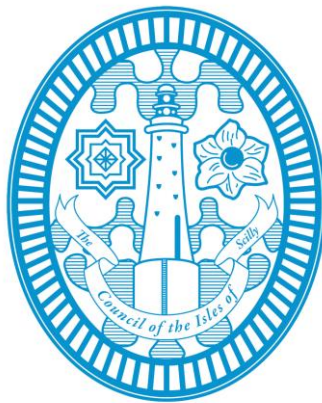


# Isles Of Scilly Conservation Area Appraisal and Management Plan (CAAMP);

*Early-Stage Consultation Draft*



Council of the  
ISLES OF SCILLY

*prepared by Cornwall Archaeological Unit for the  
Council of the Isles of Scilly*





# Isles of Scilly Conservation Area Appraisal and Management Plan (CAAMP); *Early-Stage Consultation Draft*

Client	Council of the Isles of Scilly
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Project number	147305
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The views and recommendations expressed in this report are those of Cornwall Archaeological Unit and are presented in good faith on the basis of professional judgement and on information currently available.

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*Cover image; View to Crow Sound from Higher Town, St Martin's, showing some of the character of traditional houses on Scilly – their **siting in hamlets known as 'Towns', on separate plots or in short rows, often in irregular 'steps' on a slope giving views of the sea over other houses; and their granite fabric, slate and red tile roofs, and porches.***



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## Abbreviations

AEL	Anciently Enclosed Land (first enclosed for farming during the later prehistoric, medieval or earlier post-medieval periods)
AONB	Area of Outstanding Natural Beauty – <b>now known as National Landscape</b>
CA	Conservation Area
CAAMP	Conservation Area Appraisal and Management Plan
CAU	Cornwall Archaeological Unit
CIfA	Chartered Institute for Archaeologists
CROW	Countryside and Rights of Way (Act of 2000)
CSUS	Cornwall and Scilly Urban Survey (previous project assessing the built heritage of Hugh Town)
DCRS	Devon and Cornwall Record Society
DEFRA	(UK Government) Department for Environment, Food & Rural Affairs
HC	Heritage Coast
HE	Historic England
CSHER	Cornwall and the Isles of Scilly Historic Environment Record
HIA	Historic Impact Assessment
HLC	Historic Landscape Character (or Characterisation)
IoSWT	Isles of Scilly Wildlife Trust
LB	Listed Building
LPA	Local Planning Authority
MCO	Monument number in Cornwall HER
MLW	Mean Low Water
NGR	National Grid Reference
NPPF	National Planning Policy Framework
OD	Ordnance Datum – height above mean sea level at Newlyn
OS	Ordnance Survey
SM	Scheduled Monument
SPCK	Society for Promoting Christian Knowledge
SSSI	Site of Special Scientific Interest
TNA	The National Archives (Kew, London)
TS	Typescript
UCA	Urban Character Area, distinctive part of Hugh Town (in CSUS survey)
<i>WB &amp; CA</i>	<i>West Briton and Cornwall Advertiser</i> (historic newspaper)
<i>WMN</i>	<i>Western Morning News</i> (historic newspaper)

## Note

*For some sites mentioned, MCO, LB, or SM numbers are noted; these are given to refer to HER, Listing, or Scheduling documentation used to provide information (rather than to identify all such records, too prolific to be referenced throughout this report).*

## Foreword to Early-Stage Consultation Draft

Thank you for looking at this 'early-stage' draft report, presenting the first Conservation Area Appraisal and Management Plan for the Isles of Scilly. The report aims to assess and present the heritage of the islands, including historic buildings, archaeology, and landscape, and to define its Special Interest – **to provide an agreed plan to meet the area's management needs and potential.**

The development of the historic environment of the islands, through time, is outlined (in Parts 4-6). As the historic landscape is so rich, varied and complex, its Special Interest is presented as a thread running through this chronological account. Special Interest is then summarised briefly, for Scilly as a whole, and for the main islands (in Part 7).

This draft has been completed to the stage of identifying, on the basis of the appraisal, the management issues and opportunities in the Conservation Area (Part 8). In the final draft, management measures, based on these, will be produced and added to conclude the report (forming Part 9). (The plan will be structured, **similarly to the 'issues and opportunities'**, to provide for management in general, by area or theme rather than on a site-by-site scale, while including proposals for specific places as needed.)

The draft has been issued for consultation at this early stage, so that there is an opportunity for everyone interested to comment. Contributions can then be used to help inform the management plan measures, and issue a final draft for further consultation. Feedback will be summed up, and themes emerging from it will be included in the final report (as Appendix II).

All views are welcome on whether Part 8 reflects well the scope of the most significant management issues and opportunities, for the historic environment in the Conservation Area. The final draft will take account of any feedback on this, and any other comments or contributions.

*Note on maps: it is proposed that the final consultation draft, the Urban Character Area map and Historic Landscape Character mapping, included in the present early-stage draft, will be used in providing a framework for the landscape-scale management guidance (see further Parts 2.2.3-2.2.6 and 8.4.8A).*







*Frontispiece; Some of the heritage interest forming part of the historic landscape of Scilly: its accessible ancient monuments (**at Bant's Carn, St Mary's**); historic buildings with vernacular character (Troy Town, St Agnes); farmsteads (Veronica Farm, Bryher); **fields with 'time depth' (Green, Treco – the bump** that cattle are lying on is an old boundary); and horticultural heritage (Churchtown Farm, St Agnes); and its transport by small boat.*

*With thanks for permission to photograph from residents and visitors appearing in these and other report images.*

# 1 Introduction; Scilly's CAAMP

## 1.1 General Summary

This is consultation draft of a Conservation Area Appraisal and Management Plan (CAAMP) for the Conservation Area (CA) covering the Isles of Scilly.

The granite archipelago of Scilly, from which Cornwall is about 28 miles distant, is a highly distinctive environment (Map 1). It includes a plethora of islands, islets and stacks. The five inhabited islands and other islets are richly varied, with intermingling shores, low cliffs and hills, and granite outcrops. Views, rapidly changing, run across these and on to the outlying rocks and the ocean beyond. At low tide more rocks, ledges, and extensive sand flats emerge, and bars of sand or stone join some of the islands.

Scilly is home to around 2,200 residents, and over 100,000 people may visit or stay each year. It is largely Crown Estate, part of the Duchy of Cornwall. Landscape and buildings are widely accessible on foot and by boat. Besides the roads, mostly free of busy traffic, there are many paths and lanes; these are permissive rather than public rights of way.

Scilly was made a CA for its heritage in 1975 (Council of the Isles of Scilly 2017, 6). This is a designation on a national level. It provides a framework for development control, and a requirement for the Local Planning Authority (LPA) to appraise and review the CA and promote positive management. CAs are aimed at protecting and enhancing 'special architectural and historical interest', including archaeological interest. Typically, they cover historic urban areas, but they can also include, as here, other landscape which shows strongly how it was used in the past.

For a CA to be looked after, management issues and potential need to be identified and addressed; yet since 1975 Scilly has lacked a CAAMP setting out its **Special Interest** – that is, its distinctive historic building and landscape significance, and archaeological potential – **and resulting needs**. This is provided by the present report.

This initial consultation draft CAAMP provides **the following** – the heritage appraisal: a review of the CA extent, endorsing the 1975 designation of all land above Mean Low Water (Part 2.1); an outline of **the islands'** development through time (Parts 4-6); and summaries of the special interest of Scilly as a whole, and for each of the five main islands with their adjoining uninhabited islets (Part 7). It also identifies management pressures, issues and opportunities (Part 8). Following the consultation, the Management Plan will be developed, and added in (as Part 9) for further consultation.

To summarise the Special Interest of **Scilly's CA**, this is a place loved by residents and great numbers of visitors for its setting in the open sea, its semi-natural diversity and beauty, its community, the vernacular and other historic buildings and monuments and distinctive local features, maritime heritage, and views. The one urban area, **St Mary's** Hugh Town, is on an island scale, and it shares much of the vernacular and maritime character that form leading strands of the heritage interest across the islands as a whole. The central places on the off-islands, large-hamlet-sized settlements known as Towns, have a character particular to Scilly, and they are generally free of redevelopment.

The CA has an outstanding density of Scheduled Monuments and other archaeology. It also has an exceptionally evident vernacular tradition seen in numerous structures, many Listed and many more undesigned. The shaping of the place by people from later prehistory to modern times is tangible. It is apparent that huge past changes have impacted, including population fluctuations. Gradual rise in sea-level, now accelerating with the climate emergency, means sites and areas are increasingly at risk.

Important features include; prolific Bronze Age cairns and entrance graves, prehistoric settlements, historic fortifications and maritime infrastructure, an ornamental landscape, buildings showing Scillonian types and traditions, the glasshouses of the more recent flower farming, and field systems with layers of ancient farming and of horticulture. There is a great sense of the connectivity of structures and landscape, with the local granite **stone and 'ram' (subsoil) mortar** used in prehistoric and later structures.

## 1.2 When and why Scilly was designated a CA

Development accommodating tourism on Scilly increased rapidly and substantially in the 1960s (Edwards *et al* 1971, 61). As a result the islands were made an Area of Outstanding Natural Beauty or AONB (now called National Landscape), and **'the whole of the area of the Isles of Scilly' was made a Conservation Area** in 1975 (*The London Gazette*, June 10th, 1975, 7499).

## 1.3 CA designation; requirements and gains

CAs are designated to manage and protect the special architectural and historic interest of places, both in built-up areas and across wider landscapes. This involves;

- Preservation of boundaries and buildings from demolition without consent in specific circumstances;

- Protection from some types of development, and control of tree works;

- Limitation of advertising;

- Special attention to CAs in planning decisions;

- Duty for the LPA to focus on looking after and enhancing historic character and the archaeological resource, and to address risks including from building decay.

## 1.4 Existing heritage strategy for Scilly

A strategy for managing heritage on Scilly, in the Historic Environment Topic Paper for the 2015-2020 Local Plan (Council of the Isles of Scilly 2017, 10), includes the following.

- Action 2.1* Ensure heritage significance is fully considered in the development management process.

- Action 6.2* Develop and seek funding for heritage-led regeneration scheme for the Hugh Town streetscape.

- Action 7.3* Ensure that any new development reflects and enhances the historic character of the islands.

- Action 8.5* Try to ensure that all projects lead to positive outcomes for the broader community.

- Action 10.2* Encourage preparation of holistic management plans which take into account the interests of the natural and historic environment, the landscape, public access, the local community and other groups.

## 1.5 CAAMP methodology used, and outline of contents of report

### 1.5.1 Study aims and methods

#### *Aims*

In the CAAMP, the aim has been to provide appraisal and proposals of the heritage as a whole, and also to recognise variations between the five main islands. As the landscape is large and varied, the report focusses on places key to appreciating and enjoying it.

#### *Author and contributors*

The author is a landscape archaeologist at Cornwall Archaeological Unit (CAU). A previous Cornwall and Scilly Urban Survey (CSUS) study has greatly informed the appraisal of Hugh Town in the CAAMP (Kirkham 2003). Many residents on Scilly and representatives of island organisations have contributed information to the CAAMP and further contributions and feedback are invited (see note in Part 1.5.6 below).

#### *Desk-based study*

Sources used included previous publications, reports, and online databases and archives.

### 1.5.2 Review of CA extent (Part 2) and introduction to CA landscape (Part 3)

As part of managing Conservation Areas, Local Authorities review CA extents. Part 2 presents the findings of the review of the extent and boundaries **of Scilly's CA**. Part 3, following the boundary review, provides an introduction to the historic landscape within the CA, and some of the main ways in which the CA is used today.



### 1.5.3 Approach used in CA appraisal (Parts 4-7)

Integrated Assessment and Appraisal. Parts 4-6 of the report summarise the development of the landscape through time. The summary is combined with appraisal of Special Interest, so that appraisal runs through it.

Overview of Special Interest. Part 7 then provides overview and summaries of the Special Interest, for the islands as a whole (7.1) and for each main island (together with neighbouring uninhabited islets grouped with them) (7.2).

### 1.5.4 Structure of CA Management Plan (Parts 8 & 9)

Requirements for Conservation Areas, under the Planning (Listed Buildings and Conservation Areas) Act 1990, include that Local Planning Authorities consult on and publish proposals for the preservation and enhancement of CAs (Historic England 2019).

Part 8 of this consultation draft sets out CA management means, issues and opportunities. With feedback from consultation, Part 8 will be included in the final draft where it will generate Part 9, concluding the report, setting out a management plan.

### 1.5.5 Introduction to Use of Historic Landscape Characterisation (HLC)

*What is HLC?*

HLC analysis was carried out for Scilly in 1996 (Landuse Consultants 1996). All units of each HLC Type share a similar historic character in the present, as a result of having had similar land-use in the past. HLC mapping shows how units of the different Types occur, interlocked, through the landscape, together forming a mosaic extending all across it (Fig 1). It is proposed to include HLC maps to provide guidance on land management.

### 1.5.6 Consultation

*[This part of the report will note the nature of the consultation process. Responses contributed by the community and stakeholders will be summarised in an Appendix.]*



**Fig 1 St Martin's:** Air photo looking east from Lower Town (foreground) to Middle Town. Photo courtesy Council of the Isles of Scilly (the hotel, left, indicates a date of c2000). The view features the field system, adapted from medieval farmland to form bulb strips. In the past fields were covered in blown sand that left the massive bank near the shore.



## 2 Review of the CA, and structure of the CAAMP study

*The review below looks at the Conservation Area as designated in 1975, to consider if revision to the extent of the area is appropriate.*

### 2.1 Review of the existing CA extent

Review of **Scilly's** historic landscape indicates that it should retain CA status in its entirety. The landscape is coherent, in terms of past development, and present historic landscape character, forming a highly distinctive place. It features;

Widespread archaeological sensitivity. As reflected in the HER Scilly has an exceptionally rich archaeological landscape and potential for buried archaeology.

Integrity of historic settlement plan and building form and character, in Hugh Town and the other, hamlet-scale central places, is assessed as very good overall, and in many places outstanding.

Unifying appearance of island stone buildings with the local granite, and prolific natural rocks many with signs of past splitting to produce stone.

Historic settings, for buildings and other monuments, often clear, with views are generally uninterrupted by large scale modern development.

Exceptionally high frequency of Scheduled Monuments (SMs) often covering large areas with multiple component sites of many periods.

Uninhabited islets effectively '**fossilise**' historic buildings and landscape of types present also on the main islands. This adds much to understanding of the changes over time on Scilly as a whole. Some islets are fully Scheduled.

Intensively used and loved historic landscape and townscape, that forms the working world of the islanders, and is shared by their very numerous visitors, tourism being the predominant industry on Scilly.

Scilly is a living and working place, and infrastructure for social and economic needs, transport and provisioning is part of it. Temporary storage of fishing gear, etc, can also be needed, and this can be intrinsic to the island environment and part of its interest.

Ongoing adaptation to change within a finite landscape, in the past, is one of the determinants of the character of **Scilly's historic** environment. It is considered that modern change, such as housing provision and adaptation to flood risk, can be accommodated within the CA, with appropriate management (Part 9).

#### 2.1.1 Review of pre-existing outer reach of CA

The Historic England dataset mapping for CAs indicates the Isles of Scilly CA extent by shading its land. It appears to indicate that a few of **Scilly's** outer rocks are not included in the CA. These are islets with associations with maritime heritage and/or a significant role in bounding the visible rocky world of Scilly – **Hanjague on the east, and the Bishop Rock, Scilly Rock, and Men-a-vaur** around the west and north. It is proposed that they be confirmed as included in the mapped boundary.

#### 2.1.2 Review of pre-existing internal boundaries of CA

On the existing HE Conservation Area mapping noted above, the CA includes all land **areas – islands and islets, and** beaches, sand flats, ledges and rocks – **from Mean Low Water (MLW) level upwards.**

Retention of this principle is fully endorsed by the appraisal of the heritage resource and its significance in the CAAMP (Parts 4-6, and 7). The inter-tidal zone is demonstrably a rich resource for its range of archaeological remains, historic quays and other structures, containing evidence, both buried and visible, of past activity and environmental change.

## 3 Introduction to the CA landscape and its heritage

### 3.1 Topography

Scilly comprises five larger, inhabited islands, a similar number of islets, and hundreds more rocks and ledges (Map 1). The archipelago is dispersed, measuring up to c10 miles across overall. The land rises in low rounded hills or ridges, reaching up to 50m OD. Parts of the islands are low-lying, **on 'necks' between higher ground, or** on the coastal fringes where the cliffs are often just a few metres high. Shores are often spectacular, with rock outcrops contrasting with sandy beaches (Fig 2).

Of the five main **islands, St Mary's is much the largest** (Map 5). Its roughly rounded, indented land reaches up to c2 miles across, not including its substantial protruding south western promontory, named the Garrison after its fortifications. St Agnes, the most south westerly inhabited island, broadly resembles **St Mary's** in shape but is much smaller, up to a mile or so across, and lower at no more than 30m OD (Map 6). The three northern **inhabited islands, Bryher, Tresco and St Martin's**, highly exposed to the ocean around the north, are more elongated (Maps 7-9).

Islets linked to the main islands at low tide include **St Mary's very small Newford, Taylor's and Toll's Islands** (Fig 2C), the larger hilly Gugh at St Agnes, and the northerly White Island **at St Martin's**. Being little altered, they are typically rich in surface archaeology. At more extreme tides, the channel between Tresco and Bryher can be uncovered, and flats around these islands **and St Martin's** are exposed every day around low water.

The island environment as a whole is very striking, with vistas of islands intermixed with sea reaching to the horizon. Historic buildings and archaeology combine with rich natural diversity and wildlife. There is a strong sense of distance and otherness even from Cornwall, just visible on the horizon from the higher eastern hills. Altogether this extraordinary landscape character has been summarised as **'scenes so various and replete with beauty ....in the midst of the sea'** (North 1850, 13).

### 3.2 Geology

*Unless stated otherwise, geological information is sourced from Wakefield et al (2010).*

#### *Granite and other rocks*

Granite prevails in the landscape as in the historic structures. Protruding ledges and boulders, **the 'moorstones' traditionally** chosen for use in buildings, are frequent. Taller **outcrops, or 'carns'**, are especially prominent on the open downs. Many have striking shapes, and rock basins, notably on the **southern downs of Peninnis (St Mary's) and Wingletang (St Agnes)**.

#### *Surface geological deposits*

**The orangey sediment overlying the bedrock is known here as 'ram'.** Ram was often dug from pits beside roads. It was traditionally used to make floors and mortar, as well as to lay and mend roads (Figs 3D, 3E, and 18G).

#### *Sea sand*

Sand fills the larger bays on the northern islands, and many of the porths (coves) of **St Mary's and St Agnes, sometimes shifting greatly.** It forms extensive tidal flats between the northern off-islands.

White sparkling sand derived from the erosion of quartz and feldspar grains from the granite bedrock is typical of Scilly. Sand with seaweed was used for manure in the traditional farm economy (North 1850, 176). Seaweed continued to be hauled by tractor for flower farming in modern times (Bowley 1945, 1968 revision, 10).

#### *Sand dunes*

Blown sea sand, exposed in dunes or stabilised under marram grass or pine trees, lies on much of the coast and spreads inland. In places sand forms areas of undulating hills, notably on the east side of Tresco. Elsewhere there are massive linear dunes, potentially attributable to phases of increased sand-**blow in the past, as at Lower Town, St Martin's, and Porth Mellon, St Mary's (Figs 1 and 12A).**



*Fig 2 Some of the diverse topography of the islands' landscape and coast (from top).*

*A, St Agnes. Middle Town with the Western Rocks beyond in the early 20C (walling to lighthouse complex in foreground). Photo by King & Son; courtesy Isles of Scilly Museum.  
 B, Samson. Looking east over the flats to Tresco with its woods and **St Martin's** beyond.  
 C, St Mary's. Sand bar to **Toll's Island** with its heritage sites emerging on an ebb tide.*

### 3.3 Ancient sea level change

Early in the vast span of time since the last ice age, known to geologists as the Holocene, at a period estimated as c13,000 years ago, Scilly became separate from Cornwall. Subsequently, over several millennia, the islands took shape, through further sea-level rise. The sea encroached on the lower-lying core of a large oval island whose outer limits approximated to those of the CA of today, so forming **Scilly's** shallower inner sea.

Structures exposed at low tide (Figs 3F and 3G) have long been noted and were the focus of a study of past submergence by Thomas in 1985. More recently the Lyonesse project found the islands were shaped by more rapid sea-level rise c2500-2000 BC. Dividing areas, between the northern islands especially, remained tidal saltmarsh until c600 AD (Charman *et al* 2016, 12, 193). There is great potential for more work on the heritage of the inter-tidal zone, including sites placed there, as part of historic management of those areas, as well as sites made on land eroded away by the sea (Figs 35F, 41B, 42G).

### 3.4 Population, economic activity, and transport connections

Around 2,200 people were resident on Scilly in 2021 (Office for National Statistics). Before the end of the 20th century, tourism accounted for over 85% of the economy. More detailed statistics and estimates for economic activity (Poole and Foster 2010) include the following, which illustrate ongoing trends albeit based on data from 2008;

Tourism is the principal economic activity. Visitors number over 100,000 per year in total. In 2008, it was estimated that around half were day visitors. Most holidaymakers tend to return to Scilly repeatedly. In the high season (June, July and August) visitor numbers could reach over 5,000 at one time, representing an increase of people on the islands of 140% over the level of the resident population.

**Farming. On St Mary's, most agricultural business is flower farming, at Seaways, for example (Figs 31D and 38G). This business ceased on Tresco in the 1980s (Diana Mompoloki, pers. comm.). The islands' dairy closed in 1989-1990 (Arbery 1998, 5). In recent decades there have been a few hundred head of livestock on St Mary's, at half a dozen farms, and local vegetable and egg production. St Agnes has a commercial dairy herd supplying milk and ice cream there and on other islands. Tresco has a beef herd rotated through the island fields (Frontispiece) (Diana Mompoloki, pers. comm.).**

**Conservation grazing. The Wildlife Trust are engaged in grazing, on parts of the extensive coastal rough ground they manage (which makes up 40% of land on St Martin's for example). They are the main or sole graziers on Bryher.**

The Trust graze small herds using solar powered fencing and water bowsers in areas which can be selected for their archaeology as well as ecology (Fig 14F). They are currently expanding capacity for grazing, introducing donkeys and goats, and are trialling use of collars rather than fencing to control livestock movements.

**Fishing and boatyards. Fishing is a significant economic activity from March to November. Boats are less than 10 tonnes (11m). Many are small open boats, mostly working crab and lobster pots, and also netting crawfish and line fishing for pollack (Isles of Scilly Inshore Fisheries and Conservation Authority website).**

**Boat or canoe hire yards are run on St Mary's and several off-islands.**

Current public transport links to the UK mainland, all for foot passengers, are;

By sea (*Scillonian* ferry, and cargo ship *Gry Maritha*, **St Mary's to Penzance**).

By plane (**St Mary's to Land's End, Newquay, and seasonally to Exeter**).

By helicopter (**St Mary's and Tresco to Penzance**).

The sea crossings to and from Scilly, and also inter-island launches, being run from **St Mary's Quay, there are periods of dense pedestrian and vehicle traffic there and in Hugh Street**. Quays on off-islands can also be busy at the main boat transfer times. The boat transport involves use of some historic landing places in ways similar to those of the past (Frontispiece). Combined with generally low levels of vehicle traffic, this helps enable people to appreciate many aspects of the Special Interest of the CA, set out in Part 7.



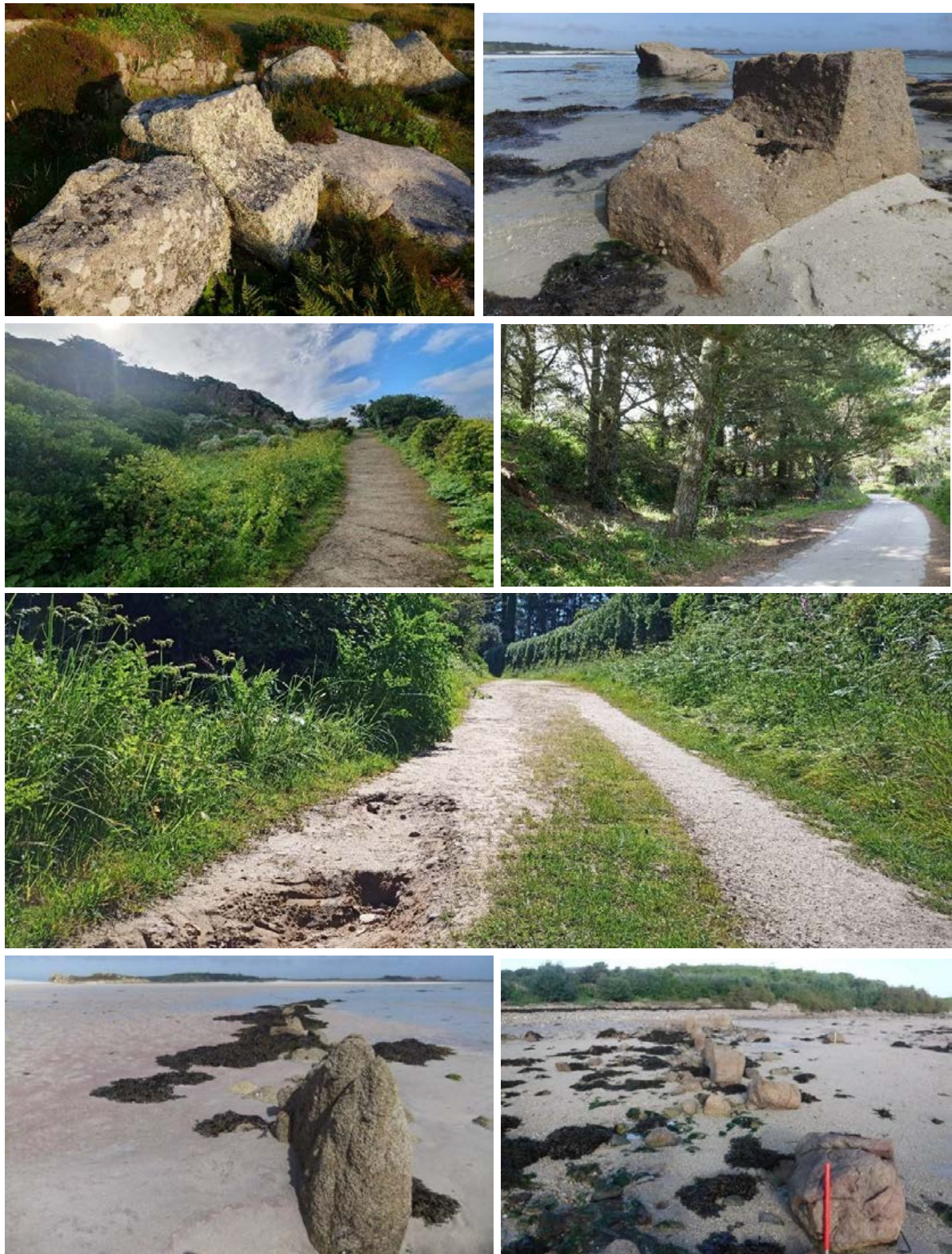


Fig 3 Archaeology relating to geology and old sea-level change (left to right from top).

**A, St Mary's.** Stone from wall of Roman period house, Halangy Down, with split marks.  
**B, Samson Flats.** Boulder with similar marks. **C, St Mary's.** Large Buzza Hill quarry, c1900.  
**D, Tresco.** Roadside quarry probably also used as a ram pit, pre-dating the 1887 map.  
**E, St Mary's.** Traditional rural road surfacing made up with compacted ram at Holy Vale.  
**F, Samson Flats.** Old boundary running north east to Black Ledge, exposed at a low tide.  
**G, Bryher.** Boundary in Green Bay, with another perpendicular to it (at white 0.5m scale).



### 3.5 Other Heritage Designations

#### 3.5.1 Scheduled Monuments (SMs)

Scheduled Monuments are very numerous and densely distributed on Scilly (Map 1). There are 242 Schedulings, and many cover large areas and contain multiple features.

#### 3.5.2 Listed Buildings (LBs)

Scilly has 128 LBs, of which almost 10% are Grade I or II\* (Council of the Isles of Scilly 2017, 6). Most LBs are in Hugh Town as noted in the urban survey (Kirkham 2003).

#### 3.5.3 Registered Park and Garden

The grounds of Tresco Abbey are Listed at Grade I in the HE **'Register of Parks and Gardens of Special Historic Interest in England'** (List Entry Number 1000427).

#### 3.5.4 Heritage Coast

Scilly was made a Heritage Coast (HC) in 1974. The designation took in the whole land area of 23km<sup>2</sup>, besides the 64 km of coastline. As for other HCs there was no stated seaward boundary. Soon afterwards the HC was effectively incorporated in an AONB.

#### 3.5.5 National Landscape (formerly known as AONB)

Scilly with an encompassing area of its maritime setting was designated an Area of Outstanding Natural Beauty (AONB) in 1976. AONBs were renamed National Landscapes in November 2023 (Isles of Scilly National Landscape website). **Scilly's AONB** has been managed since 2003 by the charity the Isles of Scilly Wildlife Trust (Trust website).

#### 3.5.6 Protected Wrecks (PWs)

Five PWs lie in the area of sea that also contains the CA (Map 1). They lie under the sea at all states of the tide, so they are not included in the CA which extends to MLW.

Bartholomew Ledges, PW 1000066; Armed cargo ship of later 16th century type; possibly the *San Bartolome* from the Armada that sailed from Spain in 1597.

*Association*, PW 1419276; Flagship of a homeward-bound British fleet commanded by Admiral Sir Cloudesley Shovell; lost in 1707 on Gilstone Ledge.

Tearing Ledge, PW 1000063; remains of one or more ships likely to be from Admiral Cloudesley **Shovell's fleet of 21 vessels wrecked in 1707** (above).

*HMS Colossus*, PW 1000078; British ship-of-the-line, carrying wounded men, and a collection of Greek antiquities; lost in 1798 on rocks south of Samson.

Wheel Wreck, PW 1000086; Unidentified ship with iron cargo potentially from a Cornish foundry; wrecked in the Eastern Isles probably in the mid-19th century.

### 3.6 Undesignated sites and buildings

#### 3.6.1 Local List

Structures meriting consideration in planning decisions because of their heritage interest (or **'heritage assets'**) can often be undesignated. The islands currently have no Local List. A review of farm buildings has found many of special interest (Arbery 1998, 1, 11).

#### 3.6.2 Cornwall and Isles of Scilly Historic Environment Record (CSHER)

The GIS map-based HER incorporates numerous records including the Aerial Investigation and Mapping or AIM plot of features visible on **air photos; and 'Event'** records of areas where archaeological work has been carried out. orts available online.

#### 3.6.3 Archaeological Constraint Mapping

In 1995, 74 areas known to have dense distributions of sites and/or archaeological potential were mapped (Council of the Isles of Scilly 2017, 7-8). (These **'constraint areas'** should not be confused with the legal extents of SM, known by the same term.) The mapping was provided to inform development control at a period when the GIS HER database for the Isles of Scilly was yet to be implemented (Hartgroves 2011). It is understood to be available in hard copy rather than digital form.

## 4 Heritage Appraisal; Prehistoric to Medieval periods

Parts 4-6, below, **outline how Scilly's** historic landscape and buildings developed over time. As this resource is so great and varied, appraisal of it is integrated in the outline as it progresses. Part 7 then provides overviews of Special Interest, by theme and by island.

### 4.1 Prehistoric and Roman (to cAD 43)

#### 4.1.1 Mesolithic and Neolithic periods, c8,400-2500 BC

The Lyonesse project provided new evidence for the early environment (Charman *et al* 2016). Luminescence dating shows that the surface geology, or ram, formed through deposition of wind-blown silt or loess in peri-glacial conditions at the edge of the ice sheets, over 20,000 years ago. Pollen sampling and radiocarbon dating indicates that after Scilly was separated from Cornwall, after the last Ice Age, it was grassy and wooded. From c5,000 to 4,000 BC oak fell away, and birch and plant species associated with pastoralism and cultivation increased.

Excavations at Old Quay, **St Martin's**, have revealed extensive Mesolithic and Neolithic occupation (Garrow and Sturt 2017, 128-133). Around 11,000 flints were found; 80 were microliths of Mesolithic type and very many more (although less diagnostic) were potentially also Mesolithic. Some microliths were broken and burnt, so the site may have been a hunting and cooking base. Several of them had unusual forms indicative of maritime connections with Europe. The artefacts datable to the Neolithic at Old Quay were more numerous. They included coarse pottery of 'South Western' type with rounded bases, and part of a greenstone axe likely to have come from Cornwall (*ibid*). Neolithic pits and post- and stake-holes showed multi-phase activity, attributed to repeated rather than permanent settlement, and charred wheat and other grains indicated farming.

The Lyonesse model indicates accelerated sea rise spanning the later Neolithic to Early Bronze Age, c3,000 to 2,000 BC (Charman *et al* 2016). This would mean that annually, a large area, similar in extent to 3 football pitches, was submerged, while land approximating to two such areas became salt marsh with periodic flooding by the sea.

#### 4.1.2 Later Neolithic and Early Bronze Age c2000 BC

**Scilly has two ritual standing stones or menhirs – at Long Rock, St Mary's, and on Gugh, St Agnes (Figs 4A and 4B). An enigmatic stone on Chapel Down, St Martin's (Fig 42A),** may be a rare statue menhir, with a rough representation of a head. Stone circles and rows are lacking, unlike in Cornwall, possibly a reflection of differences of past society.

In contrast, there are hundreds of cairns and c60 entrance graves, ritual and funerary monuments of the Early Bronze Age (Sawyer 2015) (frontispiece, and Figs 4B-4H, 35A, 38A, 39A, 39B, 40A, 40B, and 42A). Some of these monuments were positioned to use natural phenomena; as at Porth Hellick where the solstice sunset lights up the inside of a chamber (Carolyn Kennett, pers. comm.; Fig 4F). Excavations at Knackyboy Cairn on **St Martin's in 1948 revealed burials 3 or 4 layers deep in place, with urns found to show over 20 varieties of impressed decoration seen as representing island traditions of cordage and of decoration (WMN, September 16th, 1948, 2) (Fig 4G).**

**Early prehistoric fields, the reave or 'co-axial' systems with long parallel main boundaries,** can be traced for miles on the ground in parts of Dartmoor and West Penwith. They are unknown on Scilly, but there is potential for systematic analysis of field systems to reveal more of their origins and development as in West Cornwall where a fragmentary one has been dated to the Middle Bronze Age, c1500 BC (Kinnaird *et al* 2020).

#### 4.1.3 Later Bronze Age to Roman periods (c1500BC-AD410)

Later prehistoric field systems survive, with varying degrees of later adaptation. Lynchets (the scarps gradually formed on boundaries as a result of ancient ploughing) are especially clear in areas which are south facing, so suitable for crops, but are more marginal so were less affected by modern horticulture, as on the Old Town side of **Peninnis. A very substantial lynchet at Bant's Carn may run beneath the entrance grave** there and so may imply sustained early cultivation (Thomas 1985, 113) (Fig 5A).

Numerous middens and roundhouses are exposed, and eroded away, by the sea (Figs 5C and 5D). Remains extending for 80m in the cliff at Porth Killier, St Agnes, include a Late Bronze Age house with a pivot stone in the top of its floor for a wooden door. Middens provided evidence for reliance on seals, birds, conger eel, fish and limpets, besides cattle and some sheep and deer, and crops mostly of naked barley (Johns *et al* 1996).

**The cliff castles of Shipman Head, Bryher, and Giant's Castle, St Mary's, have massive ramparts incorporating outcrops (Figs 5E, 5F, 40C).** Their scale indicates they were built by large communities. Like others, and also hillforts, in the wider region, they may be central places for gathering, and for exchange of goods some brought long-distance. The two here may have been sited relative to each other, to mark either side of Scilly.

Stone slab cist graves of the later prehistoric to Roman periods, lying in three long parallel lines, were revealed in the post-war period at Porth Cressa (WMN, November 17th, 1949, 3). Cists contained traces of the dead buried in contracted positions with bronze brooches and other goods (Ashbee 1974, 134-145). Others were found nearby in 1960 (*op cit*, 35) and more have since been found at a dozen different sites on Scilly (Johns 2019, 127).

In 1999 farmer Paul Jenkins found a cist grave with human remains, and goods including an iron sword with bronze inlay (Fig 34G) and a bronze mirror, north of Samson Hill, Bryher (Johns 2002-2003). A woman perhaps 25 years old was laid to rest here in a crouched position facing west (Mays *et al* 2023; Johns 2002-2003).

Earthworks, mostly on downs but also in more marginal fields, mark the places where people lived in later prehistoric and Roman times (Fig 41A); although many sites are now overgrown by scrub (Fig 33H). Excavations from 1935 to 1971 at Halangy Down, St Mary's, revealed houses dating from later Iron Age to the Roman period (SM 1013273). They extend at least 50m along the slope by 30m, and are kept free of scrub. There are 6 or more oval or rounded houses, c7m across inside. Features include thick walls with inbuilt stores, large slab doorposts, a paved hearth, **a paved passageway, some 'back doors', and stones with holes for doors to pivot in.** A large 'courtyard house', with multiple rooms around an open core, was made later (Figs 5G and 38B).

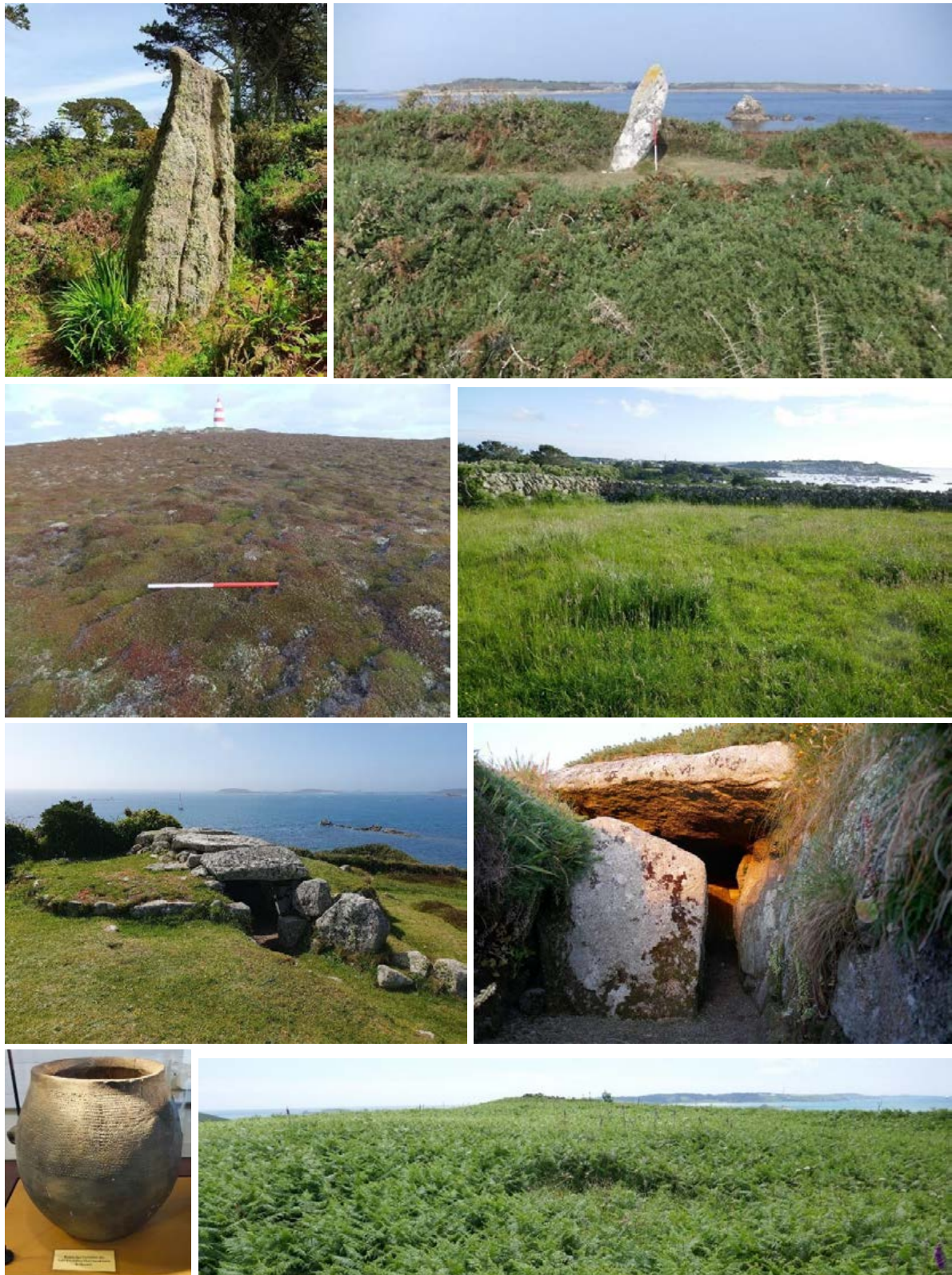
An ancient site on Nornour was found by Ron Symons in 1962, and excavated by Dudley and Butcher (Fig 5H and 35B). It was the focus of extraordinary Roman period activity, involving renewed use of a pair of prehistoric roundhouses (Butcher 2014). Building 1 **was fitted with a stone bench, and a round 'table' over an earlier hearth.** Over 300 brooches of bronze and enamel were deposited here, some on ledges in the walls. Other finds included around 30 miniature pots, the height of a small finger, made of gabbroic fabric (containing Cornish clay) and decorated with cord impressions.

More recent analysis of the brooches (by Justine Bayley and Sarah Paynter; Butcher 2014) shows they were made at various times between the later 1st and 3rd centuries AD. Nearly all are from Britain, especially from near the Mendip silver-lead mines.

The site is considered to be a shrine, used by Roman or Romanised merchants or other voyagers, mostly from Britain. The brooches, valuable personal possessions worn by women and men, may have been deposited regularly to show personal devotion to a local deity, **and seek divine protection on sea journeys. One depicts a mythical 'sea-leopard'** with fishy tail and fins. Fragments of glass were interpreted as offerings made by poorer sailors. Nornour, with its rocky crest, may have formed a mark for Scilly, as in later times (charts give its bearings, and its name may be derived from its compass position).

Forms of the place-name Scilly have been traced to Classical sources, and it has been attributed to a female Celtic deity (Thomas 1985, 60, 61). On Scilly, it was understood to derive from the Cornish *silya*, meaning conger eel, as the Rev North was informed by Augustus Smith (North 1850, 20). Old Town Bay had an early conger fishery on a great scale, **and eels still 'abounded' in moors and pools in Victorian times** (*op cit*, 86, 99).

Other important monuments of this era may remain below ground. A fogou, a rare Iron Age type underground passage structure previously known in Cornwall but not on Scilly, was found (and re-buried) on Peninnis, St Mary's, in 2000 (as noted in its Scheduling description). Other features likely to be encountered in stripping ground include pits which may contain significant artefacts or organic material (Johns 2019, 96, 108).



*Fig 4 Early Bronze Age landscape; ritual or funerary sites (left to right from top).*

*A & B St Mary's and St Agnes. Menhir at **Macfarland's Down**, and the 'Old Man' of Gugh.  
 C & D St Martin's and St Mary's. Cairns, Chapel Down & Trewince (thanks to the Mawers).  
 E St Mary's. **Bant's Carn** entrance grave, with massive slabs forming chamber and kerb.  
 F St Mary's. Interior of entrance grave at **Porth Hellick** lit up by setting sun at midsummer.  
 G & H St Martin's. Urn from **Knackyboy** entrance grave, and the site, now overgrown.*





*Fig 5 Prehistory and Roman era; dwelling and gathering sites (left to right from top).*

*A, **St Mary's**. Lynchet, Halangy Down. B, Tresco. Quern or other worked stone, Borough. C & D, **St Mary's**. Round house exposed in the cliff at Porth Cressa; in 2019 and in 2024. E & F, **St Mary's and Bryher**. **Giant's Castle**, and rampart of the **Shipman Head cliff castle**. G & H **St Mary's and Nornour**. Roman period courtyard house, Halangy Down; and shrine.*



## 4.2 Medieval (cAD 43 to c1540)

In medieval times Scilly belonged to the Crown and then to the Earldom and Duchy of Cornwall. It was granted, in the 12th century, in part to the de Week family of Cornwall and to **Devon's** Tavistock Abbey (Henderson 1960, 487-488). The Abbey held the northern islands, and founded the Priory on Treco. Ruins of the Priory church are preserved in the gardens of the nearby Victorian mansion (Figs 6A, 28C and 41C). Ennor Castle, on an outcrop **at Old Town, St Mary's**, is recorded in 1244 (Thomas 1998, 219). It was the southern hub of Scilly, an administrative centre, before that role shifted to Hugh Town c1600. Castle Rocks still have a strong presence in the landscape, although the stones of the castle were taken away for reuse and the site is now shrouded in trees and has no public access (Fig 6B).

Ennor, re-named Old Town after Hugh Town was established, had a small open market place between the castle and harbour. There were still dozens of tenements lining this in the mid-17th century (Pounds 1984, 141). The harbour, recorded in 1554, survives as ruins on the beach (Fig 6C). An old photo shows much lower roofline visible in the gable end of one of the houses, still visible today (Fig 6D), indicating the early fabric survives in the buildings as well as below ground.

Old Town Church was part of an early hamlet, Church Town (Heath 1750, 29). Several houses and a chaplaincy remained at the time of Spence's survey (1792). Coastal erosion is rapid here and has since cut much away; some buried remains probably survive. The church has a doorway with Norman jambs (Berry 2011, 21) and a small, vernacular granite cross perhaps of c1200 set later on the east gable (Figs 6E and 6F). The form of the churchyard indicates it derives from an early medieval rounded church enclosure or *lann* in Cornish (with a more angular graveyard extension to the north east).

**In Troutbeck's time**, the church had a cruciform plan, and extended further east. Being at Ennor, the old '**capital**' of Scilly, this larger church served all of **St Mary's** and, after the loss of Treco Priory, also the off-islands, before ministers were established there (Part 5.8). The footprint of the former east end is visible in the churchyard; the footprint is lower, since the ground outside it has been more raised by burials (Fig 6F).

St Agnes had two earlier churches near the present one, at Periglis, Cornish *porth*, a cove or landing, and *eglos*, church (North 1850, 49; Padel 1985, 90, 190-192). The first may have been at a rounded enclosure, potentially a *lann* of the kind mentioned above.

Around the turn of the 20th century, the medieval fields — on **the best land** — were largely adapted for bulb strips (Part 6.6). This created a new pattern of long straight narrow fields (and small square ones thrown together later on). However, the medieval farmland evoked by Cornish or Norman names (such as Porthloo recorded in 1310, Thomas 1985, 44) is still visible. In the larger landscape of **St Mary's**, Up Country, it includes;

- 'Ring fence' boundaries around hamlets respected by other field hedges and roads.

- Long, sinuous, primary roads, many now green lanes and little altered (Fig 6G).

- Field shapes derived from **long narrow strips with 'reverse J-type' plans**.

Many hamlets are now single farmsteads (as in Cornwall). Their **central 'townplaces'** still form nodes in the route network, as at **St Mary's Trenoweth (Fig 38D)**. There is archaeological potential for buried remains of medieval settlement-related activity.

The importance of fresh water sources can be seen where they have historic structures. St Werna's **holy well, St Agnes**, has a small chamber and steps (Figs 6H and 39C). It was used for divination and wish-making, and had an annual feast (Heath 1750, 37). Treco also has a well house, near the church (Fig 41D). Stone lining to well shafts is recorded, as at **St Mary's Moor Well** (Heath 1750, 34), and is likely to survive (Fig 40G).

Extensive middens, with limpets and fish bones and pre-Norman '**grass-marked**' pottery, lay in upper layers near the prehistoric cists at Porth Cressa (Ashbee 1974, 262, 267). Green glazed pot sherds of medieval type were noted in a limpet midden on Teän (Grigson 1948, 30). Coastal places like these may have been seasonal bases, for fishing, herding and feasting, while main dwellings were sited inland for safety from raiding (apart from at Old Town under the protection of Ennor Castle).



*Fig 6 Medieval structures and landscape archaeology (left to right from top).*

**A & B, Tresco, and St Mary's. Remains of the power centres** - Tresco Priory; Ennor Castle.  
**C & D, St Mary's. Ruined harbour, and early gable within a heightened one, at Old Town.**  
**E, St Mary's. Head of a doorway dated to Norman times, inside the church at Old Town.**  
**F, St Mary's. Old Town Church, with sunken site of lost part of medieval church in front.**  
**G, St Mary's. Medieval route and farmland south of Holy Vale, an early rural central place.**  
**H, St Agnes: Holy Well of St Wara, where traditions such as divination were practised.**

## 5 Heritage Appraisal; Post-Medieval (c1540 to c1834)

### 5.1 Fortifications

#### 5.1.1 Early forts

From the late 1540s the danger of Spanish attack as well as piracy led to various phases of fortification (Bowden and Brodie 2011, 5-30). The Godolphins of West Cornwall leased Scilly on terms requiring them to fortify the islands securely (Thomas 1985, 222). They kept their lease until the Dukes of Leeds took it on from 1785 to 1831 (when it reverted to the Duchy for a few years before passing to Augustus Smith; Part 6.3).

The Old Blockhouse on the east side of Treco has gun platforms and garrison quarters within a compact structure (Fig 7A). It is similar to others in England (Brodie 2010, 25-28), but the use of a carn as its base gives it a Scillonian character. **King Charles's Castle** on the west is more complex and much larger although its upper storey is lost (Fig 7B). Outer works near these forts, some original, some of the Civil War, have left slight banks.

**St Mary's has a gun platform at Block House Point, and a fort with angled bastions at Harry's Walls east of St Mary's Pool** (Bowden and Brodie 2011, 10-14, and Brodie 2011a 5-9). This major fort, abandoned due to cost, still shows its ambitious layout (Fig 7C).

#### 5.1.2 Elizabethan Star Castle

In the 1590s following the threat of the Spanish Armada an integrated scheme of defence was made, to enhance and command **the anchorage of St Mary's Pool**. The main works were the eight-pointed fort Star Castle, on the summit of the Hugh promontory later named the Garrison; the curtain wall across the neck of the Hugh; and the first quay on the Pool below (Fig 7D). These date from 1593, 1600, and 1601 respectively (Cox and Thorp 1994). All survive, with Star Castle now a hotel (Figs 8 and 35C) and the quay (with the main later pier branching off it) still used as such (Figs 20E, 36C and 36D).

The fort and quay brought opportunity, in the form of naval traffic and trade, lying on the west approach to England. In 1602, Scilly **was said to be '....** as an inn by which ships trading westerly or southerly are to pass and **return'** (Brodie 2010, 25).

#### 5.1.3 Works of the Civil War

During the Civil War, Scilly was a Royalist stronghold when Prince Charles retreated here from Cornwall. It was subsequently taken by Parliament, but returned to the Crown when the soldiers here revolted (Brodie 2011a, 21-23). **The islands' vulnerability to the sea at this time can be appreciated through remains of many varied defences.**

Tresco was defended at both ends of the New Grimsby channel (Bowden and Brodie 2011, 26-30). **Cromwell's Castle on the north is an unusual tall round tower of two storeys, with gun roof and external gun platform (Fig 7E and 41E).** To the south is the 1651 earthwork named **Oliver's Battery, at Carn Near, recorded in accounts of the Civil War.**

**Simpler earthwork batteries were made on other summits, as on Toll's Island (Fig 7F).** These works are made of earth with rubble stone facing. Coastal erosion is both revealing, and progressively destroying, parts of them, together with clay pipes, musket balls and other traces of the people who kept watch here (Parkes 1990) (Figs 9A and 9B).

#### 5.1.4 Garrison Walls of the 18th century

These even more ambitious defences enclosing most of the Hugh headland were built in response to the threat of naval attack stemming from the War of Austrian Succession, following a detailed scheme by Colonel Christian Lily (Bowden and Brodie 2011, 34, 35). **The granite 'curtain', walled and paved battery platforms, and associated buildings, are largely intact (Figs 9C and 9D), showing how they were made in several phases ending in 1747, and adapted from the time of the French Wars onwards (*op cit*, 46-54).**

The Garrison as a whole is walked and appreciated frequently, every day, by islanders and visitors. Historic routes articulate the scheme, rising through its ornamented gateway, or via the Elizabethan Sally Port. Earthworks are parts of the scheme (Fig 9E), and more are being revealed through scrub control by the Wildlife Trust (Fig 9F).





Fig 7 Major post-medieval defences (left to right from top) (see Fig 8 for Star Castle).

A, Tresco. Old Blockhouse on natural rock outcrop, with low bank of enclosure in front.

B, Tresco. **King Charles' Castle** above New Grimsby Harbour; **Cromwell's Castle** is below.

C, St Mary's. **Harry's Walls** ruins; view from one of the angled **bastions** to **St Mary's Pool**.

D, St Mary's. Star Castle (skyline right) in its setting, seen from approach by sea, with its outer curtain wall slanting across the neck of the Hugh headland (behind the large **white Tregarthen's Hotel**, centre) and its related quay (left of centre, beyond later quay).

E, Tresco. **Cromwell's Castle**, an unusual design, with round tower and protruding granites built into it (right) possibly to give some impression of cannons from a distance.

F, St Mary's. Earthwork of battery on summit of Toll's Island above Crow Sound.





*Fig 8 St Mary's; Some of the original features of Star Castle (left to right from top).*

*A, Bridge to castle gate, crossing the moat; B, Castle entrance with ER, RA and FG initials; C, Fireplace of Great Hall, now dining room; D, Kitchen; E, View to north from parapet.*



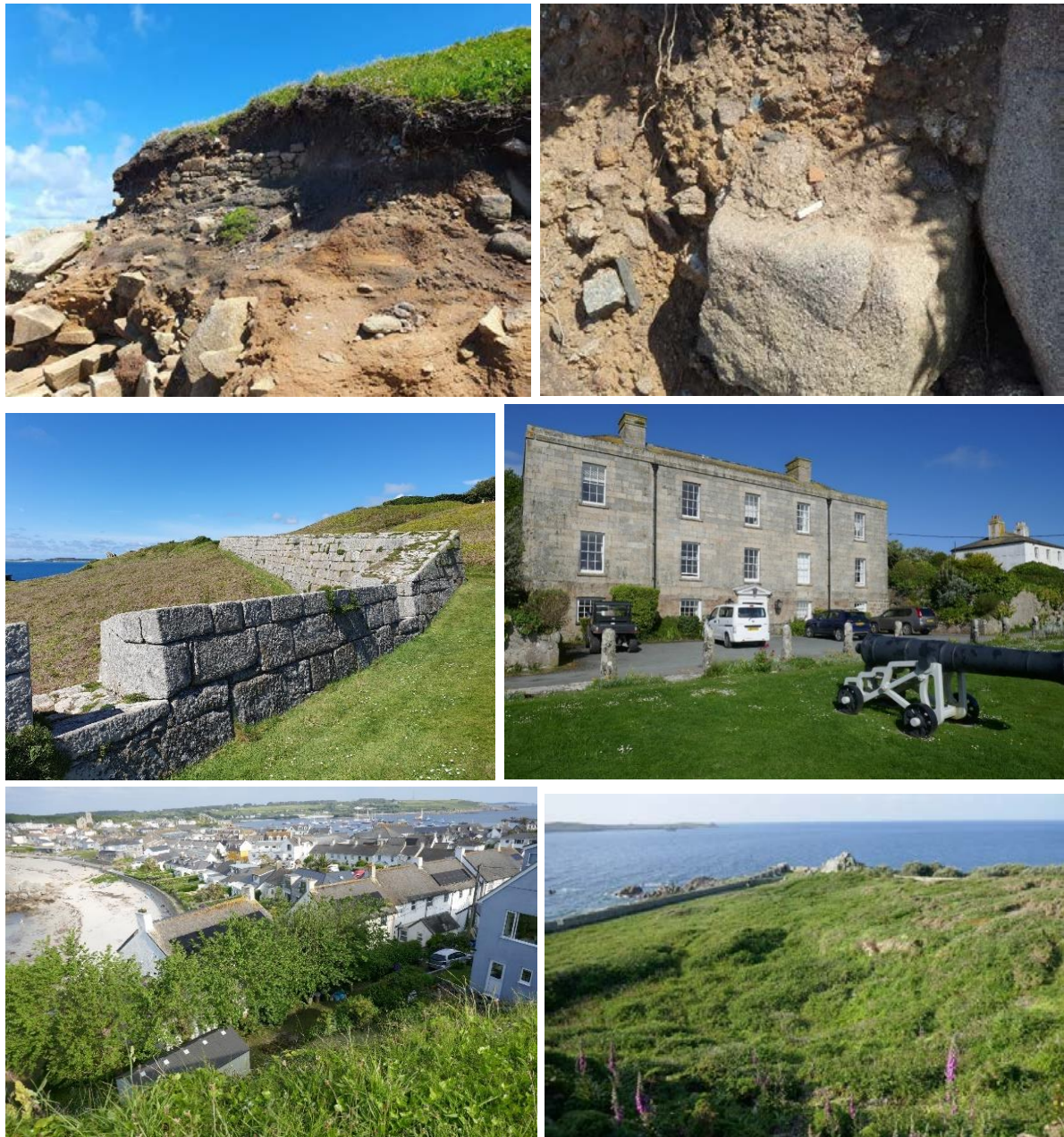


Fig 9 The Garrison, **St Mary's**; features of the defensive circuit (left to right from top).

A, Steval Point. Battery with stone facing and layers within it, exposed by coastal erosion.  
 B, Steval Point. Clay pipe, pottery debris eroding from the battery seen also in A, above.  
 C, Garrison Wall. Granite curtain near a redan, south of Steval Point (looking north west).  
 D Hugh House, overlooking Hugh Town, now the Duchy of Cornwall offices; originally the **fort's officers' mess, and** then Augustus Smith's **residence** before Tresco Abbey was built.  
 E, View to east from Higher Benham's **Battery, over part of the Garrison's external 'glacis'** (or sculpted inner field of fire) that here lies in a garden and is relatively un-redeveloped.  
 F, Above Woolpack Point. Large quarry probably used in building Garrison Walls below, recently made more accessible through expanding scrub control by the Wildlife Trust.

## 5.2 Establishment of Hugh Town, a garrison harbour town

The summary of the past development of Hugh Town, below, is based on the CSUS study (Kirkham 2003). It notes **the CSUS' urban character area (UCA) numbers**, to facilitate cross-reference to the CSUS report and maps (see also Part 2.2.3, and Maps 2-4).

### 5.2.1 **St Mary's Quay (CSUS' UCA 8)**

The inner pier of **St Mary's Quay**, serving the **Star Castle**, was built at the command of the Godolphin lords c1601 and rebuilt c1740 before being extended in Victorian times (LB 1141209). Whilst rebuilt, this quay still conveys the scale of the shipping of its age. It retains old-style pitched (i.e., vertical) facing, and its rough paved slipway between the later quay entrance and the building now the Mermaid inn (a warehouse of the 1860s; Berry 2011, 21) (Figs 36C and 36D). With its original approach, Quay Street, that features old paving and buildings showing former thatched roof-lines (Part 5.2.2), this is an important place for experiencing the historic character of Hugh Town.

### 5.2.2 Historic core (CSUS' UCA 6)

The new town grew below Star Castle, between the quay and the curtain wall that cut across the Hugh headland to shield the castle (later extended around the Garrison). The early centre was the node of routeways that is called Bank (Fig 10A). As noted in the CSUS study, analysis of maps and the street plan indicates three main phases of early growth;

- 1 From Bank to the Atlantic/Kavorna/Well Lane area.
- 2 East from there to the later *Bishop and Wolf* site, a square-like space marking the inland edge of the town of its time – that is, c1700.
- 3 East from there to part way along the Parade, by the later 18th century.

As these areas continued to develop, many buildings here now show the style of 18th to early 20th century houses or shops. However, earlier houses are indicated by external and internal features, and the layout remains partly organic (Figs 10B, 10C and 10E.)

East of the Parade, as the 1792 Spence survey shows, the isthmus was open sandy ground. Two roads already ran across it, to Old Town, and to Porth Mellon and beyond on the line which later became Back Lane; they were already linked by the cross-isthmus road which lies east of **the later St Mary's Hall**. The triangle between these roads was used for ship building.

Significant extents of old stone road or footway surfacing survive in the historic core. Some dates from this period, and some from Victorian times; the main areas are noted together at the end of the assessment of the latter (see Part 6.2.5 and Fig 23).

On the Town Beach side, the backs of the plots of the third phase are well-defined by an extension of Thoroughfare arcing around them. This lane has a maritime character, and is included in the CSUS area of Town Beach, UCA 3. Slipways run to the beach, and samphire grows on walls. Some buildings, like Ratbags workshop, have a working seafront character (Fig 11C, to right). Others are more altered but still reflect their old scale and form, like the Watch House, a converted coastguard station.

### 5.2.3 **St Mary's Pool front of the historic core (west part of CSUS' UCA 3)**

Many rear walls to houses or yards here are still connected to the shore with slips, steps and moorings (Figs 23E and 23F). **Heavy old ships' chains with mooring lines running off** them remain fixed along the top of the beach. The public slipways by the Mermaid and Atlantic, laid to the sides of the old town and its former open landing at Bank, evoke the long continuation of the core maritime function of the place (Figs 35E and 36D).

### 5.2.4 **Garrison Lane, Garrison Hill and Jerusalem Terrace (CSUS' UCA 7)**

The ground south of Hugh Street was part of the early town, as the rear plots of houses on the street ran out to Garrison Lane and Back Lane. These plots accommodated urban **growth – a chapel from the later 18th century (Part 5.8), cottages, and later, denser housing**. As a result, this area has a mixed, mainly residential heritage (Kirkham 2003). It is significant for the town core, as it may contain early boundaries or buried remains.





*Fig 10 Core of Hugh Town, from Bank to Kavorna/Well Lane (left to right from top).*

- A, Bank, formerly open to the shore, with Garrison Hill behind (seen from Quay Street).  
 B, Quay House, Quay Street, early house with previous roofline visible in its gable wall.  
 C, Built-up area of early organic type on back lane roughly parallel with the Bank square.  
 D, Bank, late 18C frontage to old trading place of c1600, with fine restored late 19C shop.  
 E, Dolphins, Bank, early chamfered stone from mullioned window built into front of hearth. Later 20C photo (undated) courtesy of Isles of Scilly Museum (ref. no. RN 2218).  
 F, Kavorna, Hugh Street. Historic panelling in early house, potentially fitted in the 18C.  
 G, Well Lane. Well on stone platform with later pump on early east edge of Hugh Town.*





Fig 11 Second phase of Hugh Town, to Bishop and Wolf square (left to right from top).

A, Hugh Street between Kavorna to **Bishop and Wolf 'squares'** each once on edge of town (as can be seen from the change of angle to the street here). Opposite are the houses later converted to the Atlantic Hotel. Courtesy Isles of Scilly Museum, ref.no. RN 4622.

B, Bishop and Wolf area. The splaying of Hugh Street here marks the easterly limits to which Hugh Town had grown by c1700; seen from the Bishop and Wolf pub, on the site of the Godolphin steward's grand house placed at the edge of town in that era.

C, Thoroughfare, the back lane of the town that reached as far as here by c1700. At that time Thoroughfare linked back to Hugh Street at this point, via an alley that runs to the **Bishop and Wolf 'square'** (that alley can be seen opening straight ahead in Fig 11B). Thoroughfare was later extended eastwards from this point, as the town expanded again, reaching part way along the Parade by the later 18C.

### 5.3 Wider settlement pattern **of St Mary's and off-islands**

#### 5.3.1 'Town' hamlets

Populations declined in post-medieval times. St Martin's had no residents in the 1630s (North 1850, 62-63) and a similar pattern is attested on Bryher (*op cit*, 24-25). Buried spreads of artefacts indicating lost dwelling sites have been found; near Veronica Farm on Bryher for instance (Ratcliffe 1991, 146-147). Lives were lost to infections carried by ships, such as a 'pestilence' of 1629 (NA, RYE/47/112/1). **St Martin's was 'ruined by the enimees souldeirye'** in the Civil War (Pounds 1984, 138) and part overwhelmed by sand (Borlase 1756, 23). Old blown sand can be seen on the 1792 map, and on site (Fig 12A). Continuity of the medieval pattern of hamlets of small farmsteads (Part 4.2) is noted in **early visitors' accounts (such as Spry's in 1800)** and is clear in the landscape, in the grouping of traditional houses which often still show ancient rooflines (Fig 12B).

#### 5.3.2 Houses

The vernacular buildings of this period from the 16th to the early 19th centuries, together with the maritime sites, are key to the Special Interest of the CA. They are summarised separately in Part 5.9 to conclude this outline of **Scilly's** post-medieval development.

Gentry houses included that of the Crudges (related to the Godolphins) at Holy Vale, **St Mary's** (North 1850, 89). This was rebuilt after a fire; parts of the layout may survive. **St Mary's** and St Agnes have parsonages (Fig 12C). Tresco's Dolphin House, built for an SPCK minister c1800 and renewed c1820 (Woodley 1822, 295), large and genteel, has a later Victorian estate style porch (thanks to Tresco Estate for the opportunity to visit).

### 5.4 Traditional farming, and grazing of the rough ground

In the 18th century the population grew, with better security and profitability of maritime trades. Widespread suffering around 1818 was attributed to bad weather for harvests and kelp making; decrease in pilotage due to its regulation; and suppression of smuggling (*Royal Cornwall Gazette*, September 5th, 1818, 1). This was a tragic indication of island **families' traditional reliance on a combination of small-scale farming and work at sea**.

