

Whitby

Port Heritage Summary



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Cover illustration

Looking along the eastern edge of the Upper Harbour to the back of Grape Lane.

Abbreviations

c	circa
DWT	Dead Weight Tonnage
HE	Historic England
HER	Historic Environment Record (North Yorkshire Council)
HMHS	His/Her Majesty's Hospital Ship
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)
RNLI	Royal National Lifeboat Institution
SAHS	Scarborough Archaeological and Historical Society
SM	Scheduled Monument
SMP2	Shoreline Management Plan 2
SSSI	Site of Special Scientific Interest

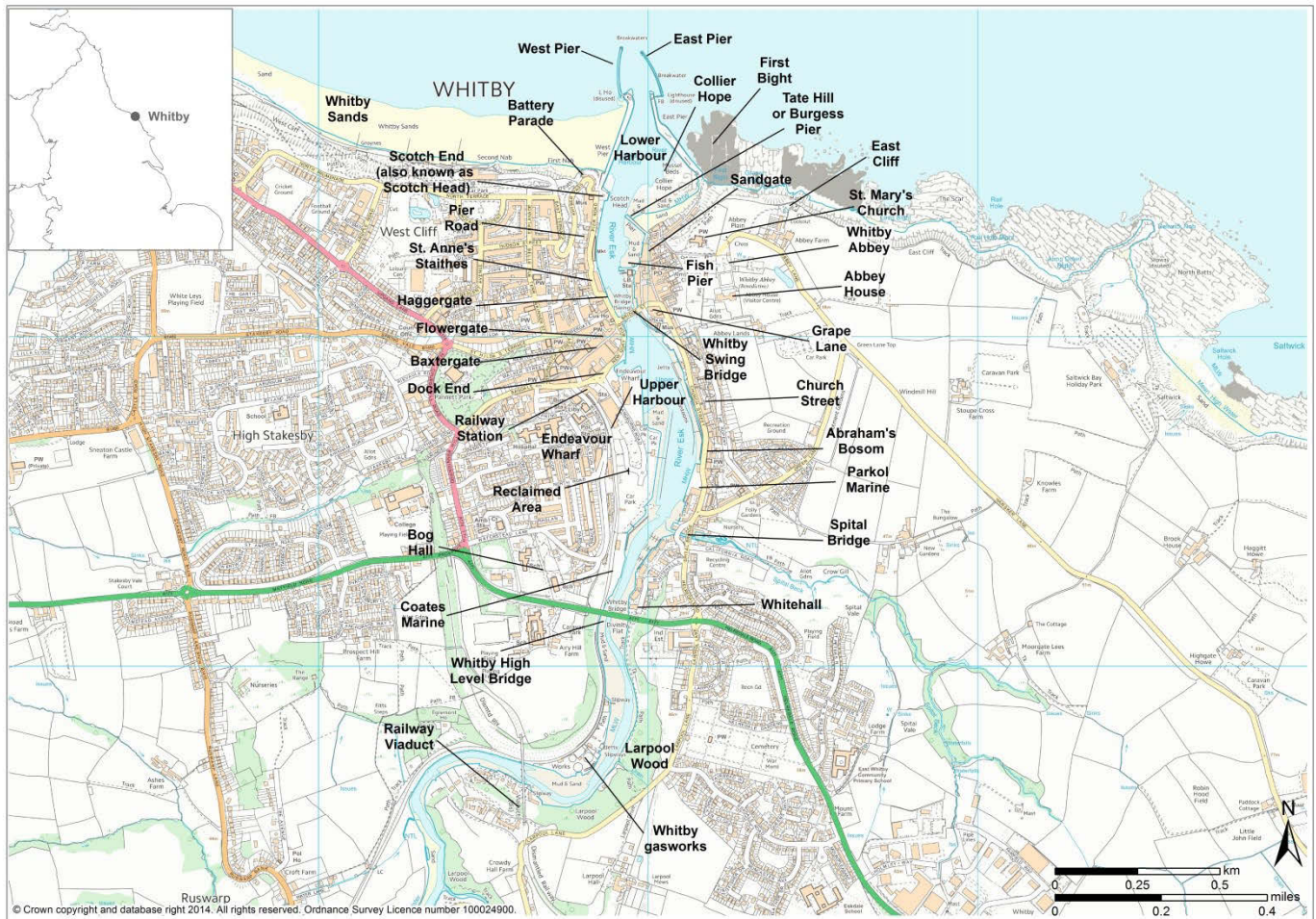


Fig 1 Location, topography, place-names and features.

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 Whitby in North Yorkshire where 13 individual areas of port-related character have been identified. The Summary explains how port heritage within those areas contributes to Whitby's distinctiveness today, to the interpretation of Whitby'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 Whitby's future, retaining its rich cultural distinctiveness while meeting its changing economic needs.

Location

Whitby is located on the North Yorkshire coast with Middlesbrough 41km to the northwest and Scarborough 27km to the southeast. The coast at Whitby is backed by the North York Moors National Park.

Whitby's harbour occupies the northern section of the steep-sided estuary of the River Esk, which is tidal as far as a weir at Ruswarp, 3km upstream of the town. The harbour is in two sections, the northern part being known as the Lower Harbour, defined at its seaward end by the East and West Piers and their 20th century extensions. The Lower Harbour is separated from the Upper Harbour by Whitby Swing Bridge, and has been defined for the purposes of this Port Heritage Summary as extending as far south as the high level road bridge carrying the A371 across the River Esk.



Fig 2 Whitby's earliest settlement and harbour was based around the original Burgess Pier (now Tate Hill Pier) on the western banks of the River Esk.

The town of Whitby is located on both sides of the river, its oldest sections being along Church Street, Sandside, Henrietta Street and Grape Lane to the east, and along Pier Road and around Flowergate, Haggergate, Baxtergate and New Quay Road to the west. The two parts of the old town are linked by Whitby Swing Bridge.

Whitby Abbey, St. Mary's Church and Abbey House are on Whitby cliffs above the eastern section of the town, whilst the planned mid-19th century developments of West Cliff are sited above the western side of the harbour town. Late Victorian and modern Whitby extends to the west and south of the western section of the old harbour town.

The Port

The port is owned and operated by Scarborough Borough Council, which also oversees the pilotage service and the dredging of the harbour and channel.

The jurisdiction of the Port extends from Peasholm Beck, just to the north of Scarborough, northwards to Huntcliffe Foot, adjacent to the mouth of the Tees.

Whitby's fishing and leisure fleets provide much of the port's income. Commercial shipping also uses the port but restrictions of the harbour limit vessels to 3000 tonnes DWT (Dead Weight Tonnage), with a maximum length of 85m, beam of 15m and draft of 6m (subject to tidal height). The Port handles cargoes of grain, steel products, timber and potash (Ports and Harbours of the UK website; Whitby Shipping Services Ltd website).

Local Authorities and heritage organisations

The port of Whitby comes under North Yorkshire County Council, which oversees management of the 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

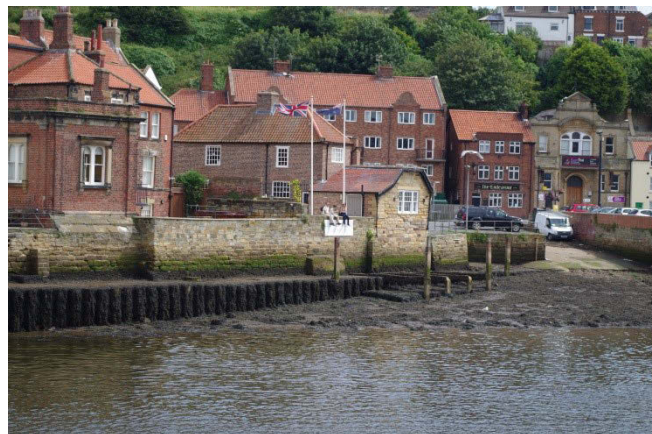


Fig 3 Early merchants' houses line Grape Lane (left) and Church Street (right).

