

# 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***

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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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Key to HLC Types mapping, Maps 5-9.

*All Figures are © Cornwall Archaeological Unit unless their captions state otherwise.*

## **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 – now known as National Landscape
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 given; this is to reference the sourcing of information from the relevant HER, Listing, or Scheduling documentation (rather than to identify all such records, too prolific to be referenced throughout).*





## **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 it is so rich, varied and complex, its Special Interest is presented as a thread running through this, and then summarised as a whole and island-by-island (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 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 living 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, Tresco – 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 to the residents and visitors appearing for permission for the photographs.*

# 1 Introduction to Scilly's CA, its appraisal and review

## 1.1 General Summary

This report presents the results of a Conservation Area Appraisal and Management Plan (CAAMP) for the Isles of Scilly, carried out by Cornwall Archaeological Unit (CAU) for the Council of the Isles of Scilly in 2024.

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 'Conservation Area' (or 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 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.

The CAAMP report includes, in this first consultation version, the full draft 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 undesignated. 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**

Residential development on Scilly increased rapidly and substantially in the 1960s (Edwards *et al* 1971, 61). Few houses had been built in the 1950s – only 16 between 1951 and 1959. In contrast, 200 units were completed in the next decade, 51 in 1961 alone. Most of these were at St Mary's and were in functional modern styles. The resident population rose by only 150 in the 1960s, while tourism greatly increased; the growth in development was therefore largely providing for tourist accommodation. As a result, designation as an Area of Outstanding Natural Beauty or AONB (now called National Landscape), and increased planning control, were both recommended (*op cit*, 8).

The islands' Council as Local Planning Authority (LPA) sought both AONB and Heritage Coast status in 1974, referencing a 1956 report by architect planners Jellico and Colridge. This advised that development should be carried out, and limited, in such a way as to 'preserve natural amenities' (Council of the Isles of Scilly 1974). It advocated that the Council 'retain, maintain and protect in perpetuity the status quo of this landscape'. At the same time, it proposed that, as standards of living were rising in England, maintaining 'status quo' on Scilly entailed some parallel development to secure such standards. The AONB application aims included 'the preservation or enhancement of the character or appearance of.... special architectural or historic interest' (*op cit*, 7).

The Scillonians' love of the inherited landscape and their consensus on its conservation was expressly stated; 'Basically, islanders are as one in endeavouring to preserve Scilly as they have known it from their youth and it is only in exceptional cases that their acceptance of any restrictions or controls is not fully and appreciatively given' (*ibid*).

To extend the scope of conservation more fully to the landscape and building heritage, the entire archipelago, 'the whole of the area of the Isles of Scilly', was made a Conservation Area. The designation was gained in 1975, under section 277 (1) of the Town and Country Planning Act 1971 (*The London Gazette*, June 10th, 1975, 7499).

## **1.3 CA designation; requirements and gains**

Legislation provides a national legal framework for managing Conservation Areas. Part 8.1 of this report outlines how the particular measures it provides for have been applied on Scilly. Scilly's existing planning policy and guidance most relevant to the CA is given in Appendix I.

Conservation Areas are designated in order to manage and protect the special architectural and historic interest of places, both in built-up areas and across wider landscapes. Requirements, and gains, of living in CAs in general include;

- 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 (see further Parts 8.1.2 and 8.1.3 for local context regarding tree works and advertisements);
- 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 Other planning context; National Landscape designation**

Government guidance on managing National Landscape (NL) (formerly termed AONB; Part 1.2 above), is important here. The 2021 Management Plan for the Isles of Scilly NL recognises it as a historic landscape, and has policies and objectives relating to that. (See further Appendix I, where extracts or summaries for this and other existing management framework documents are given in date order). The NL guidance states that;

'Under the CROW Act [Countryside and Rights of Way Act 2000] ....the relevant local authority, must make sure that all decisions have regard for the purpose of conserving and enhancing the natural beauty of the AONB. Your decisions and activities must consider the potential effect it will have within the AONB and land outside its boundary.'

Further to this 'As a local authority, you must make sure that any proposals have regard for the purpose of conserving and enhancing the natural beauty of the AONB, for example when:

- adding utility services, like gas pipes and telecommunications cables or
- creating public access as part of rights of way improvement.'

The guidance also states that within National Landscape [AONB] Natural England must;

- give advice to local planning authorities on development proposals in an AONB
- consider the conservation and enhancement of AONBs in its work, for example when carrying out land management activities or giving permission for statutory bodies to carry out works in an AONB.

## **1.5 Existing heritage strategy for Scilly**

A strategy for managing the historic environment of Scilly, identified in the Historic Environment Topic Paper for the 2015-2020 Local Plan (Council of the Isles of Scilly 2017, 10), includes the following. (See Appendix I to the present report for Local Plan extract with further information on strategies and actions.)

- **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.

## **1.6 Isles of Scilly CAAMP methodology, and report structure**

### **1.6.1 Study aims and methods**

#### ***Aims***

In developing the CAAMP, the aim has been to provide appraisal and proposals, informed by the heritage of the archipelago as a whole, and also recognising variations between the five main islands.

Due to the large extent of the CA, covering all of Scilly with its indented coastline and extensive inter-tidal zones, and with the outstanding preservation of historic landscape here, the CAAMP study and reporting is necessarily selective. It is focussed on places key to appreciating and enjoying the heritage of the islands, and those most at risk and/or with clear potential for enhancement.

#### ***Author and contributors***

The Conservation Area appraiser and author of this report is a landscape archaeologist at Cornwall Archaeological Unit (CAU) who has worked on recording and interpreting coastal and other historic landscape in Cornwall and on Scilly. The island's urban historic landscape, Hugh Town on St Mary's, has previously been analysed in detail, as one of the study areas in the Cornwall and Scilly Urban Survey (CSUS) project undertaken to inform town regeneration. The CSUS report for Hugh Town has greatly informed the appraisal of Hugh Town in the present study. It can be consulted for further information (Kirkham 2003).

Many residents on Scilly and representatives of island organisations have contributed information to the CAAMP at the fieldwork and draft report stages, as mentioned in the opening acknowledgements and referenced in the text. It is hoped that further contributions will be made through the formal consultation process (see further Part 1.6.6 below).

### **Desk-based study**

An initial desk-top study was carried out. Sources used include (see also References, Part 10);

- Council of the Isles of Scilly online heritage evidence base, and report library.
- Isles of Scilly Museum collection including publications and historic photographs (held in the islands' Council office at the time of this study).
- Cornwall and Scilly Historic Environment Record (HER) via Heritage Gateway.
- The National Heritage List for England (database of designated heritage assets).
- Historic England's online mapping service for Conservation Areas.
- Early maps, histories, and CAU and other archaeological reports readily available. (A historic environment research framework for Scilly provides an outline of previous work, in particular, archaeological excavation; Johns 2019, 24-31.)
- Other online sources including archives of original documents and old newspapers.

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

As part of managing Conservation Areas, Local Authorities are required to review CA extents. This is intended to help ensure that the designation protects those areas where it is most desirable to preserve and enhance heritage. It is recognised that not all buildings or spaces within a CA will necessarily contribute to the CA's special significance (Historic England 2019). This principle has particular relevance in the context of an offshore island group CA where a range of modern services must necessarily be provided.

Part 2 presents the findings of the review of the extent and boundaries of Scilly's CA. (The area review is based on the findings of the CA appraisal and assessment of significance forming Parts 4 to 6 of the CAAMP. It is presented ahead of that appraisal in this report, to show the rationale for the topographical extent of the appraisal.) Part 3, following the boundary review, provides an introduction to the historic landscape within the CA. It includes an outline of some of the main ways in which the CA is used today, most relevant to the CAAMP.

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

As set out in Historic England guidance (2019), defining a Conservation Area involves outlining how its landscape has developed through time; and also assessing its Special Interest with reference to how the landscape embodies that development.

The Isles of Scilly CA's historic landscape, building and archaeological resource is highly diverse and complex, as well as extensive. It has not been defined, as such, prior to the present study. Scilly's CA has not previously had a CAAMP. (A draft Conservation Area Character Statement was produced in 2015; Council of the Isles of Scilly 2017, 6.)

The reporting of the appraisal is structured to allow the CA to be evaluated without long or repetitive Special Interest statements. The approach taken to this is as follows;

- **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. For each period, it identifies the main changes to the inherited landscape. It focusses on places that indicate the range of archaeological sites and historic buildings; and on some main stages in the gradual growth of our modern awareness of this range.
- **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).

All these overviews summarise the interest indicated in the course of the appraisal in Part 4-6. They follow Parts 4-6s' chronological structure, to aid cross-reference for further details. They also include some thematic appraisal additional to that presented in Parts 4-6, on themes cutting across the chronological framework.



#### **1.6.4 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;

- Principal strategy and guidance already in place relating to management of the CA (extracts or summaries of which are also given in Appendix I);
- General existing management pressures affecting the CA;
- Major historic environment management issues;
- Major historic environment management opportunities.

With adaptations to take on feedback from the present early-stage consultation, Part 8 will then be included in the final draft where it will generate Part 9, concluding the report, setting out a management plan. The plan is envisaged as including or identifying:

- Proposals relating to structure for heritage advice and development control;
- Ways to update and improve provision of, or access to, guidance and information;
- Definition of area/s where control of advertisements, and removal of 'Article 4 Directions' (removing statutory rights to certain forms of development, see further Part 8.1.1) may be newly applied;
- Cross-cutting measures to conserve and promote Special Interest in the CA;
- Measures to address deterioration, and enhance condition, features or character, for important types of sites and buildings;
- Potential to help inform responses to risk from sea-level rise and storm events due to climate change.
- Measures for management on landscape scale, for types of Historic Landscape Character (HLC) and, in places, for particular units of HLC (see Part 1.6.5, below).

#### **1.6.5 Introduction to Use of Historic Landscape Characterisation (HLC)**

##### ***What is HLC?***

Historic Landscape Characterisation was carried out for Scilly by CAU in 1996 (Landuse Consultants 1996). The resulting HLC map is available online via the Cornwall and Isles of Scilly Historic Environment Service's mapping page. For the islands, as elsewhere, HLC analysis reveals how every part of the landscape can be attributed to one of a series of Historic Landscape Character Types.

The units of each HLC Type, such as the various areas all characterised as heathland, share a generally similar historic character in the present, as a result of having had similar land-use and undergone comparable changes in the past. HLC mapping, then, represents how separate units of the different Types occur, interlocked, through the landscape, together forming a mosaic extending all across it.

##### ***HLC and the CAAMP***

The pre-existing HLC mapping provides a graphic, interpretative representation of the great, historically meaningful, diversity of semi-natural landscape and coast contributing to the special significance of the CA. An HLC map for each of the five main islands is included in this report (Maps 5-9). These maps will be used in framing the management plan in the final CAAMP. The plan will include guidance on land management relating to the different HLC Types, and to selected specific HLC units. The HLC use is discussed further in Parts 2.2.4 -2.2.6.

#### **1.6.6 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 Appendix II.]*

## 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, and that it should continue to form a single CA rather than be sub-divided into separate island CAs. The islands as a whole are coherent, in terms of their past development, and their present historic landscape character and features, and together they form a highly distinctive place.

The shared qualities of the historic landscape supporting this assessment are as follows. (The various strands of the CA's Special Interest are outlined in Part 7. Many of these are also relevant to the review of CA extent. The post-medieval fortifications that survive outstandingly well, for example, positioned to use and defend the island group as a whole, are best considered and managed holistically as elements of a single CA.)

- **Widespread archaeological sensitivity.** Density of sites across Scilly recorded in the CSHER is very high. This record is not definitive – it does not include even all the important buildings or other features visible at surface. However, it is indicative of exceptionally rich archaeological resource and potential. Monitoring of the islands' electricity cable trenches in 1985 revealed thousands of artefacts, many limpet middens, and several structures, in a narrow 11-mile (18 km) sample (Ratcliffe 1991, 141). It should also be noted that thick old deposits of wind-blown sand, quite frequently encountered, may make it harder to distinguish buried features through geophysical survey, while the sand can aid preservation of artefacts and of some organic material.
- **Integrity of historic settlement plan and building form and character,** in Hugh Town and in the small Towns (that is, the other, hamlet-scale central places). This is assessed as very good overall, and in many places outstanding.
- **Unifying appearance of island stone buildings** with the local warm, slightly brown tinted granite, and around them, prolific natural boulders and carns many with signs of past splitting to produce the stone.
- **Historic settings,** for buildings and other monuments, are often clear. Views are generally uninterrupted by large scale modern development, and they convey several layers of meaning. Past shorelines can be marked by terrestrial remains now stranded on beaches. Old boat landing places and routeways continue in use. Islets and rocks can represent daymarks for landings, and the sites of historic shipwrecks and rescues, which are linked also to remains of pilot gig sheds.
- **Exceptionally high frequency of Scheduled Monuments (SMs)** distributed across the islands. SMs often cover large areas, taking in multiple component sites which range from prehistoric to post-medieval and modern.
- **Uninhabited islets effectively 'fossilise' historic buildings and landscape** of types present also on the main islands. This adds much to understanding of vernacular traditions and of the great changes over time on Scilly as a whole. All the larger uninhabited islets have SM designation; some 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. It has, and will continue to have, infrastructure for social and economic needs, transport and provisioning. Being an outlying and fragmented archipelago, with generally low and cumulatively small extents of land, and indented coastlines, it must accommodate modern services, in a finite area that is limited overall. Some services require similar infrastructure to be provided on each island so that they are reasonably accessible to residents. Temporary storage of fishing gear, etc, can also be needed, and this can be intrinsic to the island environment and part of its interest.

The islands must also provide for growth and change such as increasing housing requirements. Furthermore, the land is subject to flood risk due to the climate emergency and projected sea-level rise (Part 8).

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 also can be accommodated within the CA, with appropriate management to promote enhancement of island character, and to satisfactorily avoid, limit or mitigate damage to it (Part 9).

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

The geographical extent of the Isles of Scilly CA, unlike those of CAs in Cornwall, is not displayed on the Cornwall and Isles of Scilly Historic Environment Mapping webpage. This may be attributed to islands' having simply been designated as entirely covered by their CA (Part 1.2). The CA's inclusion of numerous islets and rocks, but not the sea below MLW in between, makes it impossible to draw a continuous perimeter.

The Historic England dataset mapping for CAs does indicate the CAs extent, but does this by shading its land (rather than by delineating a boundary). 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. It is proposed that they be confirmed as included in the mapped boundary, as follows (notes on heritage associations are given in brackets).

- On the east, Hanjague. (This is a prominent eastern rock, a fishing place and natural daymark, the site of known wrecks):
- On the south west, the Bishop Rock. (The rock is recorded by name from medieval times. It bears the leading Victorian lighthouse, a Grade II Listed Building. It is Scilly's prime westerly landmark, and represents an area of many shipwrecks):
- On the north west, Scilly Rock. (A distinctively shaped large rock on the west fringe of the inner islands. It shares with the island group the name Scilly, thought to derive from the Cornish language word for eels):
- On the north, Men-a-vaur. (Its Cornish name meaning 'Rock by the hump' is attributed to its proximity to the high hillock shaped Round Island which is the site of Bronze Age cairns as well as a later 19th century lighthouse).

Numerous shipwrecks lie around Scilly, including designated Protected Wrecks (Map 1). These are in deeper water, between the islands or wholly beyond the CA extent. Varying kinds of terrestrial archaeology and structures on Scilly relate to some of those wrecks, which are important to understanding the islands heritage. However, the wreck sites are considered best conserved through the existing Protected Wrecks designation (with separate review of that where appropriate) rather than incorporation in the CA.

### **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.

## **2.2 Notes on terms and methods used in the CAAMP**

*(See also Abbreviations at the front of this report.)*

### **2.2.1 Grouping of islands within the Conservation Area**

As part of the CAAMP study, sub-division of the existing Conservation Area to form five separate, related Conservation Areas was considered, but found to be unworkable, because incompatible with the internal cohesion of the historic landscape (Part 2.1).

The CAAMP provides a brief summary of Special Interest for each of the main islands – St Mary’s, St Agnes, Bryher, Tresco and St Martin’s – to help convey how they contribute, with their associated smaller islets, ledges and flats, to the interest of the whole CA (Part 7.2). HLC maps of them are provided at the back of the report (Maps 5-9). Management measures based on HLC for each island will be included in Part 9, as well as general ones; these could be updated at different times, if the CAAMP is reviewed in the future.

Grouping of islands for discussion purposes generally follows the parish boundaries with a few variations proposed to reflect topographical and historic environment associations;

- **Samson being grouped with Bryher.** These islands have rounded hills forming a chain dominating the north west side of Scilly. Both feature hilltop prehistoric monuments. They have good intervisibility as well as proximity (as expressed in the place-name Samson Hill on Bryher).
- **Teän being included with St Martin’s.** These islands are similarly close and partly intervisible. Teän is a prominent part of the setting of, and sea approach to, St Martin’s Lower Town. The islands share strong historical associations with, and archaeological heritage from, the old kelp-making industry (Part 5.5).

### **2.2.2 Recognition of ‘Towns’ (the main hamlets) as the typical central places**

The centres on the inhabited islands are typically large hamlets (Figs 1 and 2). Hugh Town, the only actual urban area, developed historically from unparalleled growth around the Star Castle and Garrison fortresses and the associated harbour (taking in a few dispersed earlier dwellings). The only village-like place, Old Town, was a small planted medieval castle and harbour town, before it was eclipsed by Hugh Town.

This study adopts the traditional Scillonian (and Cornish) usage of the word Town for these nucleated settlements, capitalised to indicate its particular meaning in this context. The term, in this sense, occurs across Cornwall, although there it now persists largely in relation to churchtowns, as they are called – the hamlets containing parish churches.

On Scilly, ‘Town’ often forms part of the place-name of the settlement, as in Dolphin Town (Tresco) or Higher/Lower Town (found on several islands). The term helps indicate the distinctive nature of these non-urban but dominant island settlements (not best captured by either of the approximations hamlet or village).

Towns in this sense are hamlets forming central places. They comprise mostly houses perhaps with former cellarage (stores), forge, tavern, or similar infrastructure. Towns typically have a plan which is organic yet structured, sometimes with several foci which can be well-spaced. On Scilly they typically cluster around one or more open greens, which can be irregular and quite small, or at nodes where routes meet. They also show ‘time depth’ or evidence of past expansion and shrinkage (see further Part 5.3).

HLC mapping shows these Towns (Part 2.2.4, and Maps 5-9). The HLC map (produced for Cornwall and Scilly as a whole) uses the same symbology for the Towns as for the main old individual farmsteads. Historically, the latter generally derive from the former. Medieval field systems were subdivided, each farm in a hamlet having a dispersed holding of strips in different fields for equitability (Herring 2006). In post-medieval times these were consolidated into holdings clustered around each farmstead. In places particular farms came to be predominant so that the hamlet became one unified farm. On Scilly, however, old hamlets generally still have several houses in use.

### **2.2.3 Urban Character Areas (UCAs); used in CAAMP for areas of Hugh Town**

For the historic core of Hugh Town, ‘character areas’ have been identified previously, as part of the larger Cornwall and Scilly Urban Survey (CSUS) project (Kirkham 2003). The present study incorporates these, with their existing CSUS numbering, referring to them as Urban Character Areas, or UCAs (rather than as Character Areas/CAs as is done in the CSUS report, to avoid confusion with the abbreviation used for the Conservation Area).

The CAAMP refers to the UCAs in Hugh Town by number, in the course of the chronological account of the past development of the landscape, and in proposing management measures. The UCAs with their numbers are shown in Map 2 at the back of this report.



*Fig 1 St Martin's: historic view looking east from Lower Town to Middle Town, showing Scilly's characteristic pattern of hamlets, the 'Towns' (Ashvale Farm right of centre).*

*Photo courtesy of Gordon James.*



*Fig 2 St Martin's: Aerial view looking east showing Lower Town (foreground) and Middle Town beyond (the hotel in front indicating a date of around 2000).*

*This view also features the field system, adapted to form bulb strips from medieval farmland. This had been inundated with sand, leaving the massive bank running east-west across the field system. Similar stabilised linear dunes occur elsewhere (Fig 67).*

*Photo courtesy of the Council of the Isles of Scilly.*



#### **2.2.4 Historic Landscape Characterisation (HLC) use in management plan**

Maps of Historic Landscape Character reveal patterns in the continuous mosaic that forms our landscape. They identify in the same colour those pieces that have shared character today, because of similar land-use and change in the past (see Part 1.6.5 for a general introduction to HLC; and island HLC mapping, Maps 5-9, at the back of the report).

This is particularly useful, since Scilly is so different from most Conservation Areas. It has richly varying types of coastal and rural historic landscape, across and within its scattered islands. Through use of HLC, guidance can be related to the various types of historic landscape which are most widespread on Scilly as a whole but are dispersed in pieces across it.

HLC provides a map-based framework for guidance or recommendations for landscape-scale management, which will be included in Part 9. This characterisation-based rather than site-based approach allows the relevance of management measures to be presented across the islands in a consistent way, while avoiding repetition.

#### **2.2.5 Structuring of elements of plan, by HLC Type or UCA**

The CAAMP management plan will include guidance based on historic character of areas;

- **Generic guidance for HLC Types**, on treatment of boundaries for example, applicable across the HLC Type.
- **Specific guidance** for selected individual HLC units, or for UCAs, with particular management potential or sensitivity to change. In places, guidance may relate to a couple of neighbouring Units of different HLC Types.

#### **2.2.6 Example of CAAMP HLC guidance; Par Beach, Higher Town, St Martin's**

The Cricket Ground and dunes above Par Beach (also known as Higher Town Bay) provide an example of how HLC helps frame management proposals.

Historically, this ground was known as Pool Green. The Green was a coastal common, used for open rough pasture, containing one of Scilly's distinctive broad shallow freshwater pools. Its seaward fringe was the site of one of the islands' larger groups of pilot gig sheds. Several old gig sheds are still standing and are in varied boat-related use (a few have been added more recently in traditional style). There are also two old wells adjoining the open ground. Several paths run here from Higher Town, reflecting the importance of the place for the inhabitants of the Town.

On the HLC mapping this place is indicated by a unit of the 'Recreation' HLC Type, being used as a Cricket Ground, with the dunes on the seaward side forming part of a longer belt of the 'Rough Ground; blown sand/dunes' Type.

- **Generic, HLC-based guidance.** The 'Rough Ground; blown sand/dunes' HLC Unit here, like those elsewhere, would benefit from maintaining open ground and historic routes, and preventing if possible the spread of invasive plant species.
- **Specific guidance.** There is potential for buried archaeology of the lost gig sheds, that contribute to the maritime strand of the Special Interest of Scilly. Avoiding ground disturbance, or providing for recording of buried remains of sheds if groundworks were proposed, would be appropriate.

The old wells, both marked on the 1888 map, are part of the historic provision for fresh water supply, another theme of Special Interest. They could be considered for assessment of any related management needs or potential to enhance them.

In the CAAMP, Pool Green would then be among selected HLC Units on the island, marked with a number on the HLC map so as to link them to specific as well as generic guidance.

#### **2.2.7 Note on existing Garrison Conservation Management Plan**

The Garrison headland on St Mary's, dominated by extensive fortifications of many types and periods, has a pre-existing heritage conservation plan for those sites (Johns and Fletcher 2010). For the Garrison the CAAMP provides an outline of the 2010 management proposals (in Appendix I, which provides extracts or summaries of policy and guidance documents in date order) and notes some potential to build on them (Part 8.4.5F).



## 3 Introduction to the CA landscape and its heritage

### 3.1 Topography

Scilly comprises five larger, inhabited islands, a similar number of substantial unpopulated islands or clusters of islets, and between and around all these, hundreds more rocks and ledges (Map 1). The archipelago is dispersed, measuring up to c10 miles across overall (or c7 miles across including the populated islands together with their shallower internal sea and its deeper sounds, but not the outer rocks). The land rises in low rounded hills or ridges, reaching to plateaux with small summits at up to 50m OD. Parts of the islands are particularly 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 (Figs 3 and 4).

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. The promontory's older name, the Hugh (probably derived from English *hoh*, 'a heel or spur of land', Padel 1988, 98), survives in that of the archipelago's 'capital' centred on its isthmus, Hugh Town.

St Agnes, the most south westerly inhabited island, broadly resembles St Mary's in its rounded, indented shape (Map 6). It is much smaller, up to a mile or so across, and lower at no more than 30m OD. 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). The last two reach up to 2 miles in length, but they are less than a mile across.

Islets accessible on foot only at low tide occur around the inhabited islands. They include at St Mary's the very small Newford, Taylor's and Toll's Islands (Fig 5), at St Agnes the larger hilly Gugh, and at St Martin's the northerly White Island with its several close set abrupt small hills. Being little altered, these islets are typically rich in surface archaeology.

The three main islands on the north lie closer together, and have fringing islets and extensive tidal sand flats along their inward facing shores. At the more extreme low tides, the boat channel between Tresco and Bryher can be wholly uncovered, and expanses of flats around these islands are exposed every day around low water.

All the off-islands are surrounded by numerous separate islets, stacks, and ledges, both near the shores and further off, some visible at all tides and others uncovered at mid- or low water. The topography of the uninhabited islands varies considerably. The Eastern Isles, Samson near the centre of the west side of Scilly, and also St Helen's, Tean and Round Island on the north, rise nearly as high as the larger islands. Annet and its outliers on the south west, and the Western Rocks beyond, are lower and more ragged.

The island environment as a whole is very striking with its phenomenal qualities no less remarkable for being experienced here every day. From many viewpoints, vistas of islands intermixed with sea reach 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. Some more localised rock occurs. A greisen or mica-quartz, outcropping in the Eastern Isles on the neck between Nornour and Great Ganilly, is noted by Thomas (1985, 88). Within the granite, variations in colour, texture and crystal size reflect differences in the rock's mineral composition, exposure to steam and gases, and stresses and speeds of cooling. A fine 'inner' granite lies within a zone of coarser granite, extending over the area from the south part of Tresco to the north west fringe of St Mary's and the north half of Annet.

Pink and red granite, coloured by superheated steam darkening the trace iron in the felspar component of the rock, outcrops on St Agnes. Mats or scaly layers of white quartz or black tourmaline on the granite can be seen for example near Giant's Castle, St Mary's. Granite outcrops, and some early stone monuments, bear splitting marks showing how they were used to source building material (Fig 6). 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. Some carn's show trimming or partial dismantling for building stone, even on the tidal flats. Large quarries are few, but there are small ones in places in addition to the simple moorstone extraction pits.

Carns with striking shapes, and solution hollows which can occur in large numbers or complex formations, are features of the southern downs of Peninnis (St Mary's) and Wingletang (St Agnes). Their forms reflect ancient weathering away of minerals that had filled lines of weakness, and on the north part of Scilly, glacial erosion of the granite.

In general, rocks at sea, forming guides as well as hazards to navigation and fishing, are charted in increasing detail from the later 17th century (Quixley and Quixley 2018, 71). The outlying Bishop Rock was named, in Cornish, in a document of 1301 (Part 4.2). Some of the local knowledge of marks at sea, pre-dating all charts and more complex, was noted by visitors in Victorian times. North for example was shown by boatmen how the two parts of Scilly Rock were distinguished by 'small lumps of rock' on their tops, the North and South Cuckoos (North 1850, 20-21). Outcrops on the land are mostly first marked and named on the detailed OS maps of 1887-1888. Pulpit Rock at Peninnis, with its pronounced horizontal jointing, is named earlier, on a 1792 survey.

There are notable sea-caves on Tresco at Piper's Hole and the Gun, and at White Island and Culver Hole on St Martin's (North 1850, 34, 66-67). Rounded cobbles and boulders lie in large accumulations on some beaches. The place-name Popplestones on St Martin's and Bryher refers to them, and they are part of the vernacular building tradition, set on gateposts or gables (Fig 103D). Smaller pebbles of the slaty stone that surrounds the granite, 'killas' as it is termed in the region, are frequent. Pebbles of greenstone – outcropping at Wolf Rock, as noted by North (1850, 167) – are also present.

'Erratics', types of non-local rock including flint, red sandstone and siltstones, derive from moraine material once carried by ice or meltwater. Erratics remain as boulders and smaller stones, especially on the north sides of Bryher, Tresco and St Martin's where the tip of a glacier reached in the last Ice Age, approximately 21,000 years ago. Flints from there and from beaches were used in making prehistoric tools and weapons, as can be seen from the colour of worked flints and the stone 'cores' they came from.

### **Surface geological deposits**

The orangey sediment overlying the bedrock is known here as 'ram'. (In Cornwall similar deposits are called 'rab'.) Ram was often dug from roadsides (Fig 6D, and 103G). It was traditionally used to make floors and mortar, as noted in some detail by Grigson (1948, 38) although he wrongly asserted that rab was the correct local term (see further Part 5.9). The ram includes chemically weathered feldspar from the bedrock, and loess, material blown here by the wind in peri-glacial conditions at the end of the last Ice Age.

Clay deposits lie under the bar joining St Martin's and White Island. A similar clay, noted as white and possibly kaolinised, was found at the water table 2.6m below surface in a trial trench on St Agnes north of the Island Hall (Taylor and Johns 2014, 13).

### **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).



*Fig 3 St Agnes; Early 20C view of Middle Town with surrounding field system and the prolific carns and rocks to the west (walling to lighthouse complex in foreground). Photo courtesy of Isles of Scilly Museum.*



*Fig 4 Samson: Looking east across the flats to Tresco with St Martin's more distant beyond.*





*Fig 5 St Mary's: Sand bar starting to clear to Toll's Island with its prehistoric 'stone setting' and boundaries, and post-medieval battery, small quay, and kelp pits.*



*Fig 6 Some traditional sources of granite and ram for buildings (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.*

### **Sand dunes**

Blown sea sand, stabilised under marram grass or pine trees, lies on much of the coast and spreads inland. The Spence survey of 1792 maps the main areas of dunes. In places these form 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, as at Lower Town, St Martin's, and Porth Mellon, St Mary's (Figs 2 and 67).

### **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.

Stone structures are visible at low tide on beaches and flats (Figs 7 and 8). They were documented by antiquarians, notably by Borlase in 1756, and islanders would have been aware of them before this of course. In the later 20th century, the islands were seen as having taken shape in the medieval age, c900-1500 AD, with sea-level rise accelerating in Norman times (Thomas 1985). The place-name Ennor, found in connection with Scilly in medieval and later documents, was seen as denoting the greater island lost to this process before coming to mean St Mary's and later the Old Town area in particular.

Thomas used place-names within Scilly to support his medieval submergence theory. He saw a concentration of Cornish names around the collective outer coast, and attributed it to the inner shores having formed later at a time when there was a linguistic shift from Cornish linked to known movements of English people to live in Scilly. Early occurrences in documents of current names for islands, such as Bryher (1319), were interpreted as showing that these names formerly denoted districts within Scilly/Ennor.

Various rounded and linear inter-tidal or undersea sites were interpreted as prehistoric or Roman period enclosures or houses. To progress study of submergence, scientific sampling and dating of peat deposits preserved under marine clay was proposed.

The Lyonesse project took up Thomas' proposal for palaeo-environmental research and scientific dating, sampling peats formed from saltmarsh vegetation that can only grow close to shore. The project found that the five main islands became separated from each other through 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). Further work building on the Lyonesse study indicates that the inundation would have been perceptible to individuals on Scilly at the time, in the course of a 70-year lifespan such as is modal in gatherer-hunter societies today (Barnett *et al* 2020).

Folk tales of a lost land of Lyonesse at Scilly and/or west of Cornwall, from which the Lyonesse project took its name, have also been looked at anew in the light of that project's results (Nunn *et al* 2022; Nunn and Compatangelo-Soussignan 2024). It has been suggested that evidence now available for people being on Scilly in Mesolithic times (see further Part 4.1.1) makes it more likely that oral traditions relating to post-glacial land submergence have been transmitted over the millennia since then. Catastrophic floods at the dawn of the historical era when sea-level rise reached 'tipping points', like a great inundation of November 3rd 1099, have also been mentioned in discussion of the tales. It would seem possible that some traditions may stem from events such as this.

Understanding is likely to develop with further multi-disciplinary investigation. Cornish names on Scilly's outer shores, if more frequent, could have been better transmitted through serving as fishing and seafaring marks, for example. The relict boundaries in the intertidal zones, recently assessed as likely to be Bronze Age (Barnett *et al* 2020), appear varied. Those on Tresco flats have been recorded photographically in detail (Johns *et al* 2019, figures 47 and 53). Parts of them have two faces, like the 'Cornish hedges' also found on Scilly; while in other parts stones remain on one side only. This raises questions such as whether the type of boundary comprising upright or laid stones at intervals, which has been seen as early, may represent hedging more fully ruined by the sea.





*Fig 7 Samson: Old boundary on flats running north east to Black Ledge, exposed at low tide.*



*Fig 8 Bryher: Boundary in Green Bay, with another perpendicular to it (marked by the white 0.5m scale).*

Possibly boundary structures in the inter-tidal zone were generally made there to manage resources on the salt-marsh forming part of the Lyonesse model. There is scope also for more interpretation of unusual features there, such as an oval structure found by Michael Tangye in Appletree Bay, Tresco, at the lower limit of today's tides (Fig 176B). Was it placed at that point by design, as a fishing trap or keep, and if so in what period?

Remains of post-medieval sites built on the shoreline, but now in the inter-tidal zone, mark continuing sea-level rise. On St Mary's, at Porth Cressa, a 2m wide slipway of granite paving is now stranded on the rocky beach c18m from the low cliffs (Fig 170A). An old coastal revetment lies on the shore 13m seaward of the cliff on the south west side of Old Town Bay, where there was formerly a churchtown hamlet. The base of a pilot gig shed at Lower Town, St Martin's, recorded in the 20th century by Michael Tangye, now lies on the boulder beach 3.5m seaward of the edge of the low cliff.

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

Around 2,200 people were resident on Scilly in 2021 (Office for National Statistics). The economy supporting the islanders, briefly outlined here, is important for the management of the CAAMP in diverse ways. For instance, graziers might potentially provide sustainable control of vegetation, benefiting heritage on a landscape scale; and both horticulture and hospitality businesses may have potential to use historic glasshouses.

Before the end of the 20th century, tourism accounted for over 85% of the economy. The growth of this sector in particular has influenced development in the rural landscape as well as in Hugh Town. From the 1970s the Duchy of Cornwall permitted each farm holding to have two chalets to accommodate tourists, for example (Arbery 1998, 5).

More detailed statistics and estimates for tourism and other economic activity were put together in the first decade of the present century, to help inform an assessment of the capacity for change in farms on Scilly (Poole and Foster 2010). The findings include the following, which illustrate ongoing trends albeit based on data collected in 2008;

- **Tourism is the principal economic activity.** Seasonal visitors number over 100,000 per year in total. In 2008, using historic data, it was estimated that around half were day visitors, and half were holidaymakers who stayed for an average of one week. 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. It was estimated in 2008 that around a quarter of the total of c1,200 homes on the islands were not permanently occupied.

- **Farming** provided livelihoods in 2008 for 23 residents on St Mary's, 7 on St Agnes, 2 on Bryher, 1 on Tresco, and 16 on St Martin's (Poole and Foster 2010). On St Mary's, most agricultural business is flower farming, at Seaways, for example (Fig 159D). 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.

Most produce of the islands is used on-island; around a third of butcher's meat came from Scilly in 2008. St Martin's has the largest single flower farm business (Frontispiece), and a bakery using flour shipped to Scilly. 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.). Sheep are few; c50 breeding ewes overall in 2008.

- **Conservation grazing.** In addition, 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 selected areas, targeted to include archaeological sites (Fig 89). 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). Fish caught on Scilly are said to be a low proportion of those consumed here (Poole and Foster 2010) although people may catch and use their own.

Boat or canoe hire yards are run on St Mary's and several off-islands. On St Mary's building or repair of traditional gigs and other boats, and maintenance and repair of vessels including large trawlers, is undertaken.

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).

### **3.5 Seasonal and daily patterns in activity particular to Scilly**

Aspects of the logistics provided for the thousands of visitors during the long summer season (March to November) are unique to Scilly. Activity is structured around daily transfers between islands, on the 'off-island launches', as well as around transport links to the mainland. As a result, there are strong patterns, as well as considerable choice, in ways that people experience the CA landscape.

The daily sea crossings to and from Scilly 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, at the main boat transfer times, are also busy with pedestrians. The boat trips involve using historic landing places (dating from various periods, and mostly adapted with more recent quay structures), and experiencing changing views, tides and sea state, weather, birds and other wildlife, in ways similar to those of the past (Frontispiece). Combined with generally low levels of vehicle traffic, and high levels of walking and cycling, this helps enable people to appreciate the historic landscape and buildings.

As a result many aspects of the Special Interest of the CA, set out in Part 7, are often experienced as part of daily life on the islands and shared with visitors especially those who return.

### **3.6 Other Heritage Designations**

#### **3.6.1 Scheduled Monuments (SMs)**

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

The density of SMs reflects a combination of factors. Among these are the rockiness and exposure of coasts, limiting viability of cultivation; phases of population decline in the post-medieval period; traditional close grazing of rough ground, which prolonged good visibility of features into modern times (though scrub and invasive plants have greatly increased in more recent decades); and past land tenure, combined with the historical importance of shipping, pilotage and fishing, which tended to support greater continuity in use of farms.

#### **3.6.2 Listed Buildings (LBs)**

Scilly has 128 LBs, of which almost 10% are Grade I or II\*; the first Listing was in 1959 (Council of the Isles of Scilly 2017, 6). LBs are concentrated in Hugh Town; the earlier urban survey provides detail and mapping of these, with discussion and illustrations of their character and settings, needs and potential (Kirkham 2003).

#### **3.6.3 Registered Park and Garden**

The grounds of Tresco Abbey (named as 'Tresco') are Listed at Grade I in the Historic England 'Register of Parks and Gardens of Special Historic Interest in England' (List Entry Number 1000427). The designated area includes Abbey Hill on the west and Abbey Pool on the east, and also the heliport on the south.

### 3.6.4 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. Shortly afterwards the HC was effectively incorporated in an AONB as noted below under National Landscape.

Heritage Coasts are defined through voluntary agreement between Government and local authorities, rather than by statutory designation as are National Landscapes (although they are mostly co-located with the latter). However, they are subject to national criteria and objectives.

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

The whole of 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 was managed initially by the Non-Governmental Organisation the Isles of Scilly Environmental Trust (Land Use Consultants 2006, iv, 7, 13, 27) superseded from 2003 by the charity the Isles of Scilly Wildlife Trust (Isles of Scilly Wildlife Trust website).

### 3.6.6 Protected Wrecks (PWs)

Five PWs on Scilly are within the area of sea that also contains the CA. These wrecks lie under the sea at all states of the tide, so they are not included in the CA which is limited to ground above MLW. Several sites on land inside the CA, where heritage directly related to PWs can be seen, are noted in the chronological summary (Parts 5.7 and 6.5).

- **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; British 90-gun second rate ship-of-the-line, flagship of a homeward-bound fleet commanded by Admiral Sir Cloudesley Shovell; wrecked in 1707 on the Gilstone Ledge on the south west margin of Scilly.
- **Tearing Ledge**, PW 1000063; remains of one or more ships with fittings and artefacts including a ship's bell with the date 1701; likely to be from Admiral Cloudesley Shovell's fleet of 21 vessels wrecked on the Western Rocks in 1707.
- **HMS Colossus**, PW 1000078; British 74-gun third rate ship-of-the-line, carrying wounded men, and high value goods including Sir William Hamilton's collection of Greek antiquities; lost in 1798 on Southward Well Rocks south of Samson.
- **Wheel Wreck**, PW 1000086; Unidentified cargo ship, carrying iron wheels and pumping and other machinery potentially from a Cornish foundry; wrecked at Little Gannick in the Eastern Isles. Estimated as lost around the mid-19th century.

## 3.7 Undesignated sites and buildings

### 3.7.1 Local List

Significant buildings or monuments, meriting consideration in planning decisions because of their heritage interest (sometimes referred to as 'heritage assets'), can often be undesignated, omitted from Listing or Scheduling (Historic England 2021). Local heritage lists can include sites of interest for their archaeology, architecture or artistry, or history and local meaning. Their interest can derive in part from their setting.

Features may be highly significant, even if they have not met the criteria for designation (and it may be that they have not been considered, or their importance understood, in designation programmes). Including them in a Local List with appropriate conditions in place means their conservation is a material consideration in planning determinations (adding to their benefit from the general control over demolition in CAs).

The Isles of Scilly currently has no Local List. However, 188 farm buildings were reviewed as a heritage resource, and selectively visited, in 1995-1997, a generation before the present CA study. At that time, plans for converting some to other use were increasing. Of the 188, 22 were found to be of special interest. Nine were proposed for adding to the Listings for Scilly, which, it was noted, included few farm buildings (Arbery 1998, 1, 11).

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

For the Isles of Scilly, as for Cornwall, a GIS map-based Historic Environment Record is maintained. It incorporates diverse material, from old records to individuals' observations, with results of volunteer schemes, and those of a wide range of archaeological projects. Among the layers freely available to consult online are;

- **Buildings, sites and monuments**, with links to Heritage Gateway online records with descriptions and references. These include findings from archaeological work on all scales, from building site monitoring to the CSUS survey of Hugh Town.
- **Designated sites** with links to the National Heritage List for England with listing descriptions and references.
- **Aerial Investigation and Mapping plot** or AIM (formerly named National Mapping Programme or NMP). AIM has transcribed features visible on historic and new aerial photographs, some but not all of which will also have CSHER records.
- **Event records**, defining areas where archaeological work has been carried out, and providing links to associated reports available online.
- **Historic maps made by the OS**, at the large scale of 25 inches to a mile. For Scilly these maps date from 1887 (St Mary's and Treco) and 1888 (other islands), and from a second phase in 1906 when those first 25-inch surveys were revised.
- **Modern aerial photography** of four separate phases in different years over the last two decades.

### **3.7.3 Archaeological Constraint Mapping**

In 1995, maps outlining archaeologically sensitive areas were produced through a CAU project funded by English Heritage and the Council of the Isles of Scilly. As noted later in a Historic Environment Topic Paper for Scilly (Council of the Isles of Scilly 2017, 7-8) there are 174 of these 'constraint areas'.

The maps defined ground known in 1995 to have dense distributions of archaeological sites (both upstanding remains, and buried sites) and also potential areas of further buried archaeology. (These 'constraint areas' should not be confused with the legal area extents of Scheduled Monuments, also known by the same term.)

The constraint mapping was provided to help inform development control at a period when the GIS map 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.

## **3.8 Heritage collections**

### **3.8.1 Museum of the Isles of Scilly**

Community and committee work to found a museum on Scilly began in the 1940s, and intensified with the discovery of the Romano-British remains on Nornour in the 1960s (Martin 2011). The Isles of Scilly Museum in Church Street, Hugh Town, was built by the Council, and opened in 1967. The diverse collections include archaeological and other cultural material from Scilly, and historical documents and recordings.

Following the closure of the Church Street building due to structural problems in 2019, the Museum is currently developing plans for a new base at the old town hall in Hugh Town. Temporary displays there, and pop-up exhibitions around the islands, have been provided (Isles of Scilly Museum website).

### **3.8.2 Valhalla Museum**

A historic pavilion built for the purpose, in Treco Abbey gardens, displays Augustus Smith's mid-19th century collection of maritime art (Fig 9). There are around 30 figureheads, with nameboards and other carvings, mostly from sailing ships and early steamships wrecked on Scilly (Treco Island Valhalla Museum website). Other exhibits include the iron cresset of the original coal-burning light of St Agnes lighthouse (Fig 10). Histories of the ships, their loss, and the islanders' rescue and salvage work, have been presented on the site, through collaboration between Treco Estate and the National Maritime Museum, Greenwich.





*Fig 9 Tresco: 'Roman Soldier' figurehead, one of many collected in Victorian times and housed in the Valhalla pavilion in the ornamental grounds of Tresco Abbey.*



*Fig 10 Tresco: Coal-burning brazier from St Agnes' lighthouse of 1680, at Valhalla.*

## 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

While Scilly had few sizeable trees in pre-modern times, traditional lore preserved knowledge of a very different world. Islanders digging turf from the downs (Part 5.4) would 'ordinarily find Trees lodged among them', as noted in 1694 (Thomas 1985, 70). When the terraces of Tresco Abbey gardens were cut, in Victorian times, bases of oaks and elms unmarked by 'Ax or Fire', up to c2.5m across, were found underground (*ibid*).

The Lyonesse project provided new evidence for the early environment (as well as that for ancient submergence outlined in Part 3.3) (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.

Mesolithic activity disturbing the forest from c6,500 BC is apparent. Traces of charcoal may indicate fire was used to clear ground (Charman *et al* 2016, 196). Flint microliths of this era have been collected at several locations in cliff exposures, including at Old Quay at St Martin's. Possible microliths were also found in the electrification trenching south of Higher Town, St Martin's, and at Veronica Farm, Bryher (Ratcliffe 1991, 24).

Excavations at Old Quay have since revealed extensive Mesolithic and Neolithic occupation, with Bronze Age and late Roman activity also represented (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.

Artefacts datable to the Neolithic at Old Quay were more numerous. They included flints, coarse pottery of 'South Western' type with rounded bases, a stone adze pierced for a shaft, 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, where flint scrapers and an arrowhead have been found nearby (SM 1013276), and on Gugh, St Agnes (Figs 11 and 12). Both were more prominent in the past, when their sites were grazed and used for fuel gathering (Part 5.4). The Gugh stone was named the Old Man, formerly the Old Man Cutting Turf. Both stones were marked on Spence's map of 1792, perhaps because they served as daymarks. The Old Man certainly was used by pilots as a mark for navigating around the Spanish Ledges (North 1850, 54).

There are several 'stone settings' of a few upright stones placed together. An enigmatic stone on Chapel Down, St Martin's, was exposed by a heath fire a century ago and fixed more recently on outcropping rock nearby. It may be a rare statue menhir, with a rough representation of a head (Fig 177A). Stone circles and rows seem to be lacking, apart from a possible row which may instead be a boundary, on St Martin's Par Beach. This may reflect differences of past society, relative to Cornwall. It is less likely that circles existed but are lost, as other stone monuments survive well on the downs and coasts.





*Fig 11 St Mary's: Long Rock menhir on the high ground of Macfarland's Down.*



*Fig 12 St Agnes: Old Man Cutting Turf, menhir on the ridge of Gugh.*

In contrast, hundreds of cairns of varying sizes are known, and more will remain to be re-discovered (Figs 13 and 14). There are some 60 entrance graves, ritual and funerary monuments now dated to the Early Bronze Age (Sawyer 2015), with larger kerbed mounds featuring chambers open at one end formed of massive slabs (Fig 15). Their survival reflects how they were traditionally held in respect on Scilly, where they were referred to as Giant's Graves. When an antiquarian began digging them, local people informed him (in vain) that the sites should not be disturbed (Borlase 1756, 15-16).

Some more recent discoveries about entrance graves have particular resonance for Scilly. Decorations on urns from Knackyboy Cairn (see further below) were made using cords of distinct types indicative of local traditions (Mulville 2007, 23). The entrance graves are seen as serving for multiple burials, potentially of all islanders; their placing and form may reference natural carns, and some incorporate bedrock; and precious objects placed in them include some brought to the islands through sea travel or trade (Sawyer 2015). They may be positioned to use natural phenomena, as at Porth Hellick where the solstice sunset lights up the inside of the chamber (Carolyn Kennett, pers. comm.; Fig 16).

Around 1900 archaeologist George Bonsor excavated, amongst other sites here, three of the largest entrance graves, those of Obadiah's Barrow on Gugh, St Agnes, and Bant's Carn and Porth Hellick on St Mary's (Sawyer 2015). Among his findings were layers of limpet shells in some chambers, and human bone, preserved perhaps by the alkaline shells, and also animal bone, antler or horn, some of it worked for use (*ibid*). The three St Mary's monuments are now English Heritage 'guardianship' sites (Frontispiece).

Excavations of entrance graves revealed much about ancient island life. Work at Knackyboy Cairn on St Martin's in 1948 involved the Rev HA and Mrs Lewis, a Mrs T Jones, and tenant Leggo Ashford, with B.H. St John O'Neill (the Ministry of Works' Chief Inspector of Ancient Monuments) and Mrs O'Neill. The results were found to be exceptionally interesting, and were widely reported (*WMN*, September 16th, 1948, 2). Pottery had been placed there in great quantities, amounting to over 4 hundredweight, and burials lay 3 or 4 layers deep in places. The deposits represented successive use of the chamber for perhaps a hundred burials, so that it was likened to a 'family vault' used for over 500 years from c1700 BC (dating has since been revised).

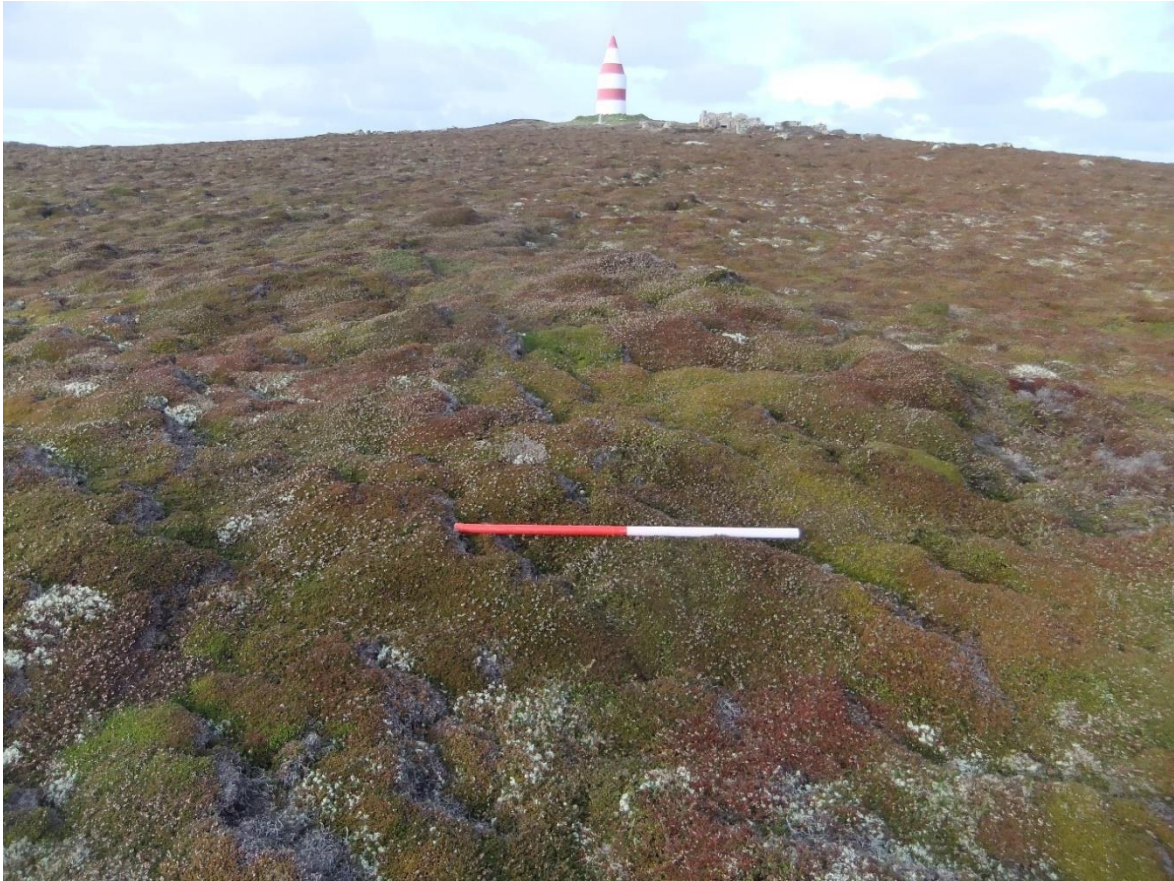
Discoveries were presented to the Society of Antiquaries in Burlington House, London, through a lecture illustrated by 'lantern' slides and a display of finds on a long table (*WB & CA*, June 16th, 1949, 4). The display included a flint 'axe-head or hoe' from the old lands surface beneath the cairn, as well as 7 glass beads, a star-shaped faience bead, scraps of bronze, and burial urns all from the chamber. The urns were found to show over 20 varieties of impressed decoration, often making 'chain'- or 'crochet'-like patterns, deployed in rows encircling the upper parts of the pots (Fig 17).

Overall these discoveries and their presentation raised awareness, on Scilly and at national level, of the sites' great age and longevity of use, the prestigious quality of artefacts deposited there, and the 'sense of beauty and artistic merit' of the people who had made the pottery, developing an island decorative tradition (*WMN*, September 16th, 1948, 2). Marks on the urns were recognised as indicating how crafting of organic materials was also commanded by Scillonians (*WB & CA*, 16th June, 1949, 4). Rev Lewis being a St Martin's man made an album of fine photos of finds for islanders. Finds and photos are now at the Isles of Scilly Museum, adding to the meanings of the site.

Knackyboy is now overgrown with scrub, as are most of the prehistoric monuments, unless targeted for grazing by the Wildlife Trust or selected for hand-cutting carried out by the islands' Community Archaeology Group (CAG), to great effect (Figs 18 and 19).

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. At Zennor a fragmentary one has been dated scientifically to the Middle Bronze Age, c1500 BC (Kinnaird *et al* 2020). They are unknown on Scilly, but there is potential for systematic analysis of field systems to reveal more of their origins and development as has been done in West Cornwall. There is also potential to find buried remains of earlier prehistoric settlement-related activity, almost anywhere in undisturbed anciently enclosed land.





*Fig 13 St Martin's: One of the smaller cairns (1m scale), on Chapel Down.*



*Fig 14 St Mary's: Trewince, similar mound, interpreted as a cairn, in a field corner.  
(With thanks to the finders of the site, the Mawer family.)*



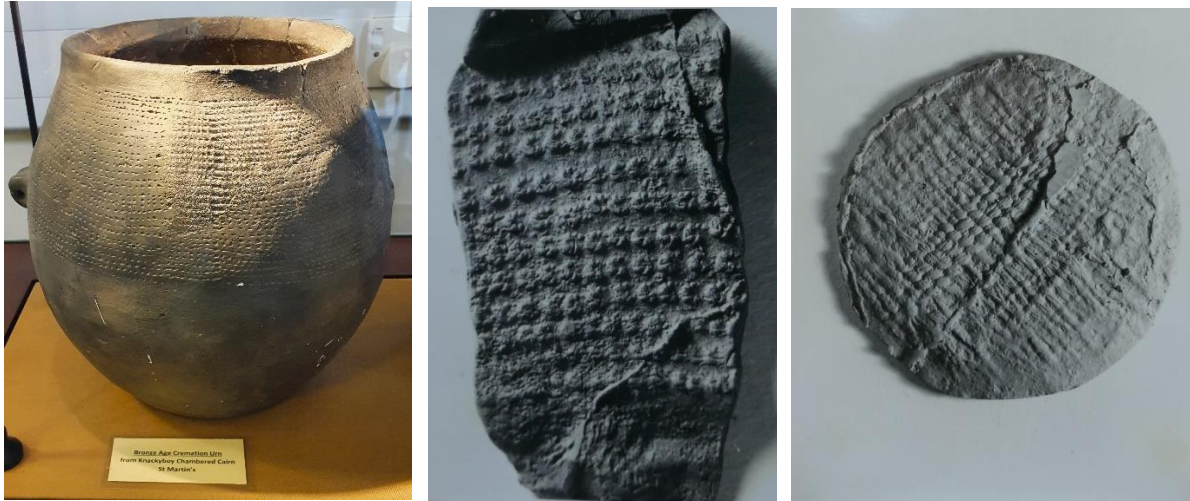


*Fig 15 St Mary's: Bant's Carn entrance grave with its massive kerb, chamber and capping stones, and part of its panoramic view.*



*Fig 16 St Mary's; Midsummer sunset lights the chamber in Porth Hellick entrance grave. (With thanks to Carolyn Kennett for making me aware of this phenomenon.)*





*Fig 17 St Martin's: Urn from Knackyboy Cairn (left) and mouldings from others.*

*These examples of the mouldings (using plasticene, not a method now approved!), show urn decoration (centre) and marks of a mat that the pot had stood on while soft (right). From Rev Lewis' album of c1952, courtesy of Isles of Scilly Museum (ref. no. RN 6319).*



*Fig 18 St Martin's: Knackyboy Cairn with its setting and panorama obscured by scrub.*



*Fig 19 St Agnes: Obadiah's Barrow, Gugh, with chamber kept clear by CAG volunteers.*

#### **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 20).

Field patterns of different periods can still be seen on South Hill, Samson, as it has no overlying bulb fields. Part of the Victorian deer park pale, and enclosures within the pale and nearer to the western shore, show curvilinear lines, probably Bronze Age. More grid-like later fields lie above the east coast. Strips, where those fields were in turn modified in medieval times, cover most of the south west facing slopes. Although Samson is now shrouded in bracken, some lynchets are visible even across New Grimsby Channel.

Worked stones similar to those at Halangy Down (below) have been found in farmland, and many are kept in and around island gardens (Fig 21). Bulb farmer Alec Gray noted prolific midden material in the cliffs at Halangy Porth in the earlier 1900s (Ashbee 1974, 31 and 159, and Thomas 1985, 78-79). Numerous other middens and roundhouses are exposed, and eroded away, by the sea (Figs 22 and 23). Selected cliff sections have been drawn and sampled for environmental evidence (Ratcliffe and Straker 1996). 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 marine food sources, 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 crossing their 'necks' between rock outcrops (Figs 24 and 25). At Bryher the rampart can be seen to be made of stone faced with pitched slabs (Ratcliffe and Straker 1996, 49). The scale of the works indicates they were built by large communities. Like others, and also hillforts, in Cornwall and Devon, they may be central places for gathering and for exchange of goods brought long-distance. The two here may have been sited relative to each other, either side of Scilly, to mark it for purposes of sea-borne trade.

More recent excavations have found evidence for several distinctively Scillonian aspects of prehistoric settlement. Land near Tresco Church has remains of use in Neolithic, later prehistoric, Roman, pre-Norman and later medieval times. This multi-period activity may be related to proximity of Tresco's main ancient well (Taylor and Johns 2009-2010). The new housing site west of Higher Town, St Agnes, contained pits thought to have been dug to obtain clay for pottery, and a pot itself lined with clay – and also a pot sherd with scratched lines seen by some as drawn prior to firing and as representing a boat (Johns 2011, 192; Johns 2019, 118). The suggestion of pot making may be interesting in view of the local character of the earlier urns found on Scilly (Part 4.1.2 and Fig 17).

Stone slab cist graves of the later prehistoric to Roman periods were revealed in the post-war period when the first Council estate was built at Porth Cressa. They lay end-to-end in three long parallel lines (WMN, November 17th, 1949, 3). Excavated cists contained traces of the dead buried in contracted positions with bronze brooches and other goods (Ashbee 1974, 134-145). Further cists were found nearby in 1960 (*op cit*, 35) and others have been found at a dozen more 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 169G) and bronze mirror, north of Samson Hill, Bryher (Johns 2002-2003). The cist was excavated and its contents investigated. Dental analysis shows the individual buried here was a woman perhaps 25 years old (Mays *et al* 2023). Fragments of bone indicate that the body was laid in a crouched position facing west (Johns 2002-2003). The mirror was placed with its reflective surface, not its decorative side, turned towards the face of the deceased, with its handle uppermost. The mirror, Johns suggests, represents an 'original masterpiece of a south-western school of Celtic art' commissioned or obtained by people tied into wider trade and new ideas.



Excavations from 1935 to 1971 at Halangy Down, St Mary's, revealed houses dating from later Iron Age to Roman times (SM 1013273). The complex extends at least 50m along the slope by 30m. Its core was well-preserved, although the area was used as a source of stone (Fig 6A). It has 6 or more oval or rounded houses, c7m across inside. Features include thick walls with integral storage chambers, large slab doorposts, a paved hearth, a paved passageway, some 'back doors', and stones with holes for doors to pivot it.

A large 'courtyard house', with multiple rooms around an enclosed open core, was made later (Fig 26). Each of its main rooms resembles one of the roundhouses and has stone features similar to theirs (above). Contemporary houses with several rooms are also found elsewhere on Scilly. The courtyard type occurs in Cornwall too, especially in the west, so adoption of it probably spread through people moving or trading by sea.

The Halangy courtyard house is 27m long. It has three rooms, opening off the courtyard, within a broad outer wall faced with large slabs and natural boulders. Tall slabs mark most entrances. Sanded floors were noted in places. The courtyard had patches of cobbling and paving, and the entrance passage, 4.5m long, had a paved drain.

Many sherds of Iron Age and local and imported Romano-British pottery were recovered, and some early post-Roman ware. Stone tools, a spindle-whorl, querns, and part of a mould for metal dishes were found. Metal finds included bronze brooches and fragments of iron and slag. A large midden held limpet shells, and bones of fish, cattle, sheep, pig and horse. Roman pot has been found elsewhere too, as at May's Hill, St Martin's, in another house with 'monumental' doorway and sub-divisions (Ashbee 1919, 184).

In AD 384, an ecclesiastical council at Bordeaux exiled two Spanish bishops to Scilly for heresy (Thomas 1985, 149). This may suggest a connection with Roman administration, and general potential for related archaeology. The summit used for St Agnes lighthouse appears modified and could have had an earlier beacon or lookout, though if so, this could be medieval or earlier post-medieval (Fig 27). The south west end of an ancient route crossing St Mary's between Pelistry and Thomas' Porth, near the latter, is marked on the 1887 OS map as 'Roman Road', perhaps because of a Victorian discovery there.

An ancient site on Nornour was found by Ron Symons in 1962, and excavated by Dudley and Butcher (Figs 28 and 29). 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. Brooches of bronze and enamel, over 300 of them, lay 'everywhere and anywhere', 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 no doubt survive below ground. An underground passage at Peninnis has recently been identified as a fogou, a type of site new to the record on Scilly (Johns 2019, 128). In addition to monuments, there will be numerous dug features, now buried, likely to be encountered in stripping ground, such as pits which may have artefacts or organic material placed inside them (Johns 2019, 96, 108).



*Fig 20 St Mary's: Low sun catches a lynchet at Halangy Down, with Bant's Carn entrance grave at the far end of it.*



*Fig 21 Tresco: An example, at Borough, of the many worked stones of early type, often found during farming, preserved in island gardens and verges. Stones with hollows served as querns or basins or held posts supporting roofs in roundhouses.*





*Fig 22 St Mary's: Round prehistoric house with walling to either side and stratified midden material within, exposed by coastal erosion in the cliff at Porth Cressa; 2019.*



*Fig 23 St Mary's: The Porth Cressa roundhouse shown in Figure 22, with one side now eroded back by the sea; 2024.*





*Fig 24 St Mary's: Giant's Castle, looking out to the end of the headland with rampart curving around it (running across from left to right of photo below large outcrops).*



*Fig 25 Bryher: Shipman Head cliff castle, looking east along the line of the rampart (centre photo) from on top of it.*





*Fig 26 St Mary's: Part of the interior of a courtyard house at Halangy Down. Internal courtyard in foreground, entrance passage to right, and doorway to upper room ahead with storage chamber inside its far wall.*



*Fig 27 St Agnes: Platform on the small summit part of which is used for the lighthouse of 1680, possibly the site of an earlier beacon or lookout.*





*Fig 28 Nornour: Site of Roman period shrine with far-reaching view across Scilly.*



*Fig 29 Nornour: Approach from Scilly's inner sea to site of Roman period shrine (seen here located to the right of the carn on the shore).*

*The findings of the Lyonesse project imply that in Roman times the approach by ship for voyagers, including those who left offerings at the shrine, would have been from the open sea on the other side, as what is now the inner sea was then still a salt marsh.*

## **4.2 Medieval (cAD 43 to c1540)**

In medieval times Scilly belonged to the Crown and successively to the Earldom and Duchy of Cornwall. It was granted, in the 12th century, in part to the de Week family of Cornwall (later passing to other families), 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. They feature pointed arches that led to transept and cloisters, faced with Caen freestone from Normandy (Ratcliffe 1993), that evoke the influence of the Abbey (Fig 30).

Ennor Castle, on a large sudden rock outcrop at Old Town, St Mary's, is recorded in 1244 (Thomas 1998, 219). It was the southern medieval hub of Scilly, the administrative centre before that role shifted to Hugh Town in post-medieval times. In 1315 the King granted Sir Ranolph de Albo Monasterio a licence to crenellate here and c1316 the Bishop of Exeter appointed Sir Ranolph 'lord of the island of Sully' (Henderson 1960, 489).

The castle is thought to have been largely dismantled before the mid-16th century. Ennor is described by Leland c1536 as having 'a poor town' and 'a meetly strong pile' where, however, the buildings' roofs were lost or 'sore defaced' (Gray 2000, 11). The site was long used as a source of stone. Some revetment walling survives, and visibility of it was improved through control of invasive vegetation in 2014 (Sharpe and Johns 2014). The Castle Rocks outcrop is not publicly accessible, and is mostly shrouded in trees, but despite this it has a strong presence in the landscape (Fig 31).

There is great potential to discover more about the Priory and Castle and their settings. Pottery found by Todd Stevens on the seabed around Nut Rock includes medieval wares from Normandy and Gascony, indicating some of the activity carried on around these centres of power (Allan *et al* 2021).

A place-name on Treco, Racket Town, may refer to drying racks whose use in cloth making is recorded elsewhere in the south west (in 1649 at Sithney, West Cornwall, for instance) (Henderson 1935, 206). The ground below Racket Town Lane slopes gently south, and borders Great Pool (Fig 32). It may then have been suitable for spreading wool cloth to be dried after being trampled in water to felt it (as was the practice before fulling mills were taken up by Tavistock Abbey among other estates in the region during the 13th century; Finberg 1969). This possibility is of wider interest in considering the medieval landscape setting of the Priory nearby, not well understood at present.

The Bishop's jurisdiction on Scilly may be reflected in the name of Bishop Rock. The rock is recorded as such on the earliest charts (surrounding reefs were formerly named his Clerks), and the name is known to date from medieval times. Its original Cornish language version, Maenenescop, was recorded in 1301 when the Rock was used to land felons and leave them to be overcome by the sea (Henderson 1960, 488-489).

Ennor, re-named Old Town after the establishment of Hugh Town (which originally had the alias New Town), was a small but dense town. Dozens of tenements, many of them noted as being close together and/or near the Castle, were recorded here in the mid-17th century (Pounds 1984, 141). Those records mention the small multipurpose Scillonian outbuildings (see further Part 5.9.7), terming them 'hovels', and also a smithy. Old Town's harbour is recorded in 1554. Its two piers survive as ruins on the beach (Figs 33 and 34) and there are traces of a slipway within it. (Other historic quays, on the off-islands, are post-medieval.)

Old Town was clearly planned, being planted between castle and harbour. An old photo shows a broadening of the street laid out at the core of the town, which may be interpreted as a compact medieval open marketplace (Fig 35). (The open roadsides there were later taken into gardens.) The same photo captures the gable of the house called Blue Carn, with thatched covering at the height of its present roof, and beneath this a much lower roofline visible in the gable end as it still is today (Fig 36). This implies that the raising of roofs on Scilly can be separate from and earlier than the change from thatch to slate of c1800, so the old low dwellings could date from as early as the medieval period. Old Town may then have medieval fabric within standing buildings, as well as buried remains of its early tenements, trading place and harbour.



Old Town Church was part of a hamlet, probably early medieval, called Church Town (Heath 1750, 29) like other parish church hamlets in the region. Several houses and a chaplaincy remained at the time of Spence's survey (1792). Coastal erosion is rapid here and has cut much away; an old revetment lies on the shore 13m from the cliff. Buried remains will survive; midden material often appears in the coast path near the church.

As noted above, in medieval times Scilly was held in two parts, north and south, and the mother church of the northern islands until after the Dissolution of the Monasteries was that of Tresco Priory. The church of the south part, under the Bishop's jurisdiction, was that at Old Town. There is a doorway with Norman jambs (Berry 2011, 21) and a small, vernacular granite cross perhaps of c1200 set later on the east gable (Figs 37 and 38). 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). The church has had phases of decay and renewal. The west end, with two niches for bells, was on the point of collapse in 1796 – one bell had already crashed through the roof to break on the floor – and, as suggested at that time, a date stone of 1662 could mark an earlier repair (Troutbeck 1796, 59-65). A rebuilding completed in 1891 for the Dorrien-Smith family resulted in the present mortuary chapel-style church (Henderson 1960, 493). (See Part 6.3 for the related building of the church in Hugh Town.)

In Troutbeck's time, the church had a cruciform plan, and extended east-west to a full length of 60 feet or over 18m (*ibid*). Being at Ennor, the old 'capital' of Scilly, this larger church served all of St Mary's and, after the loss of Tresco Priory, also the off-islands, before ministers were established there (Part 5.8). Families from the northern islands would bring their children 'over sea' for baptism here by the Godolphins' chaplain, 'many times at the risk of their lives' (*ibid*). The footprint of the former east end is visible in the churchyard; the ground within the footprint is lower, since the surface levels outside it have been effectively raised by burials from medieval times (Fig 38).

There were small places of worship elsewhere. It has been suggested that St Maudit or St Mawes on St Mary's, recorded in 1336, was a chapel at Bank (Thomas 1985, 189, 217). There was probably a natural landing place at Bank before the Elizabethan fortress and town grew around it (Part 5.2.2). On Tean a small structure found by excavations has been interpreted as a chapel of the 8th century. It stood above part of a group of early Christian-type long cist graves. Four of the cists were excavated and found to be the burial places of people who had suffered from leprosy (Thomas and Johns 2018).

The name of Chapel Down, St Martin's, may refer to one of the small chapels in high places where lights were shown by religious bodies to aid navigation, as recorded for example at St Michael's Mount in 1433 (Herring 1993, 94). Low footings are visible in the ground there, north of the Napoleonic signal station, and have been compared to those of known medieval chapels in Cornwall (Thomas 1988, 189). However, these are orientated with, and could perhaps be an outer part of, the nearby signal station (Part 5.6). It may be that the chapel was where the Daymark is now, on the very top of the Down (Part 5.6). Worked stones in St Martin's Church noted by the vicar c1952 could conceivably have come from the lost chapel (Fig 39).

St Agnes had a church in medieval times when Cornish was spoken. Periglis, where the present one stands, is Cornish *porth*, a cove or landing, and *eglos*, church (Padel 1985, 90, 190-192). Thanks to island lore, recorded in Victorian times, it is known that there was once a church north of the standing one (made in 1685, Part 5.8), and even before that one stood south west of the present burial ground (North 1850, 49). The latter may be represented by a rounded enclosure, now partly truncated and subdivided, south west of the present churchyard, potentially a *lann* of the kind mentioned above.

St Helen's has an enclosure of the 8th century AD, part excavated, with an early chapel, the base of a small round living cell, graves, and a small church (SM 1016177). The church dates from the 11th century, when the site was granted to Tavistock Abbey and became a renowned place of pilgrimage (Fig 40). The pre-Norman chapel is thick-walled and has a very small interior stepped up to the east end with an altar and niche for holy relics made of stone slabs, and slab benches possibly added later.

In the decades around the turn of the 20th centuries, the medieval farmland – the best land – was largely sub-divided for horticulture, with shelter hedges of hardy evergreens (Part 6.6). This created a new field pattern, made up of long straight narrow enclosures (and small square ones mostly thrown together later on). Additionally, evergreens were planted along some older boundaries, meaning these can resemble the more recent ones. Coherent medieval landscape is still visible, however, notably on St Mary's, Up Country, including;

- 'Ring fence' boundaries respected by other field boundaries and roads, running around important medieval settlements, on the old limits of the hamlets' field systems. That around Holy Vale defines an area of fields a quarter of a mile across.
- Long sinuous roads, like that at Rocky Hill Lane little affected by later alterations.
- Field shapes derived from strips with a reverse 'J'-type plan, accommodating the turning of ox plough teams. Oxen are recorded on Scilly in 1342 (Henderson 1960, 489). Strip boundaries appear on historic maps, east of Longstone for instance. In the landscape they can be seen running off to the sides from the sinuous lanes (Fig 41).
- Cornish or Norman names attesting early origins of places such as Porthloo, recorded in 1310. Place-names also reflect past land management and activity, such as Porth Hellick (willows) and Pelistry (boat porth) (Thomas 1985, 44).

The medieval farms can be glimpsed in records. In 1342 Welsh troops sailing to Brittany were driven to Scilly by storms and came ashore 'in the island of which Sir Ranulf ... was lord', i.e., St Mary's (Henderson 1960, 490). Complaints of their raiding state that the island had 60 tenements and 20 cottages. Spence's 1792 map shows that hamlets prevailed on St Mary's, as on the off-islands. It depicts a total number of houses on St Mary's similar to that given for its tenements in 1342, besides 19 in Old Town.

Many hamlets are now single farmsteads (as in Cornwall). Their open 'townplaces' can still be seen, as at St Martin's Higher Town (Fig 42). These typically form nodes in the route network. There is potential to find medieval fabric in later-type buildings, and also archaeological potential for buried remains of medieval settlement-related activity.

La Val on St Mary's, recorded from the 14th century (Henderson 1960, 492), would seem to be Holy Vale. Half a dozen ancient routes (several still in use) meet there. With the historic map evidence for strip-derived fields running out to a 'ring fence' perimeter, this may suggest the place was an important early centre. The 1792 Spence map shows five houses here, the greatest number in St Mary's outside Old Town and Hugh Town.

Springs such as that on Samson will have been used from medieval times. St Warna's holy well, St Agnes, has a small chamber and steps (Fig 43). It was formerly used for divination and wish-making rituals, and had an annual well-cleaning and feast (Heath 1750, 37). A source on the north part of Bryher 'on the sea shore' was used to wash and heal wounds or sores (North 1850, 22-23), so it may also have had holy associations.

St Mary's had renowned wells at Lenteverne, Salakee, and Moor Well (next to the eponymous lane) (North 1950, 131). The stone-lined Moor Well was used to fill water casks rolled down to Porth Mellon for shipping, and women washed linen there, making fires to warm water probably by heating rocks (Heath 1750, 34).

Extensive middens, with grass-marked pottery of pre-Norman date, lay in upper layers near the prehistoric cists at Porth Cressa. Besides limpets, wrasse and other fishbones to the weight of 2lb were recovered (Ashbee 1974, 262, 267). Green glazed sherds of pitchers, resembling 13th and early 14th century wares from Cornwall, have been 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).

Records show that exploitation of wild food resources on rocks or islets, as well as fishing around them, was an ancient practice. In 1337 the Duchy noted that Sir Ranolph, paid dues of half a mark or 300 puffins for Scilly (Hull 1971, 11) The puffins that still nest on and around Annet, off St Agnes, can be seen as a vivid living link to medieval times.



*Fig 30 Tresco: Passing through an archway, faced with imported stone, in the ruins of the Priory Church.*



*Fig 31 St Mary's: Castle Rocks, site of Ennor Castle, seen from Trench Lane, Old Town.*





*Fig 32 Tresco: Fields between Racket Town Lane (immediately right) and Abbey Pool (left). The name Racket may reflect medieval use of this ground for drying racks.*



*Fig 33 St Mary's: Old Town Bay at low tide with massive ruins of early harbour walls.*





*Fig 34 St Mary's: Old Town's south pier, with its inner face curving out from front left (past 1m scale in middle ground in front of the church) and displaced stones to right.*



*Fig 35 St Mary's: Old Town c1884, seen from below Castle Rocks (site of Ennor Castle).*

*Photograph by Gibson, courtesy of Isles of Scilly Museum, ref. no. RN 4627*

*This road serving the harbour, aligned on the castle, formed the spine of the medieval town. As can be seen here, it formerly widened to a square, interpreted as the early market place. The gable of Blue Carn with an earlier roof line within it is to the left.*





*Fig 36 St Mary's: Blue Carn house at Old Town, showing gable with early roofline also seen front left in Fig 35.*



*Fig 37 St Mary's: Old Town Church, head of a doorway with jambs dated to the Norman period (Berry 2011, 21).*





*Fig 38 St Mary's: Old Town Church, showing east end rebuilt in Augustus Smith's time incorporating fabric and features from other, dismantled parts of the old church.*

*The footprint of the eastern part of the medieval nave (now containing later graves) can be seen in front of the truncated structure. It extends to the foreground of the photo, where the ground surface is higher since it was part of the churchyard outside the building so has effectively been raised by the gradual accumulation of ancient burials.*



*Fig 39 St Martin's: Photo of medieval chamfered stones from head of window arch, captioned 'Behind Altar in St Martin's Church'.*

*From Rev Lewis' album of c1952, courtesy of Isles of Scilly Museum (ref. no. RN 6319).*





*Fig 40 St Helens: View from inside ruins of church, a popular place of pilgrimage in medieval times, looking south east towards Teān with Crow Sound beyond.*



*Fig 41 St Mary's: Lane south of Holy Vale, one of its medieval routeways, from which the farmland also associated with this early central place can be perceived.*





*Fig 42 St Martin's: Townplace at Higher Town, surrounding Signal Rock, formerly named News Rock and used as a gathering place and lookout (see also Part 5.6).*



*Fig 43 St Agnes: Holy Well of St Werna. Traditional practices such as divination are recorded here.*

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

### 5.1 Fortifications

#### 5.1.1 Early forts

From the late 1540s, with the danger of Spanish attack as well as piracy, Scilly's strategic importance for the defence of England increased, leading to various phases of fortification at critical points on the shores of the islands' anchorages (Bowden and Brodie 2011, 5-30). The Godolphins, the leading West Cornish family, leased Scilly from the Crown 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 Tresco (called Dover Fort in the 17th century), has gun platforms and garrison quarters combined in a compact structure (Fig 44). 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, on New Grimsby harbour, is more complex. This fort is essentially D-shaped and much larger than Dover's although its upper storey is lost (Fig 45). Excavations found pieces of medieval floor tiles, possibly brought from Tresco Abbey and so reflecting the re-use of materials typical of Scilly. Lesser outer works around both these forts, some original, have left visible banks.

St Mary's has a gun platform at Block House Point, and a fort larger and more complex still, with angled bastions, Harry's Walls east of St Mary's Pool (Bowden and Brodie 2011, 10-14, and Brodie 2011a 5-9). This major fort was abandoned due to cost, leaving unfinished masonry which was partly robbed for stone but still shows its ambitious layout and how it was hewn and raised from the building platform and external ditch (Fig 46).

#### 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 natural anchorage of St Mary's Pool. The main works were Star Castle, on top of the Hugh promontory later named the Garrison; the curtain wall across the neck of the Hugh; and the first quay on the natural harbour below (Fig 47). These date from 1593, 1600, and 1601 respectively (Cox and Thorp 1994). All survive, with Star Castle in use as a hotel, and the quay, later extended, still functioning as such. (See Part 5.2 for the related development of the quay and harbour town.)

The plans for Star Castle, the eight-pointed star-shaped summit fort, with outer ditch and massive rampart, and inner keep or defensible grand lodging, were by professional surveyor and engineer Robert Adams (Brodie 2011a, 11). The castle's many features include the entrance with stone bridge and portcullis tunnel, massive fireplace in the great hall (now adapted to a dining room), doglegging internal stair, and external render (probably used from the start, since rubble rather than cut stone is exposed where the render has gone) (Cox and Thorp 1994, 6, 29, 33, 44) (Figs 48 and 170D).

Islanders were unaccustomed at the time to all these striking features, and moreover to the scale and star plan of the fort, and several of the fabrics and styles used in building it. The facing to the keep's plinth has tiny trig stones or 'galletting' also seen on works in Kent (Cox and Thorp 1994, 6), so perhaps masons employed here may have come from England, as well as slate for the Castle roofs, and limestone to burn for lime mortar.

The castle was probably regarded with some dread. It was used as a prison, enabling a new form of the banishment to Scilly recorded long before (Part 4.1.3). A petition of 1644 protests against the exile, inhuman treatment and 'ruin' of a political prisoner. His ears were cut off, and he was held first in Launceston Castle and then at 'the fort in the Isles of Scilly' where his wife was forbidden to set foot (TNA, HL/PO/JO/10/1/174).

The fort and quay will also have been seen as bringing opportunity, in the form of naval traffic and trade to the islands, lying convenient on the west approach to England, with Cornwall a day's sail or a 'kenning' away (a traditional measure of distance across which a fire signal could be distinguished). 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).





*Fig 44 Tresco: Old Blockhouse incorporating outcropping rock, with earthworks of its surrounding enclosure in foreground.*



*Fig 45 Tresco: King Charles' Castle overlooking New Grimsby Harbour, with the later Cromwell's Castle below.*





*Fig 46 St Mary's: Harry's Walls, view from one of the angled bastions to St Mary's Pool.*



*Fig 47 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, beyond later quay).*





*Fig 48 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.*

### **5.1.3 Works of the Civil War**

During the Civil War, Scilly became 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 many varied related defences left on the coast (although some lesser banks recorded as defensive may be pasture boundaries).

Tresco was defended at both ends of the New Grimsby shipping road and anchorage (Bowden and Brodie 2011, 26-30). North of the channel is Cromwell's Castle, a tall round tower of two storeys, with gun roof and external gun platform (Fig 49). This tower, said to be 'new' in 1652 but thought to be on the site of an earlier blockhouse, is unusual, and may have evolved in several phases. To the south is the 1651 earthwork named Oliver's Battery, at Carn Near. Together these monuments, with their differing forms and unifying command of the water, give a strong sense of the urgent episodes recorded there as the capture and defence of Scilly unfolded over short spans of time.

Simpler earthwork batteries were made on other summits, as on Toll's Island (Fig 50), and vulnerable shores were lined with breastworks and with V-shaped batteries at intervals on the main natural salient points of the clifftops. These works are made of earth with rubble stone facing. They survive partly because they lie on the cliff edges, relatively undisturbed even on the Garrison where the later defensive circuit ran inside them. However, as a result of their location they are subject to cliff crumbling and collapse. 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 51 and 52).

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

Around a century later, the even more ambitious defences enclosing most of the coast of the Hugh headland were built. These works, the 'Garrison Walls', were a response to the threat of naval attack and invasion stemming from the War of Austrian Succession. They followed a detailed scheme by Colonel Christian Lily (Bowden and Brodie 2011, 34, 35).

The Walls, with granite curtain, walled and paved battery platforms, and various service buildings, are largely intact (Fig 53). The built character and features of the circuit show how it was made following a single plan but in several phases ending in 1747, and how it was armed, and adapted from the time of the French Wars onwards (*op cit*, 46-54).

At the same time, the Garrison also shows the 'layering' of use and re-use that contributes greatly to the Special Interest of Scilly's heritage. The covered way inside the walls was renewed in parts as an ornamental walk a century later, for Augustus Smith. Before his country house of Tresco Abbey was built, he lived at Hugh House, originally the Garrison officers' mess (now the Duchy of Cornwall offices) (Fig 54). He provided seats along the walk, and had the hill stocked with deer (North 1850, 107-110).

The initials of Master Gunner Abraham Tovey on a date stone over the Garrison Gate remodelled in the mid-18th century reflect Tovey's role in implementing the works. He lived in the White House (Fig 69), near the large 5-bay store Newman House, and near a cluster of other buildings serving the Garrison placed inside its gate (Brodie 2011b, 55).

The Garrison as a whole, with its Castle summit and Walls and its wide views of the archipelago, 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 — although the approach to the latter is affected by modern housing, with a block of apartments carried over it below, and several detached houses placed round it above. Earthworks as well as structures are parts of the scheme (Fig 55), and more are being revealed through scrub control by the Wildlife Trust (Fig 56).

The Garrison lacked well-water, and two fine decorative early 18th century lead rainwater cisterns dated 1727, now at St Mary's Church, are from Star Castle where related lead downpipes with their hoppers survive (Fig 172H). They bear the maker's mark of a Master Plumber of the City of London, King George I's cipher, and the Board of Ordnance crest, with a strapwork pattern and winged cherub heads (Cox and Thorp 1994, 46).





*Fig 49 Tresco: Cromwell's Castle, an unusual design, with round tower and protruding granites built into it possibly to create the impression of guns when seen in profile.*



*Fig 50 St Mary's: Earthwork of battery on summit of Toll's Island above Crow Sound.*





*Fig 51 St Mary's: Eroding face of early battery and layers of debris within, at Steval Point.*



*Fig 52. St Mary's: Clay pipe and other debris eroding from early battery at Steval Point.*





*Fig 53 St Mary's: Garrison Walls at redan south of Steval Point.*



*Fig 54 St Mary's: Hugh House on the crest of the Garrison overlooking Hugh Town, now  
Duchy of Cornwall offices; originally the fort's officers' mess, and after that, the  
residence of Augustus Smith before Tresco Abbey was built.*





*Fig 55 St Mary's: View to east from Higher Benhams Battery, over part of the Garrison's external 'glacis' (or sculpted inner field of fire) that remains relatively undeveloped.*



*Fig 56 St Mary's: Large quarry above Woolpack Point, used in building Garrison Walls below, recently made more accessible through scrub control by the Wildlife Trust.*



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

Scilly's capital place, Hugh Town, once also known as New Town (Pounds 1984, 144), developed from the later 16th century with the establishment of Star Castle. It took on the role of main centre of administration and settlement for St Mary's and for Scilly.

Following this shift, St Mary's small medieval castle and harbour town, Ennor (Part 4.2), became known as Old Town and lost its previous urban status. The 1652 survey lists many tenements still at Old Town (Pounds 1984, 140-141). Two centuries later it had 'several convenient Dwellings, suitable to the Dwellers, who live by Fishing, Farming, selling Liquors, and the Exercise of a few mechanic Trades' (Heath 1750, 29).

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 of the islands c1601 and rebuilt c1740 before being extended greatly in Victorian times (LB 1141209).

Closer in size to the ruined Old Town harbour than to its Victorian extension (Part 6.2.2), the quay conveys the scale of the shipping of its age. It retains old-style pitched (i.e., vertical) facing, and its rough paved slipway by the building now the Mermaid inn (a warehouse of the 1860s; Berry 2011, 21) (Figs 47 and 171C and 171D). The approach to it, Quay Street, features rows of broad slabs laid on the wheel courses to prevent rutting. With the sharp, horse-traffic-friendly turn linking it to Quay Street, and nearby buildings with evidence of their age such as former thatched roof-lines (Part 5.2.2), this is an important place for experiencing some of the early character of Hugh Town.

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

The new town grew below Star Castle, between the quay and the *glacis*, the cleared and engineered scarp at the base of the curtain wall that cut across the Hugh headland to shield the castle (to which curtain the rest of the Garrison Walls were later attached). The early centre was the node of routeways named Bank (Fig 57).

As reported in the CSUS study, analysis of maps and the street plan indicates the core of the built-up area was established in three main phases. (Since it continued to develop, the character of the buildings themselves here is now mainly that of 18th-earlier 20th century town houses and business premises.) The extents of these three stages are;

- **1** From Bank to the Atlantic/Kavorna area, with Upper Garrison Lane and Well Lane edging the town on the south and east sides.
- **2** East from there to the later *Bishop and Wolf* site, where the Godolphins' steward, Thomas Ekins, had his residence (LB 1328843) fronting a square-like space marking the inland edge of the town of its time – that is, c1700.
- **3** From there as far east as part way along the Parade, reached by the later 18th century.

East of the Parade, as the 1792 Spence survey shows, the isthmus was open sandy ground. Two roads already ran across it. These were the main way to Old Town, later built up and now named Church Street; and the route to Porth Mellon and beyond, which ran via Carn Thomas, taking the line which later became Back Lane. These routes were already linked by the cross-isthmus road which lies east of the later St Mary's Hall.

The triangle between the roads noted above (where the Methodist Church was built later on and the Hall later again) was once named Tommy's Field (Larn and Banfield 2013, 12). It was used for ship building, and for a single house or row, as depicted on the 1792 Spence map. The well that gave rise to the name of Well Cross, at the point of the triangle nearest town, appears on the 1862 map and is likely to be ancient.

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 (Part 6.2.5).

Returning to the three phases of early town growth, important aspects of these include;

**1** Bank is the old heart of Hugh Town. Its frontage was remodelled in the past, in several phases. Its 'square' (Fig 57) derives from an original open space which would have been used for trading. The square is linked to Star Castle, by Garrison (or Tregarthen's) Hill, and to the Quay. Garrison Hill rises from Bank (rather than directly from Quay) as this was the head of the landing place which was protected by the quay (and was probably a natural landing before that; Part 4.2).

As early maps show, the square originally opened directly on to the dune above the shore – for which it was presumably named. This may have been a seasonal landing and fishing place, enjoying some natural shelter from the Hugh and Rat Island, before it was built up to serve the quay and castle. It has been suggested that there was a small medieval chapel here (Part 4.2). Some coves in Cornwall, like Sennen, were used seasonally for fishing and had isolated shoreline chapels before developing as dwelling places.

Houses around Bank include some with old lower thatched roof lines such as Quay House (Fig 58). The row with garden space opposite the Atlantic Slip has a cottage-like character which may reflect the less planned nature of the early town, or perhaps changes to population levels (Fig 171B). St Mary's, like other islands, will have suffered periodic crises in post-medieval times, with ships bringing plague and other disasters (Part 5.3).

The plan of the quarter of town between Bank and Well Lane is fairly irregular, with some narrow and curving ways, steps, more sinuous property boundaries, and buildings whose long axes run down the slope (Fig 59). This fits with records of informal early town growth, deprecated in the early 18th century for its effect of crowding the operating space serving the fort above; 'Since these Fortification have been erected .... The Hugh town, which generally consists but of small houses and Cottages, has been suffered to be built upon the Isthmus, and very near to the Fort Gate' (Cox and Thorp 1994, 5).

Early harbour infrastructure includes the early Custom House of the 1680s in Well Lane; and the paved Atlantic Slip (Fig 87). This was once named Custom House slip, and may have been used together with the Well Lane Custom House (as it was with the later one that stood on the adjoining site remodelled in the 1920s as part of the Atlantic Hotel).

As in other town cores, street plan, building façades, and shop fronts, in the same area, can reflect different periods of development. Larger houses and warehouses around Bank reflect the value of space near to Quay (Fig 170E), and the town's best group of Victorian shop fronts developed here too (Fig 60). Building interiors are similarly likely to have features ranging in date from the 1600s to the 1900s (Figs 61 and 62).

Town Well, on Well Lane at the edge of the 17th century town, is a key element of its public realm. It is on a walled platform, probably to protect its water from the high seas that could reach across the isthmus (Fig 63). Other features will survive below ground; the Kavorna 'square', also at the old town edge, is known to have been paved (Fig 64).

**2** More dense and regular growth is apparent in the second phase of the town, although much was renewed by the Duchy in the 1920s (see Part 6.2.1). It is more symmetrical, centred on Hugh Street, with Back Lane bounding its plots on the south, and the west part of Thoroughfare backing it against Town Beach. Its east end is marked by another splaying of the street into an informal square, at the Bishop and Wolf site (Fig 65).

**3** The third-phase growth absorbed an ovoid enclosure where the later Town Hall stands. This may have enclosed a cottage, or a cellar (that is, store). Parade Cottage still standing within it has early vernacular character, with a raised roofline, and has an outhouse, an older dwelling or possibly a brewhouse or barking (net treating) house (Fig 103A).

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 66). Others are more altered but still reflect their old scale and form, like the Watch House, a converted coastguard station. The lane was extended east of Ratbags as the town continued to grow. There, it was historically more open to the beach, with gig sheds and a forge, but it has been re-developed (Part 6.2.1).





*Fig 57 St Mary's: Bank square with Garrison Hill behind (seen from approach via Quay Street).*



*Fig 58 St Mary's: Quay House, Quay Street, early house near the head of the Elizabethan quay, with previous roofline visible in its gable wall.*





*Fig 59 St Mary's: Part of the early built-up area around Bank indicated by the more organic layout and by the positioning of a few of the houses across the contour.*



*Fig 60 St Mary's: Late 18C terrace with fine late 19C shop front fully restored, at Bank which originates from an open trading place of c1600.*





*Fig 61 St Mary's: Undated photo of later 20C showing fireplace at Dolphins, Bank, with part of an early chamfered window stone built into the hearth (foreground).*

*Photo courtesy Isles of Scilly Museum (ref. no. RN 2218).*



*Fig 62 St Mary's: Historic boarding potentially of the 18C at Kavorna, Hugh Street.*



*Fig 63 St Mary's: Well on stone platform with later pump, at Well Lane which with the Kavorna 'square' (Fig 64 below) marks the east edge of the first growth of the town.*



*Fig 64 St Mary's: Undated Victorian photo of Hugh Street, with part of the small 'Kavorna' square, at the former inland edge of Hugh Town, in the foreground.*

*Opposite are the houses later converted to the Atlantic Hotel. Hugh Street can be seen to change angle as it approaches this point to pass through the gap between houses. Isles of Scilly Museum ref.no. RN 4622.*





*Fig 65 St Mary's: Splaying of Hugh Street marking the area to which Hugh Town had grown by c1700; seen from the former Bishop and Wolf pub, which stands on the site of the Godolphin steward's grand house placed at the edge of town in that era.*



*Fig 66 St Mary's: Thoroughfare, the back lane of the town of c1700 that ended here. At that time Thoroughfare linked back to Hugh Street at this point, via the alley that runs to the Bishop and Wolf 'square' (opening straight ahead in Fig 65). Thoroughfare was then extended eastwards as the town expanded again, reaching the Parade.*

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

To the outer side of the historic core in **UCA 6**, along St Mary's Pool, properties (where not re-developed in the 20th century) retain maritime character to varying degrees. To capture this, they are included in the CSUS' **UCA 3**, forming the west half of it.

Many rear walls to houses or yards are still connected to the shore with slips, steps and moorings (Figs 123E, 123F). Heavy old ships' chains with mooring lines running off them remain fixed along the top of the beach. The public slip alongside the Mermaid, as well as that by the Atlantic already mentioned, being laid to the sides of Bank's natural landing place, evoke the long continuation of the core maritime function of the place, with traditional surfacing marked by with old wear. These historic features probably date from multiple phases from the creation of the harbour to Edwardian times.

### **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.

## **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, and only 3 or 4 families c1700 after Godolphin steward Thomas Ekins encouraged settlement; there were 30 families here in the late 1700s, and 51 families half a century later (North 1850, 62-63). A similar pattern is attested on Bryher (*op cit*, 24-25). Several lost or shrunken dwelling sites were indicated by spreads of medieval pot found in the electricity trenches, near Veronica Farm on Bryher for instance (Ratcliffe 1991, 146-147).

Lives were lost to infections carried by ships. Whitehall notified a 'contagious and pestilent sickness, whereof great numbers daily die....already brought unto the Isles of Scilly' on October 28th 1629 (NA, RYE/47/112/1). In the Civil War St Martin's was 'ruined by the enimees souldierye' (Pounds 1984, 138). Blown sea-sand formed huge dunes (Fig 67) and could be overwhelming. St Martin's was once largely 'incapable of cultivation, because over-run as it is with sand, the soil is quite buried' (Borlase 1756, 23).

Continuity of the medieval pattern of hamlets of small farmsteads (Part 4.2) is noted in early visitors' accounts. On St Agnes 'Round the lighthouse ....[and] near the Church [are] twenty little Tenements and ten Cottages lately built by the Fishermen' (Spry 1800, 11). On St Martin's were 'Lower Town – Middle Town and higher Town .... by Some called Church Town .... [with] 18 small Tenements and 2 Cottages lately built by the Fishermen' (Spry 1800, 11). Moreover, this pattern of hamlet 'Towns' is clear in the living landscape, in the grouping of traditional houses which often still show ancient rooflines (Fig 68).

### **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 in Part 5.9, which concludes this outline of Scilly's earlier post-medieval development.

Leading gentry houses included a grand farmhouse at Holy Vale north of the townplace, home of the Crudges, connected by marriage to the Godolphins (North 1850, 89). The house was rebuilt after a fire, but elements of it may survive. There are remains of associated, high-status elements of its setting, including orchard enclosures.

Substantial family quarters for officers were included in the designs for the Garrison by Colonel Christian Lily. The White House was made for Abraham Tovey, the Master Gunner who led the building of the Garrison Walls (Brodie 2011b) (see also Part 5.1.4, and Fig 69). Parsonages were provided on St Mary's, St Agnes and Tresco (Figs 70 and 71). Tresco's parsonage Dolphin House, built for an SPCK missionary minister in the later 18th century and renewed c1820, (Woodley 1822, 295), has a genteel style and also some more local features (thanks to the Tresco Estate for the opportunity to visit).





*Fig 67 St Mary's: Massive old stabilised sand-bank parallel with beach at Porth Mellon.*



*Fig 68 St Agnes: Higher Town, with gable of Rose Cottage showing its incorporation of a lower house likely to date from the earlier post-medieval period if not before.*





*Fig 69 St Mary's: White House on the Garrison, built for Master Gunner Abraham Tovey.*



*Fig 70 St Agnes: Parsonage, near the lighthouse at Highertown.*





*Fig 71 Tresco: Dolphin House has genteel style renewed c1820; local character notably to its garden wall incorporating a rock outcrop; and a later Tresco Estate-type porch.*

## **5.4 Farming**

In the 18th century the population grew, with better security and profitability of maritime trades. Widespread suffering with malnutrition around 1818 was attributed to two wet years, which spoilt corn harvests and kelp making; to decrease in pilotage due to its regulation; and also to suppression of smuggling: with the resulting failure of income necessary to build or maintain boats (*Royal Cornwall Gazette*, September 5th, 1818, 1). This was a tragic indication of the critical importance of work at sea for the islanders.

The typical small mixed farms of the period can be seen on Samson although the fields there are largely overgrown (Berry 1994). Besides their small farmhouses and outhouses (Fig 72, and Part 5.9) farms had 5 or 6 enclosed plots of land, making up 3 or 4 acres in all (Fig 73), producing potatoes and some wheat, barley, and pillas (naked oat) (Spry 1800, 11). Livestock were grazed on the commons – the coastal greens, with their natural pools, and the high downs (where a few possible small dug ponds are known).

A wind-powered grist mill was built to supplement earlier ones on or near the Garrison (Goodwin 1993), on Peninnis (Fig 74). Use of hand-mills prevailed, however (Borlase 1756, 28). Many hand-mill stones have been preserved (Fig 75). The pairs of stones, each c2 feet (0.6m) across, were originally set up in timber frames, and were operated by turning a stave whist standing at the frame (Troutbeck 1796, 21-22).

A family sharing a farmhouse could include married sons and daughters. The men would go fishing at night, and fish not required for the household was salted and dried for sale, helping support the holdings being so 'very thick inhabited' (Spry 1800, 11). The farms also exported crops. A large cargo of potatoes 'from the Isle of Scilly' shipped to Portsmouth was advertised for sale in 1777 (*Hampshire Chronicle*, April 21st, 1777, 3). Other produce sent to England as gifts as well as for sale included fine sand for blotting, pickled samphire, and shells for decorating grottos (Heath 1750, 26-27, 38; Borlase 1756, 28). Exchange may be seen as a tradition, surviving in various forms today.

Field boundaries add greatly to the meanings of farmsteads, as of other sites, representing their context (Figs 3, 14, 43, 73). Types include 'Cornish' hedge banks and (later) dry walls sometimes just one stone thick. They show variations and changes through time (Johns 2010) and there is scope for a full assessment to reveal their interest. Prior to their adaptation to form bulb fields (Part 6.6), they enclosed bundles of formerly open strips within the medieval farmland, and also intakes beyond this.

Intakes, and other investments in farmland such as clearing boulders, were limited. People mostly relied on the produce of the sea for extra resources and income. They felt that 'being only Tenants and will.... they Shall have to pay dear for their own hard labour' if increasing the intensity or extent of cultivation (Spry 1800, 12, 13). Many fields have rocks surviving at surface, as well as remains of earlier activity. Oxen long continued to be used for ploughing, supplemented by horses, as in Cornwall (Heath 1750, 24).

The downs were vital as turbaries, sources of 'turf' or peat fuel, as recorded from the 17th century (Thomas 1985, 70) (Fig 76). Bogs being few, the stony surface turf was stripped (Spry 1800, 10). Turfy Hill, St Martin's, was probably named for this practice (Troutbeck 1796, 140; North 1850 67). Turf cutting on the Garrison was a right of the Governor (Heath 1750, 31). On Tresco a minister observed 'The Downs are wholly uncultivated .... the land is much injured by being pared for turf' (Woodley 1822, 297, 298). Furze (gorse) was used with the turf, providing a quicker-burning fuel.

Orchards, previously planted on high status farms such as that at Newford, St Mary's, in 1652 (Pounds 1984, 143), were more widespread in the 18th and especially the 19th centuries (Fig 77). Up Country St Mary's had noted orchards, including at Longstone and Tremelethen, producing Scillonian apple varieties such as Lady's Finger and Scilly Pearl (North 1850, 89, 103; Thomas 1955, 77; Pam Manning, St Mary's, pers. comm.).

The medieval lanes of sand or ram with ribs of rock continued in use. Some areas, like the west side of Bryher, were reached simply by crossing the coastal downs. Transport was by pack animals. Later photos show they bore V-shaped frames for carrying loads. The name of a ridged rock off Peninnis, Carrick Starne, may derive from a Cornish word for these frames, indicating an early origin (Thomas 1985, 85-86).





*Fig 72 Samson: Single-storey-and-loft, two-room plan house built c1825, the home of Richard Webber when surveyed in 1829-1833 (Berry 1994, 36).*



*Fig 73 St Agnes: Field at the south end of Barnaby Lane, of the order of size (0.75 acres) that was typical c1800 when a farm might be made up of 5 or 6 such fields.*

*This field, shown as enclosed rough pasture in 1888, is also notable for containing lynchets of earlier, prehistoric fields (visible as scarps), amalgamated within it long ago.*





*Fig 74 St Mary's: Base of windmill tower, Peninnis, with stone carved in relief FG 1776.*



*Fig 75 St Agnes: Some of the islands' numerous domestic mill stones, together with other stone artefacts (at Higher Town).*

*Similar collections have been conserved and displayed around many houses and gardens, adding to the interest of the landscape.*





*Fig 76 St Martin's: The downs running all across the long twisting north side of the island, formerly rough pasture and turbary. Turfy Hill, apparently named for its turbary, is the headland beyond the longer promontory Burnt Hill, centre photo.*



*Fig 77 St Mary's: Lenteverne, old orchard with several of the once numerous apple trees surviving (foreground, right of centre) and old elm hedgerows.*

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

The islands exported fish, especially dried conger and ling. Salted Scilly ling was sent in great quantity to Penzance and beyond (Heath 1750, 22; Borlase 1756, 41). It was among the choice fish sold in London in small barrels in 1805 (*Morning Post*, March 14th, 1805, 1). Co-operative fishing by communities is also recorded. St Mary's and Bryher people in turn, usually twice each in one season, 'hailed' St Agnes Cove. They would get up to 140 baskets of 300 fish as a staple food for the winter (North 1850, 51). St Martin's and Tresco hailed 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 recorded earlier). 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 (Figs 50 and 78). 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 (Fig 79). 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. They raced each other to take pilots to ships in Scilly's hazardous waters. They 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 their launching ways show where dozens of gigs were kept (Parkes, forthcoming). A few old sheds still stand, including one at Porth Cressa (Leung 2012, 12), and the restored Sussex shed on Bryher (Figs 80 and 81). Hilltop lookouts were used by pilots as well as coastguards and the military. Some, like that at Timmy's Hill, Bryher (MCO 31608), are very substantial; and so, like nearby quays (see above), may originate from the Civil War or other defensive works (Richard Jenkins, Bryher, pers. comm.). That at Watch Hill, Bryher, has a distinctively Scillonian form. It has a boat-shaped plan, so was probably roofed with an old boat, as suggested by Michael Tangye (Fig 82).

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 83). 'Tobacco-mens' holes', smaller, stone-lined openings in cliffs, are recorded, as at Pendrathen, St Mary's (MCO 31053). It has been suggested that some were re-used drain channels of ancient roundhouses, exposed by erosion.

Kelp making was begun on Teän by a Mr Nance in 1684, as recalled by his son, aged 80, in 1756 (Borlase 1756, 42-43). Kelp was burnt to produce a residue, shipped to Bristol and beyond for industrial use. It brought in £500 to Scilly in 1751 and yielded some £5 in the season to islanders (*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 become infilled and are lost, but some are still visible on the larger islands as well as on Teã (Fig 84). Their shape, conical with a flat base, allowed the molten 'cakes' (weighing c20 stones or 125 kilos) to be prised out of them when cool (Over 1987). Teã has remains of the home of the Nance family, as well as a house ruined before 1652 and a late 18th century farmstead (Thomas and Johns 2018). There are also remains of the industry on the shores, as at Innisidgen, St Mary's, where ways were cleared through the boulders to land and carry up the kelp (Parkes, forthcoming).

## **5.6 Maritime infrastructure**

St Agnes' lighthouse and St Martin's Daymark mark the east and west ends of Scilly (Figs 85 and 86). They were built in the time of Godolphin steward Thomas Ekins, in 1680 and 1683 respectively. They have similar conical forms, and although the lighthouse is twice the height of the beacon, the summit where the latter stands is much higher, so the tops of the towers have a similar elevation. The Daymark like the lighthouse had steps inside and from the top gave 'a fair view of England' (Borlase 1756, 24).

Both of these towers survive very well, and each is the earliest of its kind remaining in Britain. The coal-burning cresset from the lighthouse is preserved in Tresco Abbey gardens (Fig 10). Both towers also show significant old adaptations. The lighthouse has a large Victorian keepers' and coastguards' house. The Daymark was given red stripes to help distinguish it, after the *Hope* was wrecked on St Martin's Head in 1830 and a West African boy was drowned, as commemorated on a stone in St Martin's churchyard.

The Atlantic Slip on St Mary's Pool (Fig 87) 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 also report their impact on Scilly. In 1756 for example the officers sent away goods seized on Scilly, mostly tea and brandy, to the value of £3,000, in a single month (*Coventry Standard*, 15th July, 1756, 2).

New Grimsby harbour was made a national quarantine station. All ships coming from the Levant, northward of Cape Finisterre, were to proceed there if signs of plague appeared on board (*Caledonian Mercury*, March 7th, 1754, 1). Proposals to provide instead a 'lazaretto' or isolation hospital on uninhabited St Helen's were described as 'lately' approved in 1764 (*Sherborne Mercury*, December 24th, 1764, 3). The plans were finally realised in the following decade, when men were drafted from naval dockyards for the work (*Sherbourne Mercury*, September 28th, 1772, 1). The site, called the Pest House, survives well overall with a stone-revetted landing and a well, besides the roofless ruin of the hospice (Fig 88), and there are associated burials nearby (SM 1016177).

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 the map of 1888 shows, the site was partly re-used by then for a Coastguard Service lookout. Recent conservation grazing has revealed again some remnant stones from the watch house. They have iron fittings added to them for tethering the guys of the coastguard signalling pole (Fig 89).

Signal Rock in Higher Town, formerly called News Rock (Troutbeck 1796, 13), is an old pilot lookout and meeting place (Gibson and Sons c1931, 89-90). Being a natural outcrop on a summit, it will have been used as vantage point from ancient times. A green has been left around its base, seemingly to preserve the views from it. A vertical slot, cut in its north west side, shows where it was shaped to hold a signal post giving rise to its later name (Fig 41). The 1906 map indicates the coastguard had a base at Higher Town, so they may have used Signal Rock for a flagpole a decade or so after Turfy Hill.

There was also a Coastguard lookout on Chapel Down near the Daymark, in the period between the First and Second World Wars, which has left a small platform. Bungalows were built in Higher Town for the personnel. The Coastguard service on St Martin's finally closed in 1950 (information from a display of photos at St Martin's chapel).

An Admiralty signal station was set up in 1814, also near the Daymark on Chapel Down (Bowden and Brodie 2011, 54). This was part of a series of stations running along the south coast commissioned in 1795. Like others in the west, it was for flagstaff signalling (whilst eastern stations were equipped for semaphore). Due to the distance to Cornwall, it could communicate with ships only, not with the other posts on land which served as a chain (Goodwin 1993, 128). 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; *op cit*, 132).

The St Martin's station was partly dismantled, but substantial ruins (Fig 90) and a flagpole base show how it worked, and the wide views it commanded are uninterrupted. The layout shows a regimented, naval organisation with separate shelter for signaller and lieutenant ranks, and storage for flags and gear (Ratcliffe and Sharpe 1991, 11-17).

The Telegraph tower, still standing, has a flat top where the upright post and two vanes or arms of the semaphore apparatus stood (Goodwin 1993, 132). It also has large lookout windows (Fig 91). Contemporary reports say windows were repeatedly broken by islanders throwing stones in the absence of a doorbell; the Admiralty had asked for a contribution to its building costs from the coastguard who were charged at the time with suppressing smuggling (*ibid*), so the windows may perhaps have been regarded in an unfavourable light.

The development of the hospitality trade was also closely related to maritime activity. The islands were free from licensing laws, and numerous houses were taverns, serving seafarers as well as locals. For St Agnes, there is a record of three, the *Avenue Inn*, *Little Western*, and *Pig and Whistle*, in use at one time (at an unspecified period) (Hale n.d., 9). Larger inns, like 'the house of John Tregarthen' on St Mary's, held sales of salvaged wines and spirits by arrangement with the customs service (*Sherborne Mercury*, August 15 1763, 3). 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 92).

## **5.7 Shipwrecks**

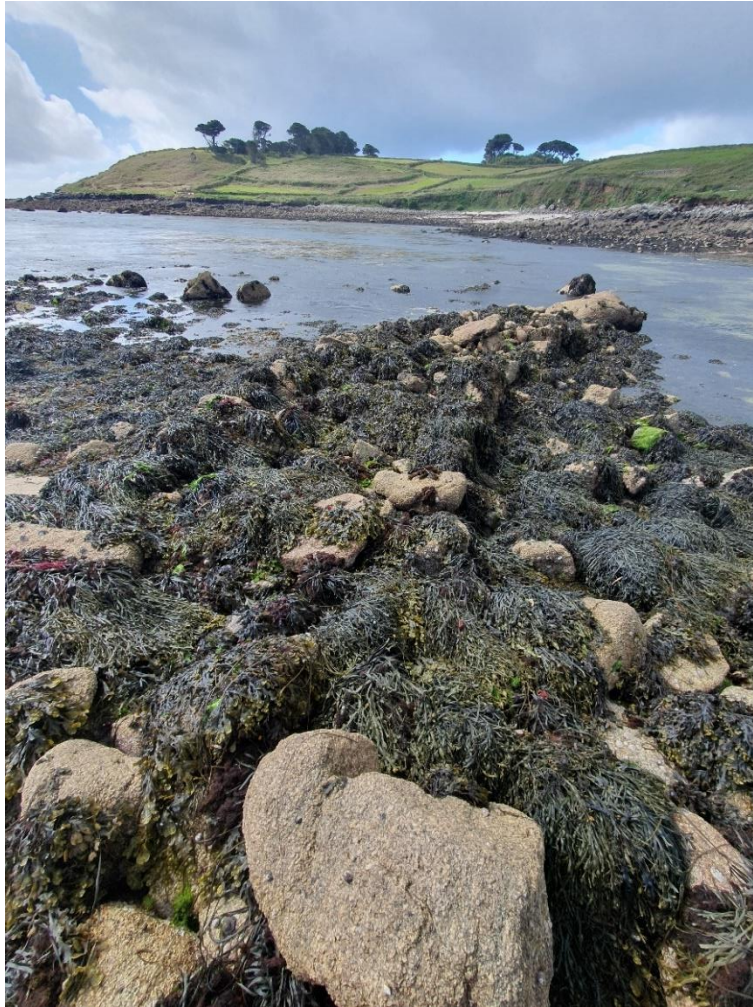
The frequency of wrecks around the islands was recorded more fully from the later 18th century, when communications from Scilly came to be published rather more often in the region's newspapers. In December 1782, 7 foreign ships were driven in at different places in the course of just 3 weeks (*Sherbourne Mercury*, January 17th, 1782, 1).

Wood, iron and other fittings from ships, and cargo goods or materials, were salvaged by boat or on shore. Wreck not claimed by owners' agents was put to use. House timbers, panelling, and doors were typically made from wreckage (Fig 93, and Part 5.9.5).

The pilot gig crews strove 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. Bodies were buried on common ground near where they came ashore, or where they were landed from gigs, unless identified as officers or gentry. Where there were many, they were buried in communal graves, leaving clusters of large low mounds on the surface. Some burials are recorded in the CSHR; some gave rise to place-names like Frenchmen's Graves on St Martin's (North 1850, 67). Many more probably remain. Low mounds above Little Popplestones on Bryher, for example, may be among them (Fig 94).

The loss of Admiral Sir Cloudesley Shovell's fleet in 1707 left its mark on the islands, as well as shipwrecks 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 remembered by islanders seven generations later in 1887 when it was plotted by the OS, 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 his flagship the *Association* is preserved in St Mary's church. Mounds on the green near Periglis, St Agnes, are identified by island tradition as burials of other victims of the disaster (Francis Hicks, St Agnes, pers. comm., and thanks to Dr Tim Rogers for accompanying a site visit). Four low mounds can be made out, each c8m by 5m, closely grouped with an offset between each and its neighbour (Fig 95).





*Fig 78 St Mary's: One of Scilly's many old quays, at Toll's Island. This one, about twice as long as a gig, had fallen into disuse before the 1887 survey which doesn't show it.*



*Fig 79 St Mary's: Cat's Coffin at Old Town, an early fish salting trough with old iron strap mending.*





*Fig 80 Bryher: Shed of the famed Czar, one of the historic gigs still preserved in use.*



*Fig 81 Bryher: Sussex shed restored by the Duchy with display on gig heritage in lobby.*





*Fig 82 Bryher: Boat-shaped lookout possibly formerly roofed using a boat, Watch Hill.*



*Fig 83 St Mary's: Stone lined smuggler's passage exposed in low cliff at Porth Mellon.*





*Fig 84 St Mary's: Kelp pit, Toll's Porth, in May 2023, after it had partly collapsed.*



*Fig 85 St Agnes: Lighthouse of 1680s (with later light, replacing brazier in Fig 10).*





*Fig 86 St Martin's: Daymark of 1680s, striped to help distinguish it from the lighthouse after a fatal wreck in 1830.*



*Fig 87 St Mary's: Atlantic Slip (named after a pilot cutter formerly based here), the old Custom House Slip, with with paved wheel courses like those of west Quay Street.*

*(Paving on the left marks the roughly squared edging to the slip, seen also at other slipways – compare Fig 123E – and a wheel course inside it. Similar paving to the other side may have been replaced or covered during adaptation of the slip in the past.)*





*Fig 88 St Helen's: 'Pest House' or national quarantine station hospice, built in 1772 after petitioning to remove the station from Tresco (seen here in the background).*



*Fig 89 St Martin's: Base of early small round lookout tower in used by soldiers in early 18C, with iron stay for later 19C coastguard flagstaff for which this spot is named.*

*Recent conservation grazing with cattle deployed by the Wildlife Trust, using water bowser and solar fencing, has freed the site from scrub, revealing flagstaff guy loops.*





*Fig 90 St Martin's: Napoleonic period Admiralty signal station enclosure with central accommodation. Beyond these structures is the base of the signalling flagpole.*



*Fig 91 St Mary's: Telegraph Tower, built as a semaphore tower superseding St Martin's flag signal station. The semaphore gear with moveable arms stood on its roof.*





*Fig 92 St Mary's: Traditional single-storey house, formerly an inn, close to Old Town.*



*Fig 93 St Mary's: Timber lintels salvaged from the sea in façade, Bank, Hugh Town.*





*Fig 94 Bryher: possible shipwreck burial site marked by low stony mounds, Little Popplestones.*



*Fig 95 St Agnes: Series of low grass-covered mounds on green, identified by tradition as burial site of victims of the loss of the fleet under Sir Cloudesley Shovell in 1707. Looking towards the dune above Periglis; new sea-defence bank on skyline to right.*



## **5.8 Churches and Chapels, and early Schools**

Repair of the churches in this period remained the charge of the islanders. It was noted that while 'The Islanders pay neither Land Tax, Window, Horse, Dog, Malt, Income nor any kind of Taxes imposed upon them, they are charged to the Support and maintenance of the poor and repairs of the Churches' (Spry 1800, 10). On St Agnes the islanders chose to shift to a new site to renew their church (rather than repair the medieval one noted in Part 4.2). They used proceeds of their salvage of a ship that struck the Raggs west of Annet around 1685 (Troutbeck 1796, 152). Their church of c1685 stood north of the present one, itself built in the first decade of the 19th century (Figs 96 and 97).

Churches were newly founded on other off-islands under the Godolphin lords. Bryher's was founded in 1742. It was rebuilt c1821, and later renovated and enlarged in several phases (Fig 98). 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 99), 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. Its character dates essentially from the 18th century, when 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 as before (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).

Religious non-conformism grew in the later 18th century (Easton 2010). The Wesleyans first built their chapel in Garrison Lane c1790; they replaced it a generation later by the present much larger building there, now in different use (Part 6.4). A related 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 air on Tresco, and at Higher Town St Martin's, in 1815 (*op cit*, 4 and 6). At St Martin's it is likely that he preached at News Rock, near which the Bible Christians later built their chapel, the predecessor of that of the present day (see below). The Baptists chapel on Tresco, of similar date, was re-used as a Reading Room and surgery (*op cit*, 22 and 86), and is now holiday accommodation (Fig 100).

The SPCK sent two 'missioners', in 1818 and 1820 (Easton 2010, 9). Rev Lane was based on Tresco, and was charged with visiting Bryher and Samson. His house at Tresco is one of the grandest on the off-islands apart from the Abbey, Dolphin House (Fig 71). Rev George Woodley was meant to reside on St Martin's and cover St Agnes, but remained on St Mary's. (He was responsible for extending the earlier church on Tresco, noted above, that was later replaced by the present one.)

The Bible Christians (or Bryanites) first built a chapel on St Martin's in 1822, on the site of the Chapel today (which replaced it c1836 at which time the former Bible Christian chapel in Hugh Town was also begun; Part 6.2.3 and Fig 118G). Observers on St Martin's speculated that the building of 1822 was to be a barking house for treating nets and sails (Easton 2010, 55), an indication of its vernacular style. A rare detailed record, made in 1835, notes that the chapel measured 30 by 14 feet (9m by 4m) and was low with a thatched roof secured with ropes of straw, and that the crowded gatherings were held by candle light (*op cit*, 57). St Martin's islanders' work cutting stone and digging ram to rebuild their chapel in 1836 (see Part 6.4) is also documented (Easton 2010, 58).

Nonconformist day-schools, as well as Sunday schools, are recorded in 1819 (Easton 2010, 9 and 10). In 1829 there were 7 Sunday schools on Scilly, not including St Martin's which had none at that time (*op cit*, 14). Their locations could probably be established by further study or enquiry. 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 101).





*Fig 96 St Agnes: Church built in the early 19C, in a new position, but close to its predecessors of medieval and post-medieval times.*



*Fig 97 St Agnes: Church interior, with later window commemorating the saving of lives from wrecks using gigs some of which are still preserved and used on Scilly.*





*Fig 98 Bryher: Church, showing phases of growth, with west gable expanded from a narrower one of 1822 (its centre marked by the small high window), and raised roof.*



*Fig 99 St Martin's: Church interior with wreck timbers and re-used balusters to loft. The loft may date from 18C rebuilding and heightening pre-dating an 1866 restyling.*





*Fig 100 Tresco: Doctor's, a converted early 19C non-conformist meeting house. The grassy mound south west of it (left) is also of interest, as a possible earlier earthwork.*



*Fig 101 St Mary's: Outhouse 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 102 and 103).

### 5.9.1 Types of structure particularly associated with Scilly

**Single storey houses** continue in use in places, and they form the cores of many enlarged houses. Others survive as ruins, as on Teän. Most had a 2-room plan with a small kitchen, and a parlour or chamber, under a low loft indicated by rows of joist sockets or a ledge (Berry 2011, 13-14). A loft on Samson has a window in one gable, perhaps to light that end for storage while the other 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, which can be as large as other chambers in a house and can be incorporated in its main axis. Water was supplied for use in the interior via a tap in the tank wall (Lethbridge 2003, 11). These tanks are provisionally dated to the later 18th century onwards, when the slate roofs that supplied their water were first made (see below).

**Sheds for pilot gigs** (c32 feet long), built singly or in pairs, survive as ruins or in a few cases are restored with new roofs. 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 end doorways that can have massive granite posts, laid slabs with sockets for door frames and door pivot holes; and small inner end windows for ventilation and light; as at New Quay, St Mary's.

**Smugglers' caches** can be incorporated in houses and barns, and are likely to take many forms there, as yet largely unrecorded. A smugglers' hole under a farmhouse floor at Carn Friars is mentioned in the farm buildings (Arbery 1998), for example.

### 5.9.2 Roof covering

**Rope thatching**, a type peculiar to Scilly, was noted as early as 1699 (Magalotti 1918, 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).

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 into the vernacular 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 imported from Bridgewater, Somerset.

**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 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). Ovens were made as needed, in the fireplace. Inverted large iron 'kettles' were placed over an iron plate or the hearth stone, and the fire was heaped over this oven (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). Doors 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 floors, and 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 preserved in use as at Atlantic Cottage, St Agnes. On Samson, one house had surviving ships' timber used for all the lintels of fireside alcoves and cupboards (Berry 1994, 26).

A different 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 19149, 38).

**Chimney breasts and hearths.** Fireplaces on Samson generally project into the rooms (Berry 1994, 26). They have large single slabs to their sides, outside 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 19149, 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 stacked near houses may have stood on stone bases, which could survive.

#### 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 may have been so throughout post-medieval times. 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, cow or calf houses or brewhouses as at Veronica Farm, Bryher (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.

Further characteristics noted in the vernacular farm buildings include flush verges (that is, 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).

#### 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, or in Up Country St Mary's at Trewince.

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'.

#### 5.9.9 Sources of building materials

Granite was sourced in post-medieval times from 'moorstone' outcrops and boulders (Borlase 1756, 13-14); from cliffs or beaches as in Green Bay, Bryher; and from ruins like Ennor Castle at Old Town (North 1850, 88). A quarry on Peninnis provided stone to rebuild the Methodist Chapel in Garrison Lane c1830 (Easton 2010, 39).

There are many small old ram pits, like one at Northward, Bryher; as well as the large one at Longstone, now Carreg Dhu garden, used to surface roads from Victorian times.





*Fig 102 Vernacular tradition 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. Fragments of the former thatch at 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 103 Vernacular tradition 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 (Fig 104). The batteries' names match those of earlier ones on the cliffs beneath them – a reflection of how the Garrison features have a shared significance, being parts of a complex group developed over time. Another battery was placed at Bant's Carn, to guard against torpedo boats using the shallower waters within the islands (Fig 105). 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 scarp'd oval earthworks. The layout at Bant's Carn was distinguished by an 'Engine House' and other buildings behind the battery to power and service it. The works in the scheme are largely intact, although in varying condition (Fig 106). 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 (Fig 107).

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 108 and 173G), survive well as a group; nine of the system of 27 defending St Mary's are now Scheduled Monuments. Many were inserted for disguise in existing structures, from earlier fortifications (as at Woolpack Point on the Garrison) to hedges (as at Porthloo); others had turf caps to help conceal them. They were allocated to particular platoons, the Porthloo example, 'Pillbox No.14', was allocated to the 1st Platoon of the island's Home Guard, its 'loophole' openings ready to be armed with their Browning guns and automatic rifles (SM 1016517).

Stations with radio masts and beacons for planes, notably at Telegraph and Peninnis, were dismantled after the war. 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 wartime airfield had grass runways, and huts housing 78 RAF servicemen. The last RAF buildings on the airfield were demolished in the 1990s (CSHER).

The wartime activity in the air is still evoked by concrete bases for radar and other installations. A giant, flat concrete arrow, made to be seen from above, lies on the coastal ridge at Normandy (Fig 109). This is interpreted as a direction arrow pointing to a floating practice target moored in Crow Sound. A concrete base on St Martin's Head, near the Daymark and Napoleonic signal station, was for a superstructure associated with a secret experimental torpedo base (*ibid*).



*Fig 104 St Mary's: View of the shipping road from Steval Point Battery of 1905, with officers quarters adapted as holiday accommodation to right.*



*Fig 105 St Mary's: View from passing boat showing strategic positioning of Bant's Carn 1905 battery (the large earthwork with later telecommunications mast above it) commanding shallower sea approach to Hugh Town through the islands.*





*Fig 106 St Mary's: Steps to lightwell within Bant's Carn Battery, accessing underground magazine and stores, with datestone of 1905.*



*Fig 107 Tresco: part of Great War flying boat station at Victorian estate home farm site.*





*Fig 108 St Mary's: Front of one of Old Town's pillboxes, concealed in walling.*



*Fig 109 St Mary's: Wartime giant arrow for planes based at the airfield, pointing to the site of a floating practice target anchored at the time off St Martin's Head with its secret torpedo testing base.*

*Also showing an edge of one of a row of Scheduled chambered cairns (far right); and an off-road vehicle track curving to right, crossing the arrow and clipping the cairn.*



## **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 World Wars of the 20th century, 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 110). 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 111). 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 use of granite and design contributes to character although it replaced the earlier vernacular buildings (Fig 112). Mumford's newsagents on the corner was built as a shop; its period fitted counter is still in use (Figs 112 and 113).

The east end of Thoroughfare (the back lane north of Hugh Street), built up more recently (Fig 114), was formerly partly open to Town Beach. It had a smithy labelled on the 1887 map, and a squarer structure also mapped in 1887, identified locally as a double gig shed (Alfie Trenear, St Mary's, pers. comm.); these are now lost. 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 freighter barges *Gugh*, *Kittern* and *Teän* (local resident, pers. comm.) (Fig 115). Possibly this was of wartime origin (Part 6.1).

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

Augustus Smith had the main pier built as part of the terms of his lease from 1835. Together with the earlier pier from which it branches off (Part 5.2.1), it remains in use today (Fig 116). It has a later 19th century extension, and various more recent modifications. Its many 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 similarities and differences to the first, with a battered face, and more massive and broader stones, still set vertically in rough courses; the whole quay with its paved slipway and approach forms a historic complex of great interest. The huge high half-round masonry gate pillars have boulder-style tops, conveying the Estate building style of Augustus Smith's heir and amateur architect TA Dorrien-Smith, link this historic transport hub with works in similar style in Hugh Town and on Tresco (Fig 117).

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

Hugh Town developed eastwards, around the Parade and along the whole of Church Street, during the 19th century (Kirkham 2003, 22, 43-45). This is a distinct quarter of town, 'a modestly genteel area, largely residential, leading to St Mary's Church' (Fig 118).

As the CSUS report notes, housing here was made for families advancing through successful ship building and operating ventures (Fig 126). It is increasingly grand towards the east, with double fronted houses and taller terraces, a sense of space, and trees in gardens, and ornate iron railings and gates. 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 historic core of the town, was formerly a fully open space, as shown on the 1862 map. The roadways around it were defined later in the 19th century, when it became a public park. Old park rails survive under 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 (Fig 172C).

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 118F). It represented the influence of the then recently arrived lessee of the islands, Augustus Smith (see further Part 6.3). Smith was committed to work on the islanders' 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 shoreline scenery and fishing.

This street was first 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 118G). 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 118H).

#### **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 generally substantial modest houses, mostly double-fronted, forming a unified front, running along a route newly made in the period (Fig 119). The street has a maritime aspect to its character (Fig 120), reflected in its naming after the beach 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 121). As noted in the CSUS survey, the open view of the shore, an unusual survival within Hugh Town, allows the maritime past of the Strand to be visualised. Former rooflines visible 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 58 and 119).

In the centre of the green is the stone paved Rechabite slip, still in use (Fig 120). The Rechabites, a non-denominational temperance group, were based in the upper room of a former boatshed here. The survival of the name long after the building may reflect 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 at its other end, and to an old shipbuilding area, 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 110 St Mary's: Hugh Street, Town Hall of 1889, with Augustus Smith's monogram.*



*Fig 111 St Mary's: Hugh Street, Post Office in Tresco Estate style by TA Dorrien-Smith. The style of the building is closely comparable to that of Pentle on Tresco (Fig 136A).*





*Fig 112 St Mary's: Hugh Street, early 20C redevelopment by Duchy of Cornwall architect.*



*Fig 113 St Mary's: Hugh Street, interior of Mumford's newsagents with period fitted counter.*





*Fig 114 St Mary's: Blocks of flats to beach side of Thoroughfare, on site of forge and gig sheds.*



*Fig 115 St Mary's: Town Beach, base for repairs to Steamship Company tugs that carried freight to off-islands.*





*Fig 116 St Mary's: pier built for Augustus Smith (and 20C extension with Scillonian alongside).*



*Fig 117 St Mary's: Approach to Hugh Town from the Victorian quay, passing through entrance with monumental gate heads of coursed ashlar topped by rugged boulder-like tops in Estate style.*





*Fig 118 St Mary's: Some features of Victorian town growth (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 119 St Mary's: Victorian expansion along Strand; with gable of house (at the near end of the continuous row) showing line of original lower gable incorporated within it.*



*Fig 120 St Mary's: Top of Rechabite Slip on the Strand, showing its maritime character. Across the Strand is the opening of Wellcross Lane that formerly led to a shipyard in the site named Tommy's Field in the triangle between Strand, Church Street and Back Lane.*





*Fig 121 St Mary's: Holgates Green to seaward of the Strand, with beyond it, the former Customs House (the third in the sequence of three past custom houses known).*



*Fig 122 St Mary's: Walling to west of Holgates Green, probably part of the boundary of the old Holgates Hotel grounds.*

*As in many other places, some walling was made with re-used building stone, and some derives from earlier building/s partly incorporated in the boundary. The 1890s hotel was made on the site of one of the mid-19C shipyards on St Mary's Pool (Kirkham 2003, 25).*

### **6.2.5 Historic stone surfacing in the Victorian town**

Many old photos capture granite surfacing in Hugh Town, some Victorian and some inherited from earlier times (Fig 64). 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 Quay, and Town Well (Figs 63, 116, and 171C), the range visible in the public realm in the historic town core includes: granite steps, paving to roads, paths, and slipways, kerbing, glinters (stones or ledges of bedrock keeping wheeled traffic off wall bases), setts, cobbles, and guttering (relatively rare as far as is known) (Fig 123).

- **Slipway** with rough paving, cobbling and setts intermixed, beside the Mermaid. These different traditional kinds of surfacing combine 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.
- **Road surface with wheel ways** the latter 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.
- **Roadside shallow gutter**, or *launder* to use the Cornish dialect term, on the west in the alley issuing on to the south side of Quay Street opposite the Mermaid.
- **Steps** on the alley linking Jerusalem Terrace and Hugh Street south of Bank.
- **Steps and slipway** on Town Beach at the rear of individual properties.
- **Slab footway with kerbing**, the slabs laid two or more deep, on Quay Street and on the east side of the Bank square 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 original doorsteps or threshold slabs.
- **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. 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**, the slabs inside the outermost (roadside) ones coated in tarmac, around the curving south side of Bank square, and along the south west side of Hugh Street between the Bank and Kavorna squares.
- **Kerbing**, with tarmac behind possibly laid on paving (Fig 64), 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).
- **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 N 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.
- **'Square' paving** of irregular slabs in front of Parade Cottage, near the Town Hall.
- **Slabs** either of footway or roadway laid at least one deep, on the north side of Church Street outside the Church Hall (the former school).
- **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 (Fig 102E).

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 124).





*Fig 123 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 laundry, 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 124 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 some green space around the tourist information centre (Fig 125), with modern housing in a belt behind it. All this was formerly a large sandy working area, seen on old maps and photographs (Fig 126). A gig shed and former lifeboat house are survivors of a cluster of sheds at the more sheltered end east end of the beach (Fig 127). 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 shown 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 the porth, and 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, 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 102E). 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 cottages, they have glazed porches or small lean-to glasshouses, and garden hedge banks with stone 'egg' topped gateways (Fig 102F).

The Porth Cressa sea bank (Fig 125) 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 127). 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)**

The town expanded within the Hugh Town isthmus in the post-war period, with several council building schemes on the sandy fields behind Porth Cressa's Little Porth, running west towards the Garrison (Figs 128 and 129). This is predominantly low-rise housing with gardens. Higher blocks of flats front the ditch of the Garrison, and are carried across the way to its Sally Port, concealing the fort walls from much of the approach below.

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 130). Porthcressa Terrace (Fig 168C), 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 more recent school complex here has an award-winning design referencing historic building character (Fig 131).





*Fig 125 St Mary's: Porth Cressa Bank, raised against flooding as early as 1771.*



*Fig 126 St Mary's: 19C view across Porth Cressa with its gig sheds and shipyards (the present location of the TEC is on the site of the gig sheds to left, centre ground).*

*Photo courtesy of Isles of Scilly Museum.*



*Fig 127 St Mary's: Dolly Varden gig shed, Porth Cressa, left (lifeboat house to right).*





*Fig 128 St Mary's: Housing just behind the seafront, on Porth Cressa near Little Carn.*



*Fig 129 St Mary's: Parson's Field, housing built in the mid-20C when the traditional scantle slate roofing was still usual as may be seen from the roof of the porch.*





*Fig 130 St Mary's: Jackson's Hill off Moorwell Lane, on the hill east of the Church.*



*Fig 131 St Mary's: Modern building complex of Five Islands School deploying elements of traditional design as well as natural materials.*

### **6.3 Ornamental landscape**

The park of Tresco Abbey, founded by Augustus Smith and still 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 Scilly to take up long lease of the islands from the Crown. He agreed to spend £5,000 within six years on island infrastructure including renewing the quay and church at Hugh Town. As mentioned in Part 5.1.4 Smith lived initially in the old officers' mess, Hugh House, 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).

The main approaches to the Abbey country house, running close to the lake, link it to New Grimsby, and to a former landing on 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 in the estate style of shaped boulders, with family memorial plaques.

The core of the estate has a spectacular character. 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 brought from leading collections including Kew Gardens and Veitch's Nurseries, or supplied by Scillonians trading abroad. Important strands of heritage interest here include (Figs 132-136 and 163);

- 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, encountered in making the terraces, also retained in the garden;
- Garden terraces and paths with granite revetments, displaying historic stone artefacts from the islands, some probably from the medieval priory;
- A slate tablet with inscribed directions for garden visitors; and
- The Valhalla collection of ships' figureheads, housed in a pavilion in the later 19th century style with boulder walling combined with an overhanging shallow roof.

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, whilst the home farm at New Grimsby, now redeveloped, has a more functional character. Gateways at several key points beyond the main Abbey grounds are enhanced with boulders. Planted trees and shelter belts shelter the farmland as well as the gardens. Other estate features on Tresco are recorded, and may have left traces; a flagstaff on Vane Hill that served for communications and as a viewing point 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, with a perimeter wall mostly still standing (Fig 137). 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 Figs 111 and 136A). 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 138). These are largely rather later, possibly late-Edwardian, post-dating the OS map revision of 1906.





*Fig 132 Treco: The Abbey country house with giant scale rockery and exotic planting.*



*Fig 133 Treco: Old corn grinding stones, among the artefacts displayed in Abbey Gardens. These are 'rotary querns', the upper stones having a central hole to hold them over the lower ones, and side holes for wooden handles to turn them with.*

*A later type of milling stones, held and operated in timber frames, was used on all island farms (Part 5.4 and Fig 75). 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.*





*Fig 134 Tresco: Entrance to inner grounds of Tresco Abbey with boulder style walling. The wall design here shows a hierarchy in the application of this estate style; being on the inner approach to the mansion, it has boulders set in several tiers as well as on top.*



*Fig 135 Tresco: Large traditional style building with some unusual features apparent, south of Tresco Abbey, mapped in 1887, and potentially with much earlier origins or fabric being only 40m from the standing remains of the Priory Church.*





*Fig 136 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).*





*Fig 137 Samson: Perimeter wall or pale to mid-19C deer park on South Hill, apparently carried over this east facing slope so that the park could be seen from Tresco.*



*Fig 138 St Mary's: Bar Point, with pines similar to those on Tresco across Crow Sound.*



## **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 139). Tresco Church was rebuilt by TA Dorrien-Smith in 1877-1879 in commemoration of his uncle (LB 1328849) (Fig 140).

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 141). 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 142). It is now used as Council chambers.

St Martin's islanders rebuilt their chapel in 1836 (Fig 143). 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 Mary Ann Hicks (née Woodcock) (Fig 144). The classes were also attended by Mary's sister Elizabeth, who had married Richard's brother Samuel. An obituary for Elizabeth mentions that the 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.

The purpose-built chapel on Bryher, now converted to a house (Fig 145), was built on a new site in 1876 by Bryher men with a St Mary's builder contracted to lead the work (*op cit*, 25). It is recorded that 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 146). The garden has wrought iron railing formerly needed to keep cows out (Fig 165). This is likely to be from the smithy in Hugh Town mapped in 1887 on the part of Thoroughfare later redeveloped (Fig 114).

The places of worship built at this time, together with those of the Godolphin era which were renewed, share an austere aesthetic and a strong sense of community (Figs 97, 99, 143). 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 also characteristic of these places. Use of salvaged wood has left a legacy of large timbers and broad boards evoking age and 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 139 St Martin's: Church front renewed for Augustus Smith with bellcote dated 1866.*



*Fig 140 Tresco: Church of 1879 by TA Dorrien-Smith in commemoration of his uncle.*

*The churchyard wall has contemporary gateway heads and wall coping in Estate style. It was adapted from that of the church of the Godolphin era, shown in its enclosure at the same site on the 1792 map.*





*Fig 141 Tresco: one of the later burials within the Priory Church ruins.*



*Fig 142 St Mary's: Chapel of c1830 built in Garrison Lane by Wesleyans to replace their first meeting house there, using stone carted from Peninnis by the congregation.*





*Fig 143 St Martin's: Chapel of 1836, on the site of a vernacular meeting house of 1822.*



*Fig 144 Bryher: Hicks family home at South'ard, used for prayer meetings in the 19C.*

*It is recorded that prayer was in the combined parlour-and-[adults] bedchamber at one end of the traditional 2-room interior; worshippers' children joined Mrs Hicks in the kitchen. Children would sleep in a loft (generally still marked by beam sockets or ledges).*





*Fig 145 Bryher: Purpose-built chapel of 1876, now sympathetically converted.*

*The boulder coping on the wall of the plot is of interest; it resembles the Tresco Estate style, so perhaps represents islanders putting an element of this style to other use.*



*Fig 146 Bryher: Bible used in the Chapel, still preserved. Also shown are the original broad floorboards. Wood for the Chapel is recorded as being salvaged from the sea.  
With thanks to Rosalie Tildesley for kind help with access and information.*

## **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 importance. 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 147). 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 the trade include Field House on Church Street (Fig 118E) made in 1880 for shipbuilder William Gluyas (Larn and Banfield 2013, 12).

Population decline from the mid-19th century, documented by census returns, shows the impact of an economic recession 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 Bishop Rock lighthouse, completed in 1858 for Trinity House, is one of the renowned engineering achievements of its age (Noall 1968, 20-36). Rosevear Island has remains of the builders' base (SM 1016175). The first structure, made of iron, was destroyed by a storm in 1850, but work was soon resumed to build the existing tower using granite from West Cornwall dressed on Rat Island. 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, and the smaller, higher Round Island lighthouse was built. The iron and steel light on Peninnis Head was added in 1911 (LB 1328857) (Fig 169B).

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 (Fig 148). It retains one of its double doorways with brick wheel courses, decorative barge-boards and segmented granite arch; examples of Victorian adoption of national style 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 that replaced it in 1899 is near intact and is maintained as a station although the present lifeboat, too large for it, is kept at moorings.

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 149). 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 311 victims of the *Schiller* wreck of 1875 (Fig 150) is one of many memorials to people drowned or lost at sea. Of the 311 dead, 147 were brought to be buried at Old Town with all the people of St Mary's following (Arlott 1972, 38-39).





*Fig 147 St Mary's: View along the mid-19C ropewalk at Porthloo, part re-roofed.*



*Fig 148 St Mary's: Floor preserved in 1874 lifeboat house, Porth Cressa, now a library.*





*Fig 149 St Agnes: Early 20C lifeboat station, with new rock armour respecting it.*



*Fig 150 St Mary's: Obelisk commemorating Louise Holzmaister of New York and all the victims of the Schiller disaster, Old Town.*



## **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 151 and 152). Both of these examples appear as houses on the 1792 map.

More capacious or specialised buildings for animal husbandry and arable farming, similar to those in Cornwall in Victorian times but on a smaller scale proportional to the holdings, are found both on St Mary's and on the off-islands (Fig 153). Content Farm, St Mary's, has a square bull pen with scantle slate roof (James Sherris, pers. comm.) (Fig 154). 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 a very rare near-complete survival of horse-driven threshing machinery (Ratcliffe and Parkes 1990, 31-33 and 35-36). The iron mechanism remains in place on the round platform outdoors where the horse circled to generate power. The threshing drum connected to the gear also remains, in the barn alongside (converted to accommodation). It is possible that horse engines were once more widespread, as water power for barn machinery was scarce on Scilly (Figs 155-158).

Some farms maintained much earlier methods into modern times. A little rye was still grown on St Martin's in the mid-20<sup>th</sup> century, and was thrashed by beating sheaves over the edge of a barrel (Grigson 1948, 20). The traditional use of the coastal ground as rough pasture ended gradually. Sheep ceased to be kept 'a year or two before 1939' (Grigson 1948, 19). Grazing of cattle on the downs continued for some years after the Second World War; on Tean for example a well in the 'waist' of the island under Great Hill was fitted to pump water for the animals, and the old cottage on the point between East and West Porth was used as their shelter (Grigson 1948, 29).

The greatest specialisation in farming on Scilly, flower growing, 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 (Tompsett 2006, 22, 23). In a single day, for example, 'Ten tons of flowers were brought across from the Isles of Scilly to Penzance on Saturday' (*Cornubian and Redruth Times*, February 14th, 1902, 5).

The OS maps of 1887-1888 and 1906 show how much of the landscape was transformed with glasshouses and bulb plots with shelter hedges. Sheds were built or converted for the flower tying and packing work, which was done by women (Fig 159A). The sheds were usually connected to glasshouses and sometimes to farmhouses. The shelter bushes used to supplement some native elm hedges were imported evergreen, coprosma, euonymus, pittosporum, and also the longer-naturalised tamarisk (Francis Hicks, St Agnes, pers. comm.). As the OS maps of 1887-1888 indicate, hedges were planted to form small square plots, and also the longer strips that came to predominate.

Rocky Hill Farm had a glasshouse 5m long by 1887. This was south of the present one, 13m long, made by 1906 (Fig 159B). The glasshouse still standing has stone and concrete walling, tying and packing place with work benches using wreck timber, and some later adaptations (Arbery 1998, 13). It contains old vines, and citrus fruit trees (thanks to Debbie Edwards, St Mary's, for the opportunity to visit). Similar groups of structures survive elsewhere on Scilly, as well as lean-to glasshouses and large glazed porches on houses. Of the larger and/or freestanding ones, some have been maintained, or restored; but many of the glass roofs have gone or are derelict (Figs 159C-159H).

Some huge glasshouses were built, especially at St Mary's and St Martin's, c1900 (Arbery 1998, 4). The base of a 56 yard (50m) long glasshouse lies in a field east of Pool Green behind Par Beach, St Martin's (Fig 177F). One of several glass giants at Old Town, shown on the 1906 map, stood east of Trench Lane. It was 67 yards (61m) long. Its great water requirement is marked by a large stone tank still standing beside a well (along with a related later glasshouse, much smaller though still sizeable) (Fig 159G).

The glasshouse at Seaways, Porthloo, 40 yards (36.4m) long, is the largest still fully glazed. It is used for tomatoes and other produce, and has a vine grown from a cutting at Normandy in the 1960s (Andrew May, St Mary's, pers. comm.) (Figs 159D and 173H).

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 169C). 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.).

Wooden boxes stamped with the producer's name were used to hold around 200 stems of flowers for transit. Boxes were shipped back to the farms once a year to be re-used. Farmers would make boxes in a shared workshop on each island; that on St Mary's is now the Scillonian bar in High Town (Andrew May, St Mary's, 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.) These structures, together with the island quays, rebuilt in this period with concrete facing and roadways, evoke the community organisation of aspects of the flower trade in living memory. Carts and tractors queued past the Mermaid corner to load the produce on the steamer, sometimes by the light of a coal brazier, and it went as one consignment to dealers in London and Birmingham (Andrew May, St Mary's, 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. The house at Seaways, previously a vernacular single storey thatched building, was converted to a sitting room with bow window and second storey added (Andrew May, St Mary's, pers. comm.).

Flower farming also funded some wholly new houses at this time. The large spacious villa named Altamira at Porthloo is shown on the OS map of 1906 overlooking the landscape of bulb strips and glasshouses that supported it (Fig 160). The layer of horticultural activity is partly reabsorbed into the older farmland but has left the landscape still shaped by its shelter hedges. Altamira 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 161).

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.

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 151 St Agnes: Grinlington Farm, 18C or earlier house with hearth and other original features (left of the purple flowering plant), with front of farm building of similar construction extending this to the right; the house was later used as a farm building.*



*Fig 152 Tresco: The Stables, an early house with large fireplace, and old farm building in the same axis, like Grinlington Farm's; again like Grinlington's the range was later all used for farming (here, as a stable). It has been re-converted to accommodation.*





*Fig 153 St Mary's: Higher Trenoweth, substantial (16m) 2-storey farm building, with external loading steps to the first floor barn marked on the detailed 1887 survey.*

*A ventilation slit to the rear shows use of the lower storey for livestock. The 1995 farm building survey notes trap doors for feeding them from above, and joists of wreck timber.*



*Fig 154 St Mary's: Hipped scantle roof giving an almost pyramidal effect to a squarish building of c1890 at Content, designed as a bull pen (James Sherris pers. comm.).*





*Fig 155 St Agnes: Lower Town Farm horse-engine gear, with platform – mapped in 1888 – for a horse to turn it (all now a Scheduled Monument). A driving rod runs through the adjoining wall to the threshing barn (now used as accommodation).*



*Fig 156 St Agnes: Detail of Lower Town Farm horse-engine, showing the cast iron toothed gear wheels and two arms with their lighter arm stays; and the round-section, wrought iron horse shafts for one of the arms, with fixtures for harnessing. Since it was recorded by CAU (Ratcliffe and Parkes 1990) some iron has corroded away.*





*Fig 157 St Agnes: Lower Town Farm barn, thresher on the other side of the wall from the external platform with horse engine which powered this machinery.*

*The conservation of this farming heritage helps enrich the living landscape and gives rare extra interest to the accommodation provided by the converted barn.  
Thanks to Francis Hicks and Kyle Silich for access arrangements for CAAMP visit.*



*Fig 158 St Agnes: Mike Hicks at Westward Farm, with iron shafts like those attached to an arm of the horse-engine at Lower Town Farm, and possibly of similar origin.*

*There is general potential at farms for survival of remains important for showing historic Scillonian farming and horticultural methods and techniques.*





*Fig 159 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.*





*Fig 160 St Mary's: Large new early 20C house in grand villa style, Altamira, Porth Loo. View from the associated former flower farming landscape below, with farm buildings using the concrete construction adapted at that time forming a new vernacular.*



*Fig 161 St Mary's: Original tap to wall of integral water tank, in Altamira, Porth Loo. These features show design of houses to harvest rainwater continued over 200 years.*



## **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).

Early visitors relied on islanders to inform and transport them. North for example was taken out by John Ellis, Augustus Smith's principal boatman, and recommended others follow suit. His excursions included visiting Menavawr, and landing in Perpetch Bay to see Chapel Down on St Martin's (Fig 162). He inspected the long sea cave of Piper's Hole, Tresco, having engaged a local guide to provide a small boat, candles, and some 'blue lights' (North 1850, 28, 34, 37, 64). The gardens of Tresco Abbey, like those of many mansions in Cornwall, were enjoyed both by house guests, and by other visitors by permission, as set out in an engraved notice on a slate tablet there (Fig 163).

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 164). 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 them. Some rails and other hand wrought ironwork, survives, as at old chapel on Bryher (Fig 165). This probably came from the forge on St Mary's recorded as having supplied the shipbuilders there.

Augustus Smith made significant additions to the route network of medieval origin, with various 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 straight '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 166). 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 103G), 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 the Higher to Middle Town routes were adapted (some parts of them superseded at that time are still 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) were made in the period between the surveys of 1792 and 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 167). Their quietness contributes significantly to the striking quality of experiences and views of Scilly as a historic environment.

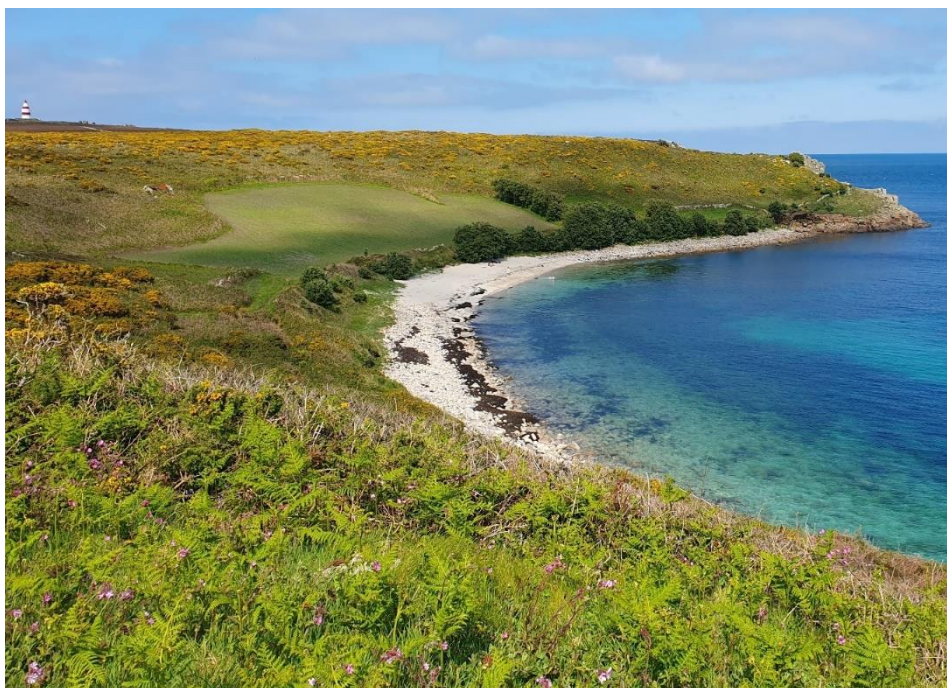


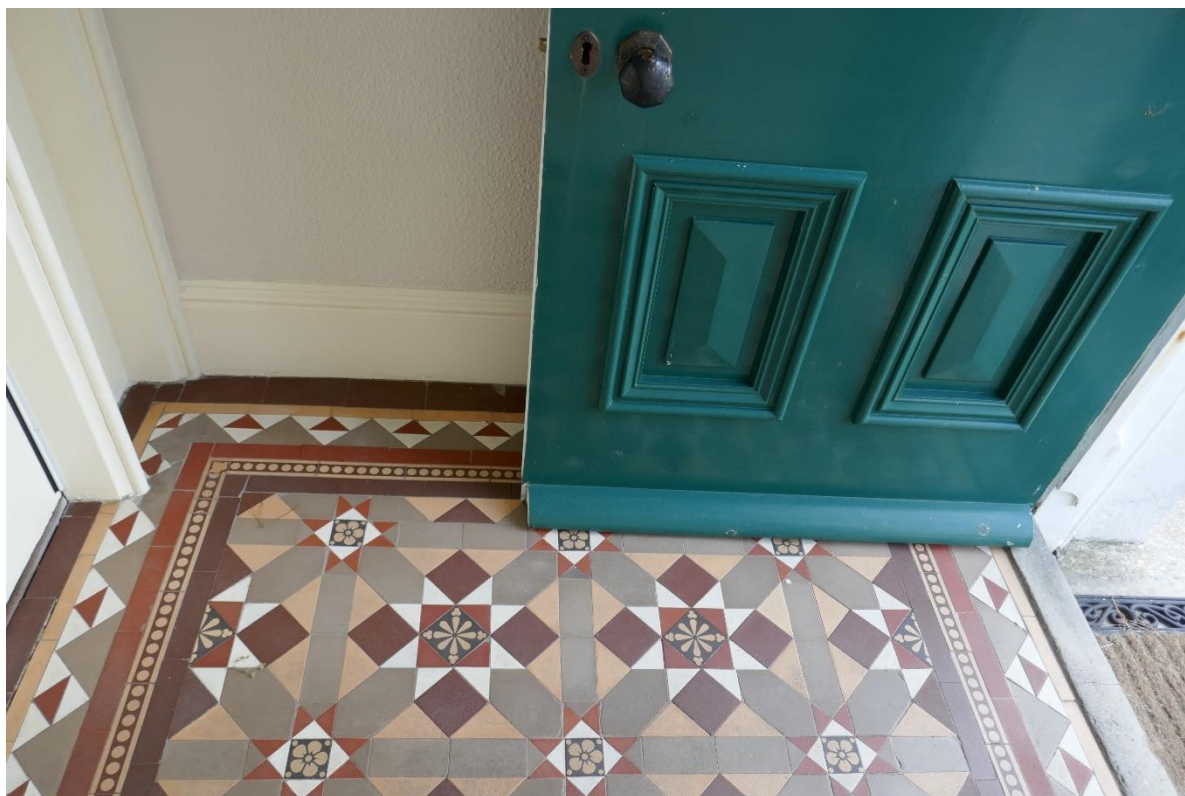
Fig 162 St Martin's: Perpitch, one of the porths noted as a landing place by a visitor in 1850, with some of the spectacular varied historic landscape that attracted visitors.



Fig 163 Treco: Abbey Gardens' period slate tablet engraved with welcome and directions for visitors, fixed to one of the Estate's distinctive boulder-style walls.

'All islanders' are welcomed and opening hours are given as 2pm to 5pm.





*Fig 164 St Mary's: Entrance hall of villa dating from period 1887-1906, Church Road.*



*Fig 165 Bryher: Iron rail fence to plot of chapel built by islanders in 1876.*





*Fig 166 St Mary's: Granite bench on Telegraph Road at Longstone turning, with AS emblem and date 1847. This is one of the new sections of road built at that time.*



*Fig 167 St Agnes: Traditional road with modern surfacing maintained by the local 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 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 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 112 and 168C).

These developments introduced new types, 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 168A). More prominent two-storey terraces at Longstone (Fig 168B) 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 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 2). Some parts of the two largest islands are most affected, 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 168D). Around the old core of Hugh Town, away from the Listed Buildings largely on the main streets, cumulative change has also introduced modern character in places. The historic sea frontage shows some extension, alteration, rebuilding, and infilling, with modern materials, fittings and style (Fig 168E). 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 at two sites. Old Town has been expanded with the residential developments of Launceston Place and Ennor Close, introducing new layouts of traditional-scale houses with modern designs and materials around open spaces (Fig 168F). 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 medieval one that links the old harbour and castle. At Macfarland's Down, modern housing has a linear layout, flanking a (widened) earlier lane.

On Tresco 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 places of a different type to the off-islands, combining new buildings of varying styles – including some fully modern and others with elements 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 168G).

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 168H).



*Fig 168 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 169 illustrates some of the general qualities of the CA landscape; Fig 170, some of its main phases of interest; and Figs 171 and 172, 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 land 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 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 extension to the quay and 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 wreck 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 c1680 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 kind of living 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 169 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 170 Overview of Special Interest - Some further illustrations (left to right from top).*

*A, Old slip stranded on Porth Cressa, St Mary's; B, Entrance grave, Innisidgen, St Mary's;  
C, View from earlier houses towards Roman shrine, Nornour; D, Star Castle, St Mary's;  
E, House with previous roof line near quay, Hugh Town; F, Old Customs slip, Hugh Town;  
G, 17C lighthouse, St Agnes; H, Victorian glasshouse with vine at Rocky Lane, St Mary's.*





*Fig 171 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 172 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 173); see also Overview above for Hugh Town and the Garrison.**

- **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 and organised community. At Halangy Down, excavated houses can be seen, with their internal arrangements including stone slab features so large they can be seen from the sea. There is more to discover – an underground chamber has recently been found at Peninnis and interpreted as a fogou – the Cornish name for similar sites in Penwith 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 mid 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 the 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 ranges occur on large 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 remarkable very large glasshouses, that once caught 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 173 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, Inside a pillbox, used as a shelter for fishing, Porth Hellick; H, Glasshouse, Seaways.*



### **7.2.2 St Agnes (Fig 174)**

- **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, 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 174 Special Interest of St Agnes – Illustrations of the range (left to right from top).*

*A, Prehistoric mounds and fields, still clear on the grazed downs; B, Holy well of St Werna; C, House with large stone water tank, Middle Town; D, Shipwreck burials on the Green; E, Gig sheds, roofless (centre) and restored, Porth Conger; F, Labyrinth at Troy Town; G, Old coastguard slipway, Porth Conger; H Horse engine plat, Lower Town Farm.*



### 7.2.3 **Bryher** (Fig 175)

- **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 showing layers of prehistoric 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 prehistoric boundaries show that land was farmed even on this very exposed ground, later impoverished by turf cutting. The boundaries deliberately link the cairns, and 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 175 Special Interest of Bryher – Illustrations of the range (left to right from top).*

*A, Entrance grave, Samson Hill; B, Early boundary meets earlier cairn, 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 176)

- **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 gazing 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.

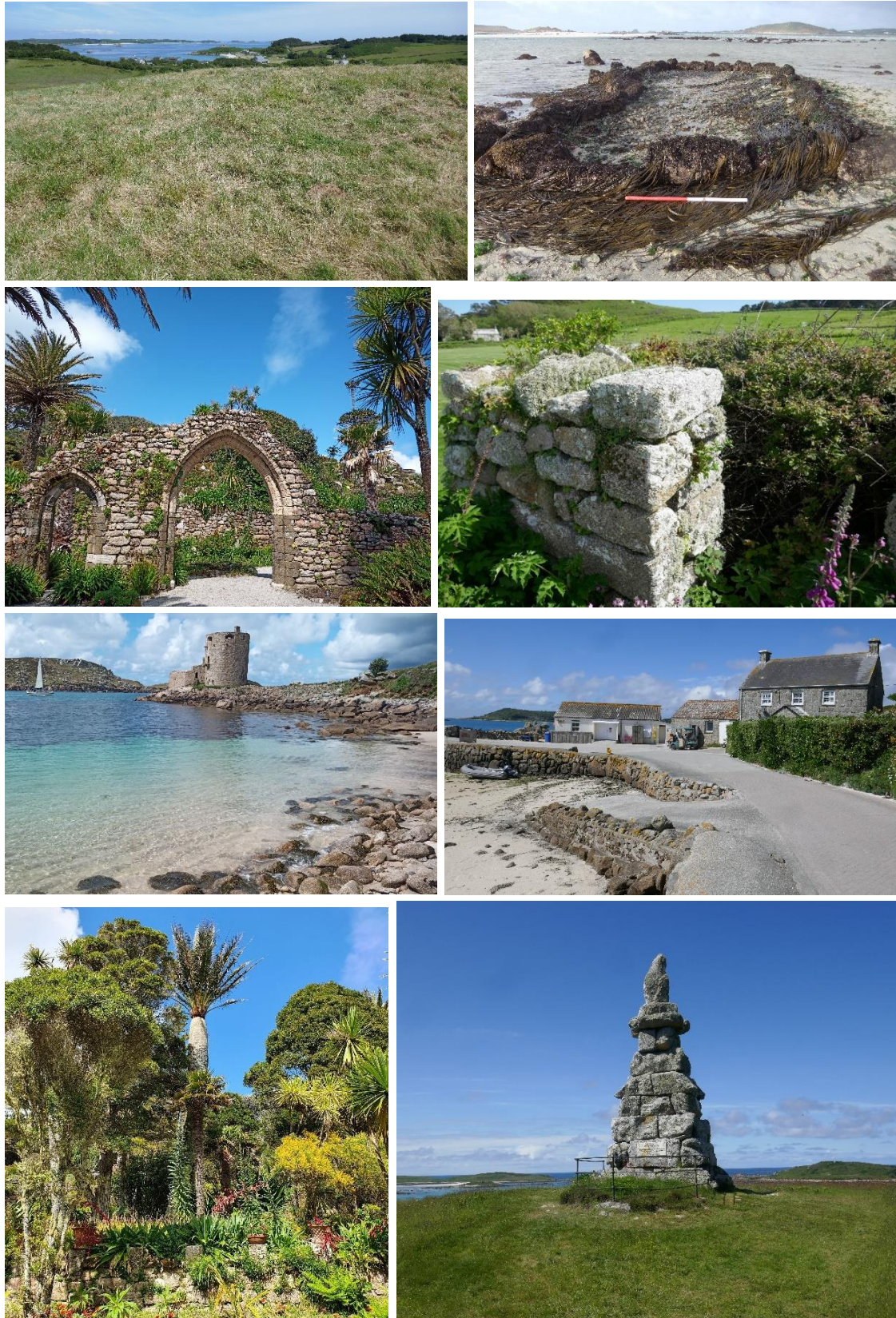
Old Grimsby is more altered by development. It still has at Raven's Porth a ruined vernacular house; an earthwork under grass marking the base of a building, such as rarely remains near landing places; and converted boat houses (infilled with modern buildings). Walls of several gig sheds survive at Green 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 176 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 177)**

- **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 177 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 historic maritime communication complex.*

## 8 Existing CA management, needs and potential

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

The islands' 1974 application for AONB and HC status determined that on St Mary's all future 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).

#### 8.1.1 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 the 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.)



## **8.2 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 urgent need of repair, while others are already in derelict or collapsing condition (Figs 159E and F).

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 predominantly 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 overgrown (Fig 106), 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 Monuments and also undesignated wartime heritage (Fig 109).

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. 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**

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

Growth of scrub or invasive plants and evergreen shrubs, and coastal erosion, are the main causes of poor condition and threat to both earthworks and buried remains (Figs 18, 22 and 23). The 41 SMs at Risk include larger areas with many sites within them. Erosion and scrub also affect numerous undesignated archaeological sites, including some of equivalent importance to SMs. Settings of monuments are commonly affected even where they themselves are clear (Fig 12).

On the downs, coastal rough ground, marginal farmland, and uninhabited islands, scrub is general, and other invasive plants are increasing. The scale of the issue, and consistent effort needed to address it, can be seen for example at the extensive Scheduled Monuments on St Martin's, noted on archaeological monitoring visits in 2022 (Parkes 2022, 4-5) 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 have been much improved by the IoSWT deployment of scrub cutting and some grazing. 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 SMs are completely covered in dense gorse, where archaeology can be glimpsed only in the grassy beds of paths where these cross over lynchets otherwise invisible. Alongside this, old fields on the margins of the farmland, containing other, more discrete SMs, are similarly covered in bracken (Fig 168H).



### **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 155-157).

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, re-use respecting and enhancing their forms, fabric, character and setting may be necessary, to allow them to be secured for the future (Fig 177D).

- **D. Building interiors.** Historic building recording proportionate to importance is essential for farm buildings as for houses. (And it should be noted in this respect that former single-storey thatched houses, of Special Interest and potentially early in date, are present among the buildings historically used as farm outbuildings.)



The lack of records of traditional interiors may be regarded as particularly severe given the importance of the vernacular tradition. Not all building types are understood and historical documentation points to original features – such as frames for hand-powered millstones, and open hearths (see further Parts 5.4. and 5.9.3) – not reflected in existing 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, 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.]*

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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

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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

## **Appendix I: Isles of Scilly Planning Policy and Guidance, relevant to CAAMP**

This appendix presents existing relevant Isles of Scilly planning and guidance documents (ordered by date) to show how the CAAMP fits with these. Material is quoted in full or in extracts, summarised, or simply referenced as appropriate. (It is important that individual documents are each consulted as a whole as necessary, for full consideration of policy and guidance points and of their applicability, in the context of decision making.)

**Hugh Town CSUS 2003** – *Cornwall and Scilly Urban Survey, one of 19 such studies identifying historic character to contribute to regeneration planning (Kirkham 2003).*

### **CSUS Summary**

The CSUS summary includes identification of conservation opportunities for Hugh Town:

- **Creating a new urban 'quarter'**, considering potential for this in and outside Hugh Town;
- **Reinstating character and quality** through both renewed approach to Article 4 directions and addressing adverse impact of previous modern change;
- **Promoting beneficial change** through planned replacement or in some cases permanent removal of some buildings;
- **Enhancing public realm** particularly historic ground surfacing, and improving design of lighting and railing and in some places signage, cable routing, and boundaries.
- **Managing traffic and parking** noted as fluctuating in level during the day according to the pattern of *Scillonian* sailings and other harbour arrival and departure times.
- **Promoting reuse of historic buildings** taking into consideration any under-used historic outbuildings including on minor lanes or alleys.
- **Guiding future change** with potential for identifying a 'new distinctively Scillonian vernacular for single storey dwellings'; the report refers to the expected value in this area of what was then forthcoming guidance for the built environment of Scilly (the Design Guide of 2006, also summarised in this Appendix, below).
- **Reviewing conservation designations** (Listed Building) and supplementing this with a 'local list' of other important structures.
- **Asserting Hugh Town's historic significance** – providing for increased awareness of the town's important historic character.
- **Promoting Hugh Town as a model for small-scale urban design**, taking a holistic approach and aiming to create an exemplary model for small town development.

The CSUS summary also sums up the nine character areas it identifies as making up the historic core of the town, and conservation opportunities for them. The nine areas are distinguished by their different origins and early functions, combined with different subsequent layers of past processes or degrees of change. They are referenced in the CAAMP to aid cross-comparison between the two studies (as Urban Character Areas or UCAs rather than CAs, to avoid confusion with the Conservation Area abbreviated to CA).

### **'1 Church, Carn Thomas and Buzza Hill**

Substantial houses and institutional buildings in their own grounds around the low ridge forming the eastern extent of Hugh Town. Trees, garden greