



Coatham

Conservation Area Appraisal

2011



Planning (Listed Buildings & Conservation Areas) Act 1990

this is Redcar & Cleveland

Coatham Conservation Area Appraisal 2011

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1. INTRODUCTION

1.1 As part of its continuing duties under the Planning Acts, Redcar & Cleveland Borough Council has prepared appraisals for 15 of its 17 conservation areas.²

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 1988². 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 in 1988, setting down the reasons for or purpose of 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 some 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 this appraisal and its recommendations including changes to the boundary of the conservation area, was approved by Redcar and Cleveland Borough Council on 22nd January 2009. This appraisal has been revisited to ensure it remains relevant and up to date. The present conservation area boundary is shown on the plan in Appendix 2.**

Other Protective Designations within the Conservation Area

1.5 The revised statutory list of buildings of special architectural or historic interest for this part of Redcar & Cleveland was

published in April 1984³. 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.
- 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 Development Framework (LDF) contains several policies relating to the conservation area. They are set out in Appendix 1.

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 all of the key elements that together make up its special interest and character while considering its relative importance in the Borough-wide context. It also considers changes to the conservation area boundary. While it covers the topics referred to in the government's Planning Policy Statement 5 (PPS5), Planning for the Historic Environment Practice Guide, and in other guidance issued by English Heritage^{4 & 5} the appraisal is not intended to be

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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 The next step of the process is the formulation of conservation area management proposals to provide a basis for making sustainable decisions about the conservation area's future.

2. PHYSICAL SETTING AND TOPOGRAPHY OF COATHAM

- 2.1 Coatham is part of the coastal settlement of Redcar. It lies approximately 13km (8 miles) north-east of Middlesbrough and 12km (7½ miles) north of Guisborough and 8km (5 miles) 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 shares along with Redcar, an underlying topography that is no longer visually apparent owing to the urbanisation of both settlements. William Hutton, a Birmingham paper merchant, visiting 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 (91.5m), more or less, diameter in the base, and gradually rises about sixteen feet or more (5m) 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 (later: 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."⁶
- 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 below).

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- 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. For over 500 years salt was extracted from the saltmarsh whereon 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 1888) extended the coastline from Tod Point to the north-west, narrowing the entrance to and improving navigation on the River Tees. It also separated the marsh from the sea, enabling its reclamation for the development of Redcar Ironworks and Warrenby Village from 1872. Land drainage works undertaken from the late medieval period eventually ended Coatham's relative isolation and in the last 100 years enabled Redcar and Coatham's urban expansion.

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 report 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 On the basis of surviving visual, archaeological and documentary evidence, it would appear that the older settlements of the lower Tees Valley 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. 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 Durham⁷. The site of the encampment survived until the 1960s when it was buried beneath tons of steelworks slag used to reclaim the marsh.

- 3.4 Medieval settlements tend to comprise a group of dwellings and other buildings, surrounded by open fields. The usual pattern was for buildings to be arranged as a corridor of two rows of properties facing towards each other across an open green, usually straddling an established road or the convergence of several roads leading to and from neighbouring settlements. Collectively the properties in each row tend to form common well-defined and relatively straight boundaries at the front and rear with living quarters facing the green and outbuildings to the side and/or rear. Long gardens or burgage strips extended from the rear of each property to a common rear boundary, often skirted by a path or bridleway.
- 3.5 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.
- 3.6 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.

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- Brotton - centre of medieval village incrementally re-developed and urbanised in the 18th and 19th centuries with 19th century 'industrial' extension.

3.7 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

3.8 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, 2km (1¼ miles) south-west of Coatham⁸. 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.

3.9 The name, 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 Coatham⁹ which no longer exists.

3.10 Documentary sources also show little evidence of early settlement. 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 which, by the early 13th century, was owned by the Brus family of Skelton Castle¹⁰. In 1272 it passed to the Thweng family of Kilton 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 owner/occupiers.

3.11 From the medieval period East Coatham was an important port and salt-making centre with its own annual 3-day fair and weekly market^{11 & 12}. As a port it did not function in the same way as a modern port. Despite the treacherous offshore scars of rock and the 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 boats¹³.

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 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 community¹⁴.

3.13 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.

3.14 Evidence surviving on the ground is of a hybrid of the medieval prototype settlement layout described in paragraph 3.4 above, 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 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"⁶.

3.15 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.

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 them¹⁵. 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 Tees¹².

3.19 Not all of the ships' cargoes 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

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nation's change to a free trade policy brought the more lucrative side of smuggling to an end¹⁶.

3.20 Following the fashion begun in the North by 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"^{15 & 17} - the latter re-named the Waterloo Tavern in 1815 and now converted to flats¹⁸. 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.

The 19th Century

3.22 In 1809 Coatham was described 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."⁶

3.23 The same writer 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.

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 (completed in 1888) a massive engineering feat that successfully narrowed the estuary, improving 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.

3.26 As a 'spin-off' from their industrial objectives, the railway company had

ambitions to develop a genteel seaside resort at Coatham¹⁹. 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 appeared²⁰.