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

Whitby was already established as a fishing port by the 12th century, but it was the exploitation of nearby alum shale deposits from the early 17th century and the development of the coastwise coal trade that were to be the foundations of its rise to become one of the most important shipbuilding and ship-owning ports in Britain. Whitby remained an important port until the later decades of the 19th century, when it became increasingly out-competed by larger and deeper harbours around Britain's coast. Its shipyards closed one by one, and its last ship was launched in 1902.

Fishing and commercial trade remained important to the economy of the town throughout the 19th and 20th centuries, though tourism, which developed with the coming of the railway in 1832, is now by far the most important economic driver in Whitby.

Early beginnings

The River Esk provides one of the few natural harbours on Yorkshire's North Sea coast, though longshore drift bringing large amounts of sand down the coast has always threatened to silt up the harbour entrance. Although little archaeological evidence has been found for prehistoric activity around the estuary, it is likely to have been attractive to early settlers. Finds of pottery, querns and coins dating to the Roman period from locations near the harbour entrance suggest the establishment of a settlement focused on a fording point across the river near the site of the present swing bridge, and there may have been a Roman signal station on East Cliff (Bell 1988). Worked Whitby jet has been found at Roman sites in many parts of Britain.



Fig 4 The narrow harbour entrance between West and East Piers is clearly apparent in this view from Church Stairs.

An abbey was established in AD 657 on Whitby Head at a site known as *Streonshalh*, a name interpreted (probably erroneously) by The Venerable Bede as meaning 'The bay of the lighthouse' (perhaps referring to a now-lost Roman signal station). The abbey was important enough in AD 664 to hold the Synod of Whitby, at which the date of Easter finally became fixed. The first abbey was destroyed by Viking incursions between AD 867 and AD 870, but it was re-founded in AD 1078 and the settlement of *Prestebi* (Priest's settlement) developed nearby (Hall 2013).

Medieval Whitby

Whitby was a short-lived borough between AD 1185 and AD 1201, and grids of narrow burgage tofts (plots) separated by 'ghaunts' (lanes) were laid out off Grape Lane on the eastern side of the river and around Flowergate and Baxtergate to its west, with a market near their junction (Buglass and Brigham 2008). The construction of piers may have begun as early as 1190 (David Pybus, Research Postgraduate at the University of Durham, pers comm) whilst areas of waterfront developed near Sandgate to the east and at Dock End (New Quay Road) and Haggergate to the west, where archaeological investigations have shown the development of small-scale quays during the medieval period (Hunter-Mann 2004).

The first bridge across the river was constructed during the 14th century at the narrows between the two halves of the town, close to the site of the present swing bridge. Like other similar structures of this period, shops were constructed on the bridge.

Medieval Whitby's economy was based on the North Sea herring fishery, though the abbey's accounts show that the town was also trading in coal, preserved fish and wool, and that the abbey had its own landing point at Low Lathes – the exact location of which is uncertain, but which is likely to have been near the present Tate Hill Pier (*ibid*).

In contrast to Scarborough not far down the coast, Whitby's herring fishery was relatively small-scale.



Fig 5 The Higher Harbour between the Swing Bridge and the distant high-level road bridge has been considerably narrowed in recent years by the reclamation of the Bells Shoals mudflats for the development of a carpark and supermarket (centre and right). Historically, almost the whole shoreline of the Higher Harbour was developed for shipbuilding.

All of England's North Sea fisheries declined during the 15th century as a result of a combination of factors. These included the Hundred Years War which prevented foreign fishermen landing their catches in Britain, the development of on-boat curing processes which allowed Low Countries fishermen to land their catches at their home ports, a fall in demand following the significant population decline resulting from the Black Death and a growing preference for fresh rather than cured fish (Childs 2000).

Leland in about 1538 described Whitby as a 'great fisher town', but following the Dissolution of the Monasteries in 1539 the port seems to have gone into a rapid and significant decline. Accounts from the time suggest that the loss of the abbey's patronage had a devastating impact on the fortunes of the town. Within less than a decade the harbour infrastructure had fallen into decay and Whitby supported only a handful of fishing boats (Buglass and Brigham 2008).

Alum and Coal Cats

Following the dissolution of Whitby Abbey in AD 1540, its lands passed to the Cholmley family.

Whilst fishing and coastal trade recovered from the loss of the Abbey's patronage, the spur to the regeneration of the port came with the discovery of deposits of alum shale in 1604 by Thomas Chaloner near Guisborough (20 miles from Whitby). Alum was an important mordant, a substance used to set fabric dyes, and was also used in the tanning industry, but required large quantities of fuel in its manufacture. Whitby was geographically well-placed to transport the coal, kelp and urine used in processing the alum shale, as well as the thousands of tons of finished alum produced at the North Yorkshire coastal sites.



Fig 6 The extensive frontage along Pier Road includes Whitby's Fish Quay. The timber facing along much of its length is indicative of the many ships which formerly berthed here.

Sir Hugh Cholmley of Whitby was instrumental in developing the local alum mines in the following decades, establishing the basis for the subsequent growth of the Whitby collier fleet. He was also responsible for the refurbishment of Burgess Pier and attempting to set up a salt works to support the local fishery. Both he and his descendants were active in petitioning for improvements to the harbour.

The town rapidly became a thriving centre of shipbuilding, specialising in the construction of the sturdy, flat-bottomed colliers locally known as "coal cats", brigs or snows which could be safely beached on the flat foreshores adjacent to the alum works, which were frequently located on otherwise inaccessible parts of the coast. Whitby colliers also transported considerable quantities of coal from the Newcastle coalfields down the coast to London.

The harbour evolved rapidly to accommodate the growing trade. In 1696, it was said to be capable of holding 500 sail of ships, and a 33m long pier (or breakwater) had been constructed at Scotch End in 1650. However, it appears that the harbour facilities were inadequate to meet the needs of the growing volume of shipping using it. In 1702, Harbour Commissioners were appointed to oversee significant improvements to the harbour funded by a levy on coal shipped from Newcastle enacted in this year, together with a passing toll on colliers. The harbour improvements undertaken during this period included the construction of the 174m long East Pier and 192m long West Pier at the harbour mouth in 1710. These piers had the effect of providing a safe anchorage inside the harbour entrance, as well as checking the silting of the seaward end of the Esk by longshore drift, ensuring that the harbour entrance remained navigable by larger ships (Buglass and Bringham 2008).

The development of the shipyards

Shipyards became established on both sides of the Esk. In 1702 Whitby had 8,300 tons of coal boats and was the third largest collier-owning port in England. In 1724 Defoe noted that Whitby was 'at the entrance of a little nameless river, scarce indeed worth a name, which, however, is an excellent harbour, and where they build very good ships for



Fig 7 The Parkol Marine Yard, sited on Church Street in the Upper Harbour (centre), is now the only working shipbuilding and repair yard in Whitby.

the Coal trade, and many of them too, which makes the town riche'.

At the time, fully 80% of Whitby's shipping was engaged in the coal trade, though the Baltic and Scandinavian timber trade also contributed to the local economy.

The first of Whitby's shipyards had been established around 1700 by Jarvis Coates near Dock End on the north western edge of the Upper Harbour, whilst Whitby's first dry dock was built in 1730 near the foot of Green Lane on the eastern side of this part of the harbour. This was closely followed by a double dock in 1734. William Coulson's yard was established at Whitehall near Spital Bridge at about this time, and ships continued to be built here until 1902 when it was succeeded by the Turnbull yard. Dry docks were installed at many other yards along the river during the mid-18th century, as these installations greatly facilitated the lucrative ship repair business (White 1993).

