Character Appraisal
Adopted 6 September 2010
A CONSERVATION AREA APPRAISAL OF
DEAN ROAD AND MANOR ROAD CEMETERIES

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1. INTRODUCTION

This appraisal of Dean Road and Manor Road Cemeteries seeks to record and analyse the various features of the area that give it its characteristics, in order to inform the making of decisions which are likely to affect that character. The area’s buildings and spaces are noted and described, and marked on the Character Appraisal Map along with significant trees, boundaries and other features.

This appraisal builds upon national policy, as set out in PPS5 (Planning and the Historic Environment), and local policy, as set out in the Local Plan.

English Heritage has produced guidance on preparing Conservation Area Appraisals and Management Plans. That guidance has informed the preparation, layout and content of this document, as has the guidance contained in PPS5, and guidance from the English Historic Towns Forum.

Acknowledgements

Reference has been made to the following

Binns, J  The History of Scarborough
Brogden Baker, J  The History of Scarborough (sic)
Jordan, J  The Register of Parks and Gardens: Cemeteries
English Heritage 2003

Information, particularly on the biographical background to various memorials has been provided by The Friends of Dean Road and Manor Road Cemetery.
2. THE PLANNING POLICY CONTEXT

Designation of Conservation Areas takes place under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. A Conservation Area is defined as “an Area of Special Architectural or Historic Interest, the character or appearance of which it is desirable to preserve or enhance”. It is the quality and interest of an area, rather than those of individual buildings, which are the prime consideration in identifying a Conservation Area.

Section 71 of the same Act requires Local Planning Authorities to formulate and publish proposals for the preservation and enhancement of any parts of their area that are designated as Conservation Areas. Section 72 specifies that, in making a decision on an application for development in a Conservation Area, special attention shall be paid to the desirability of preserving or enhancing the character and appearance of that area.

This document should be read in conjunction with national planning policy guidance, particularly Planning Policy Statement 5 (PPS15) - Planning for the Historic Environment.

Policy HE2.1 Regional and local planning authorities should ensure that they have evidence about the historic environment and heritage assets in their area and that this is publicly documented. The level of detail of the evidence should be proportionate and sufficient to inform adequately the plan-making process.

Policy HE2.3 Local planning authorities should use the evidence to assess the type, numbers, distribution, significance and condition of heritage assets and the contribution that they may make to their environment now and in the future. It should also be used to help predict the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future.

HE3.4 At a local level, plans should consider the qualities and local distinctiveness of the historic environment and how these can contribute to the development of the spatial vision in the local development framework core strategy. Heritage assets can be used to ensure continued sustainability of an area and promote a sense of place. Plans at a local level are likely to consider investment in and enhancement of historic places, including the public realm, in more detail. They should include consideration of how best to conserve individual, groups or types of heritage assets that are most at risk of loss through neglect, decay or other threats

Local Planning Policy

Scarborough Borough Local Plan, adopted in April 1999, provides a number of policies on Conservation Areas. The Local Development Framework (LDF) will be a portfolio of local development documents, collectively delivering the spatial planning strategy for the whole of the Borough (outside the National Park). The Local Development Framework, when adopted, will replace the Local Plan; but the following Local Plan policies relevant to the area will be ‘saved’ for the time being :-
E14  Extensions and Alterations.
E23  Detailing in Conservation Areas.
H3   Small Scale/Infill Housing Development with the Development Limits of Settlements.
H12  The Conversion and Sub-Division of Buildings for Residential Use.

These policies are backed up by the following published policy and guidance leaflets and booklets:-

  Period Doors
  Sash Windows
  Listed Buildings
  Architectural Ironwork
  Window Replacement Policy
3. LOCATION AND SETTING

The wider setting of Dean Road and Manor Road Cemeteries is shown on Map 1. This map also shows other heritage designations in the vicinity. Dean Road Cemetery is located about 0.6 km north west of the town centre. It is a roughly rectangular area bounded by Dean Road on the north, Garfield Road back lane on the south, Manor Road on the west and Columbus Ravine on the east. It forms part of a larger slightly curving finger of land, possibly the relict of a medieval strip field encompassing Dean Road Depot and the site of the former St Mary’s Hospital. Its wider setting is within mostly fairly dense late 19th/early 20th century ‘byelaw’ housing – ‘The Avenues’ on the north and Garfield Road and adjacent streets to the south. The cemetery forms a ‘green lung’ to these areas.

Manor Road cemetery is more amorphous in shape and is located about 1 km north west of the town centre. It is bounded by Manor Road on the east, a footpath running parallel to the former Scarborough-Whitby railway line on the west (the footpath is within the appraisal area), an un-named footpath on the north and Woodland Ravine/Manor Road on the south. The wider setting is less densely developed, comprising as it does the open space (former railway sidings) to the north, Woodland Ravine to the south and Peasholm Glen to the north east. The main residential development in the area is Broadway and associated roads – this is a relatively low density layout heavily influenced by the garden city movement. There are two distinct parts of this cemetery – that to the south and east which takes in part of the valley of Peasholm Beck (not technically Peasholm Glen at this point), and the level area to the north.
4. HISTORICAL DEVELOPMENT

The combination of Dean Road and Manor Road Cemeteries was formerly known as "Scarborough Cemetery" and together they form one of the largest of its kind in the area. They hold a wealth of the town’s heritage both historically and environmentally. The two distinct portions, divided by a road, have since been recognised as two separate cemeteries, the older part being called Dean Road Cemetery and the newer portion Manor Road Cemetery. The phases in the development of the cemeteries are shown on Map 2.

