

# Scarborough

## Port Heritage Summary





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## Abbreviations

c	circa
HE	Historic England
HER	Historic Environment Record (North Yorkshire County Council)
LB	Listed Building
NGR	National Grid Reference
NRHE	National Record for the Historic Environment
NTL	Normal Tidal Limit
OS	Ordnance Survey
PDZ	Policy Development Zone (a management area included in an SMP2)
SAHS	Scarborough Archaeological and Historical Society
SM	Scheduled Monument
SMP2	Shoreline Management Plan 2

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### Cover illustration

A locally-registered fishing vessel berthed at Scarborough's North Wharf, with Sandside in the background.



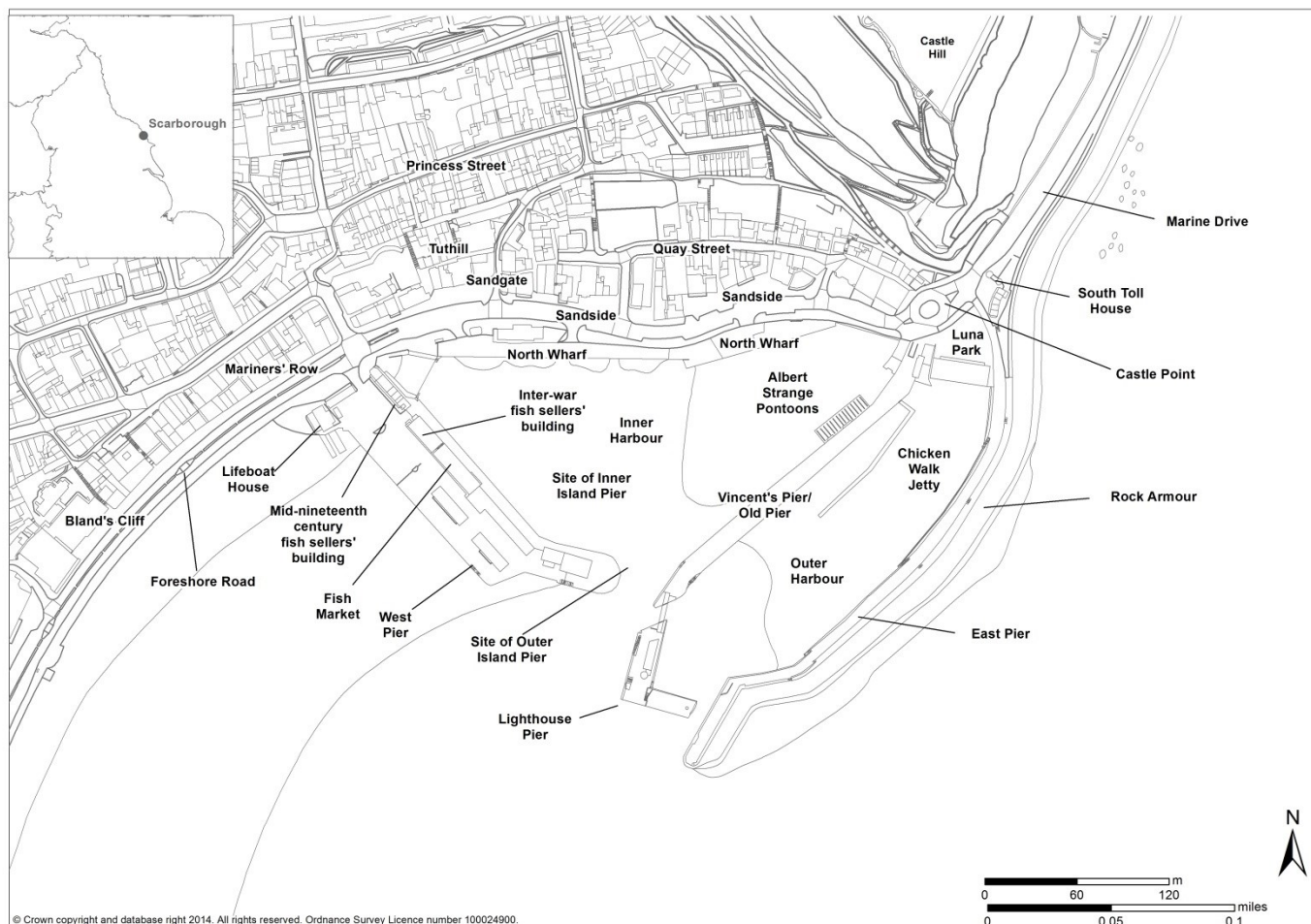


Fig 1 Location, topography, place names and features

## Introduction

The *England's North Sea Ports* project aims to improve the understanding of the heritage values, significance, vulnerability and adaptability to change of port-related heritage in nineteen major ports along England's North Sea coast, from Berwick upon Tweed, Northumberland, to Harwich, Essex. The project focuses on the historical development of each port, its present character and its port-related heritage, the values attached to that heritage and the issues and opportunities it presents for future development.

The review for each port is presented as an illustrated 'Port Heritage Summary', designed to be succinct and readable, raising awareness and understanding amongst all parties interested in that port's future development and so contributing towards the sustainable management of its port-related heritage.

This Port Heritage Summary relates to Scarborough in North Yorkshire where twelve individual areas of port-related character have been identified. The Summary explains how port heritage within those areas contributes to Scarborough's distinctiveness today, to the interpretation of Scarborough's historical development, and that of Yorkshire and the North Sea. This includes the cultural associations and feelings of local people and communities to the

maritime past and how it is viewed and valued by them today.

A range of management options to build on the present values and roles of its heritage are summarised, enabling them to serve as a positive asset in Scarborough's future, retaining its rich cultural distinctiveness while meeting its changing economic needs.

## Location

Scarborough is located on the North Yorkshire coast, 10km to the north west of Filey and 27.5km to the south east of Whitby. York is 58 kilometres to the south west.

Scarborough's harbour is located in the lee of the coastal headland of Castle Hill, its earliest pier (or breakwater), Old or Vincent's Pier, arcing gently south-westwards from Castle Point out into South Bay, and with the much more recent West Pier enclosing the Old or Inner Harbour. East Pier is another addition to the original plan, providing much-needed protection for the Old Pier, as well as creating an elongated Outer Harbour. Whilst the Inner Harbour is regularly dredged to ensure that a substantial proportion of it retains water at all stages of the tide, the Outer Harbour is tidal.

## The Port

Scarborough's harbour is owned and controlled by Scarborough Borough Council, which is the port authority.



In the commercial part of the harbour is a small fishing fleet of keelboats, cobs and other open boats. The keel boats mainly go trawling while the smaller boats fish with lines or trammel nets or set traps to catch crabs or lobsters, especially during the summer. The outer harbour contains over 200 pleasure boats ranging from racing and cruising yachts to a variety of small pleasure boats and speedboats (Ports and Harbours of the UK website).

## Local Authorities and heritage organisations

Scarborough comes under North Yorkshire County Council, which oversees management of the relevant Historic Environment Record (HER - database of historic buildings and archaeological sites and monuments) and provides heritage input and advice for archaeological mitigation within the normal planning process.

The Historic England (HE) Yorkshire office is based in York. HE provides input and advice on heritage matters including the roles of the inherited cultural environment in the management of change and specific advice for Listed Buildings (LB) and Scheduled Monuments (SM), together with strategic overviews and support at local, regional and national levels.