Other port-related undertakings recorded at Whitby during the 18th century include block, mast and pump makers, ship' chandlers, riggers, rope and twine makers, sailcloth manufacturers, sailmakers, timber and raff merchants and painters. Adjoining Whitehall Yard near Spital Bridge were a ropery (one of five in the town), a sailcloth maker, three sail lofts and a timber pond.

Scotch End Pier was extended during this period, whilst new staithes were built near Haggergate. In 1734, funded by a further levy on coals shipped from Newcastle, West Pier was extended by over 90m and gun batteries were constructed at the bases of both piers to guard the harbour entrance (*ibid*).

The old Whitby Bridge was rebuilt as a drawbridge in 1766 to provide a 32 foot (10m) wide passage between the Lower and Upper Harbours (*ibid*), a clear necessity given the scale of shipping being constructed by this date at the up-river yards. This bridge, which has been replaced on several occasions since the mid-18th century, is now the site of Whitby Swing Bridge.

Haggerlythe at the northern end of Church Street was renamed Henrietta Street and had become a fashionable part of Whitby. However, this part of the

town had been built on inherently unstable ground, and in 1785 part of the seaward side of the street, together with the nearby gun battery, disappeared as the result of a substantial landslide. Further landslips occurred here during the 19th century (Scarborough's Maritime Heritage website).

Whitby and the Greenland whale fishery

Whitby had begun its involvement in the Greenland whale fishery in 1753, this continuing until 1837 as a relatively minor element in the town's maritime economy. The maximum number of ships engaged in the fishery was 21 in 1787-9, though the Whitby yards diversified into the construction of whaling ships, double-planked to protect them from the Greenland ice. Whale oil was rendered at oil houses at Bog Hall and Larpool, sited well away from the centre of the town given the stench they gave off. Whale oil was used to produce gas for lighting the town between 1825 and 1830 (White 1993). The late 19th century development of coal gas and paraffin for lighting marked the end of the whale oil industry. The Whitby Gas Company was established in 1871, and a gasworks was constructed close to the river at Larpool shortly afterwards.

Local man William Scoresby made a fortune during the late 18th century working the Greenland whale fishery using Whitby boats, and was the inventor of the barrel crow's nest. His son, also named William, became chief officer of the whaler the *Resolution*, accompanying his father. At the age of just 22 he was given command of this ship. Scoresby spent several seasons working the fishery using Whitby-built vessels, and in 1830 published a book about his experiences. He subsequently became a notable explorer and surveyor of Arctic waters, but at the age of 33 he retired from active whaling. After becoming a cleric, Scoresby continued his scientific investigations, most particularly into the theory of magnetism (William Scoresby Wikipedia entry).

Further harbour expansion

The North Yorkshire alum industry had passed its peak by 1766, when it faced increasing competition from elsewhere in Britain (though the works at nearby Kettlewell and Boulby did not finally cease production until 1871) and this had an inevitable impact on Whitby's colliery trade (Val Baker *et al* 2007). However, the North Sea fisheries continued to be of importance to Whitby during the 18th century, and a fish quay was constructed between Haggergate and Scotch End, whilst the Fish Pier on the eastern side of the harbour was constructed in 1790. These and other elements of the harbour improvements were commissioned by the Harbour Authority and were overseen by the engineer Jonathan Pickernell from 1781 to 1812 and until 1861, by his grandson Francis.

Shipbuilding, and increasingly, ship-owning, continued to be the mainstay of Whitby's economy. The Fishburn and Broderick yards near Dock End built 80 large vessels between 1786 and 1815. By 1788 Whitby's collier fleet amounted to 47,900 tons and two years later Whitby was turning out 10% of all the shipping built in England and Wales, the ships

built here being of very high quality. The average size of Whitby ships at the time was 246 tons – the largest in England, though some, like Cook's *Endeavour* were considerably larger (Friel 2003).

Whitby is closely associated by the general public with Captain James Cook, who served his merchant navy apprenticeship with local ship owners John and Henry Walker, spending three years between 1747 and 1750 learning his mariner's skills on their colliers plying between the Tyne and London. He subsequently worked on ships engaged in trade with the Baltic and then joined the Royal Navy at the age of 28. His connection with the town is marked by a statue on the western clifftops above the harbour and in a museum on Grape Lane.

Whitby ships also supplied privateers and transports to the Royal Navy during the American War of Independence and the French Wars, as well as some of the ships used to transport convicts to Australia, Tasmania and Norfolk Island from the 1780s. In 1790-91 Whitby's 13 shipyards built 11,754 tons of shipping, making it the third most important port for this industry in England after London and Newcastle (White 1993).

As well as vessels for shipping coal and timber, the Whitby yards also turned out the many Luggers (a traditional type of fishing vessel), Cobles (small rowing or sailing boats, sometimes double-ended and usually crewed by three or five men) and Ploshers (large sailing versions of the coble) used by the local herring and cod fisheries as well as some considerably larger ship-rigged commercial vessels (*ibid*).

Further harbour improvements were undertaken during the early decades of the 19th century by the Harbour Commissioners. Both East and West Piers were repaired and strengthened and East Pier was extended by 100m in 1845. Bordering the Lower Harbour, St Ann's Staithe, just to the north of Haggergate, was rebuilt during this period – the houses which had formerly lined it were demolished, and the road here was substantially widened as a result.

The coming of the railway

Whitby had discovered its spa waters in 1718, and three spas were eventually built in the town, but it was the arrival of the Whitby and Pickering Railway at the station built on the site of the Fishburn and Broderick shipyard in 1833 which brought a new impetus to the development of the port. It was greatly hoped that the arrival of the railway would boost the economy of the town by connecting it to a wider hinterland, allowing fish landed at the port to be transported to the markets in Hull and Grimsby. However, the developing railway network introduced competition with the Whitby fleet in the carrying of cargoes from the northern coal fields to London, as did the increasingly large iron-hulled ships built in the yards lining the Tyne and Tees, so that the earlier importance of the colliery trade at Whitby declined dramatically during the early-19th century.

The introduction of steam packets in the 1820s allowed fish landed at ports like Whitby to be

transported quickly to the East Coast fish markets. The Whitby Herring Company was formed in 1833, establishing a works where herring could be cured as kippers rather than packed in salt in the traditional manner.

In 1834 there were 400 vessels engaged in the Yorkshire fishery. Within two decades boats were being drawn to it from as far afield as Cornwall, East Anglia and Fife, greatly increasing the numbers of landings, whilst long-lining for white fish using local cobbles increased (White 1993).

The newly-arrived railway also brought a new source of income to the town – tourists, whilst the steam packets calling at Whitby also brought visitors. In the following decade packet services were being provided to Scarborough and Bridlington, whilst the Whitby and Robin Hood's Bay Steam Packet Company, established in 1853, connected Whitby to Middlesbrough, Hartlepool and Scarborough.

New hotels and houses had begun to be constructed on West Cliff around 1834 following the arrival of the railway. The development of terraces of four and five storey houses, including the unfinished Royal Crescent, was promoted during the early 1840s by, amongst others, the 'Railway King' George Hudson, greatly expanding the town and establishing it as an increasingly attractive seaside resort (White 1993).

However, the construction works needed to bring the railway along the western side of the Esk and to build the station and yard also had the effect of further constraining the river, reducing its ability to scour sand from sections of the Upper Harbour. Regular dredging became a necessity, as much of this part of the harbour was becoming dry at low water, in particular the Bell Shoals on its western side, whilst the harbour entrance had become impassable to shipping at low tide due to accumulations of sand.

Given the importance of the Upper Harbour shipyards, Whitby Bridge was again re-built in 1833-35, this time as a swing bridge (White 1993). Further improvements undertaken at the instigation of the Harbour Commissioners included the reduction in length of Scotch End Pier and the addition of rock to its outer face in 1856 in order to improve navigation in the area of the harbour entrance. Burgess Pier was rebuilt at the same date, being re-named Tate Hill Pier.

In 1802, Whitby had been one of the first ports in Britain to have a lifeboat. By 1822, there were stations on both the eastern and western sides of the harbour (Whitby Nos 1 and 2 old stations). A coastguard signal station was built on East Cliff near the Abbey in 1895 and a row of coastguard cottages were added nearby in the following decade.

Decline

The huge amounts of herring caught by fast, specialised Scottish trawlers during the 1880s spelt the end for the Yorkshire herring fleet. Whitby was also suffering from the poor facilities offered by its harbour, in particular the continual silting and its difficult, shallow entrance. Its Harbour

Commissioners, mostly shipbuilders or ship-owners, had seen little profit to themselves in undertaking further improvements to the harbour, and the needs of Whitby's fishermen had become increasingly marginalised.

Local photographer Frank Meadows Sutcliffe (1853-1941) made his living from running a local photographic business but he had a particular interest in documenting the lives of local fishing people and in photographing Whitby's harbour. His carefully composed images of Whitby during the late decades of the 19th century provide a particularly important record of its changing face during this period. Most of his superb photographs feature the harbour, its busy working fishing quay, its shipping and its population, often with the ruins of the Abbey as a backdrop and his work played a seminal role in fixing perceptions of late 19th century Whitby in the public mind (Sutcliffe Gallery website).

New Quay Road was constructed around the southern part of Dock End during the later decades of the 19th century, greatly changing the appearance of this area. Shipbuilding was changing too. The first paddle steamers had been built in Whitby's yards in 1836, the local shipbuilders' output switching to at first iron-, and then steel-hulled, steam ships, as the demand for sailing vessels declined during the mid-19th century. Screw steamers began to be built here in 1864, but Whitby could not compete with the massive yards developing elsewhere, such as those on the Clyde, Tyne and Wear. Most crucially, the size of ships which could be built at Whitby was limited by the width of its swing bridge and the shallow entrance to the harbour. The last ship of any size to be built in Whitby was launched from Turnbull's Yard in 1902 (White 1993).

The 20th century

Whitby Urban District Council took over the running of the port in 1905, and immediately set in hand a range of harbour improvements.

Whitby Bridge was rebuilt in 1908-9 as an electrically-operated 70 foot wide swing bridge with the intention of allowing the passage of much larger vessels, though this proved just too late to save Turnbull's, the last of the great Whitby shipyards (White 1993). In the following year the long East and West Pier extensions were constructed to further protect the harbour entrance, and a new Fish Quay was constructed along much of the length of the west side of the Lower Harbour between Haggergate and Scotch End to service the local whitefish fleet. Whitby cod and chips became (and remains) a well-known and very popular local delicacy.

Like Hartlepool and Scarborough, Whitby was shelled by the German Navy in December 1914, causing significant damage to the coastguard lookout on East Cliff. However, the port remained largely undefended during both World Wars.

A new house and slipway were built for Whitby's first 'motor' lifeboat on the east side of the harbour in 1919.



Fig 8 Endeavour Wharf was constructed in 1964 to provide berths to commercial shipping. It is currently under-used, and is proposed to be redeveloped as a service hub for the North Sea renewables industry.

Fishing continued to be important to the town throughout much of the 20th century and, in 1957, the Fish Quay was reconstructed and a new fish market was built on it. The Scotch End lifeboat station was taken out of use in 1954 and was subsequently converted into the town's RNLi Museum, whilst the lifeboat house adjacent to Tate Hill Pier was replaced in 2006-7.

In 1964 Endeavour Wharf had been built adjacent to the railway station to provide a berth for two commercial vessels up to 3,000 tonnes DWT importing timber, paper and chemicals, and exporting steel, furnace bricks and doors. This commercial traffic has declined considerably in recent years, however. In 1979, work was started on Whitby Marina, beginning with the reclamation of the High Bell and Low Bell Island gravel banks, and work continued on the expansion and enhancement of these facilities in subsequent decades, a new marina building having recently been constructed on the reclaimed land at Langborne Road.

On the eastern side of the river, clearance of buildings and waterside infrastructure took place along Church Street, some of this relating to the demolition of slums on the site of what is now the Church Street car park, other work being associated with the re-facing of the river frontage.

The town's Seamen's Mission is now the Whitby and District Fishing Industry Training School, which was set up in 2002 by a consortium of local businesses provide education and training to those engaged within the industry and promote the profile of the fishing industry within local communities.

One of the most recent changes associated with Whitby Harbour was the demolition of the disused Whitby Coastguard station in 2010, sited perilously close to the increasingly unstable edge of East Cliff. The National Coastwatch Institution has proposed the construction of a new watch house nearby.

Regular dredging of the channel through the entrance and within the harbour ensures that it is maintained at depths of at least 1.4m below chart datum at all states of the tide, the dredging vessel undertaking this essential task being moored off Tate Hill Pier (Scarborough Borough Council (dredging)).

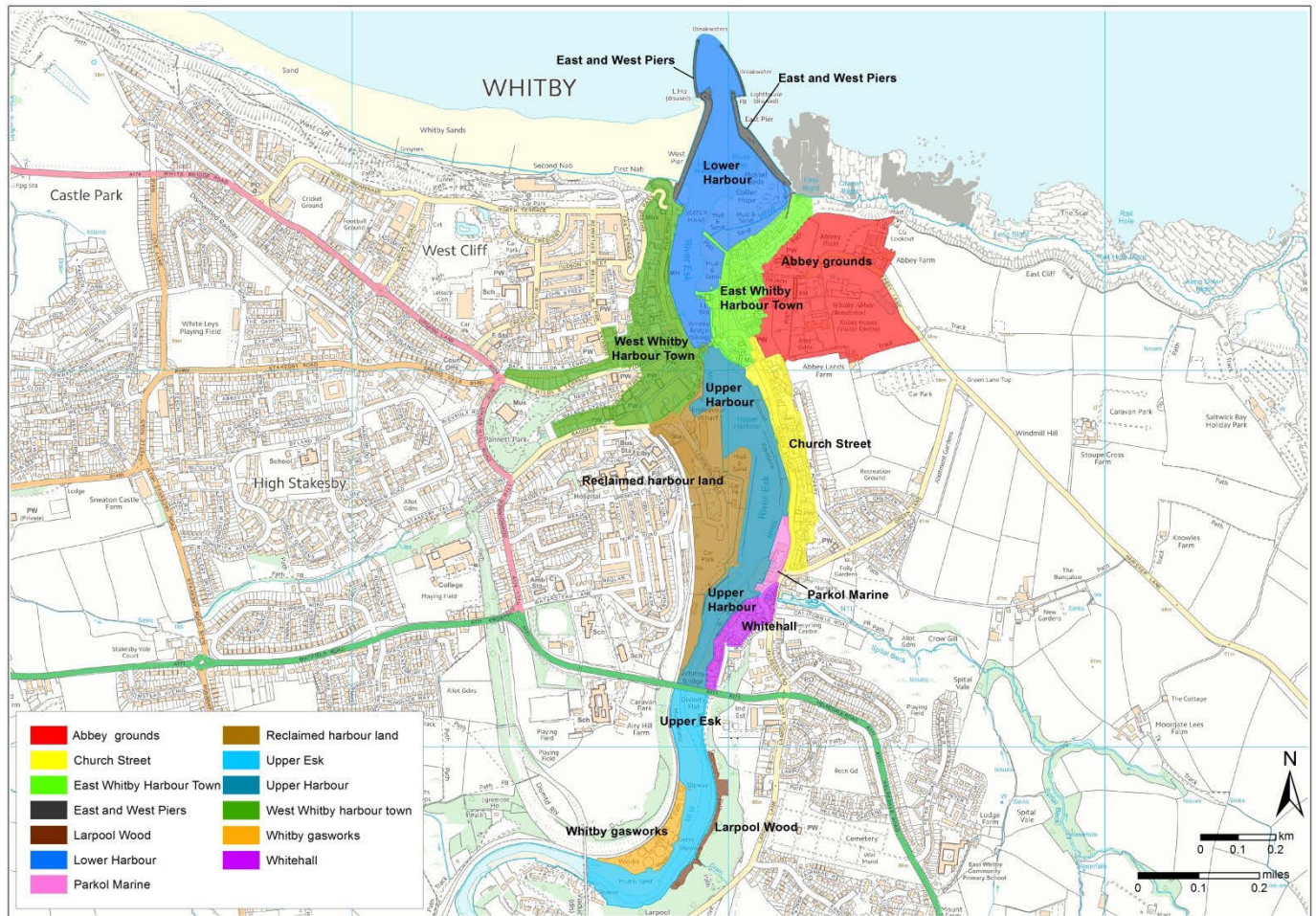


Fig 9 Character Areas.