The small mixed farms typical of the period can be seen on Samson although that island is largely overgrown (Berry 1994) (Fig 12D). The small fields, making up 3 or 4 acres in all (Fig 12E), produced potatoes and some arable crops (Spry 1800, 11). Livestock were **grazed on the commons – the coastal greens, with their natural pools, and the higher downs** (where a few small dug ponds are known) (Fig 12G). A windmill on Peninnis supplemented earlier ones on the Garrison (Goodwin 1993). Use of hand-mills prevailed, however (Borlase 1756, 28), and many of their small stones survive (Fig 12F).

Field boundaries add greatly to the meanings of farmsteads, representing their context (Figs 1, 2A, 3E, 4D, 6G, 12E). **Types include 'Cornish' hedge banks and (later) dry-stone walls**. They show variations and changes through time (Johns 2010) and there is scope for a full assessment of their interest. Fields were formed by enclosing bundles of the former open strips within the medieval farmland. Further intakes were made, but these were limited in number and extent, as the farmers also worked at sea (Part 5.5).

**The downs were vital as sources of 'turf' or peat fuel; turf cutting on the Garrison was a right of the Governor**, for example (Heath 1750, 31). Orchards, previously planted on **high status farms like Newford, St Mary's (Pounds 1984, 143)**, became more widespread (Fig 12H). Pack animals served for transport on land, using the earlier lanes which in the countryside remained either naturally sandy or made up with ram (Fig 3E).

### 5.5 Fishing, Pilotage and other Livelihoods gained from the Sea

Scilly exported much fish, especially dried conger and ling. Salted ling from here went in great quantity to Penzance and beyond (Heath 1750, 22; Borlase 1756, 41) and was among choice fish sold in London in small casks in 1805 (*Morning Post*, March 14th, 1805, 1). Communal fishing is also recorded. **St Mary's and Bryher people 'hauled' St Agnes Cove**, getting up to 140 baskets of 300 fish as a supply for their winter food (North 1850, 51). **St Martin's and Tresco hauled between Great and Little Innisvouls** (*op cit*, 60).

Ruined piers remain at old harbours on St Agnes (Periglis), Bryher (Kitchen Porth), and **St Martin's (Old Quay), and at several sites on St Mary's (besides the larger ruined harbour at Old Town of earlier origin). Those on northern St Mary's reflect the long importance of traffic by boat between places there (like Newford and Trenoweth) and the off-islands or Hugh Town. Some post-medieval quays are near Civil War defences, as at Toll's Island, St Mary's (Fig 13A). They may originally have served those works before being used for fishing (Richard Jenkins, Bryher, pers. comm.).**

**A massive early granite salting trough, named the Cat's Coffin, remains on the shore near the ruined quays at Old Town. Conger and ling were dried in small 'fish houses' on the coast, as noted in 1652 at Porth Conger on St Agnes and on Tresco (Pounds 1984, 133, 137). Archaeology of these fish houses, important for exports as well as home supplies of fish, is likely to survive, perhaps above ground as well as below.**

The name of Palace Row, New Grimsby, Tresco, may refer to a fish cellar (fish processing works and stores, not underground cellarage). These were termed palaces in parts of Cornwall. The name has been attributed to a former tavern on Tresco (e.g., North 1850, 32) but could derive ultimately from an earlier fish cellar. These were substantial complexes so would probably leave traces both historical and archaeological.

Early visitors mention some of the natural marks used in fishing and navigation, which could sometimes be enhanced. A stone set up as a daymark on the top of Mincarlo was noted (Grigson 1948, 61). Even distant ledges could be shaped by past use. The Seven Stones were frequently visited for fish, and the Pollard rock at the north end of that reef, showing at half-tide, had two boat rings fixed for landings (North 1850, 60).

Pilotage was of great importance. Islanders grouped together to build and operate pilot gigs, clinker-built, 6-oared boats designed to be fast as well as seaworthy. Crews raced **each other to take pilots to ships in Scilly's hazardous waters.** Gigs served too for salvage and rescues, carriage of people and goods, smuggling, kelp gathering, and later, lighthouse supply and relief work (Jenkins 1975), so that **'Among all these Islands .... Every Man's small Boat [was] his principal Dependence' (sic)** (Heath 1750, 39).

Remains of sheds, and launching **'trackways' or 'drangs'** made through the inter-tidal rocks, show where dozens of gigs were based (Parkes 2025, and forthcoming) (Fig 13B). Several old sheds still stand, as at Porth Cressa (Leung 2012, 12) (Fig 25C), and two on Bryher have been restored (Figs 13C and 40D). Hilltop lookouts were used by pilots as **well as coastguards and the military. Some, like that at Timmy's Hill, Bryher (MCO 31608), were very substantial; and so, like nearby quays (see above), may originate from the Civil War or other periods of defensive works (Richard Jenkins, Bryher, pers. comm.). That at Watch Hill on Bryher has a distinctive boat-shaped plan (Fig 13D).**

Smuggling **was a large business requiring many 'caches' (they no doubt had a local name). One 'passage or cave', found 'at a place little frequented', held 95 barrels of French brandy (Caledonian Mercury, December 22, 1764, 2). Porth Mellon, St Mary's, has a stone lined passage (Fig 13E) (currently obscured). 'Tobacco-mens' holes', smaller, stone-lined openings in cliffs, are recorded, as at Pendrathen, St Mary's (MCO 31053).**

Kelp making was begun on Tean by a Mr Nance in 1684 (Borlase 1756, 42-43). Kelp was burnt in oval pits to make a residue rich in soda-ash, shipped to Bristol and beyond for industrial use. It brought in £500 to Scilly in 1751 and yielded some £5 in the season to the Scillonians (*ibid*). The seaweed was dried **'upon the Shores like Hay', and then burnt in pits, smelling 'something like burning coffee' (Spry 1800, 10-11).**

Most pits have been eroded away or filled with sand, but a dozen are known; a series on **Toll's Island off St Mary's** lie at regular intervals, apparently to allow for the drying of kelp around them (Figs 13F and 38F). Pits have paved sloping sides and flat base, to shape the residue when molten and allow it to be prised out when cool (Over 1987). Tean has remains of the home of the Nance family (Thomas and Johns 2018). There are also traces of the industry in the inter-tidal zone **as at Innisidgen, St Mary's, where drangs were used to carry up the kelp (Parkes 2025, 18). A kelp pit was recently identified in Green Bay, Bryher (Herring 2025) and more may remain to be found on beaches, as at Green Bay, where the sea has encroached on low shores since the days of kelping.**





*Fig 12 Post-medieval rural landscape and building character (left to right from top).*

- A, St Mary's.** Massive old stabilised sand-bank running parallel with beach at Porth Mellon.
- B, St Agnes.** Higher Town, with cottage gable incorporating that of a lower earlier house.
- C, St Agnes.** Parsonage at Middle Town mapped with compact ornamental grounds 1888.
- D, Samson.** Single-storey-with-loft house of c1825, the home of Richard Webber when surveyed 1829-1833 (Berry 1994, 36), left unchanged due to depopulation of the island
- E, St Agnes.** Barnaby Lane, field of size typical c1800 when farms had 5 or 6 such fields.
- F, St Agnes.** Hand mill stones, with other old stone artefacts, preserved at Higher Town.
- G, St Martin's.** Downs on the north side of the island, formerly rough pasture and turbary.
- H, St Mary's.** Lenteverne, old orchard with some apple trees surviving and elm hedges.





Fig 13 Buildings and other heritage of traditional work at sea (left to right from top).

A, **St Mary's. Toll's Island**; one of **Scilly's** many old quays, at low tide. This one is about twice as long as a gig. It was disused before the 1887 survey as this does not show it.

B, Bryher. Shed of the famed Czar, one of the historic gigs still used (now kept on Tresco).

C, Bryher. Sussex gig shed restored by the Duchy with display on gig heritage in lobby.

D, Bryher. Boat-shaped lookout, Watch Hill; New Grimsby Harbour and Tresco beyond.

E, **St Mary's**. Interior of stone-lined **smuggler's passage** exposed in low cliff at **Porth Mellon**. (In 2025 it appears this site is no longer visible so may have become blocked.)

F, **St Mary's**. Kelp pit now on the brink of the cliff at **Toll's Porth**, in **May 2023**, when it was recorded after it had partly collapsed due to coastal erosion (Parkes 2024).

## 5.6 Maritime infrastructure

St Agnes' lighthouse of 1680 and **St Martin's Daymark** of 1687 mark the east and west ends of Scilly (Figs 14A, 14B and 39D). Each is the earliest of its kind left in Britain. The beacon is half as tall as the lighthouse, but stands on a higher summit, so the tops of the two have a similar elevation. They have similarities of form; the Daymark like the lighthouse had steps inside, giving '**a fair view of England**' (**Borlase 1756, 24**). A labyrinth at Troy Town, St Agnes, may be seen as a rare form of the traditional art associated with lighthouse keeping (see further Part 7.2.2 and Fig 39G).

The Atlantic Slip (Fig 14C) is among the sites used for the Customs in Hugh Town from the 17th century (see also Part 5.2.2). Records of the Customs activities survive (Jenkins 1975), and old newspapers report their impact. They seized brandy, tea and other goods worth £3,000 in one month in 1756 (*Coventry Standard*, 15th July, 1756, 2).

New Grimsby harbour was made a national quarantine station. All ships sailing from the Levant, north of Cape Finisterre, were to proceed there if signs of plague appeared on board (*Caledonian Mercury*, March 7th, 1754, 1). An isolation hospital or Pest House was built nearby **on the uninhabited island of St Helen's in 1764** (SM 1016177) (Fig 14E).

**St Martin's, with its high ridge above the sea passage to Cornwall** and England, has an important heritage of lookout and signalling sites of many phases. These works continued to develop over the centuries spanning both this first post-medieval period and the second outlined in Part 6; their main phases are summarised together here for clarity.

A small round guard-house at Flagstaff by Turfy Hill was used by soldiers to keep watch in the time of Queen Anne [1702-1714] (Troutbeck 1796, 13). As shown by the 1888 map, and by iron stays, the site was re-used for a Coastguard signalling mast (Fig 14F). Signal Rock, or News Rock, in Higher Town (Fig 16F), is an old pilot lookout and meeting place (Troutbeck 1796, 13; Gibson and Sons c1932, 89-90; Parkes 2025, 59-60).

An Admiralty station for signalling with flags was set up in 1814 on Chapel Down (Bowden and Brodie 2011, 54). Ruins with a range of original features survive (Ratcliffe and Sharpe 1991, 11-17) (Fig 15A). The station resembled others forming a chain along the south coast of Cornwall and beyond, ordered in 1795, but it could only signal to ships, the other stations being too far away. In 1816 it was superseded by the semaphore tower on the **high ground of St Mary's** (later named Telegraph as it bore a telegraph hut after the first wireless mast was built nearby in the 1900s) (Goodwin 1993, 128, 132) (Fig 15B).

The islands were free from licensing laws, and numerous houses served as taverns for seafarers as well as locals. A single-storey house in the vernacular tradition at Old Town, **St Mary's, once a tavern called the *Dumpling Inn*** (Douch 1966, 208, and Margaret Tucker, **St Mary's**, pers. comm.), still stands, convenient to the landing in the bay (Fig 15C).

## 5.7 Shipwrecks

The frequency of wrecks around Scilly was recorded more fully from the later 18th century. In December 1782, 7 foreign ships were driven in over just 3 weeks (*Sherbourne Mercury*, January 17th, 1782, 1). Goods and materials from wrecks were salvaged, by boat or on shore, and reused if not **claimed by owners' agents**. House timbers, panelling, and doors were typically made from wreck (Figs 15D, 17G and 17H; and Part 5.9.5).

Crews put out in pilot gigs (Part 5.5) to strive to save lives from the sea when they could, and also to retrieve the bodies of wreck victims. Prior to an Act of 1808, the drowned could not be interred in churchyards. They were buried on the coast, as at **Frenchmen's Graves, St Martin's (North 1850, 67)**, and no doubt at many other sites (Fig 15E).

The loss of ships of **Admiral Sir Cloudesley Shovell's fleet** in 1707 left its mark on the islands, as well as wrecks off the shore (Part 3.6.6). The Admiral was buried, prior to being taken to **Westminster Abbey, at Porth Hellick, St Mary's**. The site was still known seven generations later, and a stone memorial was put up by Mr W. Jenkins and Mr W. Trevillick, of Rocky Hill (Harris Stone 1912, 417). A timber lion from the flagship the ***Association* is preserved in St Mary's church**. Low mounds on the green near Periglis, St Agnes, are identified by tradition as burials of other victims of the disaster (Francis Hicks, **St Agnes**, pers. comm., and thanks to Dr Tim Rogers for guiding a site visit) (Fig 15F).





*Fig 14 Historic infrastructure for maritime safety and regulation (left to right from top).*

*A & B, St Agnes and St Martin's. Lighthouse and Daymark, both dating from the 1680s. C, St Mary's. Old Custom House slip, Hugh Town, renamed after the Atlantic pilot cutter. D, St Agnes. Slip of early 19C coastguard station now the Turk's Head pub, Porth Conger. E, St Helen's. Small 'Pest House', a national shipping quarantine station hospice, of 1772. F, St Martin's. Base of early 18C lookout, with iron stay for later 19C coastguard flagstaff.*





*Fig 15 Heritage of maritime communications, hospitality, and shipwrecks (left to right from top).*

*A, **St Martin's**. Napoleonic period Admiralty signal station near Daymark on Chapel Down, with ruins of the central accommodation (the base of the signalling flagpole lies beyond).*

*B, **St Mary's**. Telegraph Tower, built as a semaphore tower superseding the **St Martin's** flag signal station (A, above). The semaphore gear with moveable arms stood on its roof.*

*C, **St Mary's**. The former **Dumpling Inn**, now called **Nowhere**, near the shore at Old Town.*

*D, Hugh Town. Timber lintels probably salvaged from the sea in a house façade at Bank.*

*E, Bryher. Low stony mounds at Little Popplestones, possibly an old shipwreck burial site.*

*F, St Agnes. Series of low mounds (marked by paler grass), identified by tradition as burial site of victims of the wreck of ships in Sir Cloudesley Shovell's **fleet** in 1707. (Looking towards the dune above Periglis; new sea-defence bank on skyline to right.)*

## 5.8 Churches and Chapels, and early Schools

Works to churches in this period remained the charge of the Scillonians (Spry 1800, 10). On St Agnes funds from wreck salvage of c1685 were used to build a church (Troutbeck 1796, 152), itself replaced in the 1800s by the present one (Figs 16A and 16B). Churches were newly founded on other off-islands under the Godolphin lords. Bryher's was founded in 1742, rebuilt c1821, and later renovated and enlarged in several phases (Fig 16C). The Godolphin/Leeds era church on Tresco, mapped in 1792, appears in a photograph of c1870 (Gay 2002, 59). It was later replaced (Part 6.4). **St Martin's Church** (Fig 16D), also mapped in 1792, bears the date of 1866 when it was restyled (Part 6.4) but is a century older than that, or more. In the 18th century, at the cost of 'a gentleman of Dartmouth' it was lengthened from 20 feet to 30, raised by 5 feet, and covered with tiles instead of thatch (Troutbeck 1796, 113-114). Its earlier body is marked by a break in the walling. Old bones were found nearby when graves were dug in the 19th century (North 1850, 63). Early memorial stones can be seen in the churchyard at Old Town, St Mary's (Fig 16E).

Religious non-conformism grew in the later 18th century (Easton 2010). **St Mary's** Wesleyans built a chapel in Garrison Lane c1790; they replaced it a generation later by the much larger building still there (now in different use) (Part 6.4). Their **Preacher's** House, in Well Street, may survive. Holy Vale and Old Town had Wesleyan meeting houses by c1815. That at Holy Vale (renovated probably in 1862, *op cit*, 45) is now a house, Bahn Noy (MCO 74976). The Old Town chapel was replaced in 1868 by a new one (Easton 2010, 45), now converted to a house. Green on Tresco had a Wesleyan chapel in 1817. This was said to be little used by c1830, and closed c1847; its scale can still be seen, as it was incorporated in Tresco School (Easton 2010, 35-38, 41, 54, 86).

Baptist lay preacher John Jeffery held meetings in 1814 at **the Wesleyans' house** in Holy Vale (above). The Baptists' main chapel was then **on Lower Strand, St Mary's** (Easton 2010, 4, 20). Jeffery preached in the open on Tresco, and at Higher Town **St Martin's**, in 1815 (*op cit*, 4 and 6). **At St Martin's** he probably spoke at News Rock (Fig 16F), near which the Bible Christians later built a chapel (predecessor of the present one, as noted below). **Tresco's** Baptist chapel, of similar date, became a Reading Room and surgery (*op cit*, 22 and 86), and is now holiday accommodation (Fig 16G).

**The SPCK sent two 'missioners'** to Scilly, in 1818 and 1820 (Easton 2010, 9). Rev Lane was based on Tresco, and was charged with visiting Bryher and Samson. His residence, Dolphin House, is one of the grandest on the off-islands apart from Tresco Abbey.

The Bible Christians (or Bryanites) first built a chapel **on St Martin's** in 1822, on the site of the Chapel today (Figs 16F and 28E) (**today's Chapel** replaced it c1836 at which time the former Bible Christian chapel in Hugh Town was also begun; see further Part 6.2.3).

Nonconformist day-schools, as well as Sunday schools, are recorded in 1819 (Easton 2010, 9 and 10). A school is remembered to have been held at Holy Vale in a small outhouse at Sandhurst Cottage (**Tim Garratt, St Mary's, pers. comm.**) (Fig 16H).







Fig 16 Churches and chapels pre-c1834 (left to right, top down, from previous page).

A, St Agnes. Early 19C church, in a new position although close to its predecessors' sites.

B, St Agnes. Church interior, featuring later window commemorating the saving of lives from shipwrecks using pilot gig boats some of which are still preserved and used on Scilly.

C, Bryher. Church, showing several phases of growth, with west gable expanded from a narrower gable of 1822 (its centre marked by the small high window), and a raised roof.

D, St Martin's. Church interior with re-used timbers probably salvaged from shipwreck. The loft may date from 18C rebuilding and heightening that pre-dated an 1866 restyling.

E, St Mary's. Memorial stones of the 18C in the graveyard at Old Town church.

F, St Martin's. Green at Higher Town with News Rock, probable open-air preaching site and area of chapel known to have pre-dated the extant chapel of the later 19C seen here.

G, Tresco. Doctor's, on the ridge above New Grimsby, a converted early 19C non-conformist meeting house. The mound, left is interesting, perhaps an earlier earthwork.

H, St Mary's. Outhouse to a cottage at Sandhurst, near Maypole, identified by tradition as the site of one of the early informal schools provided by non-conformist communities.

## 5.9 Vernacular traditions contributing to Special Interest

This part of the report highlights the vernacular building traditions, intrinsic to the Special Interest of Scilly, and their relationships to the landscape (Figs 17 and 18).

### 5.9.1 Types of structure particularly associated with Scilly

*Single storey houses* continue in use in places (Fig 15C), and they form the cores of many enlarged houses. Others remain as ruins, as on Samson (Fig 12D). Most had a 2-room plan with kitchen, and parlour or chamber, under a low loft marked by rows of joist sockets or a ledge (Berry 2011, 13-14). A loft on Samson has a window at one end, perhaps used for storage while the other end was for sleeping (Berry 1994, 36).

*Built-in water tanks.* Adaptation to scarcity of fresh water was noted over 200 years ago on St Agnes where people **would 'Save what rain water they can, which they have been accustomed to use, and drink'** (Spry 1800, 11). Houses and barns have integral tanks, some as large as chambers in a house and incorporated in its main axis (Figs 13B and 38E). Water was supplied indoors by a tap in the tank wall (Lethbridge 2003, 11) (Fig 30J). The tanks generally date from the later 18th century onwards, when the slate roofs that fed water to them were more widely adopted (see below).

*Sheds for pilot gigs* (c32 feet long), survive both as ruins and as roofed buildings (Figs 13B, 13C, 17C, 25B, 25C, 39F, 40D). Their walls, floors and thatch resembled those of other vernacular buildings (below). They also feature sloping bases for ease of building, and to facilitate boat launch and drainage; double doors that can have massive granite posts, **as at New Quay, St Mary's**; laid slabs with sockets for door frames and door pivot holes; and small gable windows for ventilation and light.

**Smugglers' caches** were made in houses and barns, as well as outside (Fig 13E), and probably take various forms, as yet little studied. **A smugglers' hole under a farmhouse** floor at Carn Friars is mentioned in the farm buildings survey (Arbery 1998).

### 5.9.2 Roof covering

*Rope thatching*, a type peculiar to Scilly, was noted as early as the 17th century (Magalotti 1699, 93-94). The thatch was covered by a network of rope secured to spikes stuck between stones near the tops of the outer faces of the walls. It was generally renewed with a thin layer added every year (*ibid*, and Spry 1800, 9).

**Straw may have been obtained from the islands' barley**, pillas and wheat crops (Spry 1800, 9). Rye straw and reeds with an underlayer of bracken were found in decayed gig shed thatch in 1948 (Grigson, 38). The ropes could also be made of straw as noted in 1835 (Easton 2010, 57) and again a century later **when thatching was 'nearly gone'** (Grigson 1948, 38). Use of chain for the purpose on gig shed thatch is attested (*ibid*) and it is likely that ropes from wreckage were similarly used.

No thatched roofs still functioning as such survive. However, many old thatched roof lines can be seen, in gable ends and facades of houses, especially as exterior render rarely occurs. Holes for the thatch rope end fastenings can be seen in rows below some old roof lines. **At Trewince, St Mary's, bone pegs remain in place**, in holes between 45cm and 55cm apart in a row around 60cm below the wall-plate (thanks to Julie Love and David Mawer, St Mary's, for the opportunity to see the pegs) (Fig 17D).

Remains of the straws or reeds and of ropes may also survive where thatch has been replaced. At Trewince thatch fragments were found on the wall plate. They include straw with grain husks still attached, and narrow-gauge rope.

*Tile roofing* of red clay was adopted **in the 18th century, as at St Martin's church** when it was extended and its roof was raised (Troutbeck 1796, 113-114). The tiles, of **'double Roman' form**, were shipped from Bridgewater, Somerset (Figs 18A, 26D).

*Slate roofing* Also before the turn of the 18th century substantial houses could be roofed with slate (Spry 1800, 9), as were as the military buildings that had been introduced to Scilly. As in Cornwall, early slate roofs are the type known as scantle, where the slates diminish in size from the eaves towards the ridge.

### 5.9.3 House plans and scale

Traditional houses, other than the single-storey houses (Part 5.9.1), may have either single-depth or double-depth plans, with the rooms at the front separated by a central hall and stair. Cottage pairs or short rows occur, and these can include smaller dwellings with one room at the front and above accessed by a side passage and stair (Berry 2011, 13). Plans of such kinds are similar to those found in Cornwall, but the houses are still distinctive, with their more compact yet very substantial forms (*ibid*).

### 5.9.4 House exteriors

*Wall faces* Walls with no external render or just a thin wash of lime are typical. These show clearly the granite fabric. Sometimes a piece of granite with a natural smooth dark tourmaline layer on it is used, seemingly by choice, with the dark side displayed. The stone may be cut in blocks or slabs, or more irregularly shaped, or simply sized. It is skilfully laid, with different degrees of regularity in the courses resulting from variety of stone sizes and type of structure rather than level of skill.

*Wall cores* Ram (subsoil) is used for wall cores and mortar, with lime pointing on the outside (Heath 1750, 29). Ram two feet thick was noted in the walls of a cottage at Middle Town, St Agnes (Hale n.d., 5).

*Chimneys* As captured in old photographs of Scilly by the Gibson family, chimneys include broader kitchen end stacks with mixed rough and dressed granite, and finer parlour end chimneys built of single slabs (Berry 1994, 26). Early baking was carried out within the fireplace, by inverting **large iron 'kettles'** over an iron plate or the hearth stone, and heaping the fire over this oven to heat it (Troutbeck 1796, 171).

*Doors and porches.* Doors were made of panelling, or planking for more modest buildings; they could be hung on stone frames, or on wooden ones set in mortice holes in threshold stones (Berry 1994, 26). Fittings from wrecked ships could be salvaged from wrecks or on beaches and re-used. Of the dozen early houses on Samson, two had porches, both squarish with stone walls; one had a central doorway and the other with a side entrance and small front window (Berry 1994, 48, 79-80). Builders James Fletcher and Todd Stevens, repairing the ruins of the second of these, found a lintel with the date 1826 near the porch (Berry 2007, 66). Later 19th century photos show timber porches, narrower and shallower, added to many houses (Berry 1994, 24).

*Window openings* Houses in the old Gibson photos generally have quite small window openings; most windows by then were 16-pane hornless sash type (Berry 1994, 26).

### 5.9.5 House interiors

*Ground floors* Earlier simple houses had ram floors, as recorded for the original small **Wesleyan chapel in Garrison Lane, St Mary's (later rebuilt) (Easton 2010, 35)**. Beach sand was laid on the floors, and was renewed at regular intervals; the bright sand of Porth Mellon especially was used for **this on St Mary's (Heath 1750, 26)**.

As found by survey and excavation on Samson, house floors could also be made of **stone slabs – or a combination of** stone and ram, with slabs laid in the fireplace and forming a crescent in front of it (Berry 1994, 75). Later traditional floors have more regular granite paving or sometimes cut slate slabs shipped from Cornwall.

*Wreck wood* was relied on to **'to Timber [the] Houses'; while cargoes of deal, fir and** other timber were sent, notably from Redbridge at Southampton, for boatbuilding at **St Mary's (Spry 1800, 10 and 14)**. **Ship's timbers** with old toledo worm boring, or with shaping showing they were **ships'** spars, are frequently found in houses as at Atlantic Cottage, St Agnes (Figs 17G and 17H). On Samson, **one house had surviving ships'** timber used for all the lintels of fireside alcoves and cupboards (Berry 1994, 26).

Another partition style was noted in a house near Pool on Bryher with a 2-room plan, ruinous at the time. This was of **a local type comparable to the 'mud and stud' tradition** of east England. It had a wooden framework of rectangular compartments, filled with **small rubble granite set in pale ram of the type called 'iron-cement' on Scilly**. It was plastered over with a ram mortar mixed up with some straw (Grigson 1948, 38).



*Chimney breasts and hearths.* Fireplaces on Samson generally project into the rooms (Berry 1994, 26). Most have large single slabs to their sides, against which are wood- or turf-corners for fuel storage. The house near Pool on Bryher mentioned above had a great rectangular granite chimney breast rising to the roof (Grigson 1948, 38).

*Turf fuel,* peaty soil cut from the downs, supplemented by furze and driftwood, was used throughout the islands, as recorded from the 17th to the 19th centuries. Turf was stacked ready near houses, and stone bases for them could survive as in Cornwall.

#### 5.9.6 House fittings and furnishings

*Cupboards or small keeping places* may be built into walls, as on Samson where they evoke some of the lost contents of these shells of houses (Berry 1994).

*House furnishings* traditionally included some **from wrecks 'sent by the Hand of Providence' and others made by skilled cabinet workers from hardwoods purchased** from homeward bound sailing ships (Heath 1750, 30). Many Scillonians preserve family heritage of this kind, or old furnishings from ships, lighthouses or chapels.

#### 5.9.7 Outbuildings

Small freestanding outhouses, for varied uses, are a distinctive feature and can survive even on back lanes in main built-up areas (Fig 18A). **These may be the 'hovels' noted** in Duchy records of 1652 at many tenements (Pounds 1984, 131), which would have been single-storey like the dwellings of that time. Recorded uses include stables and cow or calf houses, brewhouses as at Veronica Farm, Bryher (Fig 40F) (Arbery 1998), and barkhouses for treating fishing gear (Easton 2010, 55). Larger animal houses and barns were not traditional, as cattle were wintered outdoors (Troutbeck 1796, 11).

Most early outbuildings had types of walling, roofing and flooring similar to those of the contemporary houses. Those on Samson were typically about 5m or 6m long. One was positioned to use as an end wall a massive rock slab that had been tipped for the purpose off a small carn adjoining (Berry 1994, 67). Some contained keeping places, again like the houses. A couple of the smallest on Samson had dry-stone walling.

The 1995-1997 survey of 188 farm buildings, on the inhabited islands, noted similar structures, the great majority being small, single-storey or with a hay loft over (Arbery 1998, 10-11). Again, drystone construction was used for a few smaller, later structures, and some examples incorporated **natural rock as at Down's Farm, St Agnes.**

Other characteristics of vernacular farm buildings include flush verges (roof covering stopping at the gable walling and not overhanging the building ends), and rough mortar capping where the covering lies on the gable wall tops (Arbery 1998, 1). An oval stone can be set upright as a finial on top of each gable (*op cit*, 11) (Fig 18B).

#### 5.9.8 Gardens and other external features

Paving (caunce in Cornish dialect), or beach stone cobbling, is rarely documented, but is visible on the routes and spaces well-used by people and their animals — **both in the public realm and at people's homes.** Paving has remained exposed or been revealed in such places, in all types of settings, from Samson (Johns *et al* 2007, 107), to Clemmie's Cottage at Hugh Town (Fig 17E), or Trewince **in Up Country St Mary's** (Fig 18C).

Garden beds edged with pitched granite slabs, either side of paths, are found again in settings as varied as on Samson (*ibid*) **and at Porth Cressa, St Mary's.** Plots are enclosed with stone-faced banks or walls with ram cores; the sides of garden gateways are often topped with a pair of oval granite beach-**boulder 'eggs'** (Fig 18D).

#### 5.9.9 Sources of building materials

Granite was sourced in post-medieval times from **'moorstone' outcrops and boulders** (Borlase 1756, 13-14), including on the shore (Figs 3B, 18E and 18F); and from ruins — the castle at Old Town (North 1850, 88) and many others (Figs 3A, 18H). A quarry on Peninnis provided stone for the chapel in Garrison Lane c1830 (Easton 2010, 39).

There are many smaller old ram pits (Fig 3D); as well as the large one at Longstone, now Carreg Dhu garden, used to surface roads from Victorian times (Fig 18G).



*Fig 17 Vernacular traditions of Special Interest; some examples (left to right from top).*

*A. Single-storey-and-loft house, Samson; B. Downs, St Agnes, with its rainwater tank; C. Sussex gig shed, Bryher; D. Peg for thatch rope (centre, bottom), Trewince, St Mary's; E. Clemmies, a traditional house within Hugh Town; F. Early row, Porth Cressa, St Mary's; G. Ship's spar beams, Atlantic Cottage, St Agnes; H. Fireplace, Trewince, St Mary's.*





*Fig 18 Vernacular traditions of Special Interest; more examples (left to right from top).*

*A, Early house, brewhouse or barking-house, Hugh Town; B, Gable stones, St Martin's; C, Paving under turf, Trewince, St Mary's; D, Gateway with boulder 'eggs', St Martin's; E, Holes for wedge splitting, Helvear, St Mary's; F, Wedge-split rock, Green Bay, Bryher; G, Ram pit, Carreg Dhu, St Mary's; H, Stone with socket hole, Palace Row, Tresco.*



## 6 Heritage Appraisal; Victorian to Modern Period (c1834-1950)

### 6.1 Renewed defences

Around 1900, with renewed valuing by the British state of the large anchorage in **St Mary's Road**, rising tension in relations with France, and the need to adapt defences to the development of breech-loading and quick-firing guns, new types of fortifications in new positions were built **on St Mary's** (Bowden and Brodie 2011, 55-63).

Two batteries, and a separate barracks complex, were made on the shoulders of the Garrison plateau, to cover the deep-water approach to Scilly, with Defence Electric Lights (DELs) on the low clifftops in front and below. **Another battery was placed at Bant's Carn**, to guard against torpedo boats using the shallower waters within the islands. These defences were nearly completed, but they quickly became redundant as international politics shifted.

The early 1900s batteries are shaped like giant buckles with their rounded-cornered rectangular plans. All have concrete subterranean chambers, and gun emplacements and some buildings at surface, and massive broad scarped oval earthworks. The works in the scheme are largely intact, although in varying condition (Figs 19A-19C). Their standardisation, scale, mechanised gun positions and other fittings evoke the deadly power of modern naval warfare, the potential reach of it to Scilly, and the perceived need to respond to this threat.

During the Great War a seaplane base was established at the estate farm at New Grimsby on Tresco, with a large complex of sheds behind a slipway fitted with launching trolley rails (Bowden and Brodie 2011, 63-65). The slip, several of the structures, and platforms where others stood, survive in and around a relatively dense re-development of the wider Abbey Farm site (Figs 19D and 19E).

In the Second World War, Star Castle was re-used as a headquarters, beaches were defended with barbed wire, air raid shelters were built, and existing fortifications were adapted and supplemented (Bowden and Brodie 2011, 66-73). The anchorages off Hugh Town were used as stations or refuges for torpedo boats and flying boats (*ibid*) and a boat maintenance **grid in St Mary's Pool** formerly used for the off-island freight tugs (Part 6.2.1) may have been made to service assault boats as were others in Cornwall.