## Historical development of the port and its North Sea roles and relationships

Scarborough's long history as a port is inextricably linked with the herring fisheries of the North Sea – a resource which it exploited with considerable success from the 13th century into the early years of the 20th century. Scarborough was, between the 13th and the mid-15th centuries, the pre-eminent North Sea port for this fish. Its cod and prime flatfish fisheries were also important in its development and built up a significant import-export trade with the Baltic ports. The port was also a vital harbour of refuge.

Through the 19th century Scarborough became a significant shipbuilding centre. A decline in the local fishing industry set in during the last decades of the 19th century and it now plays only a minor role in the economy of the town.

From the 17th century onwards, but notably during the 18th century, the development of the Spa and sea bathing at Scarborough saw the town develop into a national tourist destination. Scarborough became Britain's first seaside resort, and its economy continues to be based to a very significant degree on tourism.

## Early origins

Whilst there is only limited archaeological evidence for Scarborough's early origins, there are indications that Castle Hill was settled during the Bronze and Iron Ages.

There may have been a small Roman settlement in the western part of Sandside associated with the

coastal signal station established in AD 370 on Castle Hill, with a possible landing place for boats located nearby. It has been suggested that a small Viking coastal settlement was founded here around AD 966 and destroyed by Harald Hadrada, although no firm evidence for this has yet been discovered (Buglass and Brigham 2013).

## Medieval Scarborough

A planned, defended town (Oldborough) was founded by Henry II in about 1160 to the west of the newly-constructed castle on the prominent headland to the west of South Bay (Castle Hill), probably close to the site of a small pre-existing waterfront settlement (*ibid*). Oldborough quickly expanded to the west (this section being named Newborough), and medieval Scarborough, as the town became known, was the nineteenth most wealthy town in Britain. Its status was reflected in the founding of Franciscan, Carmelite and Dominican Friaries in the town.

The town's location had been determined by both strategic and economic considerations, given the commanding position occupied by its castle, its access to rich North Sea fishing grounds and its ability to offer a harbour of refuge on the exposed North Sea coast.

A new deep water port was sanctioned in 1252, when the town was given the right to levy customs duties on its users to construct a port capable of use at all stages of the tide (Hinderwell 1832). This original harbour seems to have consisted of a stone and timber breakwater arcing south-westwards from Castle Point to provide a sheltered anchorage in its lee. Boats would have been landed on the sandy foreshore at Sandside, or on timber wharves built along its frontage.

Foreshore reclamation in the eastern part of Sandside along the northern side of the harbour took place during the medieval period, allowing merchant houses and warehousing to be established between Quay Street and The Bolts, together with new wharves and shipyards.

Scarborough's fair, chartered in 1253, gave the town the right to sell herring from the local beaches to visiting merchants for no less than 45 days, and hundreds of ships, some from as far afield as the French and Flemish coast, took part in the annual fishery. In 1304, Scarborough's peak year, 810 tons (3,550,000 fish) were landed (Kowaleski 2000).

By the beginning of the 14th century Scarborough was internationally important as one of the busiest herring ports on the North Sea coast. It faced considerable competition from the Baltic fishery at Skånia, which had adopted a superior method of fish curing that allowed fish to be preserved for up to a year. In 1394 Thomas Fymer was appointed to ensure that this method was adopted at Scarborough.





Fig 2 Looking south-west through the Outer Harbour. Vincent's Pier, representing an 18th century remodelling of the original Old Pier and eastern harbour wall, is to the right, whilst the modern Chicken Walk Jetty is to the left.

During the early 15th century, records suggest Scarborough's cured herring exports were worth far more than any of its other trade, with salted fish being exported by visiting ships registered in French, Dutch and Baltic ports (Childs 2000). Quay Street in the old harbour town has been archaeologically demonstrated to fossilise the edge of the 13th century shoreline (for instance through excavations adjacent to Nos 47 in 2003, at No 58 in 2006 and again at the centre of the area in 2008-9).

Exposure to easterly and southerly winds had, from an early date, necessitated the construction of a breakwater in the general location of the present Old Pier, extending south from Castle Point. A pier was sanctioned by Henry III in 1252 and in 1489 the Old Pier and town quays were substantially rebuilt in timber. The Old Pier was extended to around 244m in length by 1583 (Cotton Map in Buglass and Brigham 2013).

Cod, processed into 'stockfish' by salting and drying, was, for a while, another important element of the local fishery, the North Sea stocks being increasingly supplemented by those from the waters around Iceland. In the early 15th century Scarborough men had been amongst the first to exploit this resource, though they appear to have somewhat neglected their own fishery. However significant losses within the fleet, coupled with plague epidemics and increasing competition from other ports seems to have disproportionately hit the Scarborough fleet within a few decades, resulting in the collapse of its Icelandic fishery and a re-concentration on the exploitation of its North Sea stocks (Kowaleski 2000).

By the mid-15th century, however, the local herring fishery was also in decline and up to a fifth of the boats working the local fishing grounds were registered in Devon. It took the best part of a century for Scarborough's fishing industry to regain its former importance (*ibid*).

Further repairs to the harbour were undertaken during 1546 and *circa* 1564, the pier being raised in height and extended in length, but by 1614 yet more repairs were required and powers were granted to



Fig 3 The Inner Harbour with North Wharf framing the Old Town beyond. This commercial quay, completed in 1928 as an extension of the mid-19th century Corporation Quay, overlies the sites of many of Scarborough's shipyards, as well as its early landing places.

replace the timber Old Pier with one built of stone, the work being funded from a toll of coal shipped from Newcastle-on-Tyne (Hinderwell 1832).

There had also been a small freestanding pier in the centre of the harbour in 1538 (the Inner Island Pier) to allow the mooring of additional vessels, possibly an islanded section of the original Old Pier, or alternatively the surviving section of an otherwise undocumented early Western Pier (Buglass and Brigham 2013). A second free-standing wharf near the southern side of the harbour, the Outer Island Pier, represents the south-western end of one of the Old Piers islanded when the original Old Pier (locally known as Saltfish Pier) was remodelled after 1732 (*ibid*).

## The 17th and 18th centuries

Throughout the medieval and early post-medieval periods Scarborough had developed into a thriving maritime town.

Traditional North Sea beach-launched cobs (small rowing or sailing boats, sometimes double-ended and usually crewed by three or five men) had long been used for longlining for whitefish or for setting out pots for crabs and lobsters. The much larger three masted luggers (a traditional type of fishing vessel) had a far more substantial range and could deploy either nets for herring or 'great lines' for cod, often working as far south as the Dogger Bank (a large shallow sandbank off the east coast of England).

During the 17th century Scarborough had become involved in the coal trade, providing a vital anchorage for vessels engaged in the important North Sea trade between the collieries of north-east England and London. The port also re-supplied these passing vessels.

Scarborough was a trading port for its hinterland, importing Newcastle coal, as well as iron, timber, tar and flax from Scandinavia and the Baltic. Its exports were primarily linen cloth, grain, meat, butter and salt fish.





Fig 4 Lighthouse Pier at the outer end of Vincent's Pier, is a notable landmark from many points in the harbour.