By the 1850s the issue of burial space was becoming a pressing one for Scarborough – the churchyards were running out of space. The population of the Municipality was about 15,000 and there were over 320 deaths per year. Nationally too there were issues and the second cholera epidemic of 1848-9 led to a series of Acts, which became known as the Burial Acts, consolidated in 1857. These Acts established a national system of public cemeteries. Burial Boards became responsible for providing for the interment of the dead of the parish and could do so by building a cemetery, charging the expenses to the Poor Rate. Part of any new cemetery could be consecrated for Anglican use but part had to remain unconsecrated for the use of Nonconformists and this led to some controversy in Scarborough – see below. Once open, management of the cemetery became the responsibility of the Burial Board which could fix fees and charges, and sell grave plots.

Using these powers, the land for Dean Road cemetery was purchased by the Corporation in 1856. It was a strip field known as Chapman’s Pasture running to 12 acres (though only 10 were initially laid out as cemetery) purchased at a cost of £3,000 and opened as a cemetery in 1857. Dean Road itself (known until 1912 as Cemetery Road) follows the alignment of an ancient right of way which in the early 1850s was a field track.

The creation of Dean Road cemetery was not without controversy - some Anglicans wanted a separate burial ground with its own mortuary chapel. The compromise solution was, as the Burial Act allowed, dedicating the eastern half of the cemetery to the Anglicans and the western half to the other denominations. A central building was provided containing two mortuary chapels divided by a hearse entry topped by a spire was provided. The new cemetery was bounded by a perimeter wall and railings. It must have developed nicely, for the 1858 edition of Theakston’s *Guide to Scarborough* comments upon the neatly kept walks, the well-trimmed beds and the beauty of the situation.

The greater part of Manor Road Cemetery, which was originally known as New Cemetery, was opened in 1872 on land west of modern Manor Road which again in the 1850s was an ancient field track. The land crosses the ravine of Peasholm Beck into fields which were located in Scalby Parish, the beck being the boundary between Scarborough and Scalby from medieval times - indeed this part of the cemetery was within the administrative area of Scalby UDC until the boundaries of Scarborough MBC were extended on 1 April 1914, which is also the date on which the Burial Board was absorbed by the Municipal Borough Council.
The lands available were owned by the Crown (north of the beck) and J. Woodall (south of the beck), the purchase being completed in April 1871. Messrs J. & D. Petch, architects supplied an estimate for work to be done on both areas but the landscaping was in accordance with the plans of the winning design by Superintendent Mr. L. Thompson. The new area added approximate 10 acres to the existing Dean Road Cemetery.

A religious service was held by Non-Conformists of the town at Manor Road Cemetery, on the evening of Friday 19th July 1872. Because of poor weather they were forced to assemble under the tunnel for shelter before the service could begin, so this feature was clearly complete by then, but consecration of the Church of England sections of Manor Road Cemetery were not held until Monday 12th July 1880. A further addition to the Church of England sections in Manor Road Cemetery was consecrated on Friday 27th August 1909.

In 1882 Joseph Brogden Baker in his *History of Scarborough* (sic) reported that the enlarged cemetery ‘is much frequented, especially on Sunday afternoons, as a place of resort’.

A mortuary chapel was first planned for Manor Road Cemetery in February 1873 after Vicars, Churchwardens, medical men, lodging-house keepers, hotel-keepers and others had pressed for a building to be provided near to the graveyard especially for cases of death by disease., 105 people died from small-pox in 1871 and 1872. But in April 1876 it was reported that work on the chapel and a bridge had been postponed due to the price of iron and materials. The new chapel was built in 1901/02, the first service being held on Tuesday 9th December 1902.

The extreme northern end of Manor Road Cemetery was laid out between 1928 and 1938 on land acquired by Scarborough MBC from the Crown as part of the Northstead Estate. This extension involved re-locating an ancient right of way to form a broad northern loop which now forms the boundary of the cemetery. Additional Church of England sections here were consecrated on Monday 15th August 1932.

The Borough Council discontinued use of the chapel building in Dean Road Cemetery for funeral services on, Monday 5th October 1964. In April 1972 it was announced that the spire of the chapel building in Dean Road was to be demolished.
5. CHARACTER ANALYSIS

General Character

Three distinct character areas have been identified and these are shown on Map 3. They are:-

1. Dean Road Cemetery
2. The southern & eastern part of Manor Road Cemetery comprising the valley of Peasholm Beck and some small side valleys
3. The northern part of Manor Road Cemetery which is a relatively level area

A detailed analysis of the individual character areas is included in the following sections which in each case include:

- Layout
- Significant buildings/structures
- Building materials
- Trees
- Boundary treatment
- Significant memorials
- Negative factors
- Key views

Map 4 illustrates the character appraisal in conjunction with the following description.

Character Area 1 – Dean Road Cemetery

Layout

This cemetery is laid out in a formal rectilinear design. A central, north-south avenue lined with trees and memorials passes between two entrance lodges and approaches the mortuary chapel which forms the central focal point of the cemetery. At right angles to this a, second broad avenue runs the full length of the east–west axis. This axial path is punctuated by two rondponts with further paths running off at right angles, though the easternmost set of these has now gone.