Port-related heritage assets and contributions to present character

Whitby's overall port-related area has been divided into thirteen 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 Whitby'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 Whitby 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 Whitby.

Character Area Summary

1. East and West Piers

Whitby's narrow harbour entrance is defined by the East and West Piers and their lighthouses. The elongated stone-built piers constructed during the 18th and 19th centuries, together with their early 20th century concrete and timber extensions, mark a significant man-made addition to the northern end of the Lower Harbour, and are also a reminder of the long-standing battle to keep the harbour mouth open for navigation.

The piers command the harbour entrance. Their curving form, bulk and crowning lighthouses create a key viewpoint and distinctive local landmark. Both piers are popular with walkers, though the outer section of East Pier is currently inaccessible. From the piers, the comings and goings of vessels using the port can easily be appreciated.

To the west of the harbour entrance, the popular Whitby Sands pleasure beach stretches away up the coast, whilst to the east is the rocky foreshore of First Bight. The rock armour adjacent to East Pier and along this foreshore indicates the continuing vulnerability of the harbour entrance to the extremes of the North Sea.

Character Area Summary

2. The Lower Harbour

The Lower Harbour is a narrow area of water mostly formed by the natural channel of the River Esk as it flows to the North Sea. It extends from the harbour entrance between the northern ends of East and West Piers south to Whitby Swing Bridge.

It has formed part of Whitby's harbour since the medieval period at least, although its present form has been created by man-made land reclamation of its edges for quays, in particular during the 19th and 20th centuries. The area of the Lower Harbour has also been extended by the construction of East and West Piers.

At high tide the Lower Harbour is broad but as the tide recedes its shallowness is clearly shown by the sand and mud flats exposed on its eastern side. These banks have long made the harbour entrance difficult for navigation. The dredger moored up in the Lower Harbour is a reminder of Whitby's long-standing need to keep the river channel open for vessels using the Lower Harbour, or passing through the Swing Bridge into the sheltered Upper Harbour to the commercial quays at Endeavour Wharf and to the modern marina.

The earliest landing place for local cobbles and larger craft using the harbour would have been the broad expanse of tidal foreshore known as Collier Hope under the cliffs on its eastern side, but the creation of Burgess Quay during the medieval period would not only have provided a landing point capable of use at all states of the tide, it would have altered the course of the Esk, pushing it to the west and checking the movement of sand from Collier Hope into the Upper Harbour.

The original low-lying foreshore on the western side of the Lower Harbour between Scotch End and Haggergate was reclaimed and faced with staithes and quays during the 18th century. This area continues to site Whitby's Fish Quay and its modern fish market.

3. West Whitby Harbour Town

The part of Whitby which was established on the western bank of the River Esk during the medieval period following the construction of the first bridge across the river. It has developed into Whitby's commercial heart, having experienced most of the town's development from the mid-19th century to the present day. The eastern edge of the town adjacent to the Esk was developed to provide 350m of quay frontage, and became the heart of its 19th century fishing industry. Away from the quays, early merchants' houses line a complex network of streets and lanes whose layout is still largely determined by the plan of the original medieval burgrave plots.

The northern end of this part of the town is at Battery Parade near the harbour entrance, where two white-painted, early 19th century conical-roofed coastguard lookouts occupy the site of defences established during the mid-18th century to protect the harbour entrance.

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From Battery Parade, the 19th century road known as the Khyber Pass winds up the hillslope to the contemporary West Cliff developments, whilst Pier Road runs south along the edge of the Esk from Scotch End, the site of an early pier whose old lifeboat house is now a RNLI museum. Pier Road was formerly backed by two to four storey mariners' and merchants' houses set along the foot of the rising ground to the west, though it is now the site of many of the town's amusement arcades, food outlets and other tourist infrastructure. Its eastern edge still contains Whitby's Fish Quay and its modern fish market.

Haggergate at the southern end of Pier Road marks the end of this long quay frontage, and the house plots here still extend to the waterfront. The adjacent St. Ann's Staithes was rebuilt during the mid-19th century, and the houses which formerly overhung the foreshore here have been demolished.

The bridging point now occupied by the distinctive Swing Bridge marks the point where the western part of medieval Whitby developed. Nearby Flowergate, first documented in 1220, is now the commercial heart of Whitby, and is lined with historic Listed Buildings constructed on narrow medieval 'tofts' (building plots) which extend to its north and south. Flowergate leads into St. Hilda's Terrace, off which run Silver Street, Skinner Street and the network of narrow streets and closes which make up the western section of Whitby old town. Many of the early houses in this part of the town are Listed Buildings.

To the south again are Baxtergate and the area formerly known as Dock End, now bordered by New Quay Road. This busy highway occupies a reclaimed strip of foreshore fringing the former southern edge of the old town where archaeological excavations have shown that many of the plots terminated in private quays. Some modern development has occurred within this part of the Area - Sutcliffe's 19th century photographs clearly show how much this part of the town has been transformed.

4. East Whitby Harbour Town

The earliest and best preserved section of Whitby's harbour town, known during the medieval period as Haggerlythe, lies to the east of the River Esk. Its river frontage is characterised by housing built right up to the water's edge, some extending beyond on jetties. Behind lie narrow cobbled streets of former mariners' cottages, off which lanes lead to the river's edge, which was formerly lined with herring lofts, sail lofts and yards.

The core of this part of Whitby is made up of a tightly-defined and intimate mixture of houses, small shops and pubs focused on Church Street and Sandgate. The old Town Hall and Market Square are focal points within this popular tourist area, as are the steep flight of 199 steps which lead up to St. Mary's Church and Whitby Abbey on the hillside above. The boundaries of medieval burgrave plots still define the layout of this part of Whitby, though the street plan was clearly influenced by the importance

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of access to the waterfront where possible.

The northern end of this Area is formed by Henrietta Street. Now a single line of houses perched on the hillslope along the edge of the river, this part of the town was formerly far more populous, but in 1787 the soft cliffs here collapsed, destroying many dwellings at its seaward end. Further collapses took place in 1831, and by 1870 half of the houses in the street were in ruins. Garden plots on the steep cliff slope below the street mark the sites of some of these lost houses.

Grape Lane at the southern end of this Area was formerly known as Grope Lane, being the location where visiting seamen would meet up with local women for sexual liaisons.

5. Abbey Grounds

Whitby Abbey and the nearby Church of St. Mary, sited on the clifftops above the eastern side of the river, dominate the skyline here, and are iconic landmarks for both visitors and locals alike.

The historic Abbey complex was, for centuries, retained as an important landmark for mariners, and the northern cliffs in this Character Area are the site of the former Coastguard lookout and its associated Coastguard houses. The Abbey complex is a much visited and important element of the tourist economy of Whitby and is linked to Church Street in the old harbour town by the steeply rising Church Lane (incorporating the famous Church Stairs), these providing a stunning overview of Whitby and its harbour.