The harbour was busy with other allied trades such as net-makers and rope-makers; substantial fleets of both small and large boats were worked from both its beach and its expanded quays and wharves (Friel 2003).

Herring made up only a minor element of the local fishery during this period despite the huge shoals which passed along this coast between July and September.

The prime fish landed at Scarborough found not only a local market within its hinterland, but also continued to form the basis for an important export trade, particularly in the form of high-quality salt-cured cod, which was exported not only to markets in Spain and the Mediterranean, but also as far afield as the West Indies. An account of 1734 mentioned upwards of 300 sailing vessels based in the harbour, the coast *'affording plenty of herring, turbot [sic], ling, codfish, haddock, fluke, whiting, mackrel [sic] and lobsters of which they send great numbers to London every season'* (British History Online website – Victoria County History 1923).

Between 1767 and 1802, 60 substantial sailing vessels were built at Tindall's shipyard on the foreshore, with many more built at the other smaller Scarborough yards during this period (Scarborough's Maritime Heritage website).

The reconstruction of the Old Pier (as Vincent's Pier) to enlarge what had, by 1732, become a rather cramped harbour, was again funded by a toll on coal shipped from Newcastle. Work on the new East Pier (Ramsdale Scar or New Pier) was begun in 1753 (though was not completed until 1829) to reduce the exposure of the Old Pier to the full force of the North Sea. Attempts were also made to reduce silting within the inner harbour by removing a section of the Old Pier to allow the sea to flow through the northern part of the harbour. However, this had the unwelcome result of increasing sand accumulation against the town quay and in 1761 the 'Dock Hole' was partially blocked up with stones. It was subsequently infilled (Buglass and Brigham 2013).



Fig 5 The Inner Harbour, once crammed with sailing trawlers, still accommodates local fishing vessels.

In 1754 the Swedish traveller (and industrial spy) Reinhold Angerstein noted that the sea bathing and spa industries in Scarborough, first developed during the previous century, now underpinned the town's economy. Tourism's economic contribution to the town had already surpassed that provided by fishing and its export and import trade. By the mid-18th century the success of the Spa resulted in a new 'upper town' being developed, entirely distinct from the old harbour settlement (Brodie and Winter 2007).

## The 19th century

The introduction of a Government bounty in 1820 to stimulate the trade in high quality cured fish failed to enhance national output. The abandonment of the scheme a decade later brought about the collapse of production in Shetland but boosted production at the Yorkshire ports.

A further resource exploited by local fishermen consisted of high quality flatfish – turbot, brill and sole - these being caught in huge numbers from the grounds known as the Silver Pits, near the Dogger Bank, which were discovered in 1835. This had, however, been fished out within only three years (Robinson 2000).

Local coble fishing for crabs also boomed during the 19th century, but during this period Scarborough's importance as an east coast fishing harbour was principally based on the increasing use of trawling and the development of the national railway network, the link from York to Scarborough being completed in 1845.

As a result, not only herring but also 'offal fish' (the haddock and plaice by-catch which was previously considered to be of low value and only fit for use as bait or fertiliser) could be increasingly sold to a national market. The introduction of steam packets (fast coastal trading vessels) allowed such catches to be rapidly transported from Scarborough to fish quays in Hull, Hartlepool and Newcastle (*ibid*).

These factors prompted a significant resurgence in the local herring fishing industry, and by 1836 there were around 400 vessels engaged in the Yorkshire fishery. Scarborough was well-placed to develop a trawling fleet, though from the 1830s until the





Fig 6 Quay Street in Scarborough's Old Town retains a number of early merchants' houses.

1850s, the majority of the boats working out of Scarborough during the summer were registered on the south coast of England (*ibid*).

However, after 1850 this trawler fleet increasingly transferred to newly developed docks at Grimsby, and over the next three decades the control of Scarborough's fishing industry became concentrated in the hands of local merchants, notably James Sellers and Henry Wyrill. These Scarborough ship-owners actively exploited the potential of inland trade using the developing railway networks, with between 700 and 800 tons of fish regularly being sent away daily. The two men also built up controlling interests in the local fleet, eventually owning a substantial number of its trawlers (Scarborough's Maritime Heritage website).

New types of vessel were developed to exploit the expanding industry, in particular the Yorkshire Yawl (a fishing boat developed in Scarborough in 1830), and Ploshers (large sailing versions of the coble) which were smaller, cheaper to build and operate and thus more efficient than the luggers which they increasingly replaced.

The expansion of Hull and Grimsby into pre-eminent North Sea fishing ports also benefitted harbours such as Scarborough by providing ready markets for the port's catches, both those caught in deep waters and those from closer inshore (Buglass and Brigham 2013).

The harbour had continued to develop in response to the expansion of the local fleet. The southern end of Old Pier, increasingly referred to as Vincent's Pier, was remodelled with the construction of Lighthouse Pier, narrowing the entrance to the New or East Harbour; a brick lighthouse was constructed here between 1801 and 1806. In order to protect the western side of the harbour, West Pier was constructed between 1817-22, whilst Corporation Quay was built in 1826 along the south side of Sandside (*ibid*). The last remnants of the Inner Island Pier were removed in 1819.

By the mid-1870s, sailing trawlers from North Sea ports were working most of the adjacent fishing grounds in substantial numbers; the boats were also increasing in size. Scarborough had



Fig 7 The Albert Strange Pontoons in the Inner Harbour provide moorings for yachts and pleasure craft.

developed a fleet of around 40 specialist trawlers and at least 40 dual purpose drifting and lining boats working the North Sea fishing grounds, the harbour being packed to capacity during this period, necessitating considerable expansion of its quays and other facilities. Large amounts of seasonal labour were drawn to the town during the herring season, including the Scottish 'Lassies' who processed the herring for export. At the port's high point in 1878 there were 1,500 seamen based in the town, whilst 165 ships with a combined displacement of 25,600 tons were based at Scarborough (Robinson 2000).

In 1877, proposals to extend the harbour westwards to create a new Western Harbour were turned down by the Corporation, and over the following two years West Pier was raised in height, widened by nearly 12m and lengthened by 61m. Unusually for the time, cast concrete panels were used in this construction. The last remains of the Outer Island Pier were removed at this time and West Pier was equipped with a new fish market and offices (Buglass and Brigham 2013).

The first steam-powered beam trawler, the *Cormorant*, was introduced to Scarborough in 1878, and steam paddle trawlers were using the port soon afterwards. By 1881 there were ten paddle trawlers registered at the port. Though more manoeuvrable than sailing trawlers, these craft were expensive and limited in range, and were fairly soon being replaced by purpose-built iron-hulled screw-powered trawlers. Five of these were registered in Scarborough in 1883, the first of these being James Sellers' *Pioneer*.

Visiting craft trebled in numbers during these years, leading to record landings in 1882. However, falls in prices resulted in Scottish herring flooding the market in 1883 and in the following year the landings at Scarborough were so great the market became completely glutted. Yorkshire fishermen struggled to compete under such conditions, hampered by their lack of specialist fishing boats like the fast Scottish Zulus (long-decked and short-keeled two masted fishing boats first developed in Lossiemouth in 1879).