Significant buildings/structures

Mortuary Chapel

The mortuary chapel was designed in 1856 by Pritchett & Sons of Darlington & York who won an architectural competition for the work.

Pritchett & Sons were leading exponents of the design of cemetery buildings. James Pigott Pritchett designed the layout and buildings at Fulford Cemetery (York Cemetery, 1836-7) and the buildings at Weaste Cemetery, Salford (opened 1857). The practice Pritchett & Sons was involved with sites at Sudbury, Darlington, St Andrews, Newcastle-upon-Tyne, Saffron Walden, Boston, Tottenham, Mansfield, Colne, Whitby, and Great Driffield as well as Scarborough.

The building is a heavy Victorian Gothic design, in random rock faced stone under a green slate roof, the slates being cut in ‘fishtails’. Originally the chapels had a spire,
only the base of which now exists, and this would have given the structure a less ponderous feel.

The mortuary chapel
Left – during demolition of the spire in 1972         Right – the same view today

The building is cruciform in plan, divided into an Anglican part to the east and a nonconformist (including RC) part to the west, by a central entrance having double doors at each side capable of taking a hearse. The Anglican part has its long axis east-west, i.e. so that liturgical east is true east (or very nearly) whilst the non-conformist section has its long axis north-south so that liturgical east is at the north.

Mortuary
This small building is located against the south boundary wall and is also thought to be by Pritchett & Sons. It is also in stone under a slate roof.
**Entrance lodges and gates**
The two entrance lodges are contemporaneous with the mortuary chapel and are by Pritchett & Sons. They form part of the overall composition. Of the two lodges, the western one is the larger and was occupied by the Superintendent. The eastern one was slightly enlarged by Frank Tugwell in 1904. They are in random rock faced stone.

The entrance gates, which must also be part of the original Pritchett design, consist of a central gate wide enough to take a hearse flanked by two large pillars in stone. The pillars separate the pedestrian gates, one at each side. Either side of the main entrance, the boundary wall sweeps back in a double curve with cherry trees in the re-entrants. The very good cast and wrought iron gates are still in situ as are the boundary railings in the immediate vicinity of the gates, though these are in need of painting.

![The main entrance pillars and gates, the formal avenue and the mortuary chapel in the background](image)

**Manor Road stables**
The stables and workmen’s mess room are by the eminent local architect Frank Tugwell and date from 1907. Unlike other buildings in Dean Road cemetery (but matching the structures in Manor Road Cemetery also by Tugwell) they are in red brick under a plain red tile roof with a curious roofline which creates an almost oriental effect.

![Manor Road stables](image)
**Tunnel under Manor Road**
The extension of the cemetery to form what is now known as Manor Road Cemetery (originally New Cemetery) was designed by Leonard Thompson, Superintendent of Dean Road Cemetery. It was he who suggested a tunnel under Manor Road (which obviated the need for an entrance lodge here and two pairs of entrance gates) although it is not known who designed the tunnel detail. The tunnel is carried out in coursed rock faced stone, a gothic arch but no other decoration on this elevation and a retaining wall flanking an avenue which is lined with trees and memorials.

![The tunnel under Manor Road view from the east showing the memorial lined avenue down to it](image)

**Cross of Sacrifice**
This Cross of Sacrifice was raised in Dean Road Cemetery in 1920 by then Imperial War Graves Commission (now the Commonwealth War Graves Commission) which came into being on 21st May 1917. It is cut from Stancliff sandstone from Derbyshire.

![Cross of Sacrifice](image)
It is not a war memorial (that is on Olivers Mount) but the Cross of Sacrifice is designed to commemorate those who had given their lives in conflict. The Scarborough example is a standard design by the eminent architect Reginald Blomfield which incorporates overt Christian symbolism and is of a type that came in standard heights of 14, 18, 20 and 24 feet – this one is *** high.

There are 33 recognised war casualties buried in Dean Road Cemetery and 93 in Manor Road Cemetery

Building materials
Random rock faced stone is the predominant building material for buildings and retaining walls, but boundary walls are in mellow common brick. The stables are in a dark red facing brick. Most buildings are roofed in slate whilst the stables are in red ‘Rosemary’ tiles and some shingles

Trees
Trees were originally planted flanking the paths and boundaries, and within the rondponts with a scatter throughout the burial area - some of these trees still exist. As the cemetery has developed the tree planting has become more informal but nevertheless the trees flanking the main avenues still create an important composition and comprise a number of interesting and unusual specimens:

- Two known veteran trees – a common beech and a wych elm. Both verified on 13/11/2008
- A champion tree - Swedish whitebeam, verified in November 1994
- A stand of very fine beech trees
- Other large and important trees include holm oaks, copper beech, smooth-leafed elm, sessile oak, horse chestnut and sweet chestnut

Boundary treatment
The north, east and west boundaries consist of a low wall in mellow common brick capped by a substantial stone coping. This coping was originally topped by cast iron railings but these now only exist for a short distance either side of the formal north entrance.
The west boundary consists of a simple high brick wall punctuated by two entrances with cast iron gates, the southern one of which, for pedestrians only is aligned on Raleigh Street. The northern double gateway has very good cast iron gates.