The pillboxes, the concrete fortlets named after their squat angular shape resembling old boxes of that kind (Figs 19F, 19G and 38H), survive well as a group, although some are subject to coastal erosion; 9 of the 27 made on **St Mary's** are now Scheduled Monuments. Fighter aircraft were stationed **from 1941 to 1944 at St Mary's airport**, that began as a civilian airfield in 1938-1939 and reverted to this use after the war. The last RAF buildings on the airfield were demolished in the 1990s (CSHER). A giant, flat concrete arrow, made to be seen from above, lies on the coastal plateau at Normandy (Fig 19H). This direction arrow probably pointed to a floating practice target moored in Crow Sound (Bowden and Brodie 2011, 69).





Fig 19 Some Victorian and later defences (left to right, top down, from previous page).

A, **St Mary's**. View of the shipping road from **the front of the Garrison's** Steval Point Battery of 1905, with officers quarters adapted to provide holiday accommodation, right.

B, **St Mary's**. View from Crow Sound approach to Hugh Town of the strategically positioned 1905 battery **Bant's Carn** (the large earthwork to left of and below later mast).

C, **St Mary's**. **Bant's Carn** lightwell with steps to sunken structures with 1905 datestone.

D, Tresco. Base of hut at Great War sea-plane station beside Victorian estate home farm.

E, Tresco. Slipway with rails for flying boats at Great War sea-plane station, New Grimsby.

F, **St Mary's**. **Front of one of Old Town's pillboxes**, with low gun port concealed in walling.

G, **St Mary's**. Well-preserved interior of standard pillbox on west side of Porth Hellick.

H, **Mary's**: A wartime giant arrow for planes (centre, pointing ahead) indicates the site of **a practice target off St Martin's**. The edge of one of a row of Scheduled entrance graves is visible far right; an off-road vehicle track curves over the arrow and clips the SM.

## 6.2 Further growth of Hugh Town

*As in Part 5.2, UCA numbers can be used to refer to the CSUS report, and to Maps 2-4.*

### 6.2.1 Historic re-development within the earlier urban core (CSUS' UCA 6)

#### *On Hugh Street from Well Lane to Bishop and Wolf*

In the Victorian period and between the wars of the 20th century, much earlier frontage on Hugh Street (Part 5.2.2) was rebuilt. This has given a particular character to the street, especially on the south side, which reflects the influence of the major landowners. The imposing Town Hall, replacing several houses, was completed c1889 (Fig 20A). It has rusticated stonework, a Smith family monogram linking it to the dramatic rather later Post Office and other Tresco Estate architecture (below), and a VR foundation stone.

The Post Office of 1897 has the craggy boulder-like walling and shallow pitched overhanging roofs with cross-timbers of the Tresco Estate style (Fig 20B). It has an integral archway for adjoining Well Lane, and a similar passageway is part of the design of Valhalla on Tresco. A datestone bears the royal VR. The building continues in operation, with internal fittings of the nationalised Post Office style increasingly rare elsewhere.

A 1920s Duchy of Cornwall redevelopment runs the remaining length of this part of the south side of Hugh Street. Its granite fabric and period design contribute to character although it replaced the earlier vernacular buildings (Fig 20C). A shop on the corner was built for the purpose and its fitted counter has been retained in use (Figs 20C and 20D).

The east end of Thoroughfare (the back lane north of Hugh Street) was built up relatively recently (Fig 22A). It was formerly more open to Town Beach and had a smithy shown on the 1887 map, and a structure mapped in 1862 and 1887, identified locally as a double gig shed (Alfred Trenear, **St Mary's**, pers. comm.). Features on Town Beach itself include a grid once used (together with a workshop at the Co-op supermarket site) in repairing the steamship company's freight barges *Gugh*, *Kittern* and *Teân* (local resident, pers. comm.) (Fig 22B). Possibly this was used for other vessels during wartime (Part 6.1).

### 6.2.2 **St Mary's Quay (CSUS' UCA 8)**

Augustus Smith had a new main pier built out from the inner end of the old quay (Part 5.2.1), as part of the terms of his lease from 1835. The quay complex remains in use today (Figs 20E and 20F). The main pier has a later 19th century extension, and more recent modifications. Its features include upturned cannons used as bollards, reputed to derive from the 1798 wreck off Samson of *HMS Colossus* (Kirkham 2003, 54).

This pier has both similarities and differences to the earlier one, having a battered face, and more massive and broader stones, still set vertically in rough courses; the joint quays with associated paved slipway and approach form a complex of great interest. The huge masonry gate pillars have boulder-style tops, conveying the Estate building style of Augustus **Smith's** heir and amateur architect TA Dorrien-Smith, linking this historic transport hub with works in similar style in Hugh Town and on Tresco (Fig 36D).

### 6.2.3 Church Street and the Parade (CSUS' UCA 2)

Hugh Town developed eastwards, around the Parade and along Church Street, during the 19th century (Kirkham 2003, 22, 43-45). This is a distinct quarter, 'a modestly genteel area, largely residential, leading to **St Mary's Church**' (Figs 21, 37B and 37D).

As the CSUS report notes, housing here was made for families advancing through successful ship building and shipping business. It is increasingly grand towards the east, with double fronted houses and taller terraces, a sense of space, gardens with trees, and ornamental gateways (Figs 21D and 21E). The late Georgian or Regency style here is of particular interest, as it may represent a flourishing of this on Scilly, up to a generation later than in South West England, and in buildings on a more compact scale (*ibid*).

**Hugh Town's parade ground, marking the east** end of the older core of the town, was formerly a fully open space, as the 1862 map shows. The roadways around it were formally defined between 1887 and 1906, when it became a park. Old park rails survive in its hedge shrubs, with remains of gates including on the long sides where people would cross to access side lanes running off the main routeway axis (Figs 21A and 37C).



By the mid-19th century, the built-up area extended around the Parade, along the previously open route, Church Street, as far as Well Cross (an earlier junction of ways, see Part 5.2.2); and along the newly made-up route north of that, the Strand (Part 6.2.4 below). Later in the 19th century the town grew eastward again along Church Street, **from Well Cross to close to the foot of St Mary's churchyard**. There are several more recent larger buildings here too, among them the 1960s museum (Kirkham 2003, 45).

On the Church Street of the mid-19th century, **St Mary's Church itself** was already built; it was completed c1838 (LB 1328823), so it stood for decades well outside the houses. It was sited on the skirt of the rising ground on the east of the isthmus to give it prominence and visual impact (Fig 21F). It represented the influence of the then recently arrived lessee of the islands, Augustus Smith (see further Part 6.3). Smith was committed to renew **St Mary's** place of worship as part of his lease, and he designed the church himself (Laws 1980, 15 and 18). High-quality stained glass was added in several phases (Laws 1980, 18) Some windows show scenes of shorelines and fishing.

This street was formerly named Chapel Street, after the Bible Christian chapel of c1836, now the Masonic Lodge (Easton 2010, 56). The chapel has an unusual front, with the doorway opening being on the roadside and off-centre (it replaces a window) (Fig 21G). The **infants' school – now the church hall** – was placed against the chapel in 1850, so the chapel entrance was moved from the north end to the street front (*ibid*).

The larger Bible Christian Chapel at Well Cross was built in 1899 to succeed that of c1836. It was adopted as the church of the United Methodists when this group was formed in 1907 (Easton 2010, 63-64) and has a reworked dedication inscription on its front as a result. Like the church nearby, this large chapel impressively fronts a node in the routeways, facing the historic core of the town across the resulting space (Fig 21H).

#### 6.2.4 The Strand (east part of CSUS area UCA 3)

The Strand was developed at a similar time to inner Church Street, in the first half of the 19th century. It has substantial modest houses, mostly double-fronted, forming a unified front, running east from the Parade beyond the earlier Thoroughfare (Fig 22C). The street has a maritime aspect to its character (Fig 22D), reflected in its naming after the shore below, as noted in the CSUS study which includes it in the Town Beach area UCA 3.

The houses faced the beach across a sandbank, since modified with modern sea wall and surfacing as well as older stone revetement and grassy space. This space, Holgates Green (the site of the 1890s Holgates Hotel which does not survive but left its name to its surroundings), has varied seasonal use including storing gig boats for the annual gig racing championships (Fig 22E). As noted in the CSUS survey, the open view of the shore, an unusual survival within Hugh Town, allows the past maritime activity of the Strand to be visualised. Former rooflines seen in some houses here show they were originally lower and covered in rope thatch, like the earlier houses around Bank. This gives a moving sense of the long reach of the Scillonian vernacular tradition (Figs 10B, 22C, 35D).

In the centre of the green is the stone-paved Rechabite slip, still in use (Fig 22D). The Rechabites, a non-denominational temperance group, were based in the upper room of a boatshed here. The survival of the name long after the shed reflects the past value of this meeting place and shelter for men working from the Strand (Easton 2020, 61).

Wellcross Lane linked the Rechabite slip to the well that was formerly the main feature of the inner end of the lane (near which the present chapel was built at the end of the 19th century). The lane also connected the slipway with an old shipyard, **Tommy's Field**, at the apex of which the well lay. At least one house on the Strand was once a tavern, the *Vine Inn* (Johns 2021b). On Wellcross Lane, a small yard where Tom Chudleigh built several gigs c1967-1987 is marked by its double gateway (Johns and Sawyer 2015).

The former Custom House east of Holgates was adapted to serve as such in the 1920s to replace the previous one at the Atlantic site. A cobbled passage runs through it, showing how the streets were closely linked to working spaces on the shore. Wall fabric against the passage appears to be of interest as an urban example of the tradition of 'mud and stud type' partition work noted on St Agnes in an earlier building (Part 5.9.5), a type with potential for further investigation.



Fig 20 Hugh Town; some Victorian and later growth or renewal (left to right from top).

A, Hugh Street. Façade of former **Town Hall of 1889**, with **Augustus Smith's monogram**.

B, Hugh Street. Post Office in Tresco Estate style attributed to TA Dorrien-Smith who was an amateur architect. The design closely resembles that of Pentle on Tresco (Fig 27A).

C, Hugh Street. Early 20C redevelopment of core frontage by Duchy of Cornwall architect.

D, Hugh Street, early 20C shop interior (shop on left in C above) with its fitted counter.

E, Hugh Town. Pier built for Augustus Smith (and 20C extension with Scillonian docked).

F, Hugh Town. Approach to town from Victorian quay, passing through entrance with monumental gate heads of coursed ashlar with Tresco Estate style rugged 'boulder' tops.





*Fig 21 Hugh Town; more Victorian and later growth or renewal (left to right from top).*

*A, B & C, Parade; D, Lemon Hall, Church Street; E, Field House gateway, Church Street; F, Church, c1838; G, School of 1850, 1836 Bible Christian Chapel beyond, Church Street; H, Second Bible Christian chapel of 1899, adopted by United Methodists 1907, Well Cross.*





Fig 22 Hugh Town; Victorian and later features, Town Beach (left to right from top).

A, Thoroughfare. Blocks of flats, partly (to left) on sites of an earlier forge and gig sheds.

B, Town Beach. Base for repairing Steamship Company freight tugs serving off-islands.

C, Strand. Victorian artisanal housing expansion. The gable of the house at the near end of the continuous row shows the line of an original lower gable incorporated within it.

D, Rechabite Slip (named after a temperance society meeting in a loft) showing its maritime character. Ahead across the Strand is Wellcross Lane that once led to a shipyard **named Tommy's Field in the triangle between** Strand, Church Street and Back Lane.

E, Holgates Green seaward of the Strand, with beyond it (left) the former Customs House (the third in the sequence of three past custom houses known in the core of Hugh Town).

F, Town end of Holgates Green; walling probably part of the boundary of the old Holgates Hotel grounds. As elsewhere on the islands, some walling is re-used. Part was made with re-used building stone, and part derives from earlier building/s incorporated in it. The 1890s hotel here was on the former site of one of **Hugh Town's** mid-19C shipyards (Kirkham 2003, 25).

#### 6.2.5 Historic stone surfacing in the historic core of Hugh Town

Many old photos capture granite surfacing in Hugh Town, some Victorian and some inherited from earlier times (Fig 23). Some is still on the surface, and some (as ground levels indicate) is very probably still in place although covered by tarmac or concrete.

Besides the covering of Town Well (Fig 10G), surfacing in the public realm takes in granite steps, paving to roads, paths, and slipways, setts, cobbles, and roadside guttering (relatively rare as far as is known), kerbing and glinters (stones or ledges of bedrock keeping wheeled traffic off wall bases). It includes (moving roughly from west to east);

Slipway with rough paving, cobbling and setts intermixed, beside the Mermaid. These different traditional kinds of surfacing combine here in an undulating surface showing age, wear and probably old repairs. This runs up from alongside the monumental quay gate head; it is visible as far as the side door of the Mermaid and probably lies under concrete laid from there to Quay Street (Fig 36D).

Road surface, with wheel ways made of squared slabs with rougher slabs and setts between them, and tarmac (covering or replacement) outside them, on Quay Street from the quay access road to south of the Mermaid (Fig 23A).

Street gutter, or launder to use a Cornish dialect term, on the west at the mouth of an alley on the south side of Quay Street opposite the Mermaid (Fig 23B).

Steps on an alley (Fig 10C) from Jerusalem Terrace to Hugh Street south of Bank. Steps and slipway linking properties to Town Beach (as in Figs 23E and 23F).

Slab footway with kerbing, the slabs two or more deep, on Quay Street and on the east side of Bank square and continuing east to the Atlantic Slip. Internal join lines indicate it was laid at several different phases or in relation to different adjoining properties. It runs up to doorsteps or threshold slabs (Figs 10D, 23C).

Slabs laid at least one deep, probably the edge of road paving otherwise covered in tarmac, on the south side of Garrison Hill rising up to the Garrison Gate.

Road surface fronting the Garrison Gate; extending from the gate archway for some 9m on the town side (Fig 36A). This is made of rough slabs of different sizes, with squarer pieces towards the centre and some smaller filling stones. It appears to be early, with its irregular character, and it shows old wear.

Slab footway: curving round the south side of Bank and along the south west side of Hugh Street from Bank to Kavorna, with slabs inside the outermost (roadside) ones coated in tarmac; and more complete by the Post Office (Fig 20B).

Kerbing, with tarmac behind possibly laid on paving (Fig 11A), at Kavorna square.

Slipway with wheel ways, paved with squared slabs used for the wheel ways, at the Atlantic Slip (the former Custom House slip) (Fig 35E).

Kerbing with modern pavement surfacing behind, as at the west end of the north side of Lower Strand north of the Parade; along the north side of the Parade park; on the south side of Church Street south of the Parade; and on Higher Strand.

Slab footway laid one-slab-deep with no other pavement, as on the north side of Lower Strand north of the Parade, east of the junction with this of Thoroughfare.

Road paving **across the full span of Ingram's Opening along** a 7m length of this alley where it joins Church Street on the south side of the Parade (Fig 23D).

Paved **'square'** of irregular slabs in front of Parade Cottage, near the Town Hall.

Slabs either of old footway or roadway (laid one slab wide and more), on the north side of Church Street outside the Church Hall (the former school) (Fig 21G).

Slipway with paved edges retaining surfacing of setts and broader paving slabs mixed, visible to seaward of a 9m length of modern surfacing at the head of the slipway; at the Rechabite Slip between Lower and Higher Strand.

Slab pathway edged with cross-laid narrow slabs at Clemmies (to left in Fig 17E).

Bolts (traditional drains lined and capped with slabs) are likely to remain under modern surfacing, in town as elsewhere. Some are still visible beyond Hugh Town (Fig 24).





Fig 23 St Mary's; some types of old surfacing in Hugh Town (left to right from top).

A, Slab wheel courses, outside Mermaid; B, Worked granite launder, opposite Mermaid; C, Quay Street threshold, with iron boot-scraper; D, Roadway paving, **Ingram's Opening**; E, Steps, St Mary's Pool; F, slipway, St Mary's Pool.



Fig 24 St Martin's and St Mary's: Traditional stone-built drains or 'bolts' (left to right).

A, At Signal Row St Martin's, in an old photo; B, On the hill below Seaways, Porthloo.



#### 6.2.6 Porthcressa Bank (CSUS area UCA 4)

The Porthcressa Bank area UCA 4 includes significant green space around the tourist information centre (Fig 25A), with modern housing in a belt behind it. All this was formerly a large sandy working area, seen on old maps and photographs (Fig 25B). A gig shed and former lifeboat house are survivors of a cluster of sheds at the more sheltered end east end of the beach (Figs 25B and 25C). The sites of other sheds for shipbuilding and pilotage, dispersed across the area, are mostly now landscaped and/or redeveloped.

The buried sites of a few buildings towards the west may be less disturbed, including that of a lime kiln mapped in 1862 west of Ingrams Opening. Limestone was brought in as **ballast and burnt 'at Hugh Town' (Spry 1800, 14)** so the kiln could be earlier in origin.

The importance of Porth Cressa for the early garrison town is indicated by the line of Silver Street, formerly called Porcrasa Street as the 1862 map shows. Its line clearly continues that of Hugh Street, indicating this was a primary route (one that other ways are attached to) although it is not marked as such on the map of 1792 probably because it was then simply an unsurfaced sand track. It is aligned on Porth Cressa, reflecting the **need to connect St Mary's Quay and Bank** to this porth, and to allow either side of the isthmus to serve for sea-borne military traffic, and for maritime trade and industry.

Several lanes, **such as Ingram's Opening** (Fig 23D), cut across the isthmus. These would have served to connect the shipping enterprises on Porth Cressa with the quarter of town where their owners and operators were based, on Church Street (Part 6.2.3).

On the west beneath Buzza Hill is Clemmies, a vernacular house with remains of a side outbuilding and/or enclosure and front paving or caunce (Fig 17E). Nearby is an early row of three coastal cottages in a rounded-edged enclosure absorbed by the town. Like **Up Country St Mary's and off-island houses** (Fig 18D), they have glazed porches or lean-to glasshouses, and garden enclosures **with stone 'egg' topped gateways** (Fig 17D).

The Porth Cressa sea bank itself (Fig 25A) itself developed through several phases. The dune was raised by banking at least as early as 1771 after serious flooding (Kirkham 2003, 20) and raised again by three feet in 1821 (Parkes 2022b, 11). The bank was damaged by a gale of 1962, and subsequently had timber facing (TNA ref. HLG 51/1238). Ground was washed out again in 1989-1990, sea defences were renewed in 1994-1995, and further landscaping followed in 2012 (Johns and Sturgess 2013). As a result the front is modern in style (Fig 25C). It has a concrete wall, broad walkway on top, and timbered seating bays opening from that into the bank at intervals. Layers within the bank can be seen in photos of cuts to it made in 2012 (*ibid*). They may relate to the earlier raising of it, as well as natural sand blows. There is also some potential here for buried middens or other early remains such as were found in **Parson's Field to the west** (Part 4.2).

#### 6.2.7 Porthcressa post-war housing (CSUS area CA 5)

In the post-war period the council built several housing schemes on the sandy fields of the Hugh Town isthmus **behind Porth Cressa's Little Porth, running west towards the Garrison** (Figs 25D and 25E). These mostly comprised low-rise housing with gardens. Higher blocks of flats rise in front of the Garrison Wall and its ditch, and one block is carried over the route to the Sally Port, obscuring the fortifications from that approach.

This area has no remains at surface of the many prehistoric cist burials and other features found in building it (Part 4.1.3). Artefacts from here are preserved in the museum, however. The area does show some time depth, being crossed by footways on the lines of old routes to Porth Cressa that ran from the old edge of the town at Garrison Lane.

#### 6.2.8 Carn Thomas and Buzza Hill (CSUS Area CA 1) and west of Lower Moors

The residential area grew to the east of Porth Cressa, and on the higher ground above the church and Carn Thomas, mostly in the later 20th century (Fig 25F). Porthcressa Terrace (Fig 33C), and **St Mary's Hall**, are unusual 1930s developments on different scales. Further growth to the north east, behind Porth Mellon and around Lower Moors (beyond the CSUS study area), includes the Moorwell Lane residential area, the Porthmellon industrial estate, and the secondary school. The most recent school complex here has an award-winning design referencing historic building character (Fig 25G).



*Fig 25 Porth Cressa/east Hugh Town; varied built environment (left to right from top).*

*A, Porth Cressa Bank. The natural sandy bank was raised against floods as early as 1771.  
 B, Porth Cressa. 19C view with its gig sheds and shipyards (the TEC is now left of centre).  
 C, Porth Cressa. Gig shed, left, and lifeboat house, right (courtesy Isles of Scilly Museum).  
 D & E, Little Porth Cressa, and **Parson's Field**. Early-mid 20C housing and green space.  
 F, **Jackson's Hill**, off Moorwell Lane, modern in character with some granite boundaries.  
 G, Five Islands School. Modern design using some traditional elements and materials.*



### 6.3 Ornamental landscape

The park of Tresco Abbey, founded by Augustus Smith and maintained by the Dorrien-Smith family, extends to c30ha over most of the south part of Tresco. It includes the mansion, some 6ha of gardens, 24ha of ornamental and shelter trees, and the Great Pool adopted as a parkland lake (Register of Historic Parks and Gardens, ref. 1000427).

In December 1834 Augustus Smith (1804-1872), son of a Hertfordshire banker, came to take up a long lease of Scilly from the Crown. He agreed to spend £5,000 within six years on island infrastructure including renewing **St Mary's** quay and church. As mentioned in Part 5.1.4 Smith lived initially in the old **officers' mess, Hugh House** (Fig 9D), while he established the country estate of Tresco Abbey from 1835 onwards.

Lieutenant Thomas Algernon Dorrien-Smith (1846-1918), **Augustus' nephew**, succeeded to the lease and continued to develop the estate. He was instrumental in promoting flower-growing for the London market in the late 19th century, and as an amateur architect designed buildings informed by **Scilly's** vernacular style (see further below).

**Tresco's medieval Priory site and surroundings** (Part 4.2, and Fig 6A) were adopted, sculpted, and planted, to form the Abbey country house, gardens, park featuring mixed woodland, an approach by the lake, and other drives to New Grimsby, Carn Near and Pentle Bay (**the 'Penzance Road'**). Abbey Hill, sheltering the gardens on the west, forms part of the designed landscape. Its summit has broad views across Samson and Bryher, and an obelisk made of shaped boulders in the estate style, with family memorial plaques.

The core of the estate has a spectacular character (Figs 26A, 26C, 41C and 41G). The mid-19th century mansion has an imposing square tower of 1891. The gardens combine naturalised exotic planting with prolific use of granite. Trees, plants and seeds were supplied by leading collections including Kew Gardens and Veitch's **Nurseries**, or by Scillonians trading abroad. Important strands of heritage interest here include;

- Prominent rockery with exposed bedrock as well as superimposed rock slabs;

- Walling, to garden enclosures, entrances, and buildings, designed to incorporate natural boulders or purposely shaped rugged rocks;

- Ruins of the medieval St Nicholas' priory**, in particular part of its church with some later burials remaining within this, incorporated in the garden;

- Earlier medieval cist graves, and midden mounds with prolific limpet shells, encountered in making the terraces, also retained in garden features or edges;

- Extensive broad garden terraces and paths with granite revetments, displaying historic stone artefacts from the islands, some probably from the priory (Fig 26B);

- A slate tablet with inscribed directions for garden visitors (Fig 32B); and

- The Valhalla **pavilion made in estate style in 1871 as a visitors' entrance displaying** figureheads from wrecks on Scilly and from other ships, extended 1960 (Fig 32C).

Ornamental character is extended on Tresco beyond the gardens and park in various ways. Farms or other **tenants' houses display the estate's building style, as at Pentle House**, and Palace Row at New Grimsby (Figs 27A-27C, 27E and 27F), whilst the home farm at New Grimsby, now redeveloped, has some more functional character. Gateways at some key points beyond the main grounds are enhanced with boulders. Planted trees and tree belts shelter the farmland as well as the gardens (Fig 27D). Other estate features are recorded and may have left traces on the ground; a flagstaff on Vane Hill used for communications and as a viewpoint for the grounds, for example (North 1850, 28, 35).

Aspects of Estate style were also spread to other islands. Samson had a short-lived deer park sited to be seen from Tresco, with a perimeter wall mostly still standing (Fig 26E).

**St Mary's had planting of 'Scotch firs' around the back of the Old Town churchyard** (North 1850, 86), besides the Post Office that closely resembles Pentle on Tresco, and the deer park on the Garrison, already mentioned (Parts 5.1.4 and 6.2.1, and Fig 20B). Belts of conifers are likely to have been planted for their ornamental quality as well shelter. Those around Bar Point are visible from Tresco, perhaps by design (Fig 26F). These are largely rather later, possibly late-Edwardian, post-dating the OS map revision of 1906.



Fig 26 Some elements of the parkland, and time-depth within it (left to right from top).

A, Tresco Abbey. Mid- to later 19C country house, with giant rockery and exotic planting.

B, Abbey Gardens. Old corn grinding stones, among the artefacts, probably from Scilly, displayed among the beds. **These are 'rotary querns'**. Upper stones have a central hole to pour grain through to lower ones, and side holes for wooden handles to turn them by. A later type of milling stones, held and operated in timber frames, was used on all island farms (Part 5.4 and Fig 12F). Although not in situ the querns shown here may date from the Priory era and help convey both long continuity and adaptation of island traditions.

C, Tresco Abbey. Entrance to inner grounds of country house, with boulder style walling. The wall design here shows a hierarchy in the application of this estate style; being on the inner approach, it has boulders in several tiers as well as on its top (see also Fig 27).

D, Tresco Abbey. Large traditional style building with some unusual features apparent, south of the Abbey country house, mapped in 1887, and potentially with much earlier origins or fabric being only 40m from the standing remains of the Priory Church.

E, Samson. Perimeter wall or pale to mid-19C deer park on South Hill, apparently carried over this east facing slope so as to be visible from Tresco (seen here across the water).

F, St Mary's. Bar Point, with pines similar to those on Tresco lying across Crow Sound.





*Fig 27 Tresco; range of structures and planting in estate style (left to right from top).*

*A, Pentle; B, Wall by **Doctor's (now accommodation, originally a chapel)**; C, Rowsfield; D, Pines for ornament and shelter, Borough; E, Palace Row front with feature porches; F, Palace Row backs, with gardens and their traditional walls that pre-date the actual row (which was built 1887-1906 replacing cottages that stood to seaward in these plots).*

## 6.4 Island Infrastructure

Other substantial changes to infrastructure, besides **Augustus Smith's new pier** and church on **St Mary's of 1835**-1838 and the 1879 Post Office and other public buildings designed by TA Dorrien-Smith (Parts 6.2.1-6.2.3), also reflect the investment and control of the Smith estate centred at Tresco Abbey.

Schooling for children was introduced, before it became compulsory by law (Easton 2010, 41-42). Augustus Smith converted **Tresco's** Methodist chapel to a school, still visible as part of the present school site (Easton 2010, 41-42, 54). **St Martin's Church** was repaired, extended and restyled in 1866, the date given on its bellcote with **Augustus Smith's** monogram (LB 1328853) (Fig 27A). Tresco Church was rebuilt by TA Dorrien-Smith in 1877-1879 in commemoration of his uncle (LB 1328849) (Fig 28B).

At the same time, in the earlier part of this period, striking continuity of major traditions is documented. Islanders continued to be loyal to burial sites they had used since medieval times. At Tresco, the burial place was still the interior of the nave of the long-ruined **Tresco Abbey church** until **'the last thirty years' prior to 1850 (North 1850, 30)** (Fig 28C). On **St Mary's**, funerals proceeded to Old Town, after the reading of the first **part of the service over the deceased's coffin in the new church of 1837** (*op cit*, 43).

Communities also renewed the chapels they had built themselves, improving them at their own cost or through giving their own labour. The Wesleyan chapel in Garrison Lane, Hugh Town, was wholly rebuilt at the same site c1830 (Easton 2010, 39-40). Local farmers hauled stone for it from Peninnis as their contribution to the work (*ibid*). It was much larger than before, and had a gallery, seats for around 550 people, and space for a Sunday school (Fig 28D). It is now used as Council chambers.

**St Martin's** islanders rebuilt their chapel in 1836 (Fig 28E). It remains in use, with plain and atmospheric interior featuring a gallery, pews built to replace the earlier benches in 1876, old suspended lights, and a Sunday School hall added in 1881 (Easton 2010, 63). The chapel at St Agnes, now adapted to form part of the Community Hall, was new built in 1874, replacing the old small Bible Christian chapel on the site that had itself re-used an older school room there (Easton 2010, 56, 57, 63, 69).

On Bryher, prayer meetings led by a coastguard who was a Wesleyan lay preacher, were held c1850-1860 in a single-storey-and-loft, two-room-plan **house at South'ard, the** home of Richard and Mary Ann Hicks (Figs 28F and 40E). The classes were also attended by Elizabeth, sister of Mary (née Woodcock), **who had married Richard's brother Samuel**. An obituary for Elizabeth says adults in the congregation would gather **in the 'bedroom-parlour', while the children** could be with Mary Ann as she prepared dinner in the kitchen (Easton 2020, 24-25) – **a rare glimpse of the traditional house** layout in operation.

A purpose-built chapel at a new site on Bryher, now converted to a house (Fig 28G), was completed in 1876 by Bryher **men with a St Mary's builder contracted to lead their work** (*op cit*, 25). They used timber that had been washed ashore (Easton 2009, 25). The building still has its original broad floorboards; and the old Bible used here also survives (Rosalie Tildesley, pers. comm.) (Fig 28H). The garden has wrought iron railing formerly needed to keep cows out (Fig 32D). This ironwork may be from the smithy in Hugh Town mapped in 1887 on the part of Thoroughfare later redeveloped (Fig 22A).

The places of worship built at this time, together with those of the Godolphin era which were maintained or renewed, share an austere aesthetic and a sense of community (Figs 16 and 28). West end lofts are a notable feature. Lofts may have been used to seat musicians with wind instruments or fiddles to lead and accompany singing. Old lamps of varying kinds are characteristic of these places. Use of salvaged wood has left a legacy of large timbers and broad boards evoking age and **the Scillonians'** joint endeavour.

Reading rooms were made on new sites or in older buildings, as on Bryher at the crossroads site in the centre of the island where the fire station now stands (Nick Jenkins and David Stedeford, Bryher, pers. comm.). In the decades around the turn of the 20th century, such facilities, and shops, on the off-islands, could be housed in timber or galvanised sheds, some of which were re-purposed structures from other sites; a coastguard hut on Watch Hill, Bryher, was moved to be used as a post office (*ibid*).





Fig 28 Church and chapel foundation or renewal from c1834 (left to right from top).

A & B, **St Martin's** & **Tresco**; churches renewed and rebuilt, respectively, in this period.  
 C Tresco. Memorial stone of one of the later burials in the roofless ruined Priory church.  
 D & E, **St Mary's** & **St Martin's** chapels; Garrison Lane (c1830) & Higher Town (1836).  
 F, Bryher. Traditional home at **South'ard**, where prayer meetings were held in the 19C.  
 G & H, Bryher. Purpose-built chapel of 1876, re-used as housing, and its old Bible.

## 6.5 Maritime Infrastructure and Trade

In the mid-19th century the 'chief source of income to the islanders [was] .... from the sea' (North 1850, 120, 155). Crabs and lobsters were marketed profitably in London, and prawns in large quantity sold in Penzance. Maritime trade and shipbuilding, however, were of the greatest value. Sixty vessels registering 5,569 tons and worth about £70,000 belonged to the port at that time, and 5 more were being built, for the China, Indies, Mauritius, South America and Mediterranean trades (RCG, March 9th, 1849, 5).

A ropewalk at Porthloo, dated to 1840 (*op cit*, 19), survives partly as walls standing to eaves height, and partly as a re-roofed shed (Fig 29A). As rope-making required a long plot, it may not have been possible within the confines of Hugh Town once the town grew east of the Parade in Victorian times. Rope was probably made at Hugh Town earlier, when there was still open sandy ground on the isthmus (possibly in a timber shed along a road before it became a built-up street, as in Cornish and Devon harbour towns).

In the town, features of the Porth Cressa and Strand boatyards such as saw pits are likely to survive below ground. Houses related to shipping include Field House on Church Street (Fig 21E) made in 1880 for shipbuilder William Gluyas (Larn and Banfield 2013, 12).

Population decline from the mid-19th century is documented by census returns. An economic recession was caused by loss of demand for wooden shipbuilding with the growth of iron construction in the industry (Easton 2010, 46). It is estimated that around a hundred families had to leave the islands to seek other work (*ibid*).

The lighthouse built on Bishop Rock for Trinity House is one of the renowned engineering achievements of its age (Noall 1968, 20-36). Rosevear Island has unusual remains of the **builders'** base (SM 1016175). The first Bishop light, made of iron, was destroyed by a storm in 1850, but the existing tower, made of granite from West Cornwall dressed on Rat Island, was soon completed. This had a 4-wick oil light with refracting apparatus visible 16 miles off. In 1887 it was heightened and its light improved so it could reach to 21 miles (Fig 29C), and the smaller, higher Round Island lighthouse was built. The iron and steel light on Peninnis Head was added in 1911 (LB 1328857) (Fig 34B).