Further technological advances during this period – in particular the introduction of iron-hulled ships – spelt the end for Scarborough's formerly important shipbuilding and coal transport trades. The last



*Fig 8 The new parapet along the edge of East Pier and the rock armour extending to North Bay represents the most recent element in the evolution of Scarborough's harbour.*

decade of the 19th century witnessed the increasing concentration of fishing fleets at a small number of well-equipped large, deep water ports, growing competition from Scottish ports and significant North Sea stock depletion as a result of in the rapid expansion in the number of efficient steam trawlers. Smaller ports such as Scarborough largely abandoned herring trawling in favour of smaller-scale line fishing (Buglass and Brigham 2013).

## The 20th century

Scarborough faced several problems: it was sited far from the Tyne and Humber coal ports, lacked the ability to build and maintain large modern fishing boats and was limited by its tidal harbour. Continuing the trend from preceding centuries the town's economy was becoming increasingly reliant on the still growing tourist industry.

By the early 1890s its trawling smacks had been disposed of, though it retained a small steam fleet until 1914, including the last English paddle trawler, the *Constance*. West Pier was, however, substantially widened around 1900, whilst Corporation Quay was extended to form North Wharf in 1928 and, even by 1913, Scarborough was still landing over 6,000 tonnes of herring annually, though this was dwarfed by the 150,000 tonnes landed at Great Yarmouth in the same year and the 100,000 tonnes landed at Lowestoft, by this date England's pre-eminent herring ports (Robinson 2003).

Scarborough, Hartlepool and Whitby were bombarded by the German Navy in December 1914, killing eighteen Scarborough residents. Like dozens of houses in the town, the harbour lighthouse was so badly damaged that it had to be demolished, not being rebuilt until 1931.

The former Graham Sea Training School (Paradise House), established in 1918 in a house formerly owned by the Tindall ship-building family, provided training for local lads wishing to become naval seamen.

During the Second World War, South Bay was provided with barbed wire entanglements to prevent German landings, a minefield was laid outside the harbour entrance, anti-tank defences were installed on the piers and the lighthouse was switched off, but

other than a machine gun post on the outer harbour wall, Scarborough Harbour remained defenceless.

Big-game fishing for the Atlantic Bluefin tuna (or tunny) was practised by wealthy aristocrats from Scarborough during the 1930s. However, the over-fishing of the herring and mackerel shoals on which the tuna fed led to the disappearance of the tuna from the North Sea, the last to be caught in these waters being landed in 1954.

Despite a steady decline during the 20th century, fishing continued to be a sufficiently important component of Scarborough's economy for a new fish market to be constructed in 1961, and a number of fishing vessels are still based in the port.

The Harbour has increasingly become used for marine-based recreation during recent years. The Outer Harbour has been dedicated to leisure craft for several decades, whilst a marina was created in the Inner Harbour in 2007 based around the Albert Strange floating pontoons and further berths have been constructed adjacent to Lighthouse Pier. The majority of the boats using the harbour are now increasingly either locally-based or visiting leisure craft and the old lighthouse on Lighthouse Pier is currently leased as the headquarters of the Scarborough Yacht Club. New on-shore facilities for visiting yachtsmen have been proposed near Luna Park.

The harbour's piers provide excellent views of the sea and coast, and are popular with both walkers and anglers, whilst Lighthouse Pier has been provided with benches where visitors can sit and watch activity in the bay and harbour. The 'Diving Belle' statue here celebrates Scarborough's seaside heritage, and a Vickers 13lb gun salvaged from the SS Hornsund was erected here in 1984 as a war memorial.

Every July Scarborough's West Pier and North Wharf host its annual 'Seafest' – a celebration of Scarborough's long-standing relationship with the sea. The festival includes professional seafood cooking demonstrations, maritime activities, including the traditional 'blessing of the boats', live music, street theatre, story-telling, guided walks and a spectacular harbour-side firework display.



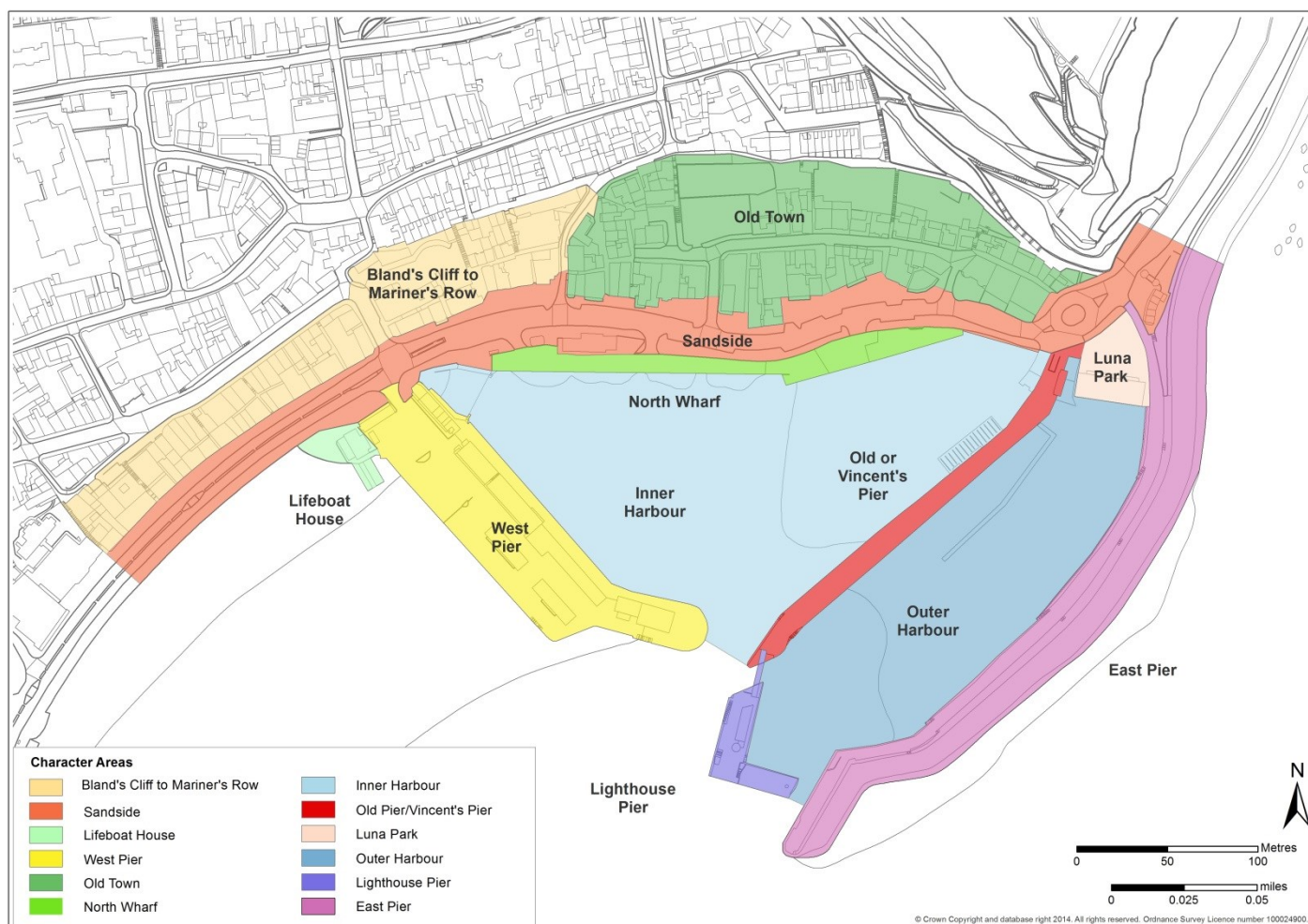


Fig 9. Character Areas.