Significant memorials
This part of the cemetery contains memorials to many important people who are significant locally and in some cases nationally, including:-

- William Bean.
- William Dove – sculptor.
- Esme Laughton – wife of Tom Laughton and art benefactor.
- Robert Laughton – of the Laughton family of hoteliers.
• Genevieve W. Lord M.B.E. – freeman of the Borough, trustee of several charities, founder of Scarborough & District Civic Society and Guide Commissioner. 1910-1989,
• William Morgan – entrepreneur, owner of the Aquarium from 1886

Memorials to William Morgan (left) and the Plaxton family (right)

• Fredrick William Plaxton – founder of Plaxton’s builders and coach builders.
• Oliver Sarony – society photographer.
• Thomas Whittaker – a temperance advocate, he continued his battle to the very end, and his frustration with the ineffectiveness of "The Temperance Movement" is summarized in the inscription on his tomb.
  'Tell me not what strong drink has been, nor what it is intended to be - I know what it is now. It is Britain's curse; it is the God of this Nation.'
• Anne Wright – founder of the Hoxton Road and Springhill Road cottage hospitals.
• James Weadley - died at the Battle of Shiloh, April 6th 1862 aged 36.
• John Tonks JP born Dec 12th 1837 died June 29th 1913. Alfred James Tonks JP died Feb 7th 1941. The family business was established in 1820.
• Charles James Fox - died at Suez, Egypt 21st September 1861 aged 35 Master Mariner.
• Flying Officer W.H. Coverley died of injuries on 7th Sept 1940 age 23.
• Solomon Wilkinson Theakston publisher of Theakston's Guide to Scarborough.
• Alderman William George Wilson Wilkinson JP, Housing Committee Chairman.
• A. B. Ruston Reed. Killed in action in the 'Battle of Jutland' while serving on HMS Invincible, 31 May 1916 aged 22.
• Sir John Austin 1st Baronet died 1906 - chairman of the Visiting Committee, County Justices of York Castle. Justice of The Peace for the West Riding, Yorkshire.
• Francis Prince the first person to be buried in the Dean Road Cemetery.
• Charles Arthur Wilkinson - Surgeon, acting Medical Officer of Health for Scarborough, founder of the Scarborough Division of St John Ambulance Brigade.
• Frederick John Sawdon GP.
• William Postgate Newham, developer, haulage contractor.
• William Spencer for 40 years manager of South Cliff Baths, on Ramshill Road South Cliff.
• David Hunter, county wicket keeper for Yorkshire CCC between 1888 and 1909.
• Harry Firth killed in the Bombardment of Scarborough 16-12-1914.
• John Barry architect, building contractor and stonemason.
• Mamie Benson founder of the 'Benson Stage Academy.'
• Alderman Pantland Hick, J.P, sea captain and town mayor 1883-4.

Negative factors
The poor condition of the Mortuary Chapel, Mortuary and Stables has a detrimental effect on the character of the area.

Significant numbers of memorials have been either damaged or pushed over

Key vistas
The vista from the cemetery lodges down the central axial road towards the mortuary chapel is a key vista and part of the original design. The later addition of the Cross of sacrifice has added to this vista rather than detracted from it.

Character Area 2 – Manor Road Cemetery – south and east

Layout
This part of the cemetery, originally known as New Cemetery, was designed and laid out by Leonard Thompson, Superintendent of the Scarborough Cemetery from 1865 until 1911. Thompson entered the competition run by the Burial Board and his design was accepted. He also laid out the Clarence Gardens in Scarborough and was asked to lay out Lawnswood Cemetery in Leeds, though there is no information on precisely what role he played in this.

Character Area 2, which comprises between half and two thirds of New Cemetery, is influenced by the valley of Peasholm Beck (though the beck itself is culverted and is not a feature) and the landform dominates the character of the area. Thompson’s response to the landform was to create a series of level areas in the valley bottom and a series of terraces linked by sinuous paths (though some of these are out of use) creating a markedly different character from Area 1 i.e. one which is much more flowing and sylvan with individually good trees and substantial stands of trees. The extreme south is set out almost as an amphitheatre facing a rondpont, whilst one of the side valleys is known as the Secret Garden and is designed as a grotto. There are flatter more formal areas to the south and west which were originally subdivided by straight paths, but these have now gone.
Significant buildings/structures

Mortuary Chapel
This general' i.e. non-denominational chapel stands at the Manor Road entrance and was designed in 1901 by the eminent local architect Frank Tugwell, with additions of 1904. It is built in red brick under a plain red tile roof with stone trim to door surrounds, windows, gables and other features. The date stone, 1902, gives the completion date.

Detail of the Manor Road Mortuary Chapel

Lodge
Also designed in 1901 by the architect Frank Tugwell, the Manor Road cemetery, lodge forms a group with the chapel and is also in red brick under a red tile roof with stone trim to doors windows and gables. Again the date stone 1902 is the completion date.

Manor Road cemetery lodge
Both these buildings are a much freer interpretation of the gothic, with arts & crafts design influences, and are good examples of typical buildings of the period.

**tunnel under Manor Road**

See also Character Area 1. On the Manor Road Cemetery side the portal is much more substantial with a gothic arch, two buttresses in a suitably gothic style and a high retaining wall flanking the drive, the walls sweeping to the portal in a curve.

The surface of the drive under the tunnel is the original glazed brick.