3.27 In the 1850s London architects Coe & Goodwin²¹ 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 garden²² 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.

3.28 The cause of this slow rate of development was the original route of the railway line. The tracks ran along the sand dunes on the north side of Coatham and terminated at the station in Queen Street, close to the present Town Clock²³. This had two principal effects. 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.

3.29 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. 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. The development quickly spread to land on the opposite side of the road where a ‘gridiron’ pattern of new streets was laid out between Coatham Road and the re-routed railway line. 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”²⁴.

3.30 At this time Red Barns, Coatham’s most important surviving Victorian building, 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. A discrete and subtly understated house its architecture was influenced by the local 18th century vernacular building style using hand-made red brick and clay pantiles. It is now a grade II* listed building.

3.31 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 Road²⁵ 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

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school, the terraces and most of the villas being built by 1893.²⁶ Sadly, only the terraces and one villa survive today, other sites having been redeveloped since 1945.

- 3.32 In the old hamlet, a school was erected and some of the original cottages were replaced with terraced artisans' cottages to house ironworkers' families and others attracted to the growing town. This development eventually crossed over the street thus commencing the creation of a second row of dwellings.
- 3.33 The first railway station, located at the east end of Coatham Green was 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, whereas Coatham provided boarding houses and the largest hotel, while the older part of Coatham became a quiet residential area. Coatham's principal entertainments were the golf course, horse racing and the short-lived Victoria Pier²⁷.
- 3.34 During the 19th century the names of the two principal streets were changed and swapped around, with maps showing High Street West as Coatham Road and both being at different times referred to a 'Back Lane'. This reflects an evolving confusion of roles, which, by the end of the century had settled down to the present names.
- 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.

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 appropriate "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 1935.²⁰ 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, alongside the group of shed-like buildings comprising Redcar Bowl, Leisure Centre and 'Mungle Jungle.'
- 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.

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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, resulting from 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. They are described as follows:-

High Street West

Layout

- 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 almost exclusively with rows of terraced cottages with the occasional larger house and a school, all built hard against the pavement edge and each standing at one end of its own burgage plot or garden.
- 4.4 At the west end of the street and on its south side, three cottages (Nos. 156-160) and a short terrace of 'inter-war' dwellings, originally omitted from the conservation area in 1988, are now included (2009).
- 4.5 Only one historic cottage (No 43) and a former inn (Nos. 147/149) are out of step with the single-row layout. They are on the opposite side of the street and while they also were originally excluded from the conservation area, they are now included (2009).
- 4.6 A second inn, the Lobster, is set well back from the High Street and faces south across the old back lane (Coatham Road).

- 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 (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, but the housing development on the opposite side of the street gradually changed the settlement's character to a conventional 2-row street.

Building Form and Character

- 4.9 The earlier cottages are of one or two storeys and have pitched roofs with varied eaves and ridge lines, further articulated by chimney stacks. Some may date back three or more centuries, their true age being concealed behind later alterations, additions and render and the tell-tale steeply pitched roofs, indicative of the past use of thatch. Many have distinctive, single-storey, lean-to front wings with roofs that are continuations of the main cottage roof, albeit at a slightly different pitch, combining to form a 'catslide.' Some of the single-storey cottages have been raised to 2 storeys in recent times.
- 4.10 Where front wings are missing small front areas or gardens have been formed with low boundary walls. Collectively, the cottages are locally distinctive and help make Coatham a special place. Slotted between the cottages are a school and a small number of larger houses, some rising to three storeys.

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- 4.11 Most of the dwellings lack the architectural exuberance of other more prosperous settlements and owe more to the particularly local, vernacular building tradition developed over hundreds of years. Window openings are largely of 'landscape' format or square, whereas those in later buildings tend to be of 'portrait' format. Doorways in the earlier cottages tend to be diminutive, reflecting the raised external ground level relative to the lower level inside.
- 4.12 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.
- 4.13 Later terraces of artisans' dwellings are of a similar form and scale to their earlier counterparts, although both these and the later school building, display some weak architectural pretensions reflecting their Victorian origins. Here, the windows are predominantly of 'portrait' format with canted and square bay windows.
- 4.14 The mid-20th century housing on the north side of the street 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.
- 4.15 Both technically and historically inappropriate and can conceal attractive original facing materials.
- 4.17 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 from no earlier than the 17th century, e.g. Nos. 48 & 50 High Street West. The best examples have now weathered to a mature patina.
- 4.18 Early imported and locally manufactured orange/red handmade bricks and clay pantiles also first appear in buildings dating from the 17th century. They replaced the indigenous reed thatch as the common roofing material. Grey/blue/black slates brought here from Wales and Cumbria from the middle of the 19th century gradually replaced both thatch and many of the pantiles. In more recent times 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.
- 4.19 The earliest glazed windows had iron frames and tiny leaded lights, the only surviving example being at No 48 High Street West. From the early 18th century, wooden windows were used. The two principal types are traditional 'Yorkshire' horizontally-sliding sashes and vertically-sliding sashes. Both come in a variety of forms and patterns, many having multiple panes with glazing bars in keeping with the style of the building's architecture. 'Yorkshire' sashes would have predominated in the earlier cottages and vertically-sliding sashes in the later developments. Window openings frequently have stone lintels, or, arches of stone or brick, together with stone sills.