## Port-related heritage assets and contributions to present character

Scarborough's overall port-related area has been divided into twelve distinctive Character Areas (Fig 9).

The distinctive feel of these Character Areas is shaped by their historical development and influenced in the present by patterns and sometimes direct survivals from their inherited past. That heritage can be many and various – place-names, street layouts, patterns of open space, whether public or private, a sense of enclosure by closely spaced or large buildings, or the presence of readily recognisable historic buildings and features – they all provide links in the present to Scarborough's past, even if the original structures which influenced and defined present aspects of the townscape and streetscape may have long gone and been replaced by modern features. These distinctive aspects of place add interest, texture and unique character to the port. The way in which surviving historic aspects within the port's fine-grained landscape, often called heritage assets, interact with that present character serves as a tangible reminder of the cultural origins of the port's distinctiveness. Whether or not people who live in or use Scarborough have interest in its heritage as such, its historical development has

shaped the place which is familiar to them, with which they have cultural associations and where they undertake their recreational, industrial and commercial lives.

This section seeks to examine how the surviving port-related heritage contributes to the present character of Scarborough.

### Character Area Summary

#### 1. North Wharf

An elongated wharf with a largely open level surface whose lattice timber (and occasionally steel) facings make up a highly visible architectural element from the south, visually underpinning the buildings in Sandside to its north. Established between the mid-19th century and 1928 on the site of former shipyards and waterfront, it is a working area whose function is directly linked to the adjacent harbour, providing moorings for fishing and other commercial boats and a place for fishermen to store and maintain their nets, pots and other tackle, which give it a cluttered feel. It is also where the harbour and the tourist area of Sandside adjoin one another. Part of North Wharf is now occupied by a modern restaurant. The modern wharf overlies the sites of the early quays and a number of shipyards. At its western, centre and eastern ends are slipways which enable boats to be hauled up or launched.

The eastern end of the wharf is narrower than the

## Character Area Summary

section to the west and areas occupied by fishing gear in places give way to the neat white booths and colourful signage which advertise local boat tours, rib rides and fishing trips, a strong link between the tourist economy of Sandside and the sea.

With the exception of the quay facings, few historic features contributing to the character of this area survive above ground other than some cobbled surfaces and the New Quay road bridge, but its current uses demonstrate the adaptations made by local fishermen to the changing local economy.

### 2. Sandside

North Wharf is backed by a modern roadway which physically and visually divides the harbour area from the old town and former fishermen's quarter. The road is part of the main thoroughfare which threads its way along the Scarborough seafront to the east of the harbour (along Foreshore Drive) and on to North Bay (along Marine Drive and Royal Albert Drive).

Flanking the road through Sandside to its north and south are linear public spaces which encourage visitors to explore the commercial section of the old town and the harbour front, and which give this area adjoining the harbour a predominantly east-west orientation, reflecting the original foreshore which it now overlies. These areas offer some views of the harbour, though they are sometimes blocked by fishing trip booths, by the restaurant on North Wharf and by stored fishing tackle. There is some newly-installed public realm furniture here, but these spaces are characteristically open and linear.

The South Toll House is a visually dominant feature at the junction of Sandside and Marine Drive which marks the eastern seaward part of the town. Built in 1897-1907 at the same time that Marine Drive was laid out, it has a quirky architectural style with its tall lantern tower, stone, brick and faux half-timbering, though this is not out of character with many other public space buildings in Scarborough. The building was used by HM Coastguard in 2013.

### 3. Old Town

The frontage along Sandside forms an elongated area aligned east-west and separated from the harbour by the Sandside Character Area.

The northern edge of this Area is busy, vibrant and brightly coloured. Historically significant buildings, many of them Listed, face on to the road. These are of varying heights, materials and outlines and their warm orange pantiled roofs contribute significantly to the local colour palette. This gives a clear visual indication of the time-depth in this part of the town. Many were associated with activity within the post-medieval harbour, but all now have commercial uses related to the tourist industry, largely pubs, shops and restaurants. The woodland, rock exposures and lack of development on the flanks of Castle Hill frame Sandside at its eastern end.

Quay Street is a narrow thoroughfare threading its way through the old town area. This has a quiet, vernacular character, its buildings comprising an

## Character Area Summary

intimate mix of historic fishermen's houses and store buildings, most now converted, a significant number being high grade Listed Buildings. The street and its side lanes are hidden from the harbour and the tourist bustle of nearby Sandside. Quay Street is largely cobbled, with stone edging slabs, and brick is the predominant building material, though there are also some early timber-framed buildings like the former Three Mariners public house and its near neighbour to the west. Historically, the Old Town also included areas further up the hill such as Princess Street and Longwestgate.

The medieval waterfront is known from archaeological evidence to have run close to the present alignment of Quay Street. This is likely to have been the location of many of the original fishermen's cottages and store buildings. Some areas on the northern side of Quay Street have been redeveloped with modern housing, whilst buildings at its western end have been cleared and this area is now used as a car park; open spaces and gardens stretch up the slope to the north.

### 4. West Pier

The broadest of Scarborough's piers, and its most modern, its construction phases dating to between 1817 and 1900, West Pier's northern end immediately abuts the tourist centre of Sandside and is the site of a group of distinctive buildings which house the harbourmaster's office, the late 19th century and mid-20th century fish sellers' office buildings, and the 1990 fish market.

During the 20th century this was the working heart of the harbour, though it is now occupied by a car park along part of its western side at its northern end. The demolition of a pair of bait houses is planned to allow the expansion of the car park and the redevelopment of the northern part of the quay as an artist's quarter with piazzas, restaurants, high tech businesses and a market.

By contrast, the southern end of the quay still retains its gritty working character, the buildings running down its spine becoming more overtly working structures to the south, most being constructed of rendered blockwork or brick under sheet steel roofs.

This area rings to the hustle and bustle of the fishing industry with cranes, bollards, mooring posts, fork lift trucks, fish boxes, palettes, bins and clutter, and working fishermen.

From the eastern side of the quay there are expansive views into the Inner Harbour, and working boats are always close at hand. The quay construction is a mixture of stone and concrete with timber and steel facings, reflecting the several stages of adaptation carried out to retain it as a working element of the harbour.

### 5. Lifeboat House

Until March 2015, a traditional brick lifeboat house stood adjacent to the bustle of Sandside and the popular South Bay beach, and to its working West Pier. Its twin slipways were only useable at high tide.



## Character Area Summary

The building has now been demolished to allow a replacement larger facility to be constructed on the same site.

### 6. Old Pier/Vincent's Pier

The site of the original harbour breakwater for at least eight centuries, the current structure incorporates elements constructed between the 17th and mid-18th centuries. It is a substantial stone-built structure which arcs out across the bay from beneath Castle Hill. With the exception of the brick-built public toilets at its northern end (on the site of the former Docker Hole) the pier is an open feature, clearly defining the eastern edge of the Inner Harbour. Local stone is the predominant material used in its construction, though historic bollards and steps are also important surviving historic elements. Fishing boats are moored against its eastern side indicating that it is still a working part of the harbour, but the pier is also an important route along which visitors can stroll out to the lighthouse and harbour entrance, gaining fine views across the harbour back to the town.