**Bridge or Viaduct over the valley, Manor Road Cemetery**

Designed in 1876, by John Petch, Architect of Bar Street and Architect to the Burial Board, this bridge links the south entrance adjacent to the mortuary chapel with the more formal layout in Character Area 3. across the ravine It has red brick abutments and pillars and cast iron balustrades with ornate scrolled ironwork in pointed panels. It is has design similarities with the bridge over Vernon Road – Listed grade II.
Building materials
The predominant building material in this area is smooth red brick with stone ashlar trim and small red plain tiles for roofs.

Trees
A number of interesting and unusual trees are present in this part of the cemetery including Japanese cedar, western hemlock, coast redwood, monkey puzzle, giant redwood, Austrian pine, wych elm, purple myrobalan plum, cristate beech (possibly the tallest in Yorkshire at 20.5 metres (67ft)), Deodar cedar, Tree of Heaven and Highclere holly.

Boundary treatment
The Manor Road boundary consists of a low wall in mellow common brick capped by a substantial stone coping. This coping was originally topped by cast iron railings but these now only exist for a short distance adjacent to the mortuary chapel and lodge where they are a modern replacement (with bottom rail).

Modern boundary treatment near the Manor Road mortuary chapel and lodge

The boundary with the path which separates the cemetery from Peasholm Glen is a simple high brick wall topped by a terracotta coping.

The boundary with the ‘railway path’ is a modern raling in galvanised and unpainted steel.

Significant memorials
This part of the cemetery contains memorials to:-

- Leonard Thompson - Superintendent of Dean Road Cemetery, designer of Manor Road Cemetery.

- Edward Leppington, cab driver, the first interment in Manor Road Cemetery on either Wednesday 24th or Thursday 25th July 1872 (conflicting reports).
Memorial to Leonard Thompson

Negative factors
The principle negative factor is that significant numbers of memorials have been either damaged or pushed over.

Character Area 3 – Manor Road Cemetery – north

Layout
This Character Area comprises the remainder of New Cemetery and the section laid out between 1928 and 1938. It is set out in a more formal pattern than Character Area 2, though less formal than area 1. The principal avenue running north-south is aligned on the viaduct and continues into the 20th century northern extension. Roughly at right angles to this are two tree lined avenues. The southern avenue, which forms the boundary between Character Areas 2 and 3, is aligned on the tunnel under Manor Road but does not connect with it as the valley of Peasholm Beck intervenes. This avenue becomes less formal and descends into the valley in a curve. The northern avenue is aligned on an angular plot in Character Area 2. In the vicinity of the early 20th century northern extension there is a further tree lined avenue which sweeps between the Fieldside and Glenside entrance gates. The effect of this series of avenues, with cross paths, is to create a series of trapezoidal blocks, some with further subdivisions.

Significant buildings/structures
There are no significant buildings or structures in this area although attention is drawn to:-

- The high brick pillar with adjacent turnstile gate which marks the original northern extent of the cemetery. The gate formed the entrance to the northern
path prior to its obliteration when the northern cemetery extension was laid out.

- The two formal gated entrances off Glenside and Fieldside with pre-cast concrete pillars and iron gates.
- The abutment to a bridge across the former Scarborough-Whitby railway which is of purely historical interest only.

Entrances to the 1930s extension

**Building materials**
Not applicable to this area

**Trees**
The trees are large and significant, although they are not as unusual as in the other sections of the cemetery. Nevertheless, their presence adds to the ambience which is calm and peaceful. Tree species include horse chestnut, sweet chestnut, sessile oak, beech, copper beech, silver birch, cherry, field maple and sycamore.

**Boundary treatment**
The northern boundary, from near the bridge abutment referred to above to the early gate pillars also referred to above consists of a low wall in red engineering brick capped by a substantial pre-cast concrete coping. This coping was originally topped by cast iron railings.

The boundary with the path which separates the cemetery from Peasholm Glen is a simple high brick wall topped by a terracotta coping.

The boundary with the ‘railway path’ is a modern railing in galvanised and un-painted steel.

**Significant memorial**
- John Nicholas Sheader, coxswain of Scarborough Lifeboat, drowned when the lifeboat capsized 8 Dec 1954.

There is a significant group of war graves near the Fieldside entrance including one for a Dutch serviceman

**Negative factors**
A section of the boundary wall south west of the Fieldside entrance is missing leading to the creation of a short cut into the cemetery from the playing fields. This has caused increased vandalism in this part of the cemetery. Nearby, there are other damaged sections of wall.

Significant numbers of memorials have been either damaged or pushed over

**Key vistas**
The vista from this part of the cemetery south towards the viaduct is visually important.

**Archaeological Issues**
There are no scheduled Monuments within the study area.

6. **ISSUES**
The key issues affecting Dean road Cemetery and manor Road Cemetery are:-

- The deteriorating condition of the Dean Road mortuary chapel and the need to find a viable beneficial use for the building to ensure its restoration and long term preservation.

- The deteriorating condition of the small mortuary building in Dean Road cemetery and the need to find a viable beneficial use for the building to ensure its restoration and long term preservation.

- The deteriorating condition of the Manor Road stables and the need to find a viable beneficial use for the building to ensure its restoration and long term preservation.

- The need to ensure work respects the character of the area – see example below.

- Issues surrounding the maintenance of and vandalism to the memorials and headstones some of which are artistically important in their own right and some of which represent people who have been important in the life of the town

- The paths and edging are in some parts dangerous or degraded
The low boundary wall near the Fieldside entrance had become damaged thus encouraging people to take a short cut across the adjacent area. This had a knock on effect of increased vandalism to the memorials and headstones in this area.