Building Materials

- 4.15 Historically authentic and visually harmonious external finishes to buildings on High Street West, include render, indigenous sandstone and brick, with clay pantiles and slate being used to clad the roofs. A number of buildings still survive that would have been thatched. These tend to have the steepest roofs.
- 4.16 The earlier cottages would have been rendered and painted as a traditional finish. However, the rendering and painting of masonry on later buildings is
- 4.20 The earliest form of door is vertically boarded while those in larger and later buildings tend to be of four or more square or rectangular-shaped panels, sometimes with the upper panels

glazed. Doorways frequently have stone lintels, or, arches of stone or brick, frequently concealed behind later rendering or doorcases. There are now only a few rare survivals of historically authentic windows and doors.

- 4.21 Boundary treatments include brick walls and ornamental ironwork enclosing the few front areas.

Appearance

- 4.22 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 in the mid-20th century, 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.
- 4.23 The gap formed by Majuba Road at the west end of the built-up frontage, affords attractive views out of the conservation area across the sand dune landscape to the caravan site, car park, and the sea, marred only by unsightly steel palisade and concrete post-and-rail fencing and tall, utilitarian, steel lighting columns.
- 4.24 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 view from the opposite end of the street is similarly of a gradually unfolding vista, the 'undulating' frontages of the cottages on its south side, helping to break up the elongated perspective of the street and partially screen the view to the end.
- 4.25 The double-fronted, 2-storey house on the right-hand corner, stands 'head-and-shoulders' above the adjoining cottages and is a visual anchor marking the 'entrance' to the former settlement.
- 4.26 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 polychrome effect of 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 replacements dwellings with their square, canted or bowed bay windows and decorative brickwork at the eaves.
- 4.27 An historic break in the frontage occurs at Church Street with a corresponding gap on the north side of the street. To the north the vista is disappointing, across a children's playground and short stretch of neglected, truncated road lying outside the conservation area, to the abandoned site of part of the golf course, the buildings of Coatham Enclosure and the distant sea. However, this is compensated by the view south along Church Street to the architecturally and aesthetically impressive grade II listed Christ Church on Coatham Road.
- 4.28 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. They have also created a strong sense of enclosure where none existed before impairing the setting of the historic frontage. However, collectively, Nos. 1

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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.

4.29 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.

4.30 Most of the properties in the historic core have lost their authentic architectural detail, particularly windows and doors, many replaced in UPVC, detracting from the special character of the area. This includes two of the four cottages listed as buildings of special architectural or historic interest. The remaining two, still retain their historically authentic features and provide important reference points for future improvements and enhancement schemes.

4.31 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 to its disharmonious form, scale and proportions, contrasting harshly with the modest vernacular character of the street. A similar but diminutive 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 area of buildings.

4.32 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 Victorian Extension:

Layout

4.33 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. The domestic terraces of the historic core are perpetuated here, though the layout is planned and therefore more rigid, reflecting the classic 'gridiron' pattern found in many Victorian towns. In following the slightly serpentine course of the former back lane the alignment of the terraces on Coatham Road departs from the 'gridiron' rigidity. Throughout the area, terraces of villas and houses predominate, while a smaller number of larger, detached villas can be found on Kirkleatham Street and Blenheim Terrace.

4.33 On Coatham Road and Lobster Road, the terraces have small, enclosed rear yards and 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.

4.34 Within the Victorian extension there are two key areas of open space: the Cricket Ground sandwiched between Trafalgar and Nelson Terraces and the churchyard of Christ Church on Coatham Road.

Building form and character

4.35 Dwellings are predominantly of two storeys with fairly constant eaves and ridge lines. A few have attics lit by rooflights and/or gabled or flat-roofed dormers and roofs are additionally punctuated by banded and corniced chimney stacks, often tall and carrying rows of clay pots. Unlike the earlier cottages, most Victorian dwellings were purposefully designed by architects and builders. They consequently possess the characteristics of the Victorian Domestic and Arts and Crafts styles that include the use of Classical architectural details. Windows are largely 'portrait' in format, including the frequently featured single and 2-storey bay windows 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.

Building Materials

4.36 The Victorian development is 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 local orange/red handmade and machine-made bricks to creamy white 'Pease' bricks and smooth, red engineering bricks with very tight mortar joints used in buildings of the late Victorian and the Edwardian periods. The scene is further 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, on a row of dwellings locally known to as 'Smallpox Terrace.'

4.37 Dressed stone is used as a facing material on Christ Church and its lychgate while the boundary walls are of coursed and random rubble, all now weathered to a mature patina.

4.38 Rendered and painted finishes appear as period facing materials, e.g. Trafalgar Terrace, but have also been used inappropriately, concealing historic finishes.

4.39 Roofing materials are predominantly Grey/blue/black slates brought here from Wales and Cumbria. Recent replacements have been carried out using man-made slates and tiles, but these lack the enduring subtleties of patina and colour to be found in their more natural counterparts and detract from the character of the area. Traditional clay pantiles still survive on the two Arts & Crafts style houses.

4.40 Victorian and early 20th century domestic windows are predominantly wood, vertically sliding sash windows, in a variety of forms and patterns, including tripartite arrangements and canted and square bay windows. 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. Window heads have stone lintels or arches of rubbed brick while the sills are usually stone.

4.41 Doors are of two, 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.

4.42 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.
- Timber fences.
- Ornamental ironwork.

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

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.

- 4.43 Employment of any one or more of the building materials or components referred to above, when used honestly and in proper context, can enhance the character of the conservation area.
- 4.44 Many buildings have lost authentic, characteristic features, particularly roofing materials, windows and doors, the latter two usually being replaced by UPVC components. Later unsympathetic alterations and additions, such as altered and enlarged window openings, poorly designed extensions and over-large dormer windows, not only detract from the character of individual buildings but also spoil the look of the entire area.

Appearance - Coatham Road – north side

- 4.45 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.
- 4.46 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.

- 4.47 The terraces are interrupted by the Victorianised, late 18th century Lobster Hotel. 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.
- 4.48 On the west side of The Lobster, the end-of terrace property (102 Coatham Road) has an attractive Victorian shop front wrapping around the corner of the building. This is the only historic shop front in the conservation area, but its attractiveness is marred by the oversized and visually detrimental advertising hoarding on its gable end.
- 4.49 The conservation area terminates at the east end of the domestic terrace forming the visual backdrop to the cricket ground.

Appearance - Coatham Road – south side

- 4.50 On the south side of Coatham Road, at its west end, the late 20th century primary school and 3-storey blocks of flats have no architectural or historic interest and are therefore justifiably excluded from the conservation area.
- 4.51 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.

- 4.52 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, beyond this point are the returning ends of similar terraced dwellings on Victory, St Vincent and Blenheim Terraces, linking Coatham Road to Kirkleatham Street. Their 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, shrubby and herbaceous planting including a number of mature woodland trees. They serve as an attractive and visually enriching foil to the building frontages and the hard highway environment.

Appearance - the Cricket Ground

- 4.53 The vista along Coatham Road is softened by the occasional mature, though somewhat stunted, broadleaved tree, drawing the eye to the cricket ground, the largest open space in the conservation area. This archetypical 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 gated entrance, dating from 1900. The cricket ground is flanked on two opposing sides by the elegant, formal, mid-Victorian, Trafalgar and Nelson Terraces. To the north side the Victorianised Lobster Inn rises above the domestic terraces on Coatham Road, while its south side is bounded by a public car park alongside the railway.

- 4.54 Nelson Terrace is characterised by its formal architectural composition with a slightly projecting gabled centre complemented by pyramidal roofed octagonal end turrets, all executed in creamy white 'Pease' brick facings and set behind small but attractive garden spaces. On the opposite side of the cricket ground, the corresponding Trafalgar Terrace follows similar design principles but is rendered and painted.

Appearance - Kirkleatham Street

- 4.55 At Kirkleatham Street the conservation area boundary includes Red Barns, Stead Memorial Hospital, two detached houses, Victory, St Vincent and Blenheim Terraces, The Gables, Christ Church and its churchyard and a cluster of low-rise flats.
- 4.56 It is a characteristic feature of Kirkleatham Street that no dwellings face 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. The Grade II* listed Red Barns is the most impressive of the 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 and presents a welcome contrast in building style by reflecting the local Georgian farmhouse vernacular in exuberant form. 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. Red Barns is now subdivided as a private residence and hotel.
- 4.57 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

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the boundary walls to properties, particularly the higher walls on the south side of the street.

4.58 Throughout the Victorian extension, a number of properties have been altered and/or extended in ways that are detrimental to the character both of the buildings themselves and the conservation area. They include the former School House, Nos. 112, 166, 168, 152 and 156 Coatham Road, 10 Victory Terrace, and the villas now comprising Stead Memorial Hospital.

4.59 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 the frontages of properties in the Victorian extension have been preserved.

Common Characteristics

4.60 A number of townscape and streetscape characteristics are common to Coatham's historic core and its Victorian extension. They are described in the following paragraphs.

The Highway Infrastructure

4.61 For the most part road surfaces, footpaths and other hard surfaced areas have tarmac or concrete finishes which are serviceable, but contribute little to the character of the conservation area, especially where they are in need of repair. Traditional historic surfaces such as Yorkstone flags, locally sourced cobbles and whinstone setts have completely 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, as well as the rear yard of the Lobster Hotel and forming the centre channel in the back lane between Bridge Road and Church Street.