6. Reclaimed harbour land

This large, low-lying area on the western side of the Upper Harbour represents a key area in the development of the port. Lying to the south of the medieval waterfront at Dock End, the formerly extensive area of muddy foreshore and shoals here was progressively reclaimed over centuries to provide space for a number of Whitby's shipyards.

Some of the phases of this process which took place during the 19th century were captured in the images recorded by Frank Meadows Sutcliffe, the celebrated Whitby photographer, with many of his views being taken from this spot. His photographs often feature ships aground here at low tide, but also record the reclamation of the foreshore and the shipyards and dry docks which were sited here. These activities progressively reduced the width of the estuary, producing a continually evolving shoreline which has only recently become fixed.

The arrival of the Whitby Railway in 1833 accelerated this process of change. The station and its freight yard occupies an area of former docks and shipyards, whilst much of the line running along the western foreshore of the estuary is on reclaimed ground retained by stone walling.

In recent years the area of reclaimed land has been further extended into the estuary, the massive gravel bank known as Bell Island (or Bell Shoals) being

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removed to create a large car park, as well as a new fish quay. It is bisected by Langborne Road, on whose seaward side are the Whitby Harbour Office, the Tourist Information Centre, and the new and architecturally impressive Whitby Marina Harbour Facilities building, whilst on its eastern side are the railway station and a large foodstore. The area covers the former Coates and Fishburn shipyards, the latter being where Cook's *Endeavour* was built.

The New Quay Road moorings at the northern end of this Area are designated as berths of refuge for fishing vessels during the winter months. Endeavour Wharf, created in 1964 just to the south was, until a decade ago, used by commercial vessels and is still used by local fishermen. It is soon to find a new use as an operations and maintenance base for Yorkshire's offshore renewables industry. The eastern edge of the reclaimed area sites extensive pontoons for pleasure craft, though the foreshore and quays are also used by local fishermen. At its southern end Coates Marine's yard incorporates the sites of three small infilled dry docks, elements of the former Fishburn and Simpson's shipyards.

7. The Upper Harbour

The Area is defined at its northern end by Whitby Swing Bridge and to the south by the modern high level road bridge. It is a long, narrow expanse of open water which, from the 18th century until the late 19th century, was dominated by the shipbuilding and repair yards which were constructed along the banks of the Esk. This part of the harbour also provided a sheltered anchorage, and large numbers of local vessels were berthed here, especially around Dark or Dock End at its northern end.

Whitby's traditional fishing and trading economies declined significantly during the later decades of the 19th century, and its last shipyard closed in the first decade of the 20th century. In recent years, the Upper Harbour has been developed as a marina. Its eastern side is, as a result, now fringed with pontoons and small boat moorings, the staithes, wharves and dry dock which formerly lined the banks of this section of the harbour having long gone.

8. Church Street

Church Street fringes the eastern side of the Upper Harbour and historically had strong maritime connections, its foreshore formerly the site of warehouses, yards, wharfs, staithes and Falkingbridge's dry dock. Adjacent to the area known as Abraham's Bosom, at the southern part of the Character Area near Spital Bridge, the house fronts were set back to allow space for the bowsprits of ships beached here for repair.

However, the 20th century redevelopment of Church Street has resulted in the removal of all the buildings between the road and the foreshore, and the surviving line of houses now faces directly onto the harbour rather than over the busy yards and wharves which historically fringed the bank of the Esk. The Church Street carpark at its northern end was created following the clearance of an area of former

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yards, wharves and fishermen's houses.

Many of the stone and brick houses here retain their historic character, and are Grade II Listed Buildings. The Area includes the Merchant Seaman's Hospital, founded in 1675, but impressively re-faced in 1842. Residency of these almshouses is still restricted to retired seafarers or their dependents. Old Spital Bridge at the southern end of this Area is a notable landmark.

Eskdale Wharf at the northern end of the Character Area is still used by local fishing vessels.

9. Parkol Marine

On the site of the former Dock Company's shipyard, Parkol Marine is now the only active shipbuilding and repair yard in Whitby harbour, keeping alive the long tradition of marine engineering in the town. The yard specialises in the construction and repair of fishing vessels up to 25m long and 8m beam and incorporates a modern dry dock. The site has a strong industrial character, and is a highly visible element of the Upper Harbour.

10. Whitehall

This Area on the eastern side of the southern end of the Upper Harbour formerly sited the Turnbull, Barrick, Campion and Coulson shipyards which launched the largest ships built at Whitby. Turnbull's yard built Whitby's last large ship in 1902. The area also had a ropework along Spital Beck.

The disused Turnbull shipyard was almost wholly replaced in 2002 by a harbourside housing development with associated moorings, though its Grade II Listed old sail loft building has been refurbished.

11. Whitby gasworks

Despite its present appearance, this Area on the western bank of the Esk between the Whitby High Level Bridge and the railway viaduct was, a century ago, a significantly industrialised section of the riverfront, siting the now-disused municipal gasworks and half a dozen small boatyards with their associated slipways and boat sheds. The gasworks is now disused and most of its structures have been demolished. Scrub vegetation has reclaimed much of this site.

12. The Upper Esk

The river narrows to the south of the Whitby high level bridge, and its steep flanking valley sides are wooded, giving this Area a distinctly rural character. The river is hemmed in by rising ground to both east and west. There are very few dwellings along its banks here with the exception of a development of modern houses adjacent to the south western end of the disused railway viaduct.

13. Larpool Wood

This now wooded area on the eastern bank of the Esk marks the southern end of the industrialised section of the Esk, formerly being the location of Lacey and Wake's early 19th century shipyards, a large timber

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pond, a whale oil rendering works and a factory making Prussian Blue. The remains of these sites are now hidden beneath the trees making up the northern section of Larpool Wood, formerly known as Whitehall Wood.

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 Whitby's present port-related heritage.

Evidential

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

The piers (as Whitby's breakwaters are locally known) and other elements of Whitby's elongated harbour reflect the continuing evolution and expansion of the port to allow it to provide sufficiently extensive sheltered wharves, quays and anchorages for the very substantial number of vessels which historically used the port, as well as the space formerly required by its many shipyards.

However, the nature of the original harbour entrance made it dangerous, exposed and prone to silting, and the construction, repair, modification and repeated extension of Whitby's distinctive, elongated East and West Piers were, and remain, crucial to maintaining an open channel in and out of the harbour. The Piers and the form of the harbour are strong evidence for the improvement of the port, as well as the development of Whitby's collier fleet and their important role in the North Sea coal trade.

For substantial periods Whitby's harbour and the ships it built were of national importance. In this respect the surviving evidence for its shipyards, in particular, buildings associated with the former Turnbull's yard and the archaeological evidence for dry docks on the western bank of the Esk nearby, are good evidence for this.

The history of the harbour is reflected in the range of materials used in the construction of its piers, wharves and quays, including stone and timber and steel, as well as modern steel and concrete. The piers, in particular East Pier, West Pier and Tate Hill (Burgess) Pier flanking the Lower Harbour Character Area, have strong evidential value, encapsulating the deep time-depth of the port and making very significant contributions to its historic character. These piers, quays and wharves, together with the early 20th century swing bridge, all have at least local significance.



Fig 10 The Listed West Pier with its early 20th century extension and lighthouses, like the accompanying East Pier, is a distinctive feature of the harbour entrance.

The two halves of the harbour town, linked by the iconic swing bridge, have distinctive characters. The East Whitby Harbour Town Character Area, in particular, retains much of its port-related heritage, given its historic, often two or three story buildings, narrow streets, networks of lanes and the ever-present proximity of the harbour. The high significance of the surviving early townscape of this part of Whitby is reflected in the many Listed Buildings in this part of the town.

There are also a substantial number of Listed historic buildings in the West Whitby Harbour Town Character Area, particularly around Flowergate, Baxtergate, Haggergate and the area formerly known as Dock End (New Quay Road), now the commercial heart of the town, making it of high significance in terms of the density and coherence of its port-related heritage.

The harbour is still an evident presence on the eastern edge of the Area, however, and along Pier Road, where there are still operational fish quays and a fish market. The elongated quay stretching from Haggergate through St. Ann's Staithes and along Pier Road to Scotch End developed to service Whitby's important fishing fleet. Whilst this part of Whitby is popular with tourists and has evolved to meet their needs, the influence of its former fishing industry remains evident in its quays and maritime infrastructure.

With the exception of Parkol Marine Character Area, all of the shipyards which lined the Upper Harbour have now gone, their sites redeveloped to make way for Whitby Marina, car parks, a boatyard, a food store and modern housing. The Parkol Marine Area has witnessed the greatest changes over the past century, indeed, even in the past few decades, though the presence of Endeavour Wharf and the nearby berths for fishing boats and the Fisheries Protection vessel help to retain some of the traditional working maritime character of this part of the harbour.

Place-names such as Pier Road, New Quay Road, St. Ann's Staithes, Tate Hill, Battery Parade, The Ropery, Fish Pier, Scotch End and Collier Hope attest to Whitby's port history.



Fig 11 Whitby Swing Bridge is a distinctive feature of the northern end of the Upper Harbour, linking the two areas of the old parts of the town.

The early piers and lighthouses, the swing bridge and the many historic buildings, including Cook's House on Grape Lane and the Seamen's Hospital in the Church Street Character Area, together with Captain Cook's Statue overlooking the harbour, make significant individual contributions to Whitby's port-related character.

Archaeological investigations undertaken within the older parts of Whitby, particularly Baxtergate and Dock End (New Quay Road) in the western part of old Whitby have revealed evidence for the layout of their medieval houses, yards and quays, and for the early stages of encroachment onto the river foreshore, as has work in Church Street in the eastern part of the old town. Investigations at Saltpanwell Steps off the southern part of Church Street have revealed evidence for a medieval and post medieval salt works. Some evidence for the earlier Whitby Bridge has been revealed to the south of the present bridge, whilst near Abraham's Bosom evidence for former quays, wharves and retaining walls has been recorded (Finlayson and Johnson 2001; Mann 2004).

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'

Whitby's former role as one of England's most important shipbuilding and ship-owning ports and its involvement in the coal-shipping trade is of high value to understanding the history of the town. The estuary of the River Esk is the only natural harbour between the Tees and the Humber, whilst its access to the rich fishing grounds nearby, its location near the coastal coal mines of North East England and the presence of alum shale deposits in the cliffs close by, were all crucial to the development of Whitby as an important North Sea port.

Originally a herring fishing port, Whitby was already involved in the coal transport trade during the medieval period, and following the exploitation of the local alum deposits in the early 17th century, soon developed a significant collier fleet.



Fig 12 The western part of Whitby's old town is set close to the long water frontage along this bank of the Esk.

However, it was as a shipbuilding port that Whitby was to excel, its yards becoming the third most important in England during the 18th century.

As well as colliers and merchantmen, Whitby's Upper Harbour yards also produced whaling ships for the Greenland fishery, and some of the ships used to transport convicts to Australia and emigrants to the New World. Whitby was also an important centre for ship-owning, almost all of the participants in these ventures being local people. Whitby's most famous ship – Captain James Cook's *Endeavour* – was built as a collier (*The Earl of Pembroke*), but was converted by the Royal Navy to undertake his three year scientific exploration of the Pacific Ocean.

Whilst the association between Whitby and Captain Cook was relatively short-lived it is celebrated in a clifftop statue and a museum on Grape Street, and his ship is remembered in the name of Endeavour Wharf.

Less well known but of significance (and the subject of a display in Whitby Museum) is the association between the town and William Scoresby, who's early career was spent at sea engaged in Whitby's Greenland whaling industry.

The photographic record of Whitby and its people produced by Frank Meadows Sutcliffe provides an important record of the port in the last decades of the 19th century. Photographic archives of ports and harbours of this size, type and quality are rare, making this collection especially significant.

Even today, when fishing and other maritime-related trade make a more limited contribution to Whitby's economy and shipbuilding and repair are carried at only one local yard (Parkol Marine), the harbour is still a distinctive and busy part of the town, and a highly significant aspect of its attractiveness and draw for visitors.



Fig 13 The fish market and fish quay are still a centre of commercial activity in Whitby.

Aesthetic

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

There are, of course, many reasons to visit Whitby, whether it be for a traditional seaside outing to the extensive Whitby Sands, to explore its brooding Abbey ruins, to tread in the footsteps of Bram Stoker and his fictional creation Count Dracula or, perhaps, to attend its annual Goth festival, but many visitors are drawn to Whitby because of its well-preserved port heritage and its colourful and often busy harbour.

Its quays allow an intimate close up of the workings of the port, whilst a walk along the West Pier out above the North Sea at the northern end of the harbour provides a popular, if sometimes bracing experience, as well as magnificent views of the coast.

The harbourside along Pier Road and near the Swing Bridge are popular places to sit or walk, to take in the view and to watch boats going about their business. They also provides opportunities for sea trips, and the pleasure craft providing this service, like the many yachts and small boats berthed in the Upper Harbour marina, add considerably to the colour and bustle of the harbour. Whitby's swing bridge provides an excellent viewpoint across both Lower and Upper Harbours, as do the Church Steps and the footpath above Church Street and along the nearby Ropery.

Whilst much of the harbour is now given over to pleasure craft of various sorts, some areas such as the Fish Quay and Endeavour Wharf are still clearly working areas. Whilst nets, pots and other fishing gear are stored here along the quay edges, these areas remain accessible to visitors, providing additional interest to those visiting Whitby.

The historic character of Whitby's old town areas remains very evident in its architecture and layout, particularly on its east side, where narrow streets and old houses, former warehouses, workshops and inns set cheek-by-jowl are a clear reminder of the long history of the port; here, narrow 'ghaunts' (lanes) provide glimpses of the nearby harbour. To the west of the bridge, the historic heart of the town



Fig 14 The Merchant Seamen's Hospital on Church Street is an architecturally distinctive feature of the eastern side of the Upper Harbour, and still used for its original purpose.

is still apparent, though its streets are now busy with commerce, whilst Pier Road provides everything a seaside tourist could wish for.

The close proximity, lack of formal separation and ready accessibility of these various elements gives Whitby's harbour and harbour town its particular and distinctive character and identity whilst the particular colour palette provided by the combination of local sandstone, brick, pantiles and the nearby sea give the light here a particular quality which is often remarked upon.

Communal

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

Whitby was traditionally home to a tight-knit community typical of those found at other harbour towns along the North Sea Coast, and which was recorded in considerable detail by Frank Meadows Sutcliffe, whose photographs, to a substantial degree, still define the character of historic Whitby.

Whether it be the children pictured by him swimming in the harbour, posed next to fishing boats or playing on the beach, the clearly hard-working fisher women with their long aprons or their menfolk with their sou'westers or Breton caps, sturdy working clothes and pipes, they are almost all either looking at the sea or talking about it. For generations, Whitby took to the sea for its livelihood and it remains a constant presence.

There must also have been tremendous local pride in Whitby's shipbuilding achievements, given that for nearly two centuries this small town possessed some of the most pre-eminent and productive ship-yards to be found anywhere in England. Whilst that industry died out a century ago, it is clear from the work of local researchers and historians that Whitby's former importance in this sphere has not been forgotten.

The 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



Fig 15 Whitby's high level road bridge marks the point where the river banks become rural. New riverside housing occupies the site of the former Turnbull shipyard at Whitehall (left).

(including Whitby), promoting the protection of its sites and increasing knowledge of its heritage.

Whitby Museum, run by the Whitby Literary and Philosophical Society (founded in 1823), includes displays on whaling and William Scoresby, as well as Captain James Cook, whilst its collections include historic maps, photographs and a section on local shipping, including a collection of ship models and paintings, and of shipwright's and sailmaker's tools.

Whitby also hosts the Captain Cook Memorial Museum in Walker's House on Grape Lane, whilst the RNLi Museum is located in the former lifeboat house on Pier Road.

Whitby Civic Society, formed to instil civic pride in the town, monitors planning decisions relating to Whitby and aims to educate people about the town's history (Whitby Civic Society website).

Current levels of heritage protection

All of the Character Areas fall within the town's Conservation Area (The Conservation Area of Whitby, as amended July 2014).

A large part of the Abbey grounds Character Area includes the Scheduled area of Whitby Abbey (SM 1017941). The Abbey Grounds Character Area also includes the Grade II Registered Park and Garden of Whitby Abbey House (1001467). The Area also includes Grade I Listed Buildings and structures associated with the Abbey, including the ruins of Whitby Abbey (LB 1316347), the Abbey Cross (LB 1148373), the Church of St. Mary (LB 1055865), the Youth Hostel (LB 1366588), Abbey House (LB 1055872), together with its garden walls and gate piers (LB 1148375). The Area also includes parts of the Grade I Listed Church Stairs and Donkey Road (LBs 1316348 and 1148374 respectively).

Elements of the harbour are also Grade II Listed, including East Pier (LB 1253729) and East Pier Lighthouse (LB 1261631), West Pier (LB 1253730) and West Pier Lighthouse (LB 1253731) forming the East and West Piers Character Area, the pair of Customs Lookouts on Battery Parade (LB 1055781),

Fish Pier (LB 1253728) and the Fish Pier pumping station (LB 1261630) in the west Whitby harbour town Character Area and Tate Hill (Burgess) Pier (LB 1253727) in the east Whitby harbour town Character Area.

Other Listed Buildings with direct associations to the development of the harbour include Whitehall (LB 1254218) and the Old Shipyard Club (LB 1264216) within the old Turnbull Shipyard (both Grade II), part of the Whitehall Character Area, the Grade II Seamen's Hospital (LB 1148336) in the Church Street Character Area, the Grade II* Mission to Seamen on St. Ann's Staithe (LB 1316342) and the Grade II Harbour Office in Haggergate (LB 1253581), both within the West Whitby harbour town Character Area.

Most of the older houses in the section of Church Street and Saltpanwell Steps adjoining the Upper Harbour are Listed Grade II, as are those along the northern section of Church Street within the east Whitby harbour town Character Area, together with those along Grape Lane, Sandgate, Borough Place, Tate Hill and Henrietta Street. Captain Cook's House on Grape Lane is Listed Grade I (LB 1148246) whilst the Old Town Hall in Market Place is Listed Grade II* (LB 1261706).

Within the west Whitby harbour town Character Area all of St. Hilda's Terrace is Listed Grade II*, whilst many houses in Flowergate, Brunswick Street, Bagdale, Baxtergate, Silver Street, Skinner Street, Haggergate, Cliff Street and St. Ann's Staithe are Listed Grade II, as are some houses on Pier Road.

Captain Cook's statue on the clifftop between the Khyber Pass and East Terrace is also Listed Grade II (LB 1281319).

The coastline running eastwards from East Pier to Saltwick Nab is designated as a Site of Special Scientific (SSSI) (Magic website).

Pressures for change

Scarborough Borough's 1999 Local Plan considers the possibilities for the future regeneration of the town. The Plan acknowledges that whilst tourism, commercial fishing and marina activities will continue to be important in and around the harbour, there is a need to diversify the economy of the town, one proposal being to develop Endeavour Wharf as a service hub for the growing North Sea renewable energy industry.

The Upper Harbour is also identified as an area with the potential for redevelopment consistent with existing tourist and port uses, whilst Pier Road was seen as the prime focus for tourism.

The Plan noted that whilst fishing-related activities along the fish quay on Pier Road were of interest to visitors, there was a potential clash in this area between the future development of the tourist sector and these commercial activities.

The current draft Local Plan restates the general aims of the 1999 Plan, with a requirement for development to 'reflect and enhance the high environmental quality and historic character of the



Fig 16 Whitby Abbey, St. Mary's Church and Abbey House dominate the skyline above the harbour and town.

town, in the process safeguarding the heritage assets and character of the town'. The Plan also stated an aim of 'supporting and enhancing the role of the harbour at Whitby', though also the need to explore the potential of 'alternative economic uses where there is no prospect of re-use for harbour based activities' (Scarborough Borough Council, Draft Local Plan).

The need for regeneration in Whitby has been identified in response to the changing economic

circumstances of the recent decades, in particular the decline in importance of the fishing industry and of commercial vessels using 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 River Tyne to Flamborough Head SMP2 highlights the inherent instability of the coastal slopes at Whitby (Zone PDZ8), together with the potential for further landslips through coastal erosion of the cliff bases. Longshore drift is also noted as an active feature of this coastline. The SMP explains that these factors are currently substantially controlled by West Pier, which acts as a groyne, deflecting sediments offshore. The presence of East Pier was identified as reducing the erosion of the coastal slopes and cliffs to the north and west of the abbey (Guthrie and Lane 2007).

The SMP2 indicates that the current piers have an effective residual life of between 20 to 30 years, and that their loss would make the harbour entrance hazardous if not unusable, would enhance the energy of waves entering the harbour and would therefore increase the risk of flood damage to the areas of the town fringing the Esk. A 'hold-the-line' position is the recommended option, and the report suggests that in order to achieve this end the piers would need to be raised and remodelled. Local websites suggest that deterioration of the pier extensions needs to be addressed promptly.

Heritage risk assessment and opportunities

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

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 Whitby's historic cultural development rather than developing it as if from a blank canvas. Such culturally-informed regeneration will ultimately be more sustainable for the local community.

There can be no doubt that Whitby, like other historically important ports must adapt to changing economic conditions, and this is likely to have an impact on its heritage assets, both individually and, in relation to its historic character, collectively.

The recently-undertaken Conservation Area Appraisal (Hall 2013) should prove a particularly useful document in guiding the future development of the town and port of Whitby, and provides essential baseline data relating to the character of the town and the nature and locations of its key heritage assets, both designated and undesignated.

The Local Plan clearly identifies a desire to celebrate and build on the historic character of the town in relation to future developments within it, though in certain areas around the harbour, the potential for controversial development is likely to arise.

The continued existence of an operational harbour has been identified as lying at the heart of Whitby's future, and in this respect the SMP2 report's identification of the need to remodel the East and West piers may lead to developments which could have an adverse impact on the character of this area. Providing that the works involved are sensitively managed, it should be possible to limit potentially significant impacts on their historic character, appearance and authenticity.

The recent significant reduction in commercial traffic using the port could have an impact on its economic viability, but this could be offset to some degree by the development of facilities to service the North Sea renewables industry, and by further development of the marina.

Whitby has a strong cultural awareness, much of this centred around its harbour, and celebrated at sites such as the Sutcliffe Gallery, Whitby Museum, Captain Cook's House and its RNLI Museum. The history of its historic shipbuilding industry remains somewhat under-celebrated and deserves greater interpretation. This could potentially be provided in a combination of on-line information, through popular publications, through the creation of town trails and by means of fixed interpretation.

With the notable exception of the area surrounding the Abbey, the historic core of Whitby has not been the subject of significant archaeological investigation, though those studies which have been undertaken have been crucial in helping to provide a more

informed understanding of the medieval and post-medieval development of the town and harbour.

Areas of ground disturbance in certain parts of the Character Areas could potentially reveal further buried archaeological deposits relating to the development of the harbour and associated areas of the town, although in some areas that potential could be limited by previous substantial ground disturbance.

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