In response to this, a standard galvanised steel railing, of industrial type has been erected recently. Whilst this has addressed the problem of shortcutting, the new fence has not respected the original low plinth wall and is of extremely utilitarian appearance.

7 RECOMMENDATIONS

The area is of acknowledged Special Architectural or Historic Interest and it is recommended that it be designated as a Conservation Area.

Subject to funding, the Character Appraisal be used as the basis for the preparation and development of a Conservation and Restoration Management Plan with the aim of:-

- Developing a strategy for the restoration and conservation led management of the asset as a whole including protection of the memorials and the historic layout
- Developing a strategy for the beneficial re-use and restoration of the problem assets such as the mortuary chapel, mortuary and stable (or bothy)
- Developing a strategy for short and long term maintenance
- Developing a strategy for the enhancement of the asset as a whole
ANNEX 1  HISTORIC MAPS AND PLANS

(note these maps have been photographically reduced – do not scale from them)

Extract from the 1:1,560 scale Ordnance Survey map published in 1852 showing the area still as fields

Extract from the 1:2500 scale Ordnance Survey map published in 1892
Extract from the 1:500 scale Ordnance Survey map surveyed 1891, published 1892. Shows in detail the mortuary chapel and entrance lodges

Extract from the 1:2500 scale Ordnance Survey map published in 1912
Joseph Brogden Baker, entrepreneur and historian, was born April 1st 1801 and died May 24th 1883. Baker originally came from York and established a chemist and druggist business at 20 Newborough Street. He began by experimenting with gas lighting on his own premises which aroused the interest of others and led to the establishment of a Gas Company in 1832. The gas works opened 2 years later of Quay Street. Baker became acting secretary of the company and took over a considerable share of the management duties. He later proposed the establishment of a town water company, but his ideas were not acted upon. His next venture was a partnership with Mr. Joseph Parkinson; which led to the establishment of a brewer's, wine and spirit merchants in Harcourt Place. After the death of Parkinson, Baker sold the business, it is believed the motivation for the sale came from his growing Temperance principles, and moral and religious views. After this he was involved with the 'Society of Friends'. When he parted from that organisation he established a mission to save both sexes, especially the poor, from habits of vice. Baker developed an interest in agriculture and for some time occupied Throxenby Hall. He began to experiment with various crops and their hybridisation, unfortunately to the cost of the business side of farming. It was said; “He might be a good scientist, but he was a bad farmer”. It was while developing his crops and new animal variants that he and some others formed the Scarborough and District Agricultural Society, based on the Hackness Agricultural Society. At over 70 he began his most famous work on the History of Scarborough which took him between 4 to 5 years. This book along, with those by Hinderwell, Rowntree and now Binn’s, has been the basis for many Scarborough historians’ research for many years. He was married twice, leaving a widow.

Genevieve W. Lord M.B.E. 1910-1989, was born at Derwent House, West Ayton. From 1938 she had been involved, in a voluntary capacity, in the welfare of the elderly. She was chairman of the trustees of John Horne Homes, chairman and honorary Organisation Secretary of the Abbyfield Scarborough Society, a trustee and chairman of the Management Sub-Committee of Scarborough Municipal Charities. She was appointed on to the Executive Committee of the Scarborough Civic Society at its inaugural meeting in 1964 and was chairman until 1978. She also served many years in the Girl Guide Movement include 10 as Scarborough Division Commissioner. She was made a Freeman of the Borough.

Fredrick William Plaxton, founder of Plaxton’s builders and coach builders, started a joinery workshop in Bar Street in 1907. He moved to a larger workshop, the 'Castle Works' c1920, to meet the growing demand for cars and charabancs. By the 1930s they were building touring buses and service buses. A new factory built on Seamer Road opened January 1937. Fredrick William Plaxton Jr (Eric) became chairman in 1957, a position he held till he retired in 1988; he died in 1995.

Oliver Sarony, society photographer. Photography during the 19th century became not only a curiosity but an accessible method for families to have portraits of themselves, where previously only the privileged wealthy classes could afford to have an artist paint their likenesses. Sarony established his studios in Sarony Square Scarborough, now the site of St. Martin's Avenue car park. He made his name by reproducing near perfect images of sitters ranging from small locket photographs to life sized images. The studios also produced "some capital oil paintings and miniatures". In 1871, he conspired to produce the what became known as the Spa's 'gigantic fraud'; a portrait of Edward, Prince of Wales, surrounded by his admiring Scarborough subjects on the Spa promenade was painted by T. Jones Baker. Sarony sold 'places' and 'faces' on the picture for as much as 100 guineas.

Thomas Whittaker the temperance advocate was born near Clitheroe. At the age of 7 he was leaving his home each day to be at work in the factories for 5 am, returning home again for 8 pm at night. It was in the factory's poor conditions that he saw that "Long hours, poor pay, crowded workshops, these things lead to immorality and drunkenness". He left the factory and began work in Preston as a dressser, he was asked to leave because of his constant preaching regarding the evils of drink. He went to Preston and met 'Levees' in the Temperance Hotel; at the age of 22 he was asked if he would become a temperance missionary. He first came to Scarborough in
January 1839, when he delivered a lecture on temperance in the old Methodist Chapel, in Church Stairs-Street. In 1849 he came to live in Scarborough permanently, taking the Temperance Hotel in Newborough. In March 1861 Whittaker wrote an article regarding the loss of the Whit by lifeboat crew, linking the losses to alcohol. His enemies the breweries and ale house publicans are thought to have been behind the appearance of an effigy swinging from a ship's spar for half-a-day. A mob of up to 3,000 led by a band, paraded round the town and periodically flogged the effigy and smeared it with "red ochre to show the severity of the castigation". He was later elected Mayor and became a justice of the peace, showing that even after the aforementioned event; he managed to win over the towns people. He continued to preach and wrote many articles for newspapers, the "Express" and the Conservative "Scarborough Post". Many articles were declined so Whittaker started a newspaper called "The Watchman". When the "Mercury" company was formed he became a shareholder, eventually he and his sons became the owners.

