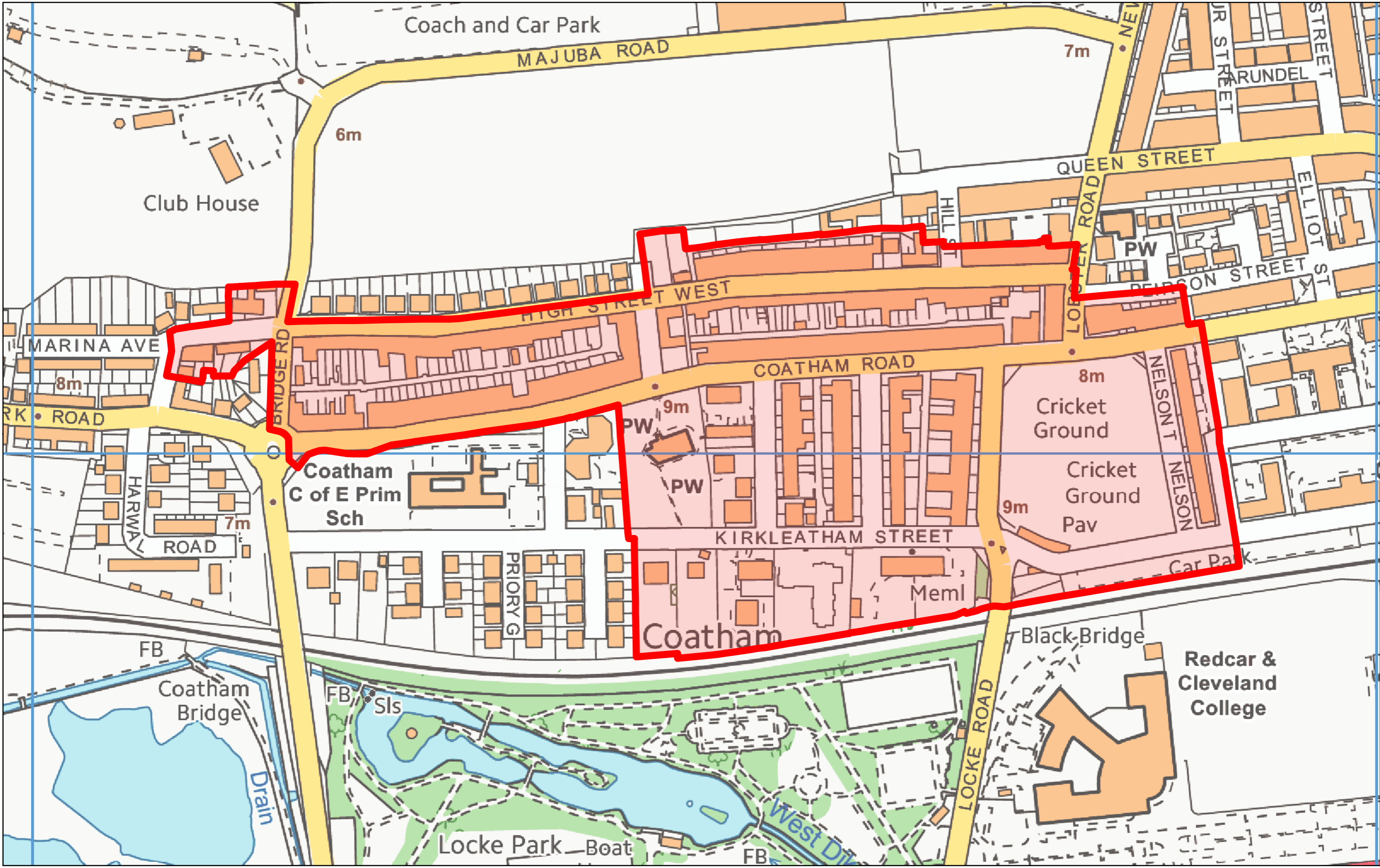
- 7.1 The key features of the character of Coatham Conservation Area are derived from the way in which its historic development and its relationship to its physical setting are still visually identifiable in the present built fabric and layout. Its fundamental architectural, historic and environmental interest is defined by the row of low fisherman's cottages of High St West interspersed with larger late 18th / early 19th century houses, book-ended by the larger New Inn and Lobster Hotel. The later two storey terraced cottages forming the south side of High Street West and the lengthy terrace fronting Coatham Road, characterised by their two storey bay windows and decorative brickwork, demonstrate the Victorian expansion of the core settlement.
- 7.2 Slightly further south, the conservation area contains the planned layout of higher status suburban Victorian terraces, two of which flank the cricket ground at the eastern extent. The detached villas of Kirkleatham Street such as Red Barns, evidence a less dense period of high status development, that openness being enhanced by Christ Church in its churchyard setting.
- 7.3 These two distinctive areas conjoin to form a whole that illustrates the development of the settlement from a remote and obscure fishing hamlet, nascent Georgian bathing resort to its late 19th expansion as a seaside town facilitated by the arrival of the railway and expanding nearby population.

8 CONSERVATION AREA BOUNDARY

- 8.1 The conservation area boundary is coherent, cohesive and consistent with both the historic core of Coatham and the best surviving parts of its Victorian extension, stretching eastwards to where the settlement blends into its larger neighbour, Redcar. Since its designation in 1988, values have changed, local knowledge has expanded and buildings and areas then regarded as being of minor or even no significance are now seen as having a greater importance.

9 CONCLUSIONS

- 9.1 Though now part of the town of Redcar, many of Coatham's defining characteristics as a separate historic settlement survive. Its architectural, historic and environmental qualities are rooted in its historical development from the medieval period and in its later expansion from around 1850. Much of this is still evident in the built environment today.
- 9.2 Coatham Conservation Area embraces most of the core of the historic settlement along with its Victorian extension. These two areas have their own distinctive architectural, historic and environmental character, and they successfully conjoin to form a coherent whole. An accompanying Conservation Area Management Plan highlights Issues relating to negative aspects undermining the special quality of the conservation area and identifies actions required to tackle them.



COATHAM CONSERVATION AREA



Date: 13/01/2025 Drawn by: DM
 Scale = 1:2,500 DWG No: PLNG834
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