Back Lanes

4.62 The terraces and rows of properties throughout the conservation area are served by a network of back lanes. These are lined with an untidy but characteristic assortment of high boundary walls, garages, sheds, the gable ends of rear wings and extensions and timber telegraph poles with their 'umbrellas' of wires. These sub-environments, though not conventionally attractive, have their own dishevelled but distinctive character.

Street Furniture

4.63 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 the special character and appearance of the conservation area. One of the most negative visual aspects is the consistent use of drab grey paint for virtually all of the steel lighting columns and traffic signs.

4.64 The apparatus of statutory undertakers' pole-mounted service wires is less visually intrusive than the steel distribution cabinets. These are particular eyesores, largely owing to their large size and ill considered and inconvenient locations, creating a sense of visual clutter and a hindrance to the maintenance and repair of buildings and other structures; e.g. Victory Terrace and Church Street.

4.65 On a more positive note, close to the south-east corner of the churchyard, on Kirkleatham Street and just within the conservation area boundary, is a curious and rare reminder of Victorian sanitary engineering. It is an attractive, corniced and fluted plinth of a cast iron stench pipe. Although rusting and neglected it deserves to be cleaned and painted.

Trees

- 4.66 Coatham's few mature trees are restricted to the Victorian extension, their growth stunted owing to the marine environment and industrial pollution. Although many are coming to the ends of their lives there is little evidence of new or recent planting to succeed them.
- 4.67 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 should be made.

Summary of character

- 4.68 To summarize, 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 essential architectural, historic and environmental interest is defined by the higgledy-piggledy, medieval row of one-to-three storey terraced cottages forming the south side of High Street West, together with the planned layout of suburban Victorian terraces and detached villas, enhanced by Christ Church in its churchyard setting and the cricket ground flanked by formal domestic terraces. These two distinctive areas successfully conjoin to form a visually coherent whole. Despite erosion of original architectural features, the earlier buildings in Coatham do still make a valid contribution to its character in terms of its historic settlement form and layout.

5. Opportunities for Improvement

- 5.1 A number of negative elements in the conservation area are identified in the Character Appraisal above. This section summarizes such features and suggests possible remedial actions and opportunities for improvement in the following paragraphs.

Changes to the historic built infrastructure

- 5.2 The erosion of authentic architectural and historic features of buildings, particularly windows and doors, the addition of unsympathetic extensions, and the introduction of modern man-made building materials lacking the enduring qualities of their traditional counterparts are all particularly damaging. They detract from the historic integrity of the individual buildings and collectively undermine the special character and appearance of the entire area. Much of this change is due to the absence of Article 4 Directions.
- 5.3 Such directions withdraw certain permitted development rights for domestic and commercial properties so that planning permission is required for relatively minor building alterations including the replacement of windows, doors and minor extensions. While these additional controls could not be used to re-reinstate lost features, it would be possible to ensure future changes are more in keeping with the special character of the buildings themselves as well as the conservation area. However the appropriateness of making such directions will require further detailed consideration in the context of a Conservation Area Management Plan.

Neglect and disuse of buildings and land

- 5.4 The relatively few neglected and disused buildings in Coatham are to be found on Coatham Road and High Street West. Such properties tend to be in multiple occupation. The problem is

influenced by market forces dictated by the relative desirability of Coatham as a place in which to live. The identification of realistic opportunities that might lead to the revitalization of such properties should be addressed in the context of a Conservation Area Management Plan.

Frontages

- 5.5 Although very few front garden spaces and their enclosing walls have been sacrificed to the creation of car parking spaces the risk of such loss is ever imminent. The practicality of using Article 4 Directions as a tool to manage this risk should be considered in the context of a Conservation Area Management Plan.
- 5.6 The ill-defined tarmac surfaced frontage of the Lobster Hotel does a disservice to this otherwise attractive building. The owners/occupiers should be encouraged to improve its appearance by resurfacing and re-enclosing the frontage using materials in harmony with the age and character of the hotel.

Advertisements

- 5.7 The display of advertisements is not a major issue in the conservation area, except at 102 Coatham Road where the attractiveness of this building is marred by the advertising hoarding on its gable end. The use of powers under the provisions of the Advertisement Regulations should be investigated as a means of securing the removal of the hoarding.

Archaeology

- 5.8 It is possible that historic building analysis of the older buildings in High Street West may reveal structural elements from earlier periods than their external appearance might suggest - possibly even medieval. It is therefore very important to pursue at every opportunity the measures provided under the Planning Acts, other

legislation and advice, to investigate, record and wherever appropriate conserve, authentic historic external and internal fabric of buildings.

Highway Infrastructure & Street Furniture

- 5.9 The inheritance of basic utilitarian street furniture and conventional hard surfacing materials presents an opportunity for future improvements to better serve the character and appearance of the conservation area by improving its streetscape. Adoption of a coherent and rational approach to highway design and management would be beneficial, but as a first step, consideration should be given to improving the choice of paint colour for lighting columns and traffic signs. Continuing efforts are also needed to reduce the number of traffic signs and to consolidate signs onto single rather than multiple poles, tasks to be addressed in co-operation with the Council's Highways function.
- 5.10 The rare and potentially attractive remains of the cast iron stench pipe on Kirkleatham Street deserves to be de-rusted and painted. Northumbrian Water Limited should be requested to undertake this work.