He continued his battle to the very end, and his frustration with the ineffectiveness of "The Temperance Movement" is summarized in the inscription on his tomb; 'Tell me not what strong drink has been, nor what it is intended to be. I know what it is now. It is Britain's curse; it is the God of this Nation.'

- Anne Wright, founder of the Hoxton Rd and Springhill Rd cottage hospitals, originally opened a small cottage hospital in 1867 in Hoxton Road, consisting of two small houses. A Cottage Hospital (1 to 7 Spring Hill Road) was built in 1869 and sold in 1931; the funds from which went towards the building of the new Scarborough Hospital.

- James Weadley died at the Battle of Shiloh, April 6th 1862 aged 36. He was a member of Walker's 2nd Tennessee Confederate Infantry. He had been a builder and landlord of the 'Bull and Sun pub in Bridlington'. He and his family and brother Henry had left for the USA in 1860. Henry had become a corporal with Company C of the Pennsylvanian 116th Union Regiment. The Battle of Shiloh took place on April 6th & 7th 1862 in Mississippi, it is believed that 100,000 troops were involved, approximately 3,500 were killed and 16,400 were wounded.

- John Tonks JP born Dec 12th 1837 died June 29th 1913. Alfred James Tonks JP died Feb 7th 1941. The family business was established in 1820.

- Charles James Fox died at Suez on 21st September 1861, aged 35. His will dated 2 January 1862 stated he was of Chin Chew in China, Master Mariner. His decedents who are researching their family history have found that he was on a tea/opium clipper

- Flying Officer W.H. Coverley died of injuries on 7th Sept 1940 age 23. He was shot down and his plane crashed in flames, he managed to bale out but suffered from severe burns.

- F/lt Charles Roy Swinney DFC was, along with Pilot Officer Bernard Trott, aboard a Lancaster bomber from 156 Squadron which was attacked by a Luftwaffe fighter on January 14, 1944, during a raid on Brunswick, Germany. It was one of thirty-eight Lancaster's from 156 Squadron shot down that night.

- Mr. Solomon Wilkinson Theakston died on the 20th Jan 1875 aged 64. He opened his first Library and Bookshop at 6 St. Nicholas St in 1828. He moved to No. 31 St Nicholas Street in 1841 on order to expand his business. This former lodging house now became the base for a library and bookshop, an art studio (where H. B. Carter exhibited and sold his works), a wall paper shop, a ticket office for the Spa, a place where you could collect the mail, newspaper office for the production of the weekly "Scarborough Gazette", and the place where he printed the local area guide book. The plates were drawn by Carter. His clerk, John Haygard, took over the business in 1875 when Solomon died, the business continued till 1895.

- William George Wilson Wilkinson died 27th June 1956 aged 81 & Mary Jane Wilkinson died 19th Oct 1955 aged 78. Wilkinson attended the Central School until he was 13 years old. At 14 he was apprenticed to John Gibson's pawn brokers business in Castle Road. As a Councillor, W. G. Wilkinson was the Housing Chairman. He and his wife served as Mayor and Mayoress during 1938, 1939 and 1940. He became a J.P. in 1941 and served as a Corporation representative on the Harbour Committee for 18 years. In 1942 he was elected to the Aldermanic Bench. Over 1,000 houses were built while he was serving on the Housing Committee, he proved to be fair as
regards who received these properties, not always giving way to those who shouted the most. He encouraged private housing development at Crossgates and Seamer, and Council development of Barrowcliffe, Deepdale etc. He had been a director of the Football Club, Vice-president of the Cricket Club, supporter of the St. Sepulchre St Methodist Chapel and Men's Association. He was a special constable since the Great War.

- AB Ruston Reed, the Son of William and Mary Jane Reed of 31 Nelson St, was killed in action in the Battle of Jutland while serving on HMS Invincible on 31 May 1916. He was aged 22.

- John Austin 1st Baronet Austin of Red Hill, Castleford was born March 9th 1824 and died age 82 on March 30th 1906. He was the son of John Austin and Hannah Fawcett. He married Agnes Byron, daughter of Samuel Standish Byron, in 1866. He was Member of Parliament (Conservative) for Osygoldcross between 1886 and 1906 and was created baronet on 16 July 1894. He was chairman of the Visiting Committee, County Justices of York Castle. He held the office of Justice of The Peace for the West Riding, Yorkshire.

- Francis Prince is the first person to be buried in the Dean Road Cemetery.