### 7. Lighthouse Pier

A detached and distinctive feature of the harbour, this mid-19th century pier is dominated by its white painted lighthouse, the adjacent Yacht Club building and the Captain Sydney Smith footbridge linking it to Vincent's Pier. Together these form a focal point at the southern end of harbour. This is the entry point to both the Inner and Outer Harbours, as is evident by its maritime infrastructure. The pier is an important reminder of the efforts undertaken to maintain the ability of Scarborough to retain its port function.

Visitors who have walked out to the harbour entrance are provided with benches from which a fine panorama of the bay can be had. The Diving Belle statue (which references Scarborough's claim to fame as the first seaside town) and a Vickers 13lb Quick Firing naval gun recovered from the wreck of the SS *Hornsund* have been set up at this focal point, the gun being a poignant memorial to the maritime dangers faced in the World Wars.

Like other sections of the piers adjacent to the harbour entrance, this location is popular with sea anglers.

### 8. The Inner Harbour

The original and earliest area of the harbour, this large open expanse defined by Old/Vincent's Pier, West Pier and North Wharf, dries out partly at low tide, though it is regularly dredged so that a proportion of it retains water at all stages of the tide. For many centuries the busy heart of the harbour, crammed with fishing boats, it is now experienced as a large open foreground for the town when viewed from the south and east, linking the historic harbour to nearby Sandside.

A small marina, arranged around a series of regularly-arranged low pontoons and a dry dock gridiron for boat maintenance, has relatively recently

## Character Area Summary

been established at the eastern end of the Inner Harbour within an area which mostly dries out at low tide. This area is used by small yachts and pleasure craft which add splashes of colour to this part of the harbour.

### 9. East Pier

A sturdily-constructed stone-faced pier of utilitarian appearance, originally designed to protect Old Pier and the original Inner Harbour from the force of the open sea beyond, but also providing much-needed space for an expanded fishing fleet in the Outer Harbour which was created between 1752 and 1826. The pier is slightly less accessible than the others around the harbour, though is somewhere visitors enjoy walking. At its outer end the pier curves landward, providing extensive views out along South Bay towards the Spa, as well as back to the old town and the Castle. A sculpture of a 'tunny fish' has been installed near the root of the pier.

The recently built cut stone parapet erected along the eastern face of East Pier reflects a continuing need to protect Scarborough's harbour, but closes off views of the sea from the harbour. Heaped against the pier's seaward side, a very extensive line of massive stones and engineered cast concrete rock armour stretches along its face and on to the north beside Marine Drive and Royal Albert Drive, creating a visually very dominant and obviously modern feature. This structure is visually hidden from the harbour and town from most viewpoints. Up close, the shapes of its elements are bold and clearly functional.

### 10. The Outer, New or East Harbour

The Outer Harbour serves a mixture of local fishing boats, pleasure craft and visiting yachts.

This Area represents the late 18th/early 19th century extension to the original harbour, added in order to further protect and expand the original anchorage. It is long and relatively narrow in extent and enclosed in character, accentuated by its narrow entrance and the tall timber-constructed Chicken Walk Jetty – a recently-added pontoon whose appearance reflects that of traditional local coal staithes. The harbour entrance can be closed by removable stop boards.

A small area of pontoon-serviced deep water moorings has been recently established immediately to the north of Lighthouse Pier adjacent to the entrance to the Outer Harbour. Whilst the yachts moored here visually compete with the surrounding historic structures, they add a sense of business to the harbour entrance.

### 11. Luna Park

Originally created c 1930, and reflecting an important phase in the development of Scarborough's tourist economy, Luna Park at the eastern end of the Inner Harbour, visually dominated by its Ferris wheel, is colourful, vibrant and busy, and is considered to be an important element in the local tourist draw. The southern side of the complex has corrugated steel sheet cladding and is constructed on timber piles,

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giving it a character akin to other local working maritime structures.

### 12. Bland's Cliff to Mariner's Row

Historically the site of 18th and 19th century slipways, shipyards and maritime infrastructure, as well as the site of Scarborough's annual fish market, it is now overlain by Foreshore Road and modern developments seaward of Eastborough, typically shops, beachside housing and visitor infrastructure.

## Conservation values of the port heritage assets

In 2008, English Heritage published Conservation Principles, containing its framework and guidance for assessing the range of values pertaining to the historic environment (English Heritage 2008). Conservation Principles identifies four main types of values: Evidential, Historical, Aesthetic and Communal Values (*ibid*). The following subsection uses that framework to present a preliminary assessment of the values and significance attached to Scarborough's present port-related heritage.

### Evidential

– *'the potential of a place to yield evidence about past human activity'*

The piers and other elements of Scarborough's harbour reflect the continuing evolution of the port to meet developments in the North Sea fisheries, the fabric of its piers and wharves incorporating elements dating from the 16th century to the present day. Its history is reflected in the range of materials used in the construction of its piers, including stone, timber and cast iron, as well as modern steel and concrete. The piers, in particular, have strong evidential value, encapsulating the great time-depth of the port and making very significant contributions to its historic character.

The piers and wharves also provide good evidence for the challenges faced by the port, in particular the challenge posed by the need to provide a sheltered anchorage in a location where none was naturally available, to subsequently expand the harbour to match the requirements of a burgeoning fishing industry and to continue to adapt it to meet technological changes in the industry.

The harbour town consists of a complex and intimate mixture of dwellings, workplaces and public houses, some dating to early periods in its development. Street names such as Quay Street, Sandside, Sandgate or Custom House Steps attest to the maritime origins of this part of Scarborough, as do the names of pubs like the *Newcastle Packet* and the former *Three Mariners*, the *Sailor's Return*, the *Old Buoy* and the *Hope and Anchor*, whilst the place-name Sand Hill refers to one of the many gravel mounds formerly to be found along the foreshore on which local shipyards were established. The now-converted Bethel Chapel in Sandside is a reminder of

the non-conformist faith common amongst fishing communities.

### Historical

– *'the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative'*

Scarborough's role as one of the North Sea coast's formerly most important fishing ports is critical to understanding the history of the town. The creation of a sheltered anchorage through the construction of extensive breakwaters and piers in the lee of Castle Head was fundamental to its long success. From its beginnings as a small fishing settlement, Scarborough rapidly developed into the most important of the medieval North Sea herring ports.

Scarborough men proved adaptable to change, repeatedly modifying and extending their harbour to exploit the new opportunities arising in neighbouring fishing grounds. Trade with Baltic and Flemish ports also contributed to the town's economy, requiring additional port infrastructure, whilst the shorefront became an important location for shipbuilding. In response, a busy harbour town developed adjacent to the quays, one which retained a separate and particular character following the development of Scarborough as a Spa and seaside town from the 18th century. Even today, when fishing no longer makes a significant contribution to Scarborough's economy, the harbour is still a distinctive and busy part of the town, and activities on West Pier and North Wharf still make a significant contribution to its character. Its historic piers reflect a long history of development.