Setting

- 5.11 The setting of the conservation area, including views out, is impaired by unsightly and/or neglected land and structures. They include the following:-
- The unsightly fencing on Majuba Road.
 - The view to the north from Church Street.

These matters should be addressed in the context of a Conservation Area Management Plan.

Trees

- 5.12 Coatham's few mature trees are not protected by Tree Preservation Orders and have not been reinforced by new planting. The existing stock of trees is therefore at risk. It would therefore be appropriate to undertake a survey of trees in the conservation area in order to determine practical measures required to achieve their protection and to ensure their future replacement. This is a matter to be addressed in the context of a Conservation Area Management Plan.

6. Conservation Area Boundary

6.1 The conservation area boundary was found to be for the most part coherent, cohesive and consistent with both the historic core of Coatham and the best surviving parts of its Victorian extension, with only a few oversights. 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. In the Kirkleatham Street area the boundary meandered around blocks of properties making it difficult to comprehend. This appraisal therefore reviewed the conservation area boundary and recommended modifications to improve its coherence through consolidation while including a number of buildings and areas previously excluded.

North side of High Street West

6.2 Although the settlement's historic core is largely restricted to the south side of High Street, there are a few exceptions, one being a single cottage, No 43, on the north side, referred to in paragraph 4.5 above. As few of its original external characteristics had survived modernisation, the cottage had been excluded from the conservation area.

6.3 The Victorian terraced cottages on the north side of High Street West, between the playground and Lobster Road (Nos. 1 to 95 odd numbers) are of little significance in architectural terms and had been excluded from the conservation area. However, collectively they make a positive contribution to the appearance of the area by affording coherence and visual completeness to the street scene. These properties together with the much older cottage at No 43 have therefore been included in the conservation area.

Nos. 149 & 149b High Street West

6.4 Just outside the former conservation area boundary, on the corner of Majuba Road and High Street West, stands the 3-storey, 'U'-plan, former New Inn, a building of particular historic value referred to in paragraph 3.20 above. It is a significant townscape building and a visual anchor in the street scene and in the approach to the conservation area from Kirkleatham Lane. Although it's Georgian, proportions and appearance were impaired when the brickwork was rendered and the windows renewed, these changes are cosmetic and reversible and sensitive improvements would significantly enhance the building's appearance. This building has therefore been included in the conservation area.

Nos. 148-160 High Street West

6.5 At the west end of High Street West, three historic cottages (Nos. 156-160) are separated from the rest of the historic core by a short terrace of architecturally undistinguished 'inter-war' dwellings (Nos. 148-154). They were probably overlooked when the conservation area was designated in 1988. Similar situations exist in the historic core, where groups of historic cottages are separated by later infill developments. Furthermore, both groups of buildings stand in close proximity to the former New Inn (Nos. 149-149b) and provide its immediate setting. Nos. 148 to 160 High Street West have therefore been included in the conservation area.

Nos. 74 to 94 Coatham Road

6.6 East of the Lobster Road junction the terraced dwellings continue in similar fashion towards the town centre. However, those fronting the Cricket Ground were excluded from the conservation area. This terrace is no more altered or despoiled than many others on Coatham Road and makes a

positive contribution to the character of the conservation area by completing the strong physical and visual sense of enclosure on the north side of the cricket ground. It is therefore included in the conservation area.

Kirkleatham Street

- 6.7 Here, the former meandering boundary undermined the cohesion and coherence of the conservation area. Stead Memorial Hospital together with two detached villas on the south side of the street had formerly been excluded from the conservation area together with Blenheim Mews on the north side.
- 6.8 The hospital was converted from a row of three fairly commonplace, but substantial, late Victorian, detached villas. Over the years they have acquired a haphazard collection of brutally functional and aesthetically disharmonious linking structures and extensions, seriously impairing both front and rear elevations. 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.
- 6.9 The hospital is likely to be vacated in the near future when the redevelopment of the whole site will be considered. Any significant change on this site will clearly have a direct impact upon the area's character and appearance and upon the setting of the adjacent Grade II* listed Red Barns. It is therefore important that the opportunity is grasped to ensure the redevelopment enhances rather than detracts from the character of the conservation area, by emulating and reinforcing the principles of the area's Victorian layout as well as the scale, form, proportion and potentially the design of its buildings.
- 6.10 Cartrefle and Newlands occupy adjoining sites to the west of the hospital. They are attractive, detached, Edwardian villas built in contrasting but harmonious domestic styles and together they make a positive contribution to the character of the conservation area and its setting even though they are excluded from its boundary. 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 enclosure.
- 6.11 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 contributing to the sense of enclosure on Blenheim Terrace and Kirkleatham Street. The property lies between Blenheim Terrace and the churchyard and its exclusion from the conservation area consequently interrupted its cohesion. Any future changes to the buildings on this site will clearly impact upon the settings of the conservation area and of the grade II listed Christ Church.
- 6.12 Further west and aligned at right angles to the south side of Kirkleatham Street, are three short culs-de-sac of pleasant but undistinguished, semi-detached suburban dwellings erected in the 1930s and 50s. On the north side are the primary school, playing field and flats referred to under paragraph 4.48 above. These areas are outside the core of Coatham's Victorian extension and have a significantly different character from that of the conservation area.
- 6.13 It was therefore considered appropriate to extend the conservation area boundary which now includes Stead