- Charles Arthur Wilkinson: Surgeon, born in Halifax1868 and died in Scarborough 1897-1916. His father Christopher Wilkinson was secretary of North Eastern Railway. He brought his family from York to live in Westwood Scarborough.Charles studied medicine at Edinburgh, worked in Leeds, coming back to Scarborough in 1897 when he set up a practice at 56, Gladstone Street. During WW1 he was acting Medical Officer of Health for Scarborough and worked at Scarborough Hospital as well as having an appointment at the Workhouse. He was also court Physician to the I.O. of F. (Canadian Order). 1910 he founded the Scarborough Div of St John Ambulance Brigade, and was its surgeon till his death. He lectured in the town on first aid, and was involved in the treatment of bombardment victims. He died of influenza and Meningitis aged 47.

- Frederick John Sawdon began as an apprentice to Mr. J. Coulson chemist and druggist, in Scarborough 1861. John eventually qualified in medicine from Edinburgh University. Later he gained a doctorate from Edinburgh University, and established a practice in Hull.He set up a practice in Scarborough C1900, and died in 1911.

- James Pirie J. was born in Aberdeenshire in 1838, and came to Driffield in 1857 to work in the Drapery trade. He became a speculator and put his money in the hands of stockbrokers, who within 2 year had almost spent all of his money."That any fool could make money, but it took a wise man to keep it".He then became a house agent, district rate collector for the North Ward, an auctioneer and commission agent. In 1884 he invested in the Cliff Bridge Company, later he was linked with the; Borough Gas Company, Public Market, Central Tram Way, Filey Water and Gas Company, Scarborough Laundry Company, Building Society, Public Baths South Cliff Bath Companies, Coffee House and on the Board of Guardians. He became mayor for the year 1897-98.

- The Newham family was famous for developing a block of wooden shops and garages in Victoria Road when the area was still basically opens fields known as the 'common'. They were removed (1970s) after approximately 100 years of use when the road was widened. The most famous of these garages being the Hardwick's Bus Garage.William Postgate Newham left school at 15 in 1858, and with his donkey, Jenny, laid the foundations of what would become the town's largest haulage contractors. His daughter Mary Jane married Edwin Dawson, a blacksmith from Hackness. For many years the old horse pulled business ran side by side with the new developing motorised haulage business. The haulage business was sold in 1959; the buildings were sold in 1970.

- William Spencer was for 40 years the manager of South Cliff Baths, on Ramshill Road South Cliff, died Jan 22nd 1917.These new baths provided warm and cold baths; sea water, galvanic, vapour, sulphur, alkaline and various other forms of medical baths. The plans were prepared to the designs of John Petch, with a total capital of £6,000 and shares at £5.00 each. The building was designed to have 24 separate bathrooms with necessary offices and essential conveniences.

- David Hunter, county wicket keeper. Born on February 23, 1860 in Scarborough. He succeeded his brother Joseph as the Yorkshire wicketkeeper at the relatively late age of 28 but was then an almost ever present player for the following two decades. He played 520 first class games for the
White Rose between 1888 and 1909. In 552 matches in total he took 913 catches and completed 350 stumpings. A modest right handed tail-end batsman, he nevertheless compiled 4,538 runs at 12.03 with a best of 58* against Worcestershire CCC. Over the years he held up his end in stands of 53, 148, 121, 118 and 102 for the tenth wicket. He helped Yorkshire win the Championship 8 times and received £1,975 from his benefit match in the Roses clash against Lancashire at Bradford in 1897. Noted for always playing in the spirit of the game he remains a famous name in Yorkshire cricket. He died on January 11, 1927 in Northstead, Scarborough at the age of 66.

- Alderman Pantland Hick, J.P, was born in Scarborough in March 1833, and received his early education at the grammar School, in King-Street. At the age of 14 he went to sea and worked his way up to captain. In 1863 he retired from sea to assist in the family business in Scarborough. He also married the daughter of Mr. John Tindall of Knapton Lodge. In 1874 he was elected to the town council, and in 1883-4 he became mayor

- Harry Firth killed in the Bombardment 16-12-1914. Messrs Clare & Hunt's corner establishment was situated in South Street on the South Cliff. Two men were killed there in the bombardment, Mr. Harry Firth a driver for Messrs. Land & Co; and Leonard Ellis, a porter in the service of Messrs Clare & Hunt. The property was opposite Mr. Charles Smith, silversmith and antique dealer, also damaged in the bombardment.

- John Barry, born 1803 and died 1866, was a noted architect, building contractor and stonemason. He undertook several projects for the Cliff Bridge Company, the most noted being Henry Wyatt's Gothic Salon. Other projects included; Wilson's Mariners Homes, Castle Rd (1836), designing the 19th century Newborough Gothic Bar 1843-1890. He under took contracts in Scotland, Arboretas New Harbour and Leigh's Victoria Docks. He had a brick and stoneware factory in Barry's Lane off Seamer Rd, near to present day Hinderwell School. He was elected councillor for the North Ward and Mayor 1859-60. Barry's final major building contract was the construction of South Cliff Congregational Church (St. Andrew's Church).

- Mamie Benson died at aged 89 she was known as the towns 'dancing queen' for 50 years. She founded the 'Benson Stage Academy' in 1945, helping youngsters achieve their dreams. Many of the children she taught went on to be professional dancers. One student, Christopher Bruce, became the artistic director of the Rambert Dance Company. She was also known for her children's charity work, raising tens of thousands of pounds.
Map 2 HISTORICAL DEVELOPMENT OF THE CEMETERIES

- **Appraisal Area**
- **Opened 1857**
- **Opened 1872**
- **Added between 1928 & 1938**