Both the Bishop and much higher Round Island rocks have steps hewn for landing, used in the hazardous work of staffing and supplying them carried out by islanders in their gigs. This work was recorded in tragic circumstances in 1907 when the *Thomas W Lawson* was wrecked off Annet (Mike Hicks, St Agnes, pers. comm. and Hicks 2015, 1-2). Israel Hicks, one of the St Agnes gig crew who rescued the survivors, was relief boatman for the lighthouses. He would take the keepers, with stores and post, out from St Mary's.

The Trinity Cottages, on the Garrison, and Coastguard housing at Bay Row, New Grimsby, Tresco, and Downs, St Agnes, show well the architecture typical of these maritime institutions – **standardised, yet with variations suited** to their sites, notably an integral lookout turret to the row at St Agnes placed on one of the highest points of the island.

The lifeboat station of c1874 at Porth Cressa, re-used for treating flower bulbs in 1923 (Leung 2012, 12-13), has been restored as a public library (Figs 25C and 29B). It retains one of its double doorways with brick wheel courses, decorative barge-boards and segmented granite arch; examples of adoption of national styles as well as life-saving systems. It had doors at either end, like some gig sheds, to avoid having to open into gales and blowing sand, and to allow for launch from Town Beach if needed. The more developed station at Carn Thomas made in 1899 is near intact and is maintained as a station although the present lifeboat, too large for it, is kept at moorings (Fig 29E).

A lifeboat station at Periglis, St Agnes, was in use c1890-1920. The lifeboat house and one of its two slipways, made of concrete, still remain (Fig 29F). Gigs long continued to work alongside lifeboats on shipwreck rescue. The gig *Slippen*, used in 1907 to rescue survivors from the *TW Lawson*, was kept on the seaward side of **this St Agnes' lifeboat** station, although her shed there does not survive (Francis Hicks, pers. comm.).

An obelisk at Old Town to the victims of the *Schiller* wreck of 1875 (Fig 29D) is one of many memorials to people lost at sea. Of the 311 dead, 147 were found and taken for burial to Old Town with all **the people of St Mary's following** (Arlott 1972, 38-39).





*Fig 29 Small selection of maritime heritage from c1834 onwards (left to right from top).*

**A St Mary's.** View along the mid-19C ropewalk at Porthloo, partly re-roofed as sheds.  
**B St Mary's.** Original flooring in 1874 lifeboat house, Porth Cressa, re-used as a library.  
**C Bishop Rock.** Mid-19C lighthouse, heightened 1887 (photo courtesy Morrab Library).  
**D, St Mary's.** Memorial to the victims of the 1875 Schiller disaster at Old Town Church.  
**E & F, St Mary's, and St Agnes.** Lifeboat stations; Carn Thomas 1899 and Periglis c1900.

## 6.6 Farming

Some of the hamlets, or Towns, shrank with economic decline in the mid-19th century. This can be seen where old houses were re-used as farm buildings; as at Grinlington, St Agnes (Ratcliffe and Parkes 1990, 34-38), and at Borough, Tresco (Arbery 1998, 13) (Figs 30A and 30B). Both of these examples appear as houses on the 1792 map.

Larger more specialised buildings for animal husbandry and arable farming, similar to those in Cornwall in Victorian times but on a scale proportional to the holdings, are found both **on St Mary's** and on the off-islands (Fig 30C). **Content Farm, St Mary's, has a square bull pen with scantle slate roof** (James Sherris, pers. comm.) (Fig 30D). Threshing barns, with their double opposing doors for making draught to winnow the corn, occur for example at Annet Farm, St Agnes (Arbery 1998, 10). Lower Town Farm, St Agnes, has very rare near-complete horse-driven threshing machinery (Ratcliffe and Parkes 1990, 31-33 and 35-36) (Figs 30E-30H, and 39H). The tradition of rough pasture ended gradually. **Sheep ceased to be kept 'a year or two before 1939'**; cattle were still grazed on the downs for some years after the Second World War (Grigson 1948, 19, 29).

Bulb farming grew to great importance within a generation. Flowers became the main cash crop of the islands, surpassing early potatoes which were previously the staple as noted in 1869 when the crop largely failed (Easton 2010, 49). William Trevillick of Rocky Hill Farm, St Mary's, sent wild-growing early flowering narcissi for sale to London's Covent Garden market around 1870. He subsequently co-operated with neighbours Richard Mumford, Hugh Watts and W.M. Gluyas in cultivating bulbs (Tompsett 2006, 19, 22). TA Dorrien-Smith of the Tresco Estate invested in the industry, travelling to the Continent to import many new varieties of daffodil, and increasingly large shipments of flowers from the islands are recorded from 1885 (*op cit* 2006, 22, 23).

The OS maps of 1887-1888 and 1906 show much of the landscape transformed with glasshouses and bulb fields with shelter hedges (small square plots as well as the longer strips that came to predominate) (Figs 1, 31, 42C, 42E). Sheds were built or converted for the flower tying and packing work done by women. The second glasshouse at Rocky Hill, made by 1906, still stands. It is 13m long, has stone and concrete walling, tying and packing places with wreck timber fittings, old vines, and citrus trees (Arbery 1998, 13; and **thanks to Debbie Edwards, St Mary's, for the opportunity to visit**) (Fig 35H).

Lean-to glasshouses and porches survive on many houses. Some larger and/or freestanding glasshouses have been maintained, or restored; but many are derelict. Some huge ones were built c1900, especially **at St Mary's and St Martin's** (Arbery 1998, 4); one of these giants, still surviving at Seaways, Porthloo, is 40 yards (36.4m) long (**Andrew May, St Mary's, pers. comm.**) (Figs 31D, 38G and 42F).

The coal-fired boilers used to heat glasshouses, and their steam pipes (sometimes re-used as fence posts), **remain in places, notably at St Martin's** (Fig 34C). Flower pots and other equipment often survives in the glasshouses or tying sheds. The cloam (ceramic) and galvanised pots, when in use, were generally placed in on beams in the roof space across the spans of the glasshouses. They held the picked narcissi, to encourage these to open in the warmth, as it was the custom to bunch and pack the flowers when they were already in bloom (Mike Hicks, St Agnes, pers. comm.). Works for treating bulbs (for eelworm) were provided, one **on each island. That on St Martin's, east of the Green,** survives in use as a store (Chris Charlton, pers. comm.).

Phases of economic hardship on the islands are recorded during this period, including the first decade of the 20th century when the system of pilotage declined due to wider changes in maritime technology (Easton 2010, 68). However, profits from bulb farming could be substantial, allowing some renewal of houses on farms. At Seaways the vernacular single storey thatched building was incorporated in a larger house (**Andrew May, St Mary's, pers. comm.**). A spacious villa named Altamira at Porthloo appears on the OS map of 1906 above the bulb strips and glasshouses that supported it (Fig 30I). It had the first plumbed-in bathroom on Scilly, and also an integral tank for harvesting rainwater from the roofs; exemplifying the adaptation, and survival of traditions, both characteristic of island heritage (Fig 30J).



In the decades before the Second World War, shuttered concrete or concrete blockwork was generally used for building or repairing glasshouses and their ancillary buildings, as for other types of Scillonian infrastructure (Arbery 1998, 7). This may be seen as having added a new strand to the vernacular tradition (Fig 30I).

Holdings continued to be small in area, compared to those in Cornwall, supported in part by the intensive flower farming. During the second World War it was stated by a **correspondent on St Martin's (Norman Thomas, the Pastor, at Plains)** that most farms on Scilly had between 5 and 10 acres of land. Farmers used sea manures from the shores — **seaweed and sand** — rather than artificial fertiliser. They combined food production with flower farming, having given up around 30% of their bulbs due to the change in priorities brought by the war, keeping 2 or so cows and growing their own fodder crops (*Cornishman*, October 9th, 1942, 5). Great continuity in farming is apparent from this **description, when it is compared with much earlier accounts, such as Spry's of 1800** noting mixed farms of 3 or 4 acres in 1800 (Part 5.4).







Fig 30 Victorian and later farm landscape (left to right, top down, from previous page).

A, St Agnes. Grinlington, early house (left) and farm building, all reused as farm building  
 B, Tresco. The Stables, early house with large fireplace, and old farm building in same axis, later all used for farming (as a stable) before being re-converted to accommodation.  
 C, **St Mary's**. Higher Trenoweth, substantial (16m long) 2-storey farm building, with its external loading steps to the first floor barn marked on the detailed 1887 OS mapping.  
 D, **St Mary's**. Bull pen with hipped roof of c1890 at Content (James Sherris pers. comm.).  
 E, F, and G, St Agnes. Lower Town Farm rounded horse engine platform against a barn; detail of the machinery turned by horse power; and the thresher it drove inside the barn.  
 H, St Agnes. Mike Hicks at Westward Farm, with iron shafts like those still remaining fitted to an arm of the horse-engine at Lower Town Farm, and possibly of similar origin.  
 I & J, **St Mary's**. Large early 20C villa, Altamira at Porthloo. View from the associated former flower farming landscape below, with farm buildings using the concrete construction adapted at that time; and original tap to wall of integral water tank. These features show the design of houses to harvest rainwater continued for over 200 years.





*Fig 31 St Mary's and St Martin's; some horticultural heritage (left to right from top).*

*A, Old photo of bunching in glasshouse, St Martin's; B, Rocky Hill glasshouse of c1890s; C, Ashvale Farm, restored glasshouse; D, Seaways giant glasshouse, preserved in use; E & F, Porthloo Farm derelict roof, and packing shed with its roadside loading platform; G, Tank at Trench Lane, Old Town; H, Ashford glasshouse at 'gateway' to Middle Town.*

## 6.7 Communications and Tourism

The speed of communications between and beyond the islands increased c1870. **St Mary's and Land's End were connected by undersea cable**, and **Lloyd's of London** adapted the old windmill tower on the Garrison to gather and forward intelligence on shipping movements (Goodwin 1993, 135). A generation later, telephone cables were laid between the islands (*Cornish Telegraph*, August 11th, 1892, 8). Wireless communication followed a decade after that, as mentioned in the context of the Telegraph tower (Part 5.6).

Steam packets linking Scilly, Cornwall, and Bristol began in the early 19th century; a new excursion from Hayle on the *Herald* was advertised in 1832. Steamers *Cornwall* and *Brilliant* brought passengers in large numbers from Penzance (*Royal Cornwall Gazette*, May 26th, 1832, 3 and May 31st, 1844, 3). The *Lyonesse* steam packet made two crossings weekly each way, usually taking 5 to 8 hours, and the *Ariadne* crossed and returned weekly (North 1850, 16, 8). Large inns were kept by the Mumford, Bluett, Hicks and Ellis families, and lodging houses also provided accommodation (North 1850, 16).

North, who published an account of his visit, was taken out by John Ellis, Augustus **Smith's principal boatman**, and recommended boat trips to others. He visited places varying from Menavawr to **Chapel Down on St Martin's**, landing at Perpitch (Fig 32A). He inspected the long sea cave of **Piper's Hole, Tresco**, **having engaged a guide to provide a small boat, candles, and some 'blue lights'** (North 1850, 28, 34, 37, 64). The gardens of Tresco Abbey, as of many mansions in Cornwall, were enjoyed by visitors by permission, as well as by house guests; a slate tablet sets out terms (Fig 32B). The Valhalla museum **of ships' figureheads began in 1871 as a public entrance to the gardens** (Fig 32C).

Manufactured building materials and fittings were adopted particularly in Hugh Town, while use of brick remained limited, and salvaged timber from the sea continued to be fully used. Some town terraces and villas have coloured tile hall floors, for example (Fig 32D). Many houses had brass door furnishings, as noted in 1924 (Laws 1980, 3), although those now appear less frequent. Iron railings and gates probably came from the foundries of harbour towns in the region and may be traceable to these. Some rails and other wrought ironwork, survives, as at old chapel on Bryher (Fig 32E). This **probably came from the forge on St Mary's recorded as having supplied the shipbuilders there** (Larn and Banfield 2013, 12).

Augustus Smith made significant additions to the route network of medieval origin, with works under way in 1850 (North 1850, 27 and 32). On Tresco, new roads, the longest **reaching for half a mile, linked his Abbey mansion to Pentle Bay (the 'Penzance Road' mentioned earlier), Carn Near ('Carn Near Road', the smoothly curving approach from the quay), Bathinghouse Porth and Appletree Bay (a scenic route), and Timothy's Corner and Point** (where there was previously a quayside but no continuous road link).

**On St Mary's, Smith created half a dozen stretches of new road. A slab bench, with AS monogram and date 1847, stands by an important stretch, near Longstone (Fig 32F).** This stretch, rising from Lower Moors towards Telegraph, and another running past Parting Carn, together made **a 'wishbone', joining up the St Mary's loop now the A311.**

**Smith's longest single new stretch of road on St Mary's ran about a sixth of a mile from Higher Moors through Lunnon to Normandy**, making the farms on the south east of the island readily accessible by vehicle from Hugh Town. Ram from the pit now a community garden at Carreg Dhu (Fig 18G), near the **'wishbone' road works**, was probably used.

**At St Martin's, the road from Lower to Middle Town was made 'recently' in 1850 (North 1850, 69)** and routes from Higher to Middle Town were adapted (some parts of them superseded at that time are traceable as lines within the field system). On St Agnes, New Lane (joining Downs and the Church) and the road to Porth Conger — which had no quay in 1792, **but had a coastguard station in the early 19th century (Fig 14D)** — were made in the period 1792-1888; **as was Bryher's New Lane, running round Timmy's Hill.**

On the off-islands traffic is limited and roads generally retain their old courses and spans with new surfacing as needed (Fig 32G). Their quietness contributes significantly to the striking quality of experiences and views of Scilly as a historic environment.



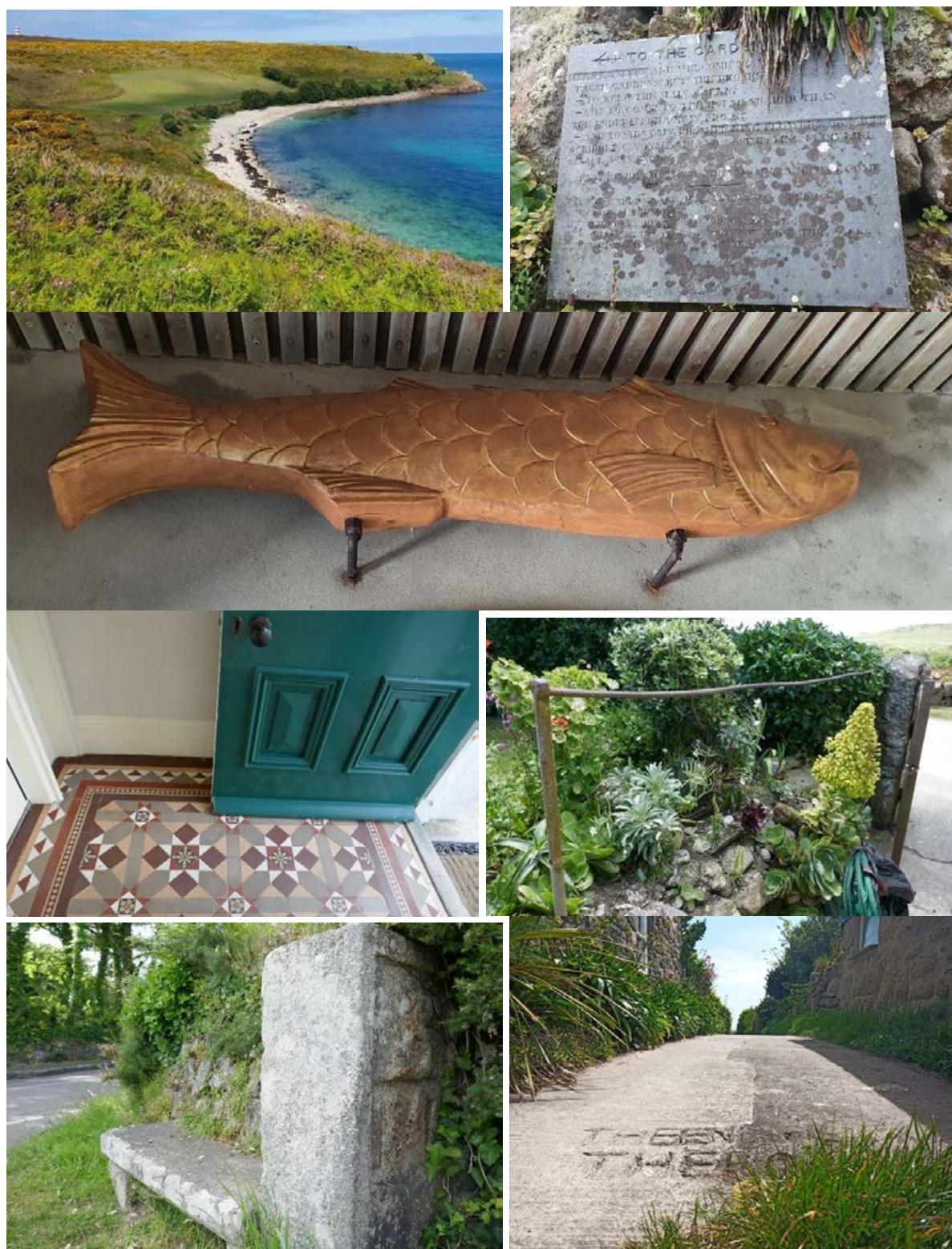


Fig 32 Aspects of Victorian tourism, transport and materials (left to right from top).

- A, **St Martin's**. Perpitch, one of the porths recommended as a landing by a visitor in 1850.  
 B, Tresco. **Abbey Gardens' slate tablet engraved with welcome and directions for visitors.**  
 C, Tresco. Figurehead at Valhalla of the Salmon wrecked on nearby Mare Ledges in 1871.  
 D, **St Mary's**. Entrance hall tiles, villa dating from 1887-1906, Church Road, Hugh Town.  
 E, Bryher. Iron rail fencing to plot of former chapel built by the island community in 1876.  
 F, **St Mary's**. Bench beside Telegraph Road at Longstone corner, with 'AS 1847' in relief.  
 G, St Agnes. Traditional scale road with modern surfacing maintained by the community.

## 6.8 Some main 20th century layers to buildings and landscape

Some changes of this period may be regarded as landscape-scale, in that in themselves or cumulatively they have added notable further layers of character in places, or have created centres of activity which expand or are separate from the traditional Towns.

After the Great War, Duchy of Cornwall architects provided some new housing on **St Mary's** outside Hugh Town – as well as within the town, at Hugh Street and Porthcressa Terrace (as mentioned in the appraisal of the historic urban core, Parts 6.2.1 and 6.2.8, and shown in Figs 20C and 33C).

These developments introduced new types of buildings, whilst using materials and design elements that connect them to the historic growth of Hugh Town. Bungalows with scantle slate roofing, set within gardens by existing lanes, in small groups, are a feature of the **north side of St Mary's (Fig 33A)**. More prominent two-storey terraces at Longstone (Fig 33B) and Porthloo have traditional use of granite and proportions, and the latter at least is understood to have integral water-tanks for harvesting rain from roofs in the traditional way (local resident, pers. comm.).

Post-war provision for residential population growth and for the mass expansion of tourism has had considerable effect. **St Martin's and Bryher each have a relatively large** modern hotel on a new site at a coastal location (Fig 1). Several parts of the two largest islands reflect these changes most clearly, as follows.

Hugh Town has several 3-storey blocks of flats with functional modern design and materials, at Garrison Lane, Church Street, and Porth Cressa (Fig 33D). Around the old core of Hugh Town, away from the Listed Buildings largely on the main streets, cumulative change has also introduced some modern character. The historic urban sea frontage shows some extension, alteration, rebuilding, and infilling, with modern materials and style (Fig 33E). At Porth Cressa, in a wider belt, visitor facilities as well as **residents' housing** and services, and sea defences, have been provided through schemes in several stages from 1977 (Leung 2010, 11, 14) (see further Part 6.2.6).

Elsewhere on **St Mary's**, there is post-war change on a notable scale in places. Old Town has been expanded with the residential developments of Launceston Place and Ennor Close, introducing new character where buildings are comparable in scale with some of those of the previous century but have modern designs and materials and are set around open spaces (Fig 32F). Self-build modern housing has formed an area of quite varied growth with housing set at differing angles around Trench Lane. Both these new residential areas open from behind the axis of the medieval layout of Old Town that linked its harbour and castle. At **Macfarland's Down, modern housing** has a linear plan, flanking a (widened) earlier lane.

On Treco two complexes, either side of the island, are on a scale comparable to that of one of **the historic 'Town' hamlets**. They have, effectively, introduced a different type of place to the off-islands, combining new buildings of varying styles – including some fully modern, and others with design elements and fabric informed by island traditions – with conversion of historic buildings, and with landscaping, and provision of hard surfaced spaces for pedestrian/cycle/electric vehicle circulation (Fig 33G).

Abbey Farm, New Grimsby, has a relatively dense development built in several phases in the 21st century. This incorporates, and extends around, converted parts of the Victorian estate home farm and Great War seaplane base. Norrard, Old Grimsby, has a similar development, more dispersed overall but dense in parts, expanding from the medieval Town, absorbing several old structures and the original (1962) hotel development.

A change in use greatly affected the landscape as a whole during the last century. Farm use of the downland and coastal ground as rough pasture for livestock has been discontinued, and many fields on the edges of downs are also disused. Some downs on the outer sides of the northern islands in particular are still covered in low heather, as they are highly exposed and have been widely stripped of turf for fuel in the past. Elsewhere on the downland and clifftops bracken, bramble and gorse scrub is widespread, and evergreen shelter hedge tree species are rapidly increasing (Fig 33H).





*Fig 33 St Mary's, Tresco, and St Martin's: some 20C character (left to right from top).*

*A-C, Housing at Pelistry, Longstone, and Porth Cressa (to left of old house, Clemmies); D, Porthcressa Flats; E, House on **corner east of Parson's Field**, overlooking Porth Cressa; F, Launceston Close, Old Town; G, Norrard, Tresco, seen from its modern approach road; H, **John Batty's Hill, St Martin's, looking east from north** end across the overgrown sites of prehistoric to Roman period houses and fields(right, obscured by the bracken).*

## 7 Summary of Special Interest

### 7.1 Overview of Special Interest

*Figure 34 illustrates some general qualities of the CA landscape; Fig 35, some of the main chronological phases of interest; and Figs 36 and 37, some core aspects of Hugh Town.*

To summarise the Special Interest of Scilly, this is a place extraordinary for its strong historic character combined with natural diversity and beauty, set in the open sea.

The vernacular buildings reflect their island world clearly, with shared character evident **in comparable buildings across the islands. Local fabric still prevails – walls and surfaces** of granite and ram, and timberwork of wreck wood (wood salvaged from the sea, from wrecked or broken ships or from lost cargo). The once universal roofing of thatch secured by ropes, although lost, is widely evidenced in old roof lines and rope pegs in buildings. Distinctive building types include single-storey-and-loft houses, gig sheds, and the small outbuildings whose adaptability to various uses is an important characteristic.

Old buildings, typically unrendered outside, and landscape features such as field systems, **show long use, and adaptation. Both these traditions were key to managing the islands' finite resources. As a result there is a widespread 'time depth', a sense of age and the presence of the past, an important strand of Special Interest.** This may be seen as adding another dimension to life with particular value within the natural limits of the islands.

Hugh Town has a pronounced island scale and strong vernacular and maritime character. It also has building types present in the wider region, yet taken up with more compact forms, and chronologies of adoption, particular to Scilly. Central places beyond Hugh Town, the hamlet-sized **'Towns', have distinct qualities especially on the off-islands.** Their old organic plans, routeways, and views, are generally remarkably unchanged.

Other places too show how they were shaped to provide functions for Scilly as a whole, adding to the connectivity of heritage across the CA. The 1680s lighthouse and daymark on St Agnes **and St Martin's** marked the sea approaches to either side. The Priory ruins mark how the lower ground with freshwater pools on Tresco was chosen in medieval times to sustain an outpost of Tavistock Abbey that served as a central place for the northern islands. The link of the Victorian country house alongside to the growth of Hugh Town is visible through use of its estate building style for infrastructure in town.

There is wide visibility across the islands. The recognition of designed urban views, usual in CAAMP appraisal, has some relevance here, with the Parade designed to be seen on **the land approach to Hugh Town and the Garrison, and St Mary's Church being placed to command the view along the Hugh Town isthmus.** In the sloping Town hamlets, houses **appear informally placed to respect one another's views of the conditions or activity at sea that were critical factors in traditional livelihoods – giving an effect rather like that of neighbours sharing a view across other's shoulders (cover photo).**

The innumerable unfolding views and panoramas, and dark night skies, have important wider effects on perceptions. Historic patterns of farms and Towns, harbours and channels prevail across whole vistas. Often, the viewshed matches the reach of the CA, the sea and sky meeting at the outlying rocks. This contributes to a powerful sense of place, the island group appearing like a fleet where vessels keep each other in sight.

Surface remains include sites of occupation and ritual in prehistoric and Roman times. Monuments important for national maritime history and defence stand beside the distinctive houses in a clear landscape of post-medieval life, with their ancient farmland overlain with bulb fields, and lanes to old quays. Themes of Special Interest cut across the ages, with past seafaring marked by the Roman shrine at Nornour and pilot gig sheds still standing, for example. There is wide potential for buried and submerged deposits which may provide evidence of past environmental conditions and change.

Major strands of the Special Interest of Scilly as a whole, and of Hugh Town as the island **'capital', include the following,** ordered chronologically as far as possible;



Archaeology of past environmental conditions and sea-level rise. Remains of houses, burials, middens, and buried soils and other deposits, exposed in cliffs, show how Scilly has changed from a single forested island after the Ice Age. Analysis of peat formed in fresh water, now under marine clay, indicates land loss was most rapid in later prehistory. Sites intentionally built on shores, which are now cut away, show **erosion is continuing – as at Porth Cressa, St Mary’s, where** ancient, post-medieval and ongoing change to the coastline can all be seen.

Flint scatters and buried remains of early settlement. Excavation combined **with sampling of organic remains, as at Old Quay, St Martin’s, has revealed** settlement in the Mesolithic and Neolithic periods, c8,000-2,500 BC. Activity appears to have taken place in phases, repeated at intervals. This may be of particular interest in view of the seasonal economy of the islands today.

Archaeology of early voyaging and exchange, especially meaningful, as later sites and buildings also reflect aspects of seaborne trade. **At St Martin’s, flints of** European-type forms were among the Mesolithic finds at Old Quay. Exotic artefacts like beads of faience (made of fine quartz particles rather than clay, and coloured turquoise by copper) were found in the Knackyboy entrance grave.

Evidence for early island culture. Entrance graves appear to be concentrated here, and their contents such as the decorated urns (with marks of organic artefacts used in making them) show distinctive and varying traditions, as well as ritual practices, and design of the monuments in relation to their environment. The Iron Age cist grave on Bryher **with ‘sword and mirror’ burial** shows Scilly could command high-status goods through exchange or specialist crafting.

Many later prehistoric and Roman houses and fields (c1,500 BC-AD 410) survive at surface, so can enrich exploration of the landscape – **although** most such sites are now obscured by scrub. Roman period courtyard houses are found as in West Cornwall, and are associated with imported pottery, so may indicate travel or trade by sea. Their features like massive doorway slabs, found also in vernacular buildings such as gig sheds, help link present and past.

Evidence for ritual and sea travel reaching through the dawn of history. Study of the Roman period shrine on Nornour, and of brooches left at it (held by **the islands’ museum) reveals** evidence that people from what is now the Bristol region repeatedly visited here. This is of great interest on Scilly, where medieval pilgrimage to a similarly remote small church made for the purpose at **St Helen’s** is also recorded, and where travel supports the economy today.

Medieval centres, and landscape. Remains of Tresco Abbey and Ennor Castle mark the two medieval centres of power (see further the summaries of Special Interest for **St Mary’s and Tresco.**) Wider patterns of routeways, hamlets, fields, churches and quays also show derivation from this era (cAD 43 to c1540).

Post-medieval defensive complexes (c1540-c1950) show deployment of forts and earthworks across the islands, in response to threats varying from piracy to modern European naval warfare. Outstanding monuments include **St Mary’s** dominating Tudor fort of Star Castle, and the massive integrated 18th century defensive circuit, the Garrison. Original routes, and views, link these to the quay begun at the same time as Star Castle, and to the town that grew below it.

**Evidence of the growth of the island ‘capital’ of Hugh Town.** Around the Castle, Garrison Gate, and the quay, are houses with old lower roof lines in their austere granite fabric, and early road paving. These areas, still in busy use today, **give a strong sense of Hugh Town’s origins as a fortified island harbour and** administration centre, begun with a grand scheme 400 years ago. The layout around Bank, Garrison Hill and Jerusalem Terrace, bounded by Garrison Lane and Well Lane, shows this is the original core of the town.

More regular and dense early growth, on Hugh Street, is again defined by its back- and side-lanes. Later streets **include Church Street, a shipbuilders’ and owners’** quarter, and the Strand with its row facing the working sea front of the time.

Important building types in the town include houses in vernacular and wider traditions; a gig shed surviving at Porth Cressa; Victorian church and chapels; and estate style in the extension to the quay and at the Town Hall and Post Office.

Good survival of historic fabric, public spaces and gardens in the town. Building scale, granite walls and boundaries, roofs of slate and red Bridgewater tiles, and old rooflines marking former rope thatch, all contribute to island identity (see vernacular traditions, below). House windows, doors, porches, railings, gates, and gardens generally survive well. Some shops have period interiors.

Old routes cut across Hugh Town, as well as running along it, reflecting past use of the shores to either side. Old paving or cobbling is exposed in places, and may lie under modern surfacing elsewhere. Slipways, yards, outhouses, workshops and warehouses, remnants of green spaces used for boats and shipbuilding, and views of the shore, all evoke the historic working character of the sea fronts.

Strong vernacular building traditions (see further Part 5.9). Single storey dwellings are a very long tradition. They can survive as parts of later farmhouses, as outbuildings, as ruins, and even near intact as at a former inn near Old Town, **St Mary's**. Small adaptable outhouses are also characteristic, and many still stand. Often, **as at Lenteverne, St Mary's**, groups show how they were placed around yards and routes to serve for various purposes. Later historic buildings still typically have vernacular elements and a compact scale as well as granite fabric.

Details of the vernacular tradition reflect the island environment and economy. They include bone pegs once used to fasten ropes securing thatch roofs, and granite slab fireplaces and paving. Use of salvaged wood was normal, and there is high potential for rediscovering it in buildings. The roofs of red tiles, and scantle slate, show how traditions evolved with the shipping of materials from the later 18th century. Tanks, the size of rooms, were built into houses and barns, to store rainwater fed from the slate roofs and supply it via a large indoor tap.

Exceptionally rich maritime heritage includes features on all scales, from old beads washed in on beaches to harbours of national importance, evoking past livelihoods, trade and naval activity. On the higher ground, the iconic **St Martin's** Daymark and St Agnes lighthouse of the 1680s mark either side of Scilly and each is the earliest of its kind left in the UK. Infrastructure for communications ranges from beacon sites to signal towers. On the coasts, quays, slipways, kelp pits, pilot gig sheds, and graves of shipwreck victims survive. The old gig sheds, together with their boat passages through tidal rocks, gigs from the 1800s still in use, and the gig racing of today, form an unparalleled heritage.

The landscape of narcissi growing developed in later Victorian times, with **'bulb strip' fields sheltered by evergreen hedges continuing in use**. Many glasshouses with their tying and packing rooms remain. Even at the more dilapidated of these sites, fittings and contents can be still in place, and also old vines that together with the flower fields themselves add semi-natural interest.

Adaptation to natural features. Rock outcrops are incorporated in structures of all periods. To take just one example, a gun platform is built so as to incorporate the **fantastically shaped 'Kettle and Pans' carns**, on the rocky Peninnis Head at **St Mary's which has been compared to** the renowned **'rockscapes'** of Brittany.

Diverse **'semi-natural' landscape interest**. Traditional vegetation, established through grazing in the past, is part of the heritage of Scilly, though progressively obscured by bracken and gorse scrub, and invasive plants and bushes. The sea pinks that covered Annet noted by Victorian visitors, for instance, can still be seen from boats off the island (Rhianna Pearce and Rob Carrier, IoSWT, pers. comm.).

The Isles of Scilly Museum collections preserve and display diverse archaeological finds and historic material from the islands, on the islands (although temporarily closed at the time of writing). This adds substantially to awareness and enjoyment of the heritage of the CA landscape and buildings.