### Aesthetic

– *'the ways in which people draw sensory and intellectual stimulation from a place'*

Whilst most visitors will be drawn to Scarborough by its broad sandy beaches and thriving seaside culture, or by its Spa and fine Regency architecture, the old fishing town with its historic harbour and port-related activity is also a popular attraction. Most visitors take the opportunity to stroll out along its ancient stone piers which afford extensive views across the bay, whilst the harbour mouth is a popular place to sit and take in the views, or watch fishing boats going about their business. Visitors wishing to take sea trips or to try their hand at sea angling are also well catered for here, the pleasure craft providing this service, and the many yachts and small boats berthed here adding considerably to the colour and bustle of the harbour.

The harbour is still very much a working place particularly on West Pier with its fish market and fish processing sheds, and at North Wharf, where nets, pots and gear are stored along the edge of the quay, yet these areas, too, are readily accessible to visitors.





Fig 10 North Wharf (foreground) represents the interface between the working Inner Harbour and the busy area of Sandside beyond.

These working areas of the harbour adjoin the busy and colourful seaside frontage of Sandside, the broad sweeping sands of South Bay and the fishermen's quarter focussed on Quay Street, with its narrow streets and lanes and its intimate mixture of old houses, former warehouses, workshops and inns, a clear reminder of the long history of the port.

The close proximity, lack of formal separation and ready accessibility of these various elements gives Scarborough's harbour its distinctive character and identity.

Two modern sculptures set up on the harbour – Craig Knowle's Diving Belle on Lighthouse Pier, and Ray Lonsdale's Tunny fish on East Pier, are intended to be part of a wider sculpture trail celebrating aspects of Scarborough's maritime heritage.

## Communal

– *'the meaning of a place for the people who relate to it, or for whom it figures in their collective experience or memory'*

There is considerable local interest in the historical development of Scarborough, and in particular its maritime history. The Scarborough Maritime Heritage Centre website provides a very useful resource in relation to this subject, including articles about its ship-owners, ship-builders and the lives of its fishing families during previous centuries.

Scarborough Archaeological and Historical Society (SAHS), a registered charity, was formed in 1947 with the intention of researching the archaeology of Scarborough and its environs, promoting the protection of its sites and increasing knowledge of its heritage.

SAHS has undertaken a number of excavations in Quay Street and Sandside, the core of Scarborough's medieval and later harbour town.

Scarborough's old harbour town was home to a very tight knit community which was well-known for keeping to themselves.



Fig 11 The fish-sellers' buildings on West Pier provide important clues to the harbour's historic importance and development.

This part of Scarborough has long been known as 'Bottom End' and its inhabitants are still referred to as 'Bottomenders'.

The harbour area is also regarded as a valuable asset in relation to Scarborough's tourist economy, and the Borough's emerging Local Plan has identified this area as one which could potentially play an important role in the regeneration of the town through encouraging new uses for under-utilised quayside structures and undertaking enhancements within public realm areas.

## Current levels of heritage protection

There are currently only a relatively small number of heritage-related designations covering the Scarborough Character Areas.

Whilst there are no Scheduled Monuments within the Character Area, Scarborough Castle, close by to the north east, is designated as such. The Scheduled area extends to the foot of Castle Hill (near to the north east tip of the Old Town Character Area).

There are a considerable number of Listed Buildings within and immediately bordering the old harbour town. East Pier, Vincent's Pier and West Pier (LB 1242900) and the Lighthouse (LB 1259819) are all Grade II Listed.

The Old Town and Sandside Character Areas contain a high number of Listed Buildings many of which are port-related as former merchants' houses.

The late medieval King Richard's House (LB 1243365) is Listed Grade I in recognition of its considerable historical and architectural importance, whilst elsewhere on Sandside, Grade II Listing applies to numbers 9 (LB 1243360), 11 and 12 (LB 1243361) which are early 18th century in date, and numbers 15 (LB 1243362), 21 and 23 (LB 1243364), 22 (LB 1243363), 25 and 26 (LB 1243414) which date to the late 18th century. Numbers 32 and 33 (LB 1272910), 34 and 35 (LB 1243415) are also Listed Grade II.

Along Quay Street, former fishermen's cottages and workshops have also been Listed: numbers 2 (LB 1259086), 7 (LB 1259104), 32 (LB 1259109), 45 (LB

1259084) and 49 (LB 1259085) are Grade II\* Listed, whilst Numbers 4 (LB 1273124), 6 (LB 1259103), 8 to 12 (LB 1259105), 17 (LB 1259107), 18 (LB 1259161), 19 and 19A (LB 1259108), 34 (LB 1243089), 35 (LB 1259080), 37 (LB 1259081), 39 (LB 1259082), 40 (LB 1243010), 41 and 43 (LB 1259083) are Grade II Listed.

At the western end of the harbour town, further harbour-related buildings have been listed in East Sandgate, Tuthill, Whitehead Hill, Merchant's Row and Eastborough.

Not currently individually Listed are the later 19th century and inter-war fish-sellers' offices on West Quay, nor the small 19th century Water House on Vincent's Pier, though these may be covered by the Listed status of the harbour's piers, on which they are sited. They are certainly located within the immediate setting of those Listed structures.

All of the Character Areas fall within the Scarborough Conservation Area. No Conservation Area Appraisal has yet been carried out.

## Pressures for change

From the medieval period right up until the early 20th century, the port at Scarborough remained of considerable commercial importance to the town, though the development of the Spa and sea bathing during the 17th and 18th centuries and the increasing popularity of seaside tourism during the 19th and 20th centuries. The almost total collapse of the local fishing industry in the face of depleted stocks and unrelenting external competition significantly reduced the commercial role of the harbour by the early decades of the 20th century. Unlike some other North Sea ports, Scarborough lacked the deep water facilities and extensive waterfront which would have allowed it to adapt to changes in port technologies and the increasing size of shipping. Potential negative impacts on the economically important Spa and on the resort's tourism made any suggested remodelling of the port to attract industrial cargoes unwelcome, so that an 1868 proposal for the creation of a New West Pier and New South West Pier, thereby creating a New West Harbour, was rejected by Scarborough Corporation.

Scarborough was able to weather the decline of its fishing economy by focussing on its tourist trade, and this has most recently included broadening the use of the harbour beyond local fishermen to provide moorings for pleasure craft, new facilities having been constructed to provide berths and infrastructure for visiting yachts. It is likely that pressure for additional serviced berths within the Inner Harbour will continue to grow.

As the economic importance of the local fishing industry decreases, pressure to redevelop those areas of the harbour over which it currently imposes a strong influence is likely to increase – in particular on West Pier and North Wharf. Under-used areas of West Pier have already been converted into a car park, its bait sheds have been demolished, its bollards and capstans have been removed (as on East Quay), and the building siting the

harbourmaster's office is now partly used as artist's workshops. The importance of the harbour, though not necessarily its surviving heritage, is recognised in Policy EG1 of the Draft Local Plan, which notes 'a legacy of outdated and under-used buildings within Scarborough Harbour' which should, 'where possible be brought up to date to meet the requirements of modern day business', as well as 'the potential for these areas to be redeveloped for alternative economic uses where there is no prospect of re-use for harbour based industry.'

Emerging proposals for West Pier (Scarborough Borough Council 2007b) suggest that whilst facilities for local fishermen will continue to be provided next to the harbour, substantial parts of West Pier will be re-zoned as public open spaces. The development of the restaurant on North Wharf suggests that the role played by commercial fishing in the utilisation of this harbourside area could diminish in favour of other uses. One of the pier's bait houses has already been demolished, and the other is also earmarked for removal.

Within the harbour as a whole, the replacement of the original stone slab surfaces of the piers and quays has tended to be undertaken in concrete, reducing their authenticity and historic character. Future repairs and resurfacing may continue this trend.

Change has already occurred and is likely to continue to some degree within the Old Town and Bland's Cliff to Mariner's Row Character Area, where there is considerable pressure for redevelopment when opportunities arise.

At the eastern end of Quay Street, the future of a pair of run-down historic warehouses seems uncertain, whilst an adjacent and now open area is currently used as a small carpark. Pressure for the redevelopment of this area is likely.

Archive postcards and photographs show that the frontage within the Sandside Character Area has undergone a radical transformation over the past century and a half. All evidence for the shipyards and associated buildings which formerly fronted the shoreline was lost during the redevelopment of this frontage during the early 20th century. Buildings such as the former Nonconformist chapel, Customs House, Police Station, Post Office, together with most of the houses along the seaward side of Sandside, now have commercial uses related to Scarborough's tourist industry (these now being a mixture of public houses, cafes, gift and other shops, food outlets and amusement arcades).

The very extensive rock armour recently installed along the outer edge of East Pier is a clear indicator of a pressure for change to be found all along this coastline – that resulting from climate change and, in particular, from sea level rise and from elevated sea energies.



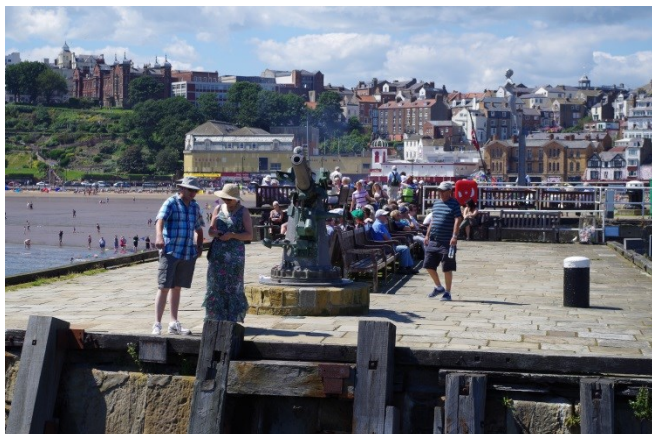


Fig 12 Lighthouse Pier is popular with visitors, providing stunning views of the town and of South Bay, as well as of vessels entering and leaving the harbour.

The Shoreline Management Plan 2 (SMP2) provides a long-term risk assessment relating to future coastal evolution and presents a policy framework to address the risks to people and the developed, historic and natural environment in a sustainable manner.

The SMP2 for the *River Tyne to Flamborough Head Shoreline Management* outlines the potential maritime influences on the area (PDZ 10 – Hundale Point to White Nab). One of the key objectives identified is *'To maintain the commercial and recreational use of the harbour.'* A tendency for sediment accumulation to the south of the Castle headland was noted, requiring active dredging within the harbour to reduce the danger of overtopping to the south of the Harbour, though the coast is held *'quite a degree forward of its natural position by the long linear defence in North Bay and by the Harbour and the Spa within South Bay'*, though the *'control imposed by the Harbour holds the coast forward in a relatively sustainable manner.'* The underlying policy recommended in the SMP2 is to *'hold the line'*, with the observation that the recent works to the Harbour *'should ensure its influence over the next 100 years'* (Guthrie and Lane 2007).

## Heritage risk assessment and opportunities

This Port Heritage Summary has highlighted the essential historic character and heritage assets that underpin Scarborough's port-related character.

Whilst the need for regeneration in Scarborough is far less than that experienced at other locations along the North Sea coast, there remains the challenge of ensuring that, as the town and harbour evolve, the distinctiveness of the place and pride in its past achievements are retained and built upon. With sufficient understanding, the character of its cultural heritage can provide a positive asset in achieving that goal for the future Scarborough that will emerge.

Regeneration planning which is informed and inspired by these elements can take a proactive approach to ensure that new developments enhance the distinctiveness and strong *'sense of place'* which arise from Scarborough's historic cultural development rather than developing it as if from a



Fig 13 The narrow eastern section of Quay Street in the old harbour town retains much of its original character, several of its houses and former fishermen's stores are Listed Buildings.

blank canvas. Such culturally-informed regeneration will ultimately be more sustainable for the local community.

Few heritage assets within the Character Areas have been assessed as being at particular risk, though the significantly diminished role of commercial fishing within Scarborough's overall economy may result in potentially significant changes to the character of the Harbour and its harbourside structures, in particular on West Pier and North Wharf. The Borough's Local Plan (Scarborough Borough Council 2014) recognises, when taken overall, the need to ensure that these changes are sustainable and sensitively handled in order to safeguard the harbour's heritage whilst providing benefits to the local economy and community.

Objective 2 of the Local Plan recognises the need to *'diversify the local offer and work towards a greater emphasis on the provision of a year-round tourism product whilst protecting the intrinsic assets that make the Borough an attractive place to visit'*, whilst the mission statement at the heart of the emerging Visitor Economy Strategy for Scarborough is *'To revitalise and reposition the visitor economy in the Borough of Scarborough so that it is more competitive, profitable and sustainable.'*

In addition, Objective 8 of the Plan recognises the need to build upon the Borough's *'extensive and varied built, natural and historic character through utilising its strengths and opportunities'* and to enhance *'designated and non-designated assets'* in order to safeguard them for the long term.

Taken together, these proposals have the potential to encourage and safeguard appropriate future uses for the historically important buildings and the historic character of the Sandside frontage.

The Scarborough Maritime Heritage Centre and the Yorkshire Coast Sealife, Fisheries and Maritime Archive and Museum have already done much to draw together archive information relating to the heritage and history of Scarborough's harbour, and the information on these and other websites have the potential to be used in the development of a virtual museum focussing on Scarborough's maritime history. The very detailed and informative Rapid

Coastal Zone Assessment for the harbour (Buglass and Brigham 2013) also provides a resource which will be of considerable assistance in helping to define those aspects of the port which most contribute to its historic significance.

No Extensive Urban Survey has yet been completed for Scarborough. Elsewhere in Britain these have proved powerful tools, providing the information base and guidance which help to support informed development and ensuring that the historic environment is fully integrated into the planning process. The availability of such a survey would help to promote an understanding of Scarborough's history and provide high quality baseline historic information for planners, heritage bodies and developers alike, in particular in relation to any development within, or regeneration of, Scarborough's Harbour, Sandside and Old Town Character Areas.

No Conservation Area Appraisal is currently available for the historic core of Scarborough and it is important that this is completed as soon as possible to help guide opportunities for the port's heritage and to support its continued contribution to Scarborough's historic character.

The Old Town and Sandside Character Areas have archaeological potential to reveal the buried remains of the medieval and later waterfronts. The importance of such finds has already been archaeologically demonstrated, and opportunities to learn more about the early development of Scarborough's harbour settlement should be pursued. Currently undeveloped open areas at the west end of Quay Street or those within the old harbour town on which development proposals may be proposed could have a high archaeological potential. Another area with archaeological potential is the Bland's Cliff to Merchant's Row Character Area, because of the former shipyards and other facilities sited here.



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