Memorial Hospital, Cartrefle, Newlands and Blenheim Mews, but omits the arealying to the west of Newlands and the churchyard.

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7. CONCLUSIONS

7.1 Though now part of the town of Redcar, many of Coatham's defining characteristics as a separate historic settlement still 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.

7.2 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. The reasons for its designation as a conservation area are just as valid today as they were in 1988, perhaps more so, and the continued protection of its elements is therefore considered key to the future survival of its special character.

7.3 When the conservation area was designated it was named Redcar Conservation Area even though the designated area is traditionally and historically known as Coatham. The conservation area has therefore been re-named Coatham.

7.4 This appraisal summarises the special characteristics and qualities that justify its designation as a conservation area. It also raises issues about certain the negative aspects undermining the special quality of the area and identifies actions required to tackle them. A number of the more complex problems require further work to develop practical solutions and these should be addressed in the context of a Conservation Area Management Plan. Actions to address some of the less problematic issue are recommended as follows:-

- The owners/occupiers of the Lobster Hotel should be encouraged to improve its appearance by resurfacing and re-enclosing the

frontage using materials in harmony with the age and character of the hotel.

- The use of powers under the provisions of the Advertisement Regulations should be investigated and where appropriate, used to secure the removal of the unsightly advertising hoarding on the gable end of 102 Coatham Road.
- The Local Planning Authority should use its powers under the Planning Acts and other legislation and advice at every opportunity, to ensure that the historic, external and internal fabric of buildings in Coatham's historic core, is investigated, recorded and wherever appropriate conserved.
- The adoption of a coherent and rational approach to highway design and management in the context of the adopted Urban Design Guidelines, in order to better serve the special character and appearance of the conservation area by improving its streetscape. As a first step, consideration should be given to improving the choice of paint colour for lighting columns and traffic signs, as has been the case for example, in Loftus and Guisborough and Saltburn Conservation Areas.
- Northumbrian Water Limited should be requested to de-rust and re-paint the remains of the cast iron stench pipe on Kirkleatham Street.

7.5 The survey of the conservation area undertaken in connection with this appraisal revealed a numbers of buildings and areas of local architectural and historic interest, omitted from its boundary, together with an incoherent boundary in the area around Kirkleatham Street. These matters were given full consideration and the conservation area boundary was extended by Council resolution on

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22nd January 2009 to include the following: -

- The properties on the north side of High Street West (Nos. 1 to 95 odd numbers) between the playground and Lobster Road.
- The former New Inn at 147 & 149 High Street West.
- The three early cottages (156 to 160) and the short terrace of inter-war dwellings (148 to 154) on the south side of High Street West.
- The Victorian terrace of villas (74 to 94 Coatham Road) facing the Cricket Ground.
- Stead Memorial Hospital on Kirkleatham Street.
- Blenheim Mews, on the corner of Blenheim Terrace and Kirkleatham Street.
- The two villas, Cartrefle and Newlands on Kirkleatham Street.

7.6 The present conservation area boundary is shown on the plan in Appendix 2.

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APPENDIX 1: Planning Policies

Local Development Framework Policies (LDF) affecting Coatham Conservation Area

1. The Redcar & Cleveland Local Development Framework, which includes policies in the adopted Core Strategy and Development Policies Development Plan Documents (DPDs), set out several policies relating to this conservation area. Those current at the time of writing are as follows; for an up to date list of extant policies, please visit the Council's website, www.redcar-cleveland.gov.uk/ldf.
2. Policy CS25 of the Core Strategy indicates 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.
3. The Spatial Strategy for the Redcar area (Core Strategy policy CS5) indicates that for the location generally, the Council and its partners will aim to safeguard and enhance buildings, sites and areas of heritage and cultural importance.
4. The entire conservation area, which is focussed on the Coatham area of Redcar, is located within the 'Limits to Development'. Policy DP1 of the Development Policies DPD indicates that within the limits, development will generally be acceptable, subject to other development plan policies and designations.
5. General criteria around site selection, sustainable design and the matters that the Council may seek developer contributions for are set out policies DP2, DP3 and DP4 of the Development Policies DPD. Policies DP9 and DP10 set out development control criteria for conservation areas and listed buildings respectively.

NB

The planning policies referred to above are current at the time of writing; for an up to date list of extant policies, please visit the Council's website, www.redcar-cleveland.gov.uk/ldf or contact: 01287 612356.



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This information is available on request in other languages, in Braille, on tape and in Large Print. For further information contact 01642 774774.

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ئەگەر داواکریت، دەتوانریت ئەم زانیارییانە بە زمانەکانی تر، بە بریل (شیۆای نووسینی نابینا)، لەسەر شریتی دەنگ یان بە چاپی پیتی گەورە، دا بین بکەین. بۆ زانیاری زیاتر تکایە پەیوەندی بە ژمارە 01642 774774 بکە.

இத்தகவல் தேவையான மற்ற மொழிகளிலும், பிரெய்ல், ஒலி நாடா மற்றும் பெரிய அச்ச எழுத்துக்களிலும் கிடைக்கின்றன. மேலும் கூடுதல் தகவல்களுக்கு தொடர்பு கொள்ளவும் 01642 774774.

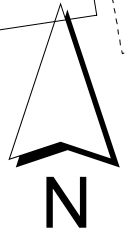
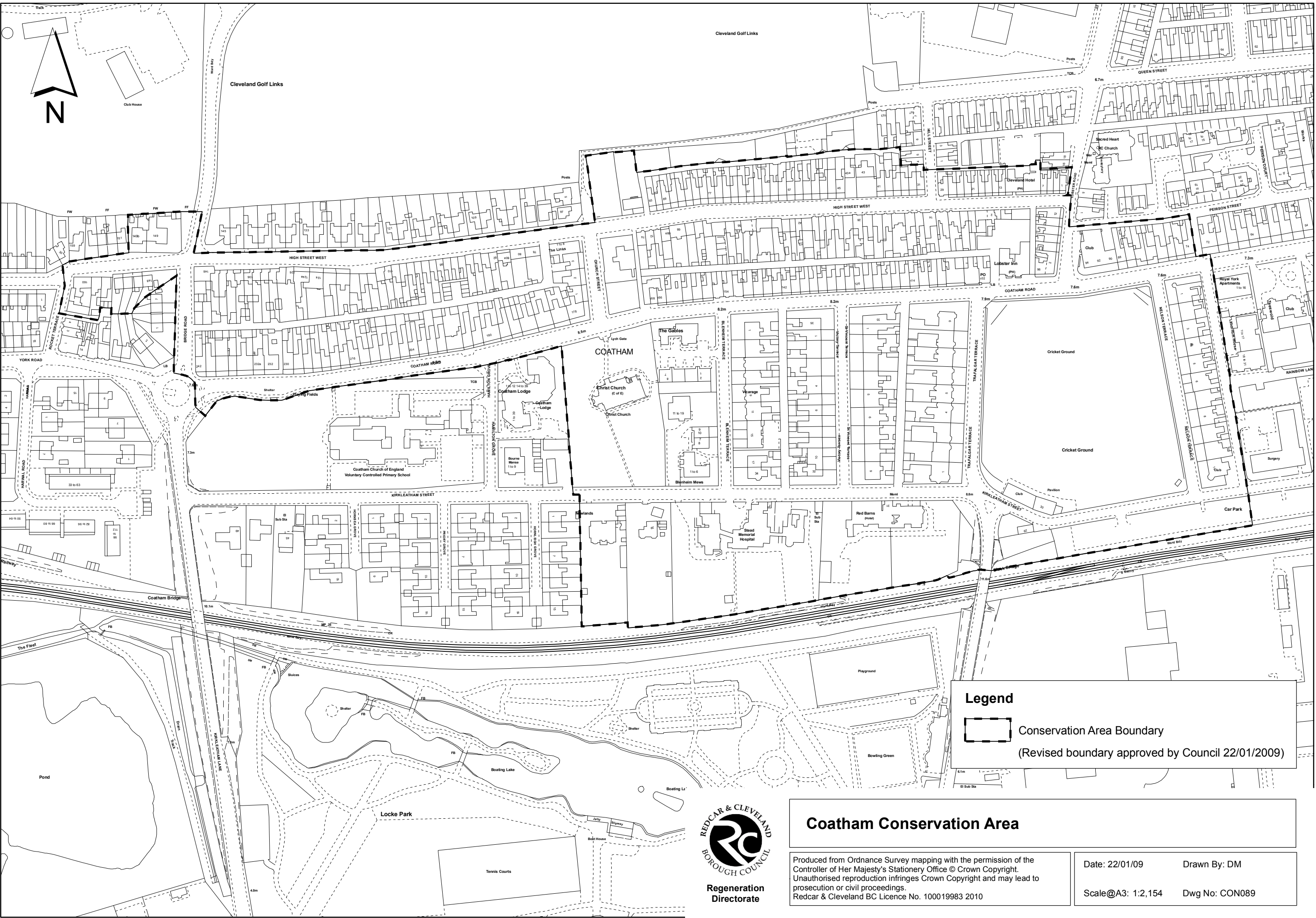
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Legend

 Conservation Area Boundary
 (Revised boundary approved by Council 22/01/2009)

Coatham Conservation Area

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