*Fig 34 Overview of Special Interest; illustrations of the range (left to right from top).*

*A, Sea pink and invasive plant, Morning Point, the Garrison; B, Peninnis Head, **St Mary's**; C, Fence posts made of old pipes near **Par Beach, St Martin's**; D, **New Grimsby Harbour**; E, **Oars reused in gate at Ashvale, St Martin's**; F, Finds from garden at Norrard, Bryher; G, Sword from cist on Bryher at the Museum; H, Old beads from St Agnes newly strung.*





*Fig 35 Overview of Special Interest; some further illustrations (left to right from top).*

*A, Innisidgen entrance grave, **St Mary's**; B, Early house, Roman shrine beyond, Nornour; C, Star Castle, **St Mary's**; D, House with earlier roof line in gable, near quay, Hugh Town; E, Old Customs/Atlantic slip, Hugh Town. F, Old slip on eroded coastline, Porth Cressa. G, 17C lighthouse, St Agnes; H, Victorian glasshouse with vine at **Rocky Lane, St Mary's**.*





*Fig 36 Overview of Special Interest; core areas of Hugh Town (left to right from top).*

*A, Garrison Hill approach to 16C castle and 18C fort; B, Bank, the heart of the old town; C, Old quay, founded together with castle; D, Early slipway alongside road to old quay; E, Bank, later 19C shopfronts to earlier town; F, Thoroughfare, back lane by the shore; G & H, 19C expansion - Church Street villas, and the Strand row facing the sea front.*





*Fig 37 Overview of Special Interest; structures in Hugh Town (left to right from top).*

*A & B, Fine use of granite rubble (Bank) and ashlar (Parade), with roofs of scantle slate;  
 C, Town Hall, 1889, facing the (earlier) Parade railed around to form a park at that time;  
 D, Church Street old iron railings, mostly removed in Cornwall in the Second World War;  
 E, Rear yard walls opening to Town Beach; F, Chaplaincy in its relatively large garden;  
 F, Town Well in Well Lane which marks an early edge of town, with its later iron pump;  
 G, Church built (with larger quay) for Augustus Smith following the terms of his lease;  
 H, One of two lead cisterns from Star Castle (dating from 1727) at St Mary's Church.*



## 7.2 Outline of Special Interest, Island by Island

### 7.2.1 **St Mary's** (Fig 38); for Hugh Town and the Garrison see also Overview above.

Well-preserved entrance graves, such as **Bant's Carn, Innisidgen and Port Hellick**. These sites you can visit at any time, daylight or dusk, with chambers you can enter, give a sense of connection to life 4,000 years ago (Frontispiece).

Later prehistoric settlements and fields. **Giant's Castle promontory fort** near Salakee indicates a large, organised community. At Halangy Down, excavated houses can be seen with their internal arrangements including stone slab features so large they are visible from the sea. There is more to discover; as shown by the underground structure found at Peninnis resembling the fogous (a Cornish word meaning 'caves') of Penwith, thought to have been used for ritual or refuge.

Historic route network. The lines and junctions of roads and lanes, and their links to other landscape features, with the evidence of historic maps, indicate age **and past change in the route system. Augustus Smith's additions** to the network, increasing connectivity by land for the eastern and northern farms, are marked by a dated bench near Longstone. An ancient cross-island route is indicated by lane and hedge alignments. Part of this, at Porthloo, was mapped in 1887 as **'Roman Road'** and while little understood at present it has archaeological potential.

Rural lanes feature many hedgerows of elms, grown up since the 19th century when timber-sized trees were few. Elms form arches over roads, a sight lost elsewhere due to elm disease. Some old lane surfaces are metalled or paved, while others are of ram (subsoil). Ministry-style fingerposts point to some **monuments, reflecting national recognition of the importance of Scilly's heritage.**

Settlement pattern of medieval origin. **Up Country St Mary's** has a landscape of hamlets (often consolidated as one farm) some with **Cornish 'tre' names** indicating pre-Norman origin. They are set back from the sea for security from raiding, yet linked by lanes to landings, like medieval Cornish settlements.

Old Town, formerly named Ennor, more sheltered on its natural inlet, shows traces of more regular layout as a small castle and harbour town. Its shrinkage and changes reflect the historic shift of its function to Hugh Town. The churchyard across the inlet marks a medieval Churchtown hamlet cut away by the sea. It **preserves the footprint of the larger church that once served Ennor and St Mary's.**

Varied maritime heritage includes medieval and later ruined quays, a standing gig shed at Porth Cressa, **smugglers' caches**, a ropewalk at Porthloo marking an important phase of shipbuilding in the middle of the 19th century, and the later **Peninnis lighthouse. Kelp pits on Toll's Island show** the original spacing of the pits.

Diverse defences, beyond the Garrison, range from earthwork batteries, some named in the Civil War, to the massive 1900s quick-**fire battery at Bant's Carn.** Second World War sites include pillboxes, and a giant direction arrow at Normandy for RAF use probably associated with a floating target used for training.

Archaeology of the extraction of granite and ram for use in building and road surfacing is widespread. Sites vary from small roadside pits to the Buzza Hill stone quarry and large Carreg Dhu ram cutting. This heritage is especially meaningful on Scilly with its inevitable island constraints on availability of resources.

Farming heritage includes many farmhouses and outbuildings, due to the size of the island. Vernacular buildings, some now converted for new use, are very well represented. More specialised buildings and ranges occur on some larger farms like Trenoweth. Orchards with old trees survive on some more sheltered slopes as at Lenteverne. Glasshouses remain and preserve their original contents **in places, although some are in dilapidated condition. One of Scilly's** several outstandingly large glasshouses, that would catch the eye even in views from the sea, is maintained through continued use at Seaways. It still has its dedicated yet vernacular style built-in roof-fed rainwater tank and flower bunching and packing spaces alongside.



*Fig 38 Special Interest of St Mary's; illustrations of the range (left to right from top).*

*A, In the chamber, **Bant's Carn** entrance grave; B, Roman period houses, Halangy Down; C, Elms arching over Rocky Hill; D Trenoweth, one of the hamlets documented in 1652; E, Old Town Church with its early churchyard boundary behind; F, **Kelp pit**, **Toll's Island**; G, Glasshouse, Seaways, Porthloo. H, Pillbox with its base eroded by the sea, Porthloo.*



### 7.2.2 St Agnes (Fig 39)

Landscapes of prehistoric ritual and burial survive well on the downs. At Wingletang, sites are interspersed with, and relate to, tall cairns and boulders. The Old Man of Gugh is one of **Scilly's few recorded** menhirs or standing stones, and has further, traditional meaning. Its full name, The Old Man Cutting Turf, refers to the use of the peaty earth for fuel, prevailing across the islands in the past; and it was used by pilots as a mark for avoiding the Spanish Ledges.

Remains of early settlement showing use of island resources. Bones from Porth Killier middens show cattle and sheep were kept but the main sources of protein were apparently wild creatures from the sea – seal, dolphin, birds, fish and conger eel. Excavations near Higher Town found pits possibly dug for potting clay, and a pot sherd with scratches seen as a possible representation of a boat.

Medieval religious sites rare on the off-islands apart from Tresco include the possible early medieval church enclosure south west of the present churchyard. The holy well of St Warna survives with vernacular style covering and **steps. Records of the well's traditional powers of foretelling the future or granting wishes**, and of annual gatherings to maintain and honour it, add to its significance.

Clear pattern of Towns of medieval origin, with most houses standing in half a dozen well-defined **'Towns' or hamlets of the kind seen also on other islands**. Aspects of these particular to St Agnes include some long front gardens running off from the roadside.

Houses featuring large rainwater tanks visible from the road frontage include several where the tank is integrated in the main axis of the house, and like this is walled with stone. Collection of rainwater from roofs has continued in modern times, supplementing the supply from more than a dozen boreholes, the island being relatively small and low so particularly vulnerable to water scarcity.

Green with archaeology buried in sand, including buried gig shed sites, and a cluster of mounds attributed by tradition to burials of victims of the wreck of the *Association* in 1707. The sea bank to the Green, recently raised much higher, was made up earlier also, as in 1888 when islanders repaired a breach to protect the common here and its pool here, a watering place and a source of fish and eels.

Other heritage from shipwrecks includes wreck timber used in houses and farm buildings. Beads of European origin, from an unknown post-medieval ship lost off Wingletang, have been found on shore in such numbers at times that they have acquired **local names, such as 'catguts' or 'barrels'**.

Walling and other remains of pilot gig sheds at all the navigable coves in various states of preservation. Pilotage was of special importance on St Agnes. Seven of the 13 traditional pilots registered from 1886 to modern times were from here, including the last pilots, Jack Hicks 1926-1961 and Dick Legg 1928-1958.

Maritime safety and rescue infrastructure. Besides the gig sheds, other historic buildings and archaeological sites mark **the island's** important roles relating to the western approaches to Scilly by sea. The 17th century lighthouse forms a focal point. A clifftop labyrinth of beach stones at Troy Town, attributed to the son of a former keeper visiting in 1729, may be seen as a rare form of **historic lighthouse keepers' art**. The islet of Rosevear has a ruined compound used in building the Bishop lighthouse (c1848-1858), and St Agnes has remains of the sheds of gigs that serviced both Bishop and Round Island lighthouses.

Coastguard and lifeboat stations, with their specialised slipways, survive at Porth Conger (now the *Turks Head* pub) and Periglis, respectively. A row of more recent coastguard cottages at Downs has a lookout incorporated in it.

Diverse farm building heritage. A horse engine for threshing at Lower Town Farm is a rare survival, being in position and near-intact. Glasshouses, mainly lean-tos on houses, reflect the flower farming still important here in the late 20th century. Farm equipment has often been passed on across generations.



*Fig 39 Special Interest of St Agnes; illustrations of the range (left to right from top).*

*A, Prehistoric cairn, still clear on the grazed Wingletang Down; B, Entrance grave, Gugh; C, Holy well of St Warna; D, 17C lighthouse on summit in centre of island at Middle Town; E, House with its tank (left), Middle Town; F, Gig sheds, centre and above, Porth Conger; G, Labyrinth at Troy Town; H, Horse engine platform and machinery, Lower Town Farm.*



### 7.2.3 Bryher (Fig 40)

Prehistoric monuments in settings showing past landscape change include entrance graves on Samson Hill, Bryher, and North Hill, Samson, part of the same hilly landscape before sea-level rise, and boundaries on the flats of both islands.

Downland with remains of layers of past activity on Shipman Head. The down has around 150 cairns, some with kerbs of stone slabs, and traces of cists and larger burial chambers. Many lie in rows responding to the dramatic coastal ridge. Later boundaries show that land was demarcated even on this very exposed ground, once important for cutting turf for fuel. Some boundaries deliberately link cairns, and even appear to re-use the **cairns' kerbstones** where they cross them, so they seem to show the adaptation of sites **typical of Scilly's heritage**.

**A 10m wide bank of Iron Age 'cliff castle' type cuts off Shipman Head. This may** represent an early display of power at the mouth of New Grimsby Harbour rather like that presented by the post-medieval defences across the channel on Tresco.

Iron Age cist or slab-lined grave north of Samson Hill. The cist was the burial site of a woman, with equipment and adornments including an iron sword and bronze mirror with engraved Celtic design. The mirror shows how prehistoric people on Scilly could have high status goods, with highly accomplished art. The discovery illustrates the high archaeological potential of the farmland.

Maritime heritage includes gig sheds, some roofless and others restored, known to have been used for gigs renowned for shipwreck rescue work as well as pilotage. Possible shipwreck burial mounds can be seen at Little Popplestones.

Heritage of successive phases of religious organisation. The Church was built for the Godolphins in 1742 and adapted in several phases. A vernacular house **at South'ard was used for Baptist meetings c1850**. The Baptists' chapel built for the purpose using wreck timber in 1877 was closed in 1971 and converted to accommodation but preserves much of its historic character.

Vernacular domestic and farm buildings of diverse types. These range from larger buildings, such as a barn east of Great Porth (now dilapidated), to small **structures, like an earth closet at Norrard – both these** examples have the traditional red Bridgewater tile roofs.

Some farmsteads have well-preserved groups of vernacular buildings with related yards, gardens and lanes, showing many aspects of traditional life. This can be **seen at South'ard, at Veronica Farm. The farm has a row of two houses, showing** growth perhaps for the extended family structure recorded on Scilly in the 18th century. An integral tank provides for the storage of rain water from slate roofing of the kind also recorded c1800. One of the small adaptable Scillonian outbuildings (a type documented from 1652) has a chimney indicative of use for brewing, and a stone-lined well nearby may have provided water for this. The well has stories attached to it, as Scillonian sites often do, due to continuity of family associations. It was used by former residents of the farm to store ice-cream brought over by boat from Tresco.

Unparalleled **'frozen'** traditional landscape of a whole island, on Samson. The depopulation of Samson has meant its vernacular buildings and fields have remained undeveloped from the mid-19th century. They indicate how holdings across the islands looked, before bulb farming and other changes.

The houses, and the small outhouses for livestock, crops, tools and boats, mostly survive well, although roofs have collapsed. The fields though shrouded in bracken show patterns shaped from prehistoric and medieval times. Plots with drystone walling were kept up till the end. One, used for oats, was mentioned in 1839 when it was used for one of the non-conformist meetings then gaining support.

A deer-park pale made for Augustus Smith c1855, re-using parts of the fields, represents the impact of the Victorian estate structure.



*Fig 40 Special Interest of Bryher; illustrations of the range (left to right from top).*

*A, Entrance grave, Samson Hill; B, Former boundary at earlier mound, Shipman Head; C, Cliff castle rampart, Shipman Head; D, Golden Eagle gig shed, reused as art studio; E, Home of the Hicks, used for prayer classes; F, Veronica Farm, with brewhouse to left; G, Veronica Farm well; H, South Hill, Samson, multi-period landscape with traditional farmsteads 'frozen' as a result of the mid-19C evacuation of the island (Bryher beyond).*



#### 7.2.4 Tresco (Fig 41)

Prehistoric settlements in saddles on the northern downs at Castle Down Brow and Dial Rocks. At Dials Rocks, roundhouses and old cultivated fields are well preserved in pasture, on a ridge with wide views.

Stone structures on the tidal flats to the south. These sites have potential for further investigation. An oval structure lies at extreme low water mark in Appletree Bay; was it placed here as a fishing trap or keep, for example?

Site of the Priory, **Scilly's northern centre of power in medieval times**. Ruins of the church, with Normandy stone, reflect the influence of **Devon's wealthy Tavistock Abbey**. Long continuation of **the church's importance** for Scillonians is evoked by later graves in the ruins. Other early landscape features include the Green, a coastal common with remains of the stone housing of a well.

Post-medieval defences of national strategic importance, recorded in action in **the Civil War. The group protecting New Grimsby Harbour includes Castle Down's unusual round tower, Cromwell's Castle; the earlier King Charles' Castle with more ambitious angled plan; an outer bank traceable all across the down; and Oliver's Battery at Carn Near** showing a period of reliance too on earthwork sites. The earlier Old Blockhouse at Old Grimsby was also active in the Civil War.

Extractive industry rare on Scilly. Linear pits on Castle Down are interpreted as tin works. An enclosure nearby may be a turf stead (a platform fenced to protect turf stacked within from grazing animals). If so this would be a giant stead, perhaps a rare example of provision of fuel for the fortifications nearby.

Old quay still used as a main landing at New Grimsby, with stone pier, slipways, Point House, historically the home of the Estate boatman, and a vernacular building at Point formerly used to keep sails. This complex reflects both Victorian estate management, and aspects of traditional transport by sea.

Old Grimsby is more altered by development. **It still has at Raven's Porth a ruined vernacular house; an earthwork under grass marking the base of a building, such as rarely remains near landing places; and converted boat houses (infilled with modern buildings).** Walls of several gig sheds survive at Green Porth; the shell of a pair of them later held **a 'Rocket House' for lifesaving apparatus**. The Pest House or quarantine complex of 1772 on uninhabited St Helen's marks an advance in the national maritime role of Old Grimsby, made a quarantine station in 1754.

Aspects of farming landscape particular to Tresco. The main buildings of Abbey Farm, the only estate home farm on Scilly, survive with alterations and changes to their setting, providing elements of a visitor accommodation complex. They are said to include a steam powered corn mill of c1835, unique to the islands. Hamlets and farmsteads generally resemble those on other islands, while having more planted trees and shelter belts and some more altered field systems.

Ornamental landscape of Tresco Abbey, created by Augustus Smith who took a long lease of Scilly from the Crown in 1834, and his nephew Thomas Algernon Dorrien-Smith; the family continues to lease Tresco. The park, with Great Pool adopted as a lake, woods, and approaches, takes in most of southern Tresco. Abbey Hill has a memorial obelisk, and a row of cairns. One cairn supports the obelisk, so the site shows both prehistoric and Victorian landscape design.

The spectacular core of the estate has terraces with rockeries and exotic planting around the mansion with its square towers (and priory ruins noted above). The Valhalla pavilion **displays ships' figureheads from wrecks on Scilly**. Core structures have an estate style with rugged boulder walls, and shallow overhanging roofs.

This strong estate style extends also to other infrastructure on Tresco, including Palace Row with its former Post Office, and to **St Mary's**, where the Post Office closely resembles Pentle House on Tresco. These designs reflect the influence of TA Dorrien-Smith, an amateur architect, and may be seen as inspired by the vernacular tradition of Scilly with their use of massive granite.



*Fig 41 Special Interest of Tresco; illustrations of the range (left to right from top).*

*A, Earthwork of roundhouse, Dial Rocks; B, Structure at low tide mark, Appletree Bay; C, Ruins of medieval priory, Abbey Gardens; D, Principal old well, near church and Green; E, **Cromwell's Castle** on New Grimsby Harbour; F, Traditional quayside structures, Point; G, Spectacular terraces and trees, Abbey Gardens; H, Smith family memorial, Abbey Hill.*



#### 7.2.5 **St Martin's** (Fig 42)

Entrance graves **on Cruther's Hill connect strongly with the landscape**, sharing a ridge with natural carns, and incorporating bedrock. The excavated Knackyboy entrance grave nearby, now overgrown, contained numerous urns with distinctive Scillonian style, and also rare exotic finds associated with trade and prestige.

Clear patterns of fields and Towns (hamlet settlements) on the south. Fields derive from medieval strips, sub-divided, extended, and planted with shelter hedges for bulb farming. Each of the Towns is well-defined, a close cluster of buildings, irregular in layout but developed around a townplace or open shared ground at a routeway node. The long shape and gradient of the occupied south side of the island means these patterns show well from many viewpoints.

Buildings show many characteristic vernacular forms and features. **Houses, both detached and in short rows, have ships' timber and fittings (several of which are identified with particular wrecks)**, traditional and glazed porches, old gardens and the typical small outbuildings many with old red tile roofs.

Glasshouses of various sizes include a freestanding one at Ashford Farm defining the edge of Middle Town and preserving original fittings and equipment. A long one east of the Cricket Ground is roofless but its size is clear, showing former large investment in flower farming on this island. A bulb treatment house nearby represents pooling of some aspects of farm work. It has typical earlier 20th century concrete fabric. Several fields have pipes probably from glasshouses set up as fence posts, showing re-purposing of material characteristic of Scilly.

Series of signalling sites in the centre of the island, as well as on the east (below). Signal Rock, used probably c1900 for a coastguard flagpole, was previously called News Rock and served as a pilot lookout. A site near Turfy Hill, Flagstaff Hill, has the base of an earlier, Victorian coastguard pole, and had an 18th century military watch tower. The Towns and houses themselves may be sited to give views of the sea, **as is apparent in the organic 'stepping' of Higher Town** (cover photo) as well as in the planned layout of the later Signal Row.

Special Interest of diverse kinds on the long north side downs. Cairn groups have alignments responding to the topography, roundhouses are visible in erosion at Little Bay, and abandoned fields show prehistoric and later patterns, **now obscured by scrub. An enigmatic 'statue menhir' found after a heath fire** shows potential for more investigation of this large widely overgrown area.

Lanes opening from the south, and the pared heath, reflect use of the downs for rough grazing, and for the cutting of turf fuel alluded to in the name Turfy Hill. The very limited extent of intakes on this great downland evokes the known loss of population in the 17th century, and adjustment in the mid-18th century when some people here, lacking arable land, rented it on other islands, and lived part of the year there, returning home **'with pleasure'** after the harvest.

Chapel Down on the east, with far-reaching views, has outstanding heritage of past communications. It has the probable site of a medieval light chapel, and ruins of a Napoleonic naval Signal Station, besides the iconic Daymark that together **with St Agnes' lighthouse has marked** out Scilly from the 1680s.

Remains of kelp making include kelp pits, buildings and landings on Teän where the Nance family established the industry. Pits can be seen **on St Martin's** and White Island, and **burners' shelters were noted on** Middle Arthur in 1850.

Other coastal sites enriching Special Interest include a possible stone row on Par Beach. The Cricket Ground behind the Par is the old common of Pool Green with stone well, path to Higher Town, and gig sheds on its edge both standing and buried. Old Quay has roofed and ruined gig sheds besides its ruinous early pier. Lower Town Porth is among the places where the impact of sea-level rise is clear. It has footings of a pier and a gig shed now lying stranded out on the beach, and later gig shed walls in the dunes above now often buried deep in blown sand.



Fig 42 Special Interest, **St Martin's**: illustrations of the range (left to right from top).

A, Chapel Down 'statue menhir' (set up near where found but not in situ), and cairn (left);  
 B, Ashvale Farm, with re-used **ship's hatch** (below window) from Mando wreck of 1955;  
 C, Bulb strips on medieval fields, Lower Town; D, Disused barn, south of Middle Town;  
 E, Ashford Farm glasshouse, Middle Town; F, Long glasshouse ruin, east of the Green;  
 G, Early quay, Lower Town; H, Chapel Down - part of the multi-period historic landscape (Daymark on earlier mound, signal station on skyline, field wall using outcrop in front).



## 8 Existing CA management, needs and potential

### 8.1 Existing LPA measures for managing change in the CA

#### 8.1.1 Article 4 Direction

Article 4 (or A4) Directions are legal measures under Article 4(1) of the Town and County Planning General Development Orders. They can be introduced within a CA to remove otherwise permitted development rights. Four are in place for Scilly, each covering the whole of the CA (Council of the Isles of Scilly 2017, 8; and original documentation of the Directions accessible via the Isles of Scilly Planning Portal). These are as follows;

##### *1975 Removal within the CA of rights in relation to –*

- Enlargement, improvement or other alteration of a dwelling house;
- Erection of a garage, stable, loosebox or coach house within the curtilage of a dwelling;
- Change in the use of land on 28 days or less in total per year
- Use of land and erection of tents for recreational purposes by certain organisations
- Carrying out, on agricultural land of more than one acre comprised in an agricultural unit, building or engineering operations for purposes of agriculture.

##### *1989 Removal of rights to –*

- Provision, improvement or alteration of a swimming pool or other pool within the curtilage of a dwelling house.

##### *1995 Removal of rights to –*

- Development which would front a highway, waterway or public space including alteration to the roof of a dwelling house, the painting of the exterior of any building or structure, and the alteration of windows and doors where they would front a highway, waterway or public space.

##### *1999 Removal of the right to –*

- Provide a building or moveable structure required temporarily in connection with operations being carried out on the land.

#### 8.1.2 Tree Protection Orders (TPOs)

In the 1974 AONB and HC application the LPA states TPOs may be used for trees or groups of trees (Council of the Isles of Scilly 1974, 6). Reference is made to [old] shelter **belts on St Mary's and Tresco; isolated trees on St Mary's suggested as being remnants of former belts; and hedgerow growth 'of tree-like proportions'**. Trees in a CA, without TPOs, are protected by requirements to notify the LPA 6 weeks before carrying out certain works, when the LPA can consider whether to make an order on the tree (UK government online guidance on TPOs and trees in CAs).

#### 8.1.3 Outdoor Advertisements and Signs

Measures for controlling advertisements are those common to all CAs (Department for Communities and Local Government 2007). (Illuminated advertisements, flags on building sites with houses for sale, advertisements on hoardings around construction sites, captive balloons, and advertisements on telephone kiosks are not permitted.)

#### 8.1.4 Other existing measures

Part 1 of the CAAMP notes the heritage strategy already in place for Scilly, and an Appendix to the CAAMP will present other existing measures. Of note here is the **determination in the islands' 1974 application for AONB and HC status that on St Mary's housing would 'blend with the landscape' and that more widely 'the endeavour will be to encourage development of existing settlement or conversion of existing buildings rather than permit isolated new homes'** (Council of the Isles of Scilly 1974, 5).

## 8.2 General pressures relevant to CAAMP management

### 8.2.1 Climate Emergency and Sea Level Rise

Erosion and submergence due to global warming is a threat to heritage, as it is, most critically, to homes and livelihoods, on and around the coasts of Scilly. Planning maps of land prone to flooding by the sea are available. These are modelled on there being no additional flood defences. They indicate substantial parts of all inhabited islands having a 0.5% or greater risk of being covered by the sea each year (Council of the Isles of Scilly 2021, 359-368). The historic core of Hugh Town, lying on a low isthmus (known to have been swept by high tides in storms in post-medieval times), is vulnerable to eventual impact on the viability of its role as urban centre and main harbour.

**A climate change strategy report for Scilly notes that the islands' heritage of nationally important sites, denser than in any other comparable area of the UK, is increasingly vulnerable to the sea.** The strategy proposes that relocation of historic structures is unlikely to be practical here. Archaeological/historic building monitoring and recording is identified as an appropriate response (Council of the Isles of Scilly, 2011, 53-55).

Further to this, the climate change report recognises that some vulnerable coastal sites are currently obscured by scrub, which would require control to enable recording in advance of sea-level rise (see further Part 8.3.8 below). For Hugh Town in particular, interim provision of advice by the Council and Historic England to residents and businesses, on how to minimise storm and flood risk and protect against damage, is proposed. Any planned shift in infrastructure for the longer term would also affect historic landscape and potentially any buried archaeology at the new location.

### 8.2.2 Accommodation capacity

A lack of affordable housing for local workers is identified as a major pressure on the community in a recent Heritage Coast Review (Anon 2022, ii). Scarcity of accommodation for environmental staff or volunteer workers is also impacting on capacity for landscape management. However, there is currently some provision for this at Lenteverne and at Watermill (Isles of Scilly Wildlife Trust, pers. comm.).

Demand for visitor accommodation, and investment properties or '**second homes**', was **already considered substantial at the time of the islands' AONB** nomination, the year before the islands were made a CA (Council of the Isles of Scilly designation). Changes to meet these pressures, now much increased, may tend to occasion proposals for aspects of modern building design, methods or materials, and landscaping of settings.

In the later 20th century, as tourism continued to grow, pressure to convert traditional buildings on farms and/or add new structures in their settings was noted (Arbery 1998, 1-5). Some conversions of farm buildings had already been carried out before advice to **respect the buildings' forms was in place (*ibid*)**. The 1998 advice (not based on appraisal of Special Interest through a CAAMP, as none was available) has not been followed up by production and systematic application of more detailed conversion design guidance.

More recently, adaptation to visitor accommodation of old buildings has increased, with resulting pressure for change to historic interiors. On Scilly building interiors have largely been little recorded or understood, apart from in the ruins on Samson (Berry 1994, 2003 and 2007) where the standing remains of them are limited to fireplaces or other stone elements incorporated in the external walls (or to sockets or ledges in those walls).

### 8.2.3 Service infrastructure provision

With the whole of Scilly being a CA, provision of infrastructure of public utility which has elements necessarily modern in character is likely to be proposed. This may have visual as well as direct impact. There may be a risk of significant incongruity with historic landscape character, as for example at **the supplementary power station on St Mary's**.

Infrastructure schemes may also bring pressure for change to historic routeways. In April 2020 South West Water took on responsibility for the water supply, previously maintained through a mixture of private and public provision. Proposals to increase extraction and desalination of sea water for domestic use could entail plans to alter roads to facilitate access to sites of works.



## 8.3 Conservation Area management issues

### 8.3.1 Island-related aspects of development control and planning in the CA

The Isles of Scilly Conservation Area amounts to c4,000 acres (or c3,500 acres for the five main islands). It is more extensive than any CA in Cornwall, where Minions at c3,000 acres and Truro at c250 acres are the largest.

Management of the CA here is more complex in many ways than that of the comparably large Minions CA, an upland rural area on Bodmin Moor. Scilly contains a town and many smaller centres serving the 2,200 residents and a visitor population which can amount to as many as 5,000 people at one time (Part 3.4). It has a diverse landscape, with the greatest density of Scheduled Monuments in the UK. This is a finite landscape, within which a broad range of modern services are required.

Scilly has a small community, and Cornwall is at considerable distance. Two long-established estates hold almost all land here apart from freeholds in Hugh Town (and coastline leased to the Wildlife Trust), so are largely coextensive with the geographical remit of the LPA. The LPA is responsible for planning for the whole of the landscape accessible to residents from day to day. As a result, an agreed CAAMP may have a particular value, in helping ensure that there is a clear information base and guidance for managing the built environment and landscape and for planning outcomes.

Development control must be maintained across the CA, where permitted development rights are removed, where there are areas of significant change, and where designated assets, the management of which requires specialist knowledge, are exceptionally frequent. Resourcing planning work sufficient to maintain the focus necessary to help ensure positive change is therefore an issue. In addition, given the island scale of the community, LPA officers charged with planning determinations may feel very visible, particularly in a small team. As a result of the interplay of these factors, there is a risk of pressure on LPA development control delivery adversely affecting outcomes.

See Part 8.3.6 for constraints on access to specialist heritage services, a related issue.

### 8.3.2 Planned and incremental change to public realm

Public open spaces at Hugh Town have some legacy of modern development or redevelopment insufficiently informed by heritage considerations. For example, at Porthcressa there have been many phases of landscaping, sea-defence work and provision of visitor facilities. These began in the post-war period, when coastal erosion was advancing and the beach was valued as a visitor attraction rather than as a historic environment as such.

In places, smaller-scale change has cumulative significance, as in much of the historic network of back streets and lanes in Hugh Town. Perceptions of Garrison Hill have been impacted by provision of services in ways apparently uninformed by the heritage significance of the route, for example. This may be seen as related to a wider tendency dating from around the mid-20th century, to value the Listed Buildings or other frontage of main historic streets more highly than lesser roads or pedestrian ways.

Awareness of the economic and social benefits of non-vehicular environments has increased over recent decades. In Hugh Town lanes may be seen as having inherent heritage interest, connecting to the old landing places, defining past extents of the growth of the town, and forming characterful parts of it, whilst not appearing valued as such.

Signage in Hugh Town increases significantly with temporary signs in the summer season. It may be considered a visual intrusion or minor obstruction. There is also fixed signage **on St Mary's Quay**. This is, however, understood to be limited to businesses linked to use of the quay. It is planned and apart from boards displaying boat services, made larger to be seen in quayside crowds, notices rise no higher than the quay safety rails.

On the off-islands, some recent provision of fixed map-based sign boards near the landing places (as on Bryher), while helping direct and inform visitors, omits to name the hamlets or '**Towns**' which are the central places of the historic environment on the off-islands (and which are where most people there still live today).

### 8.3.3 Effects of limited specific guidance on conservation of Special Interest

Over the last 50 years, or two generations, since the CA was designated, the lack of CAAMP provision has meant development control and other management could not draw on identification of **Scilly's heritage resource and its needs** relating to Special Interest.

Similarly, as there has been no CAAMP review, there has been a lack of provision for approaches to be formally updated to reflect the gradual wider advances in understanding of heritage or potential for constructive conservation.

Within buildings, and in their immediate settings, there may be a risk of modernisation, or conversion, not taking account of some **key strands of the Special Interest of Scilly's** heritage. Features showing aspects of Special Interest could be lost, or potential for development designs to refer to or enhance them might not be realised.

Examples might be the wood salvaged from the sea generally used for structural purposes and in partitions, panelling and fittings, or the granite paving commonly laid around buildings (which may have become grassed over). Such features might be inadvertently removed or covered up, or not recognised as a possible reference point for new design elements.

### 8.3.4 Limitations of Design Guide, and variability in quality of recent change

Different places, or parts of the same places, though similar in terms of their past development, can be perceived as having had disparate degrees and qualities of relatively recent modification, which can amount to some localised loss of historic character.

This variability is not widespread but occurs **on St Mary's** and on some off-islands. It may include, to take a few examples, **use of 'picture' type windows (including those that are smaller but are still single-pane)**, non-traditional roof pitches, building materials or styles, modern boundary types, and re-surfacing of adjoining spaces in finishes normally associated with suburban contexts beyond Scilly.

This issue may reflect the lack of a CAAMP-informed and heritage-led design guide for Scilly to help maintain a consistent focus on conserving traditional character.

A Design Guide for Scilly with Supplementary Planning Document (SPD) status is in place (Buchanan and Context 4D, 2006). Extracts from this SPD, relating to the heritage resource, are given for reference in Appendix I of the present report. The SPD is lacking in island-specific and heritage-interest-driven guidance. There is a need to address this by updating the guidance to take full account of the Special Interest of the CA (Part 8.4.2A).

### 8.3.5 Deterioration of heritage sites

Designated sites in deteriorating condition include the defences of c1900 **on St Mary's**. The batteries are subject to scrub growth, and that at **Bant's Carn** has been vandalised (see note in Part 8.3.7). On the Garrison, corrosion and **decay affect two of the batteries' DELs or Defence Electric Lights**. (One, at Steval Point, has had some reinforcement.)

Historic glasshouses are largely undesignated, but are of Special Interest for Scilly. Most are disused, due to change in the farming economy and practice. Their type of construction means they may fail without running repairs. Despite potential for other use, they are subject to deterioration. It is probable that many are in need of repair, while others are already in derelict or collapsing condition (Fig 31E).

The proposed shift to reliance to desalinated seawater (mentioned in Part 8.2.3, above) could lead indirectly to deterioration of the existing, traditional structures for fresh water supply. The integral tanks fed by rainwater from roofs, in domestic and farm buildings, and the old wells, contributing to Special Interest, are largely unrecorded.

### 8.3.6 Constraints on specialist heritage services and traditional building work

Heritage service providers, able to supply specialised work, are lacking on Scilly. Those available in the wider region may be based well beyond Scilly. Their availability can be an issue; and charges for their travel, and accommodation if needed (and if available), add substantially to costs. This may affect the LPA and other organisations on Scilly, as well as individuals. It may limit specialist input to proposals and outcomes.



Damp is a common problem in historic buildings on Scilly. Often, since the period between the wars of the 20th century, it has been addressed by using modern cement-based materials to limited effect. It can be countered by work on gutters and chimneys and by pointing with lime-based mortar (**James Fletcher, St Mary's, pers. comm.**).

However, freight costs for building materials or fittings mean that the typically greater cost of traditional ones is further increased. There is also a shortage of availability of general traditional building skills on the islands, and lack of provision for taking on or training a workforce to improve capacity (**Ben Julian, St Martin's, pers. comm.**). This issue is widely recognised, for example in the Heritage and Cultural Strategy of 2004 (Council of the Isles of Scilly 2004; and see extracts from this in Appendix I in the present report).

#### 8.3.7 Damage to heritage sites

At Bant's Carn, the interior of the 1900s battery, otherwise well preserved although badly overgrown (Figs 19B and 19C), has been damaged by vandalism with loss of some original fittings. Unintended damage to surface archaeology is an issue on parts of the coastal downs. Erosion has resulted from off-road vehicle use in a few places, notably at Porth Hellick Down where it affects a Scheduled Monument and also undesignated wartime heritage (Fig 19H).

Near Troy Town, St Agnes, an unusual issue has become critical — **wear due to footfall** on the maze, made for walking through, but subject to severe erosion now in the age of popular tourism (Fig 39G). Direct adverse impacts of popular tourism occur elsewhere, however, **although most visitors respect Scilly's heritage and many help actively protect it**. Erosion to footpaths in places causes rutting and braiding of the routes. Deliberate modification of historic structures by moving stones, assembling stones to make hearths or other features, and lighting fires, occurs at some of the more remote sites, including in Scheduled areas which are protected by law from interventions of these kinds.

#### 8.3.8 Coastal erosion and scrub growth actively impacting archaeology

**A register for the south west (Historic England 2023) lists 41 of Scilly's 242 Scheduled Monuments as 'At Risk'. The register is informed by reviews of SMs' condition carried out in 2016-2018 (Johns and Preston-Jones 2018) and 2021-2023 (Parkes 2022a).**

Coastal erosion, and growth of scrub or invasive plants and shrubs, are the main causes of poor condition and threat, affecting remains both on the surface and below ground. The 41 SMs at Risk include some large areas, with many features within them. Erosion and scrub also affect undesignated sites, some of equivalent importance to SMs.

Numerous SMs and other features are exposed and eroded by the sea, progressively as at Porth Cressa and the Garrison (Figs 5C and 5D, and Figs 9A and 9B), or suddenly when beach-level hollows in the low ram cliffs collapse as occurred in 2022 **at Toll's Porth, St Mary's**, causing one side of a kelp pit to fall away (Fig 13F).

On the downs, coastal rough ground, marginal farmland, and uninhabited islands, scrub is general, and other invasive plants are increasing. Settings of SMs are commonly affected even where SMs themselves are clear (Figs 4B, 9F, 13D, 14E). The scale of the issue has been noted recently on **St Martin's** (Parkes 2022, 4-5), for instance, as follows.

Parts of the SM areas at Plains near the centre of the north side of the island (SM 1018113), and on the north east reaching up to Chapel Down (SM 1016508), being on **the exposed 'back' of the island**, have less invasive growth. Other parts, like Flagstaff at Turfy Hill for example, have been much improved by Wildlife Trust deployment of scrub cutting and some grazing (Fig 14F). The north eastern SM 1016508 contains the multi-period complex of earthworks and structures around the iconic 17th century Daymark tower, where there is generally good cover of heather or rough grass.

However, large expanses of both **these extensive St Martin's** SMs are completely covered in dense gorse or bracken, where archaeology can be glimpsed only in the grassy beds of paths where these cross over lynchets otherwise invisible (Fig 33H). Other, more discrete prehistoric sites including SMs, in old fields near the margins of the farmland, are similarly covered and obscured by bracken (Fig 4H).

### 8.3.9 Local implications of wider development-related issues

The Gov.uk farming blog (managed by DEFRA) on May 10th 2024 summarised changes to Permitted Development Rights due after May 21st 2024. The blog defines Permitted **Development Rights as 'a national grant of planning permission' and indicates the land in CAs may be included in the changes.**

These changes mean essentially that there is no need for planning application, to convert agricultural buildings to provide a greater floorspace and/or a wider range of flexible commercial uses including for larger farm shops or for agricultural training, or sporting facilities with outdoor sports/recreation/fitness uses within the curtilage of an agricultural building.

They also allow farmers to develop and extend larger buildings for agricultural purposes; and to convert buildings on agricultural units, and former agricultural buildings, to a larger number of homes. (While such rights for extensions and the erection of new **buildings 'where there is a designated Scheduled Monument' are removed.**)

Potential changes to the National Planning Policy Framework (NPPF) could include expanding definitions **of previously developed land or 'brownfield' to take in horticultural glasshouses.** On Scilly old glasshouses are exceptionally numerous. They are also rich in local character, with their intimate siting in farmsteads, associated vernacular packing and tying sheds, use of wreck timber, period fittings and equipment and old vines, and distinctive contemporary landscapes of bulb fields.

The two potential wider changes noted above could have serious implications for Scilly. The relatively small scale of buildings, the dispersed pattern and compact size of the centres of population, and the glasshouses, are all aspects of the Special Interest of the landscape.

## 8.4 Conservation Area management opportunities

This part of the report presents opportunities for the CAAMP to build on existing measures (outlined in Part 8.1) to manage the heritage of Scilly using the findings of the CA appraisal. It proposes actions to respond to the pressures and issues identified in Parts 8.2 and 8.3, and to deliver further positive change.

The aim is to enable the conservation, enhancement and sharing of the special architectural and historical or archaeological interest (or **'Special Interest'**) of the Isles of Scilly Conservation Area. This would involve implementing objectives for protecting and enhancing the historic environment, already adopted, and also new initiatives.

All proposals are aligned with the principal policy and guidance documents in place, notably, the Historic Environment Topic Paper of 2017, AONB Management Plan of 2012, and Local Plan for 2015-2025 of 2021. Key extracts from all these are given in Appendix I to the present report (where they are ordered chronologically, by their date of publication).

Particular proposals also address points made in other relevant guidance or planning documents provided for the islands, or parts of islands (again summarised in Appendix I) and these are individually referenced.

### 8.4.1 Help ensure heritage advice and services meet planning needs

**As stated in Scilly's Heritage and Cultural Strategy of 2004, fundamental to the conservation of island heritage is ensuring that the LPA 'Preserve and enhance the traditional built environment on the islands and raise the standard of new build and alterations and additions to the existing building stock'** (Council of the Isles of Scilly 2004; and see extracts from this in Appendix I).

A. Advocate increase to capacity for development control, to help provide the work needed to best guide development and change.

It is suggested that a higher capacity for development control and other heritage-led advice and decision making is needed in the CA, in comparison to other areas of similar extent (Part 8.3.1).



Providing greater capacity for heritage-led change has additional importance on Scilly. It effectively enables people to gain more from the historic environment within the limited geographical extent of the islands, through appreciation of **buildings' vernacular character, for example.**

The CAAMP could propose more LPA input into development control. This could involve either directly carrying out Heritage Impact Assessments (HIAs); or, providing preliminary assessment sufficient to allow any appropriate case-by-case stipulation of particular requirements for HIAs from heritage service providers.

The CAAMP could indicate the range of elements appropriate for consideration, in the CA, for heritage services to be most effective in preserving or enhancing features or character contributing to Special Interest. This could include requirements for HIA (taking in interior layouts, fittings and features prior to any change), and Historic Building Recording (HBR) at a suitable level of detail in advance of development, and for monitoring of groundworks or conversions as they proceed.

B. Suggest potential ways to resource further development control (as above). Raising funds from a charge on travel to the islands could be considered, for example.

#### 8.4.2 Update information base and guidance in the light of CAAMP findings

A. Propose revision of existing Design Guide. The existing Design Guide for the Isles of Scilly was not driven by appraisal of the Special Interest of heritage in the CA, as this had not previously been provided (Buchanan and Context 4D, 2006; and see extracts from this in Appendix I of the present report).

The Design Guidance could be updated to provide, at a level of detail appropriate to designing conversions or new build, illustrations of heritage, and modern exemplars, to inform proposals for works affecting buildings, boundaries, spaces, and settings. These are lacking specificity in the present guide.

This would help take forward the suggestion in the 20003 CSUS report for identifying characteristics for new buildings, informed by the Scillonian vernacular tradition (Kirkham 2003; and see extracts from this in Appendix I). Guidance for Scilly as a whole with additional material relating to each of the main islands would be appropriate.

The CA Management Plan could provide synthesis of how the CA appraisal findings could inform heritage-led design guidance for development control. A revised, heritage-focussed Design Guide could then be produced, drawing on the CAAMP.

B. Contribute to Distinctiveness assessment and to Local List drafting.

Provision of a concise assessment of Local Distinctiveness for each island would help support considerations of building character and detail in planning determinations. It could help inform and cross-cut an updated Design Guide (see A, above) and a Local List (below). The CAAMP could contribute to this by setting out a framework for aspects of heritage that an assessment of Island Distinctiveness would consider.

The CSUS survey notes a Local List would be appropriate for Hugh Town (Kirkham 2003; and see extracts in Appendix I). Local Lists for each main island would help with recognition of the contribution of specific sites to the importance of the CA. This would allow decisions in development management to be proportionate to that importance.

Whilst having no effective planning weight in itself, a Local List adopted with appropriate conditions would give the opportunity to recognise building types of importance, relative to the Special Interest of Scilly, that may not be clear from designation criteria alone. For example, a farmstead with all of its small outbuildings in a group together with yard and orchard may be rich in island character rather than in readily datable architectural features.

The CAAMP could state that the LPA will provide for creation of a Local List as a CA management measure through agreeing application of appropriate conditions and resourcing for its maintenance and management (as part of the HER).

The CA Management Plan could then propose criteria, and an illustrative preliminary selection of sites, to contribute to subsequent development of a Local List.

C. Propose guidance for shopfronts in Hugh Town. As demonstrated in the CSUS study (Kirkham 2003) Hugh Town represents an outstanding urban heritage resource. The appeal of its distinctive style, quality and survival of architectural detail, and spectacular maritime setting and views, is such that it has great potential for a design approach to conserve character and at the same time regenerate economic activity.

To help realise this opportunity, a shopfront design guide, specific to Hugh Town, could be provided. For Cornwall, where an online shopfront design guide is in place, guides for individual towns are provided **in the form of 'appendices'** to it. These are succinct yet graphic guides, both heritage-led and creative. They target local character and capacity for beneficial change.

Design input of this kind for Hugh Town could also help address a legacy of some modernisation to parts or aspects of the town poorly informed by its heritage, begun in the 20th century (before the CA was designated) when the growth of mass tourism was beginning and when economic conditions and conservation values were quite different (Parts 1.2 and 8.3.3).

For St Austell in mid-west Cornwall, for example, through a shopfront design guide appendix, **the town's** past development as a clay industry centre has been recognised in ceramic work to enliven the town in restrained and diverse style while building on historic character (Cornwall Shopfront Design Guide webpages).

The CAAMP could note **elements of Hugh Town's heritage interest which could be** considered for recognition and enhancement in this way.

D. Note major heritage resources with potential for access provision. Access for all to digital versions of the detailed c1840 tithe apportionment mapping is provided, in Cornwall, as a layer on the CSHER mapping site. The tithe survey did not extend in the same way across Scilly.

Access to any other relatively large-scale and early mapping (pre-dating the later 19th century OS 25 inch survey) for Scilly could add substantially to the information base and greatly enable appreciation of the historic environment. Digitising and sharing the mapping, photos and descriptions produced by the existing farm building survey (Arbery 1998) would be similarly valuable.

The Management Plan could identify material which might be made available, and the benefits, should this be supported by the bodies currently holding the data.

E. Renew mapping of the CA to enhance clarity and accessibility. The CAAMP could include a map of the CA extent to be provided by HE, and/or could state that such mapping will be made available online. The mapping currently provided is generated at small scale, shows the CA as block shading with no map base, and is not included in the CA layer on the CSHER.

Plotting the CA by simple coloured outline on the map base and improving its availability would help raise awareness of it and clarify its extent, in particular its inclusion of the flats above MLW. This could also occasion a check that all outlying rocks are displayed in the CA extent as appropriate (see Part 2.1.1).

#### 8.4.3 Define Area of Special Control for Advertising

The core of Hugh Town could benefit from an Area of Special Control of Advertisements, providing for **'special protection on grounds of amenity'** (Department for Communities and Local Government 2007). (Several categories of outdoor advertising remain permitted in such areas, including public notices, and advertisements inside buildings.) The CAAMP could indicate a boundary for this.



#### 8.4.4 Define urban area/s where 1995 Article 4 Direction would not apply

Parts of the built environment in Hugh Town are 20th century developments or redevelopments. It may not be necessary there to apply the Article 4 (or 'A4') Direction of 1995 which removes rights to alter a dwelling house roof, exterior painting, or windows and doors where they would front a highway, waterway or public space. (Whilst effects on views from sites or places of heritage significance would need to be considered.)

The Hugh Town CSUS report (Kirkham 2003; and see extracts from this in Appendix I to the present report) proposes, with regard to A4 Directions, a renewed approach to help reinstate historic character and quality. It may be considered that focussing A4 Direction measures where they have more potential to benefit heritage may be the most effective approach, when combined with greater consistency in constructive conservation of Special Interest where the A4 Direction remains applied.

The CA Management Plan could provide reasoning for policy on this, and mapping of any area/s proposed for exemption from the Direction.

#### 8.4.5 Adopt cross-cutting principles and measures to benefit Special Interest

The CA was designated 50 years ago when conservation values were rather different. The National Importance of heritage was overwhelmingly associated with sites evidencing a single historical phase, and those evidencing the wider evolution of architecture or national historical events. Scilly has a wealth of buildings and sites important in these ways, notably the monumental complexes of fortifications of many periods. At the same time, overall, it is the exceptionally rich combination of these with many more locally meaningful sites and qualities that make Scilly a historic place like no other.

The heritage resource and Special Interest of the CA is complex even in outline. As appraised in Parts 4-6 of this report and summed up in Part 7, it is large and varied with a plethora of components and phases. For the purposes of planning CA management it may be useful to summarise this resource additionally in terms of its main qualities;

- Extraordinarily varied and beautiful coasts showing adaptation for diverse uses in the past;

- Time-depth evident in the landscape, as well as potential for buried archaeology;

- Buildings, structures and earthworks showing their past uses, inter-relationships, and settings, and re-use and adaptation over time;

- Vernacular houses and other structures, representing strong, long-lived traditions, and maritime sites of many kinds;

- Distinctive island character. This includes types of buildings scarcely found beyond Scilly (such as pilot gig sheds), and others that occur more widely but which on Scilly have striking qualities such as their concentrations, survival, scale, associations, contexts and contents (such as glasshouses);

- Coastal and rural scenes, sounds and activities, quiet roads, dark skies, and semi-natural interest reaching out to the open sea, linking us to past life on the islands.

These qualities of the CA, as well as its architectural and archaeological resource, should be fully appreciated and positively valued. They could be conserved and enhanced in management of the CA on all scales. The CSUS study (Kirkham 2003; and see extracts in Appendix I) proposes the assertion of the historic significance of Hugh Town. Similarly, the richness of the historic landscape of the islands as a whole should be asserted and actively conserved. Potential ways to do this, which might be outlined in the CA Management Plan, could include;

- A. State general principles for management of the CA (based on valuing the above qualities) that will help preserve, enhance and share appreciation of its Special Interest.

- B. Propose feasibility study of World Heritage Site nomination for Scilly in particular for its vernacular, maritime, and defensive building heritage, its multi-period historic landscape, and its natural beauty and wildlife.

C. Contribute to review of Heritage Designations. Review of designations in Hugh Town is proposed in the CSUS (Kirkham 2003; and see extracts in Appendix I), and this is similarly relevant to Scilly as a whole. The CAAMP could provide comment to contribute to this, on the importance of island scale and style for example.

For instance, it has been stated that Tresco Abbey Gardens are the only formally designed heritage garden on Scilly, but historic garden design on a compact scale **may be seen at the Chaplaincy on St Mary's**.

D. Initiate a database of vernacular building types of outstanding Special Interest, the single-storey houses, and thatched houses – together with these dwellings' interiors and their outhouses.

(These two traditions are often aspects of the same type of dwelling, but are not necessarily so, as two-storey houses could be originally thatched, and single-storey buildings could be originally roofed with Bridgewater tiles.)

Recording all evidence for former uses of thatch has already been recommended in the specialist report on vernacular buildings (Berry 2011, 11). Further to this, requirements for planning-related assessments involving historic buildings should include establishing whether houses of these types are present (whether discrete or incorporated in larger buildings) and if so what recording needs they have.

If single-storey/thatched houses are present at a site where change is proposed, provision should be made to record them including their interiors at an appropriate level, to allow identification of any further heritage work needed, in advance of any works. Development proposals should take account of these buildings, and seek to respect or enhance the heritage they represent and add to the opportunities for people to appreciate it.

E. Identify scope for heritage mapping work and/or volunteer project/s to establish the extents and character of traditional fabric visible in the public realm, in Hugh Town and elsewhere. Mapping should be provided for historic stone surfacing, and areas with potential for it to survive under tarmac or concrete (building on the initial outline in Part 6.2.5 of the present report).

This could then be deployed both in agreeing measures with utility providers and other users to ensure the protection of old surfacing, and, in pursuing feasibility of restoring it where it has been covered over in times when conservation values were less developed in this respect than they are today. This would support the suggestion in the 2003 CUUS study (Kirkham 2003; and see extracts in the Appendix I to the present report) of enhancing the public realm, particularly ground surfacing.

Other traditional fabric which could be mapped to help value and care for it includes wrought iron potentially made on Scilly; and cast ironwork and other building materials brought in, such as ceramic chimney pots, indicative of trading patterns in Victorian times when Scilly was a thriving centre for shipping.

F. Propose ways to help share knowledge and involvement with heritage, for the historic buildings and landscape of the islands as a whole. (This has been done for the Garrison with regard to its historic fortifications; Johns and Fletcher 2010, and see extracts in Appendix I. Further proposals could include measures relating to other aspects of the Garrison's heritage, such as its use as a turbary.)

The CA plan could illustrate the potential range of proposals. For instance, more aspects of the historic landscape might be indicated in any further or renewed provision of map signboards such as those already existing on quaysides.

G. Note main opportunities to provide access or interpretation for sites with great Special Interest, such as St Agnes lighthouse. This has potential to effectively extend the historic environment within the limits of the islands, that is the daily world of Scillonians and a unique resource attracting their many visitors.



H. Outline potential for renewed use of the historic routeway network to meet the potential to enhance or expand walking and cycling routes noted in an earlier consultation draft Conservation Area character statement SPD (Council of the Isles of Scilly, 2010; and see extracts in Appendix I).

The CA appraisal has indicated capacity for existing lanes to be appreciated for their heritage. They include, for example, old roads to Holy Vale, where you can experience how such early medieval centres were set back from the sea for security yet linked to it to use it as a resource.

As in Cornwall and beyond, old maps also indicate **early routes now 'lost', where** the hierarchies of roads and the places they served have changed in the past. These might be considered for simple re-instating of vehicle-free tracks. This potential may be of particular value, given that islands are by their nature limited in terms of the extent of places people can explore or use to get around off-road.

I. Advocate restoring a single-storey house as a public heritage amenity together with its surrounding traditional features and setting. Restoring a house of this kind with rope-thatch has been suggested previously, in the specialist assessment of vernacular buildings where it is noted that there were indications of consensus that this would be welcome on the islands (Berry 2011, 11).

#### 8.4.6 Help target risk that affects some main strands of Special Interest

Funding and expertise for heritage-led recording, repair or restoration is needed for various historic buildings or structures. This could involve work on different scales, with the overall aim of securing historic buildings, features, and character for the future, through appropriate new use allowing their distinctive island interest to be appreciated.

The CA plan could propose principles and priority types of site for consideration including;

A. Glasshouses, together with their tying and packing sheds and original fittings, contents, and old vines. Work is needed to secure some fine groups now derelict, and to help maintain some others still in use (see also Part 8.3.9).

B. Historic infrastructure for water supply – wells and their housing, and systems for harvesting and storing rainwater from roofs. The heritage of these systems could be at greater risk of deterioration or adverse change, as a result of proposed greater reliance on desalinated seawater.

The CAAMP could outline a reasoned response to this risk, which could include differing but co-ordinated measures; such as recording of the range of historic water systems, works to improve condition of important structures, and provision of public access if possible to appropriate sites such as the wells on greens that were for communal use.

C. Farm buildings and related structures which may be in deteriorating condition. Provision to inform, follow up and sustain constructive conservation may be required, as well as new projects. This would include heritage specialist advice and services otherwise unobtainable or unaffordable on the islands. For example, at Lower Town Farm, St Agnes, the Designated very rare horse-engine ironwork, though carefully preserved through exemplary conversion of the related threshing barn alongside, is now subject to corrosion due to weathering. Parts of the fine ironwork have already disintegrated away (Figs 30E-30G and 39H).

It is proposed that outlying barns be included in considerations of potential for re-use. They were collectively deemed unsuitable for conversion in the farm building survey (Arbery 1998). However, it may be necessary to identify any options for careful heritage-led re-use respecting and enhancing their forms, fabric, character and setting, to allow them to be secured for the future (Fig 42D).

D. Building interiors. Historic building recording proportionate to importance is essential for farm buildings as for houses. (It should be noted in this respect that former single-storey thatched houses, of Special Interest and potentially early in date, are present, both in modified form within some existing remodelled houses, and in some farmsteads where they were reused in the past as outbuildings.)

The lack of detailed records of traditional interiors may be regarded as a particularly serious loss given the importance of the vernacular tradition. Not all building types are understood and historical documentation points to typical original features — **such** as frames for hand-powered millstones, and open hearths (see Parts 5.4. and 5.9.3) — poorly represented in the historic building records.

E. Fortifications of the 1900s. The forts of the 1900s, as a group, having underground structures and prominent earthworks commanding the coast, are highly evocative monuments yet are also particularly prone to scrub growth, and decay and damage resulting from lack of use.

#### 8.4.7 Show potential for enhancement of types of site previously undervalued

The CAAMP findings could be used in seeking support and funding to help with traditional style building works, including running repairs, and restoration of historic character, for;

Domestic buildings and their outshuts (old extensions) and outbuildings; enabling for example repair or restoration of windows or scantle slate or tile roofs. Promoting re-use of historic outbuildings on side lanes is identified as an opportunity in the CSUS study (Kirkham 2003; and see extracts in Appendix I to the present report) and this may be equally suitable in places in **rural St Mary's** and on the off-islands.

Lanes, paths, or slipways; mapping and protecting or restoring any historic surfacing as appropriate (see further Part 6.2.5), and encouraging non-vehicular use of old routes with benefits to health, well-being and sustainability.

Farm buildings suitable for conversion to new use. There is potential for this to secure the integrity of redundant old buildings, and to help farm diversification. This could contribute to viability of the Scillonian farm holdings whose historic small scale and mixed character is at the core of the Special Interest of the CA.

#### 8.4.8 Help heritage Special Interest inform wider management

A. HLC-based guidance for wider land management. The CAAMP can provide general guidance for land management based on Special Interest, for places sharing the same particular type of Historic Landscape Character (HLC) on Scilly, (and for selected individual units of HLC; see further Parts 2.2.4-2.2.6, and Maps 5-9).

Areas of the downland and coastal rough ground types are likely to be a particular focus for heritage-driven management measures. The importance of controlling scrub and invasive vegetation is stated in the strategic themes, and objectives, of **Scilly's Heritage and Cultural Strategy of 2004** (Council of the Isles of Scilly 2004; and see extracts in Appendix I). It has great potential for increasing public access as well as improving condition and visibility of sites.

Resources for this essential work need to be increased, to reveal monuments of great local and national significance, and their settings, currently overgrown. Grazing and cutting invasive vegetation, forming new routes, areas, and viewsheds, with archaeological interest, can effectively open up experiences of historic landscape for islanders and visitors.

Maintenance and extension of conservation grazing, established by the Isles of Scilly Wildlife Trust, is considered essential to realise the potential for improvement on a landscape scale. The Isles of Scilly Wildlife Trust is currently in the first of three years in a Countryside Stewardship Scheme (Rob Carrier, pers. comm, 2024).

The Trust maintains a conservation grazing herd, and is expanding this to 18 livestock units, to include some goats (9 are reckoned equal to one cow) and donkeys. Cattle used are of breeds traditional in the region, Ruby Reds or horned Dexters. It is planned to establish a semi-domesticated herd of goats on Gugh, on Bryher (Samson Hill and Watch Hill) and on **St Helen's in the longer term**. Movements of the goats would be controlled through animal collars with sound emission linked to a virtual fence line, rather than actual fencing (*ibid*).



**The islands' Community Archaeology Group (CAG)**, greatly improving Scheduled Monuments or features within Scheduled Areas with careful hand cutting of scrub complementing the Wildlife Trust vegetation control, could consider similar work on features of Special Interest.

The management plan could also include HLC-related guidance for other types of landscape. Plans for management such as orchard planting, or works to mature trees, could take account of the Special Interest identified in the CAAMP.

B. UCA-based guidance for management of the urban environment. The existing urban heritage survey for Hugh Town (Kirkham 2003) provides principles and various proposals especially for enhancement of the public realm. The CAAMP can supplement this with guidance, particularly for ongoing management such as treatment of old boundaries and road or slipway surfacing, which may relate to the whole of the historic urban core or to certain UCAs within it.

- 8.4.9 Contribute to strategic response to risk to heritage from climate change  
Propose review for Scilly of HE guidance on adapting historic buildings. The CAAMP findings could be used to inform a review for Scilly of the guidance advice note now available on adapting historic buildings for greater resilience and efficiency in the climate emergency (Historic England 2024).

The CAAMP could state the level of output to be generated by the review, whether a full plan for such adaptation on Scilly, or notes expanding on the HE guidance in the local context. The Plan could also identify some main areas of Special Interest for consideration in any review.

Identify factors to consider in structuring heritage recording response. The CA Management Plan could identify findings of the CA appraisal that could be used in developing the recording response, already proposed in **Scilly's** climate change strategy, to the increasing threat from sea-level rise. This response involves archaeological/historic building monitoring and recording, and scrub control to enable this as necessary.

For example, recording priorities could include the heritage resource of tidal islets. These places are generally rich in archaeology (being little disturbed), and they are at risk from sea level gradually rising over the natural bars that provide access to them, cutting them off as well as eroding them.

Outline CA appraisal findings relevant to wider climate change strategy, to inform any proposal for a new residential/commercial centre in response to increasing risk from sea-level rise and storm events. The Hugh Town CSUS (Kirkham 2003; and see extracts in the Appendix to the present report) identifies **as an opportunity the creation of a new urban 'quarter' either in or outside Hugh Town**. In view of models now available for sea-level rise, any opportunity of this kind might be considered more feasible beyond Hugh Town in a higher location. The CA Management Plan could outline aspects of the Special Interest of the CA which could be taken into account in this regard.

## 9 Isles of Scilly Conservation Area Management Plan

*[The final draft report will include an updated version of **the 'issues and opportunities'** in Part 8, above, taking account of any feedback from consultation, and will then use this concluding Part 9 to provide the management plan material stemming from that.]*



## 10 References

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### 10.3 Websites

British Newspaper Archive

Cornwall Council Strategic Environment Service, Cornwall Shopfront Design Guide, revised January 2024

Gov.uk Guidance Tree preservation Orders and trees in conservation areas, dated 6 March 2014

Gov.uk farming blog managed by DEFRA on changes to Permitted Development Rights after May 21 2024, dated 10 May 2024

Heritage Gateway

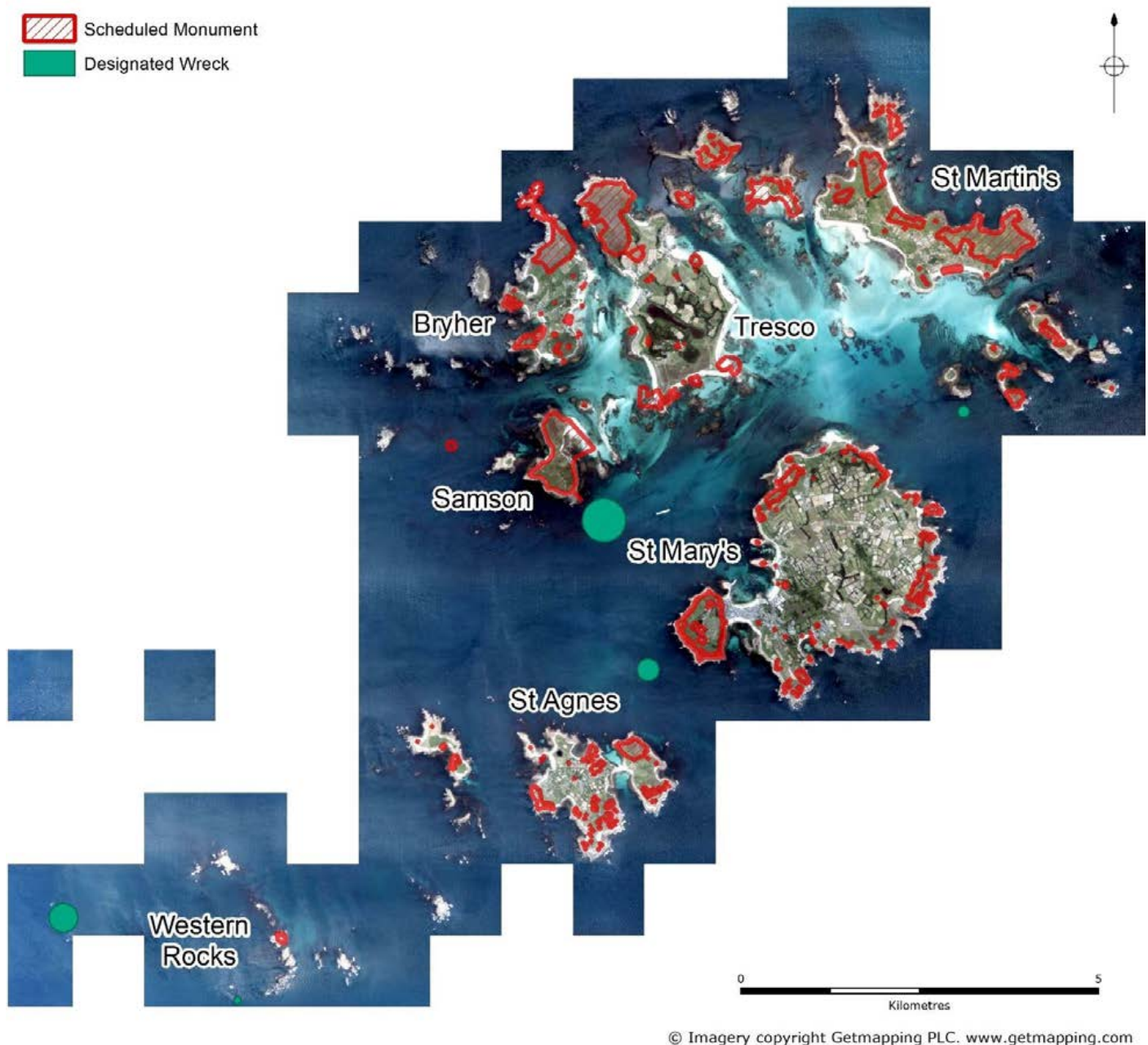
Isles of Scilly Inshore Fisheries and Conservation Authority

Isles of Scilly National Landscape

Isles of Scilly Wildlife Trust

The National Archives

Tresco Island Valhalla Museum



Map 1 Aerial photographic coverage of 2022 capturing the Isles of Scilly Conservation Area, in its setting in the open sea. Added layers display Scheduled Monuments (in red) and Protected Wrecks (green).

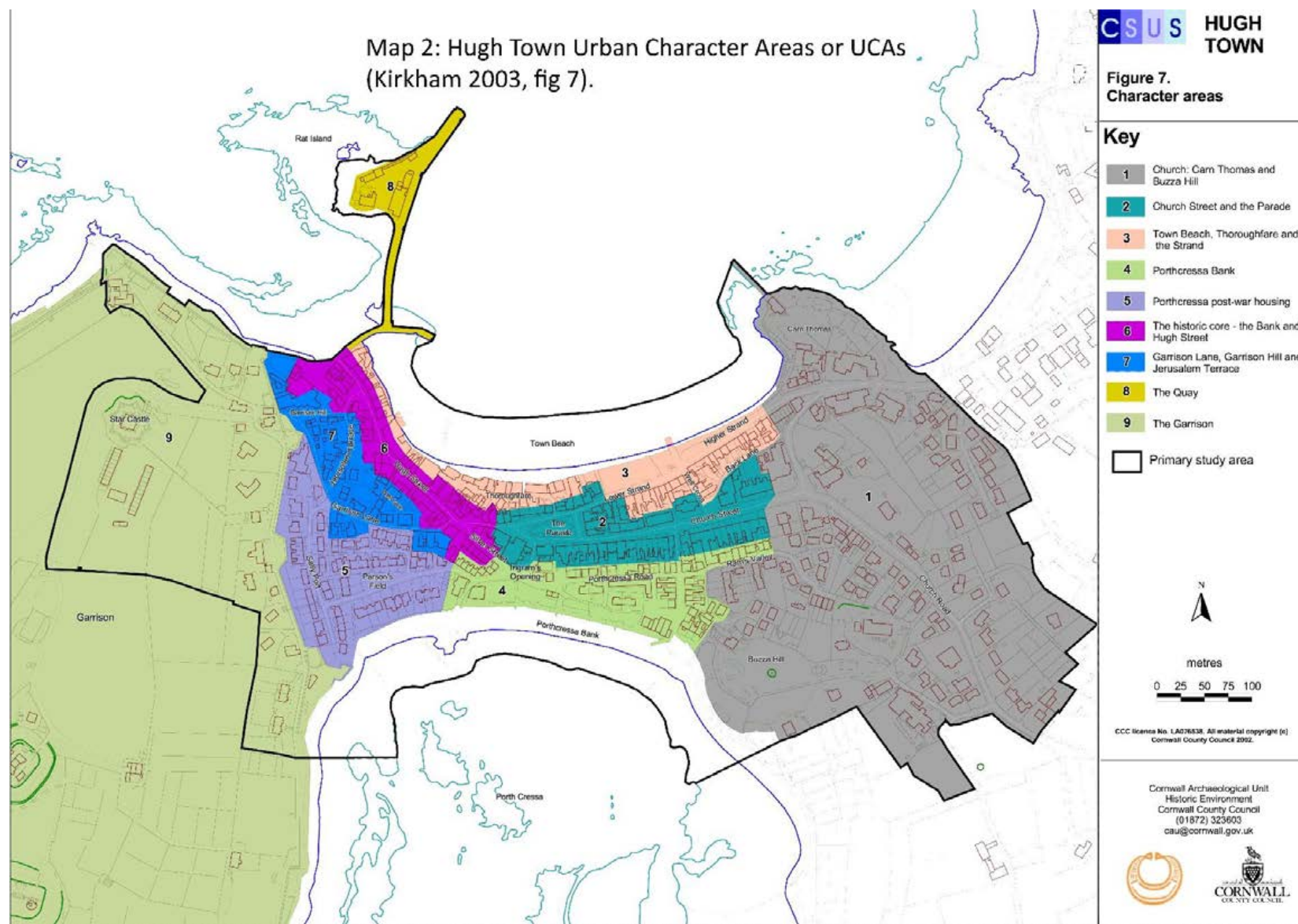
The five main, inhabited islands, around which are clustered numerous smaller islets and rocks, are named; as are the outlying Western Rocks, notorious hazards for shipping that in the past caused unnumbered wrecks, many of them fatal. For other island names and place-names see Maps 2-9 (below). Outline mapping of the CA (which would allow it to be displayed as a layer along with others such as these) is not currently available. The CA includes all the land and rocks seen here. It also takes in those parts of the sand flats (appearing turquoise in the photo) that clear at Mean Low Water (MLW).

Scheduled Monuments are outlined here to indicate the large number and exceptionally high density of monuments on Scilly. Protected Wrecks are also marked, in green to show how, whilst lying below MLW so not included in the CA, they form part of the maritime heritage which is a major component of the CA's Special Interest.

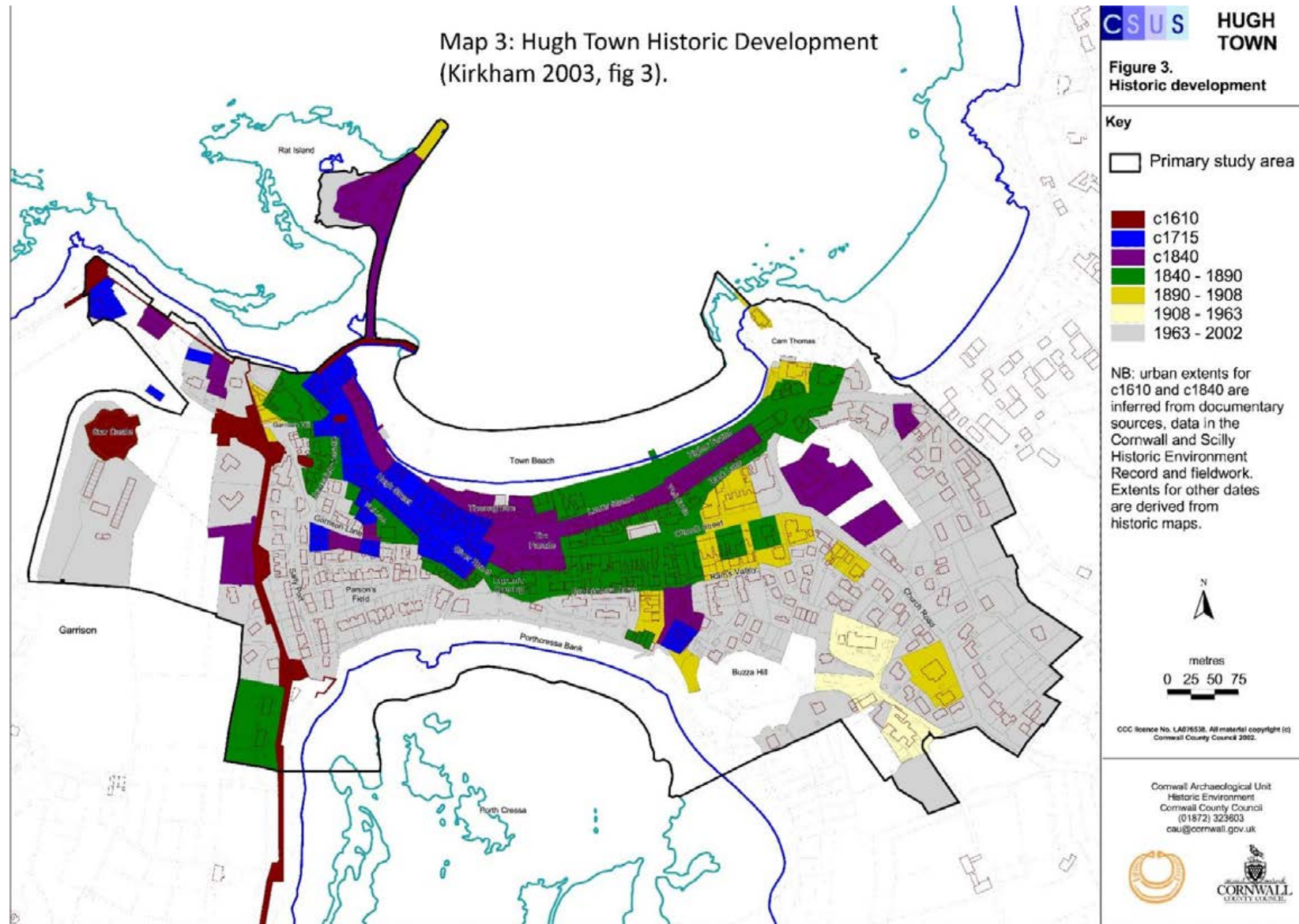
**Listed Buildings, which do not display at this 'island group' scale, are present on each of the five main islands. Listings are concentrated in Hugh Town on St Mary's where they are mapped, assessed, and illustrated in detail as part of the earlier Cornwall and Scilly Urban Survey (CSUS) study (Kirkham 2003).**





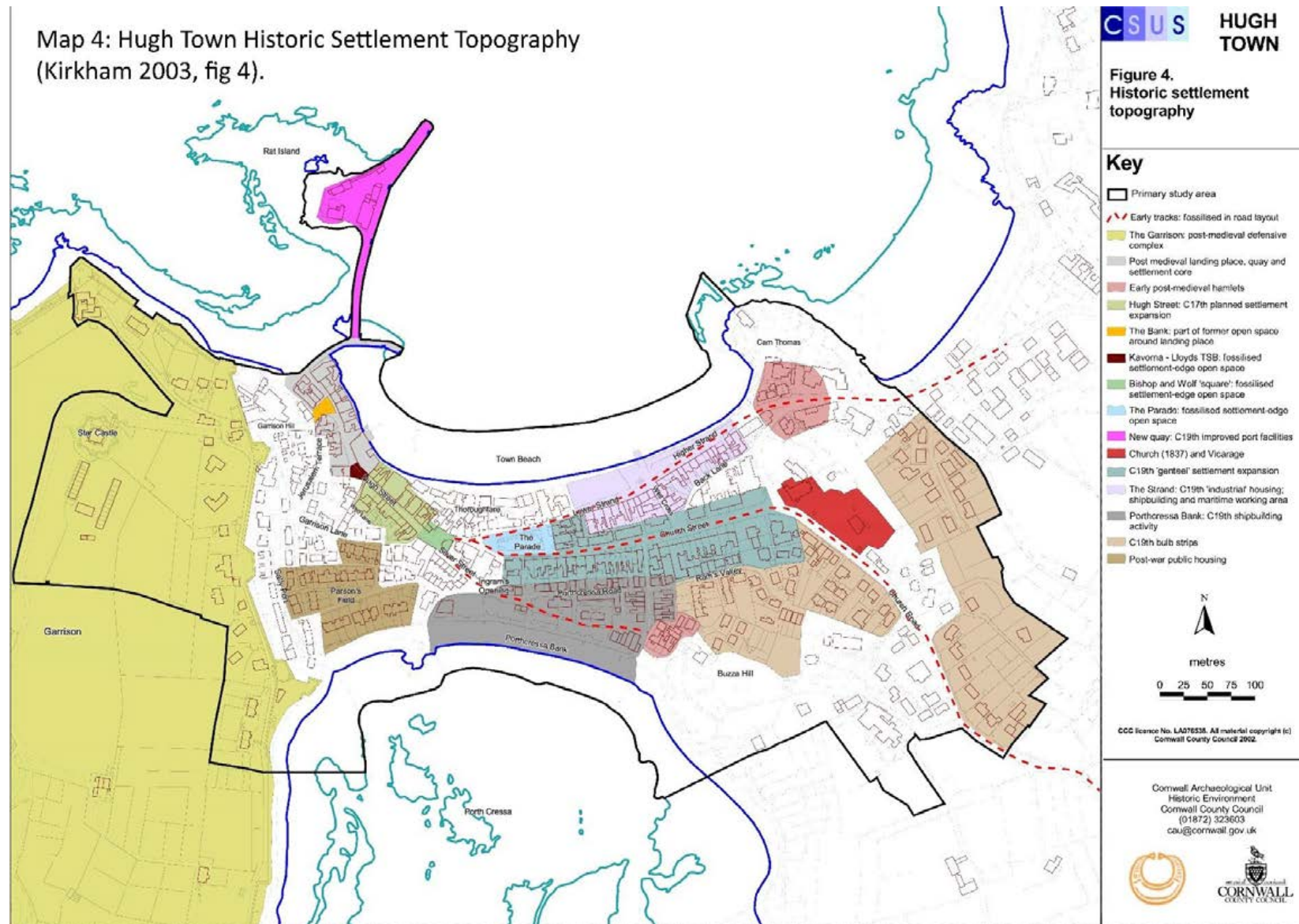


Map 2 Interpretative map from CSUS survey (Kirkham 2003, fig 7) defining Urban Character Areas (UCAs) referred to in the CAAMP.

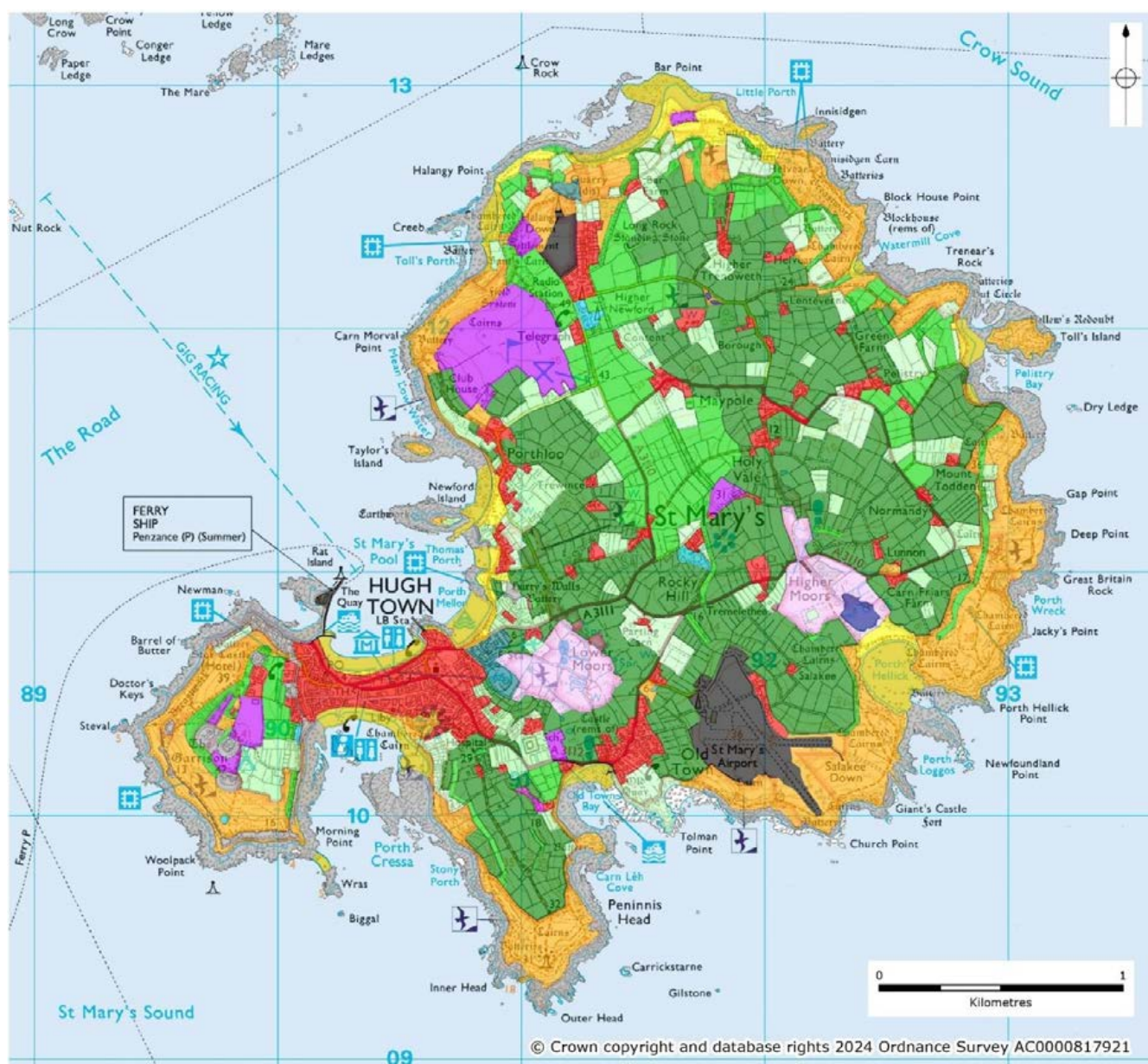


Map 3 Interpretative map from CSUS survey (Kirkham 2003, fig 3) showing and phasing main areas of historical growth of Hugh Town.



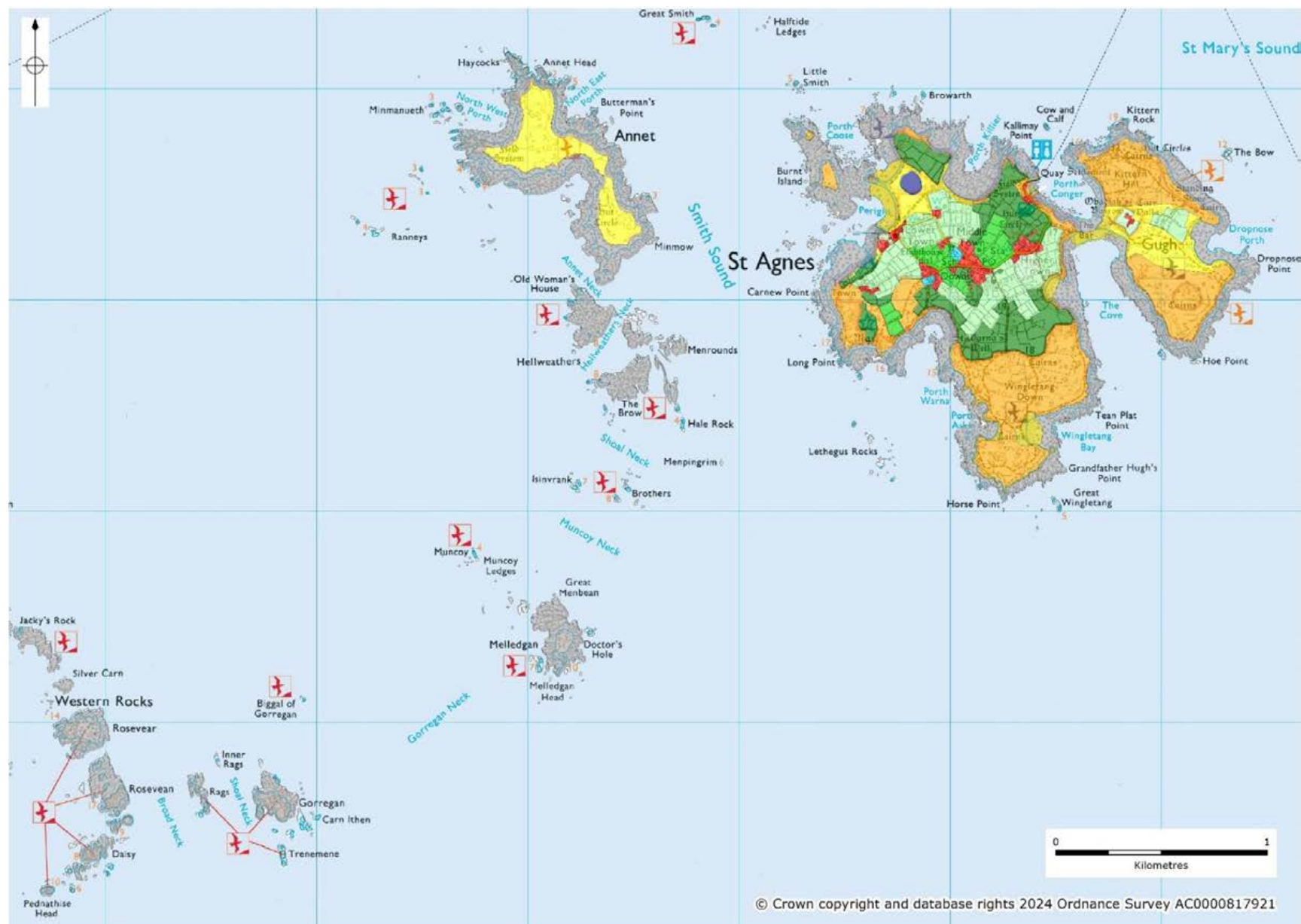


Map 4 Interpretative map from CSUS survey (Kirkham 2003, fig 4) showing main urban heritage character in Hugh Town today.



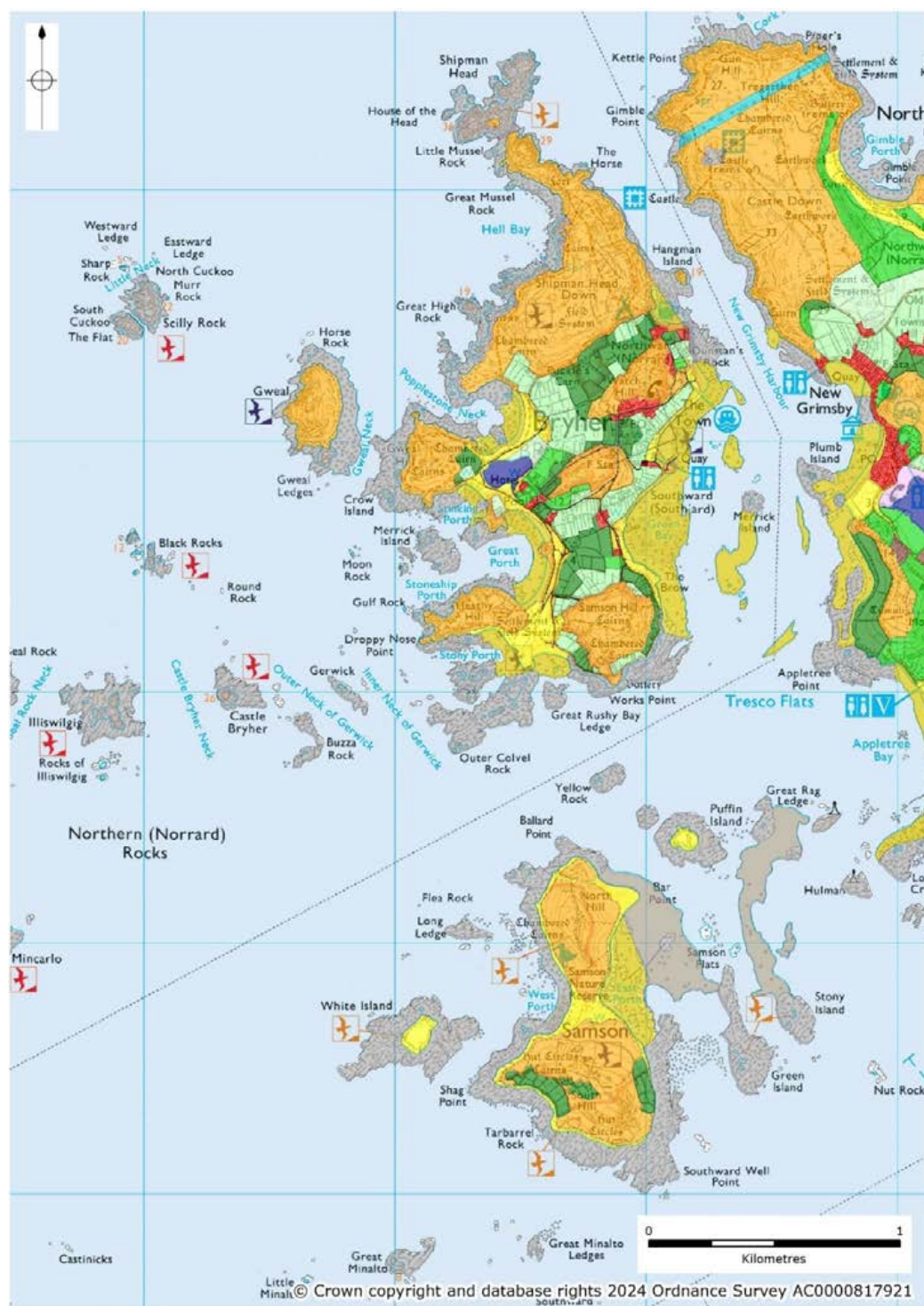
Map 5 St Mary's showing Historic Landscape Character Types (see also HLC Types Key following Map 9).



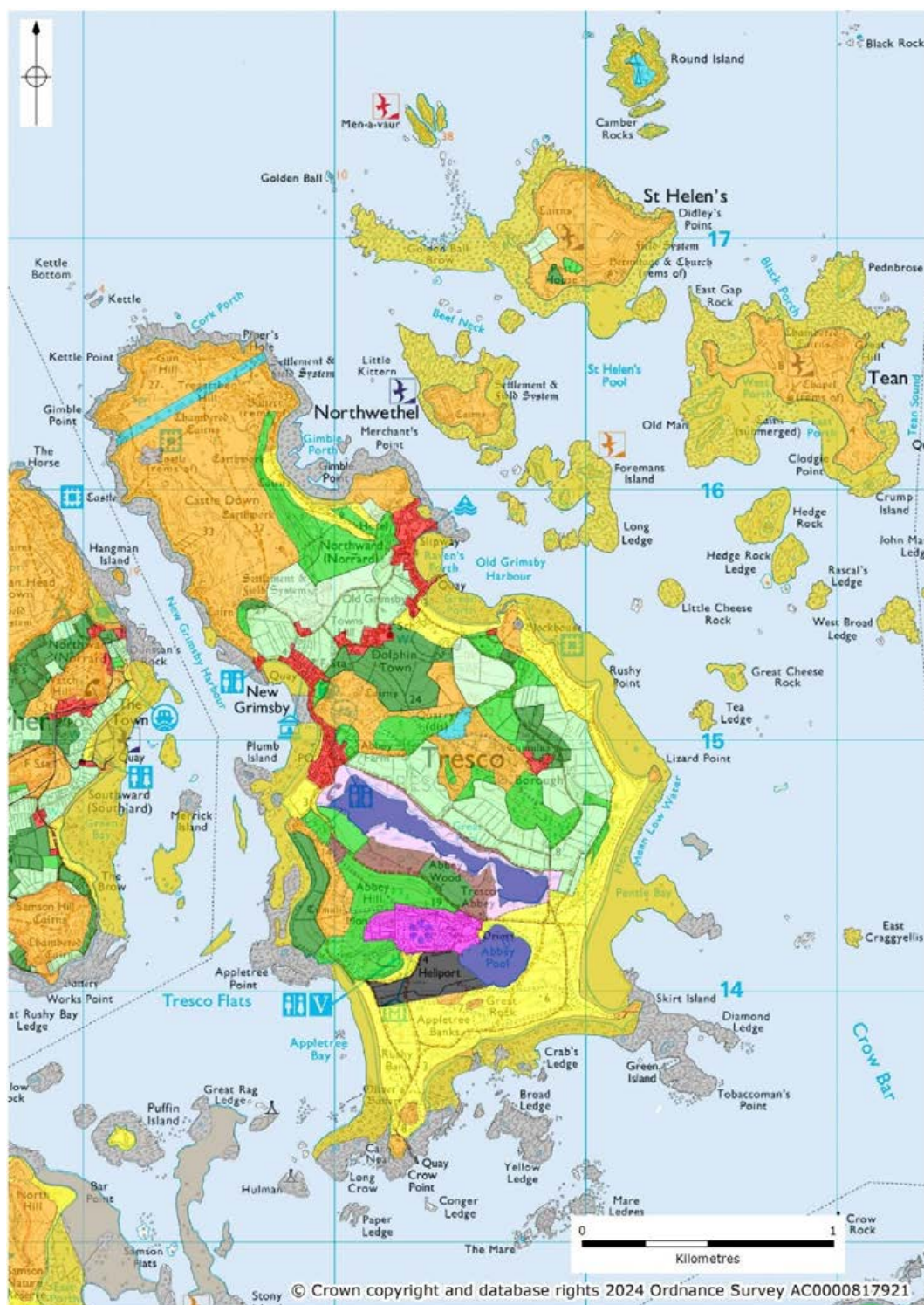


Map 6 St Agnes, and Annet and main Western Rocks, showing Historic Landscape Character Types (see also HLC Types Key following Map 9).



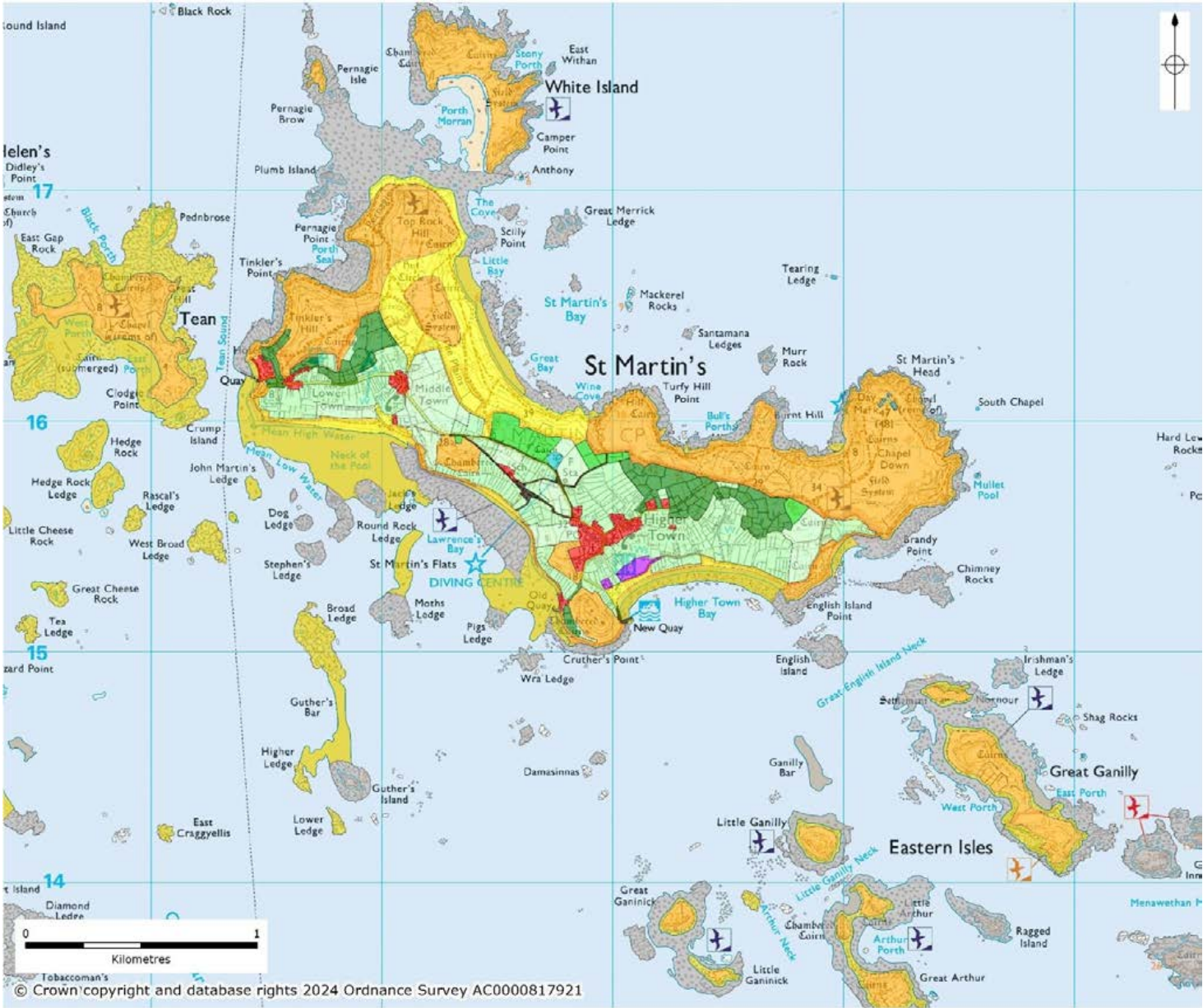


Map 7 Bryher, and Samson, showing Historic Landscape Character Types (see also HLC Types Key following Map 9).



Map 8 Tresco, and St Helen's, showing Historic Landscape Character Types (see also HLC Types Key following Map 9).





Map 9 St Martin's, and Tean and the Eastern Isles, showing Historic Landscape Character Types (see also HLC Types Key following Map 9).



## Isles of Scilly HLC Types

	Upland Rough Ground		Ornamental
	Coastal Rough Ground		Recreation
	Dunes		Foreshore: rocky foreshore/offshore rocks
	Ancient Woodland		Foreshore: sandy foreshore (beach/intertidal flats)
	Plantation and Scrub		Rough Ground: heathland
	Farmland: Prehistoric		Rough Ground: valley bog/marsh
	Farmland: Medieval		Rough Ground: blown sand/dunes
	Farmland: Post-medieval		Woodland: broadleaf
	Farmland: C20		Woodland: conifers
	Settlement: older core (pre-1907)		Farmland: AEL (prehistoric - post-med enclosures)
	Settlement: C20		Farmland: late post-med enclosures (C19)
	Communications		Farmland: bulb strips (late C19/early C20)
	Military		Farmland: modern enclosures (post 1908, excluding bulb strips)
	Industrial: Working		Communications
	Industrial: Disused		Military: prominent disused and reused structures
	Water: Natural		Industrial: disused
	Water: Reservoirs		Industrial: existing
	Ornamental		Maritime safety: existing and disused installations
	Recreational		Water: natural and artificial pools
	Rough Ground/Industrial		Settlements

*Key to HLC Types mapping, Maps 5-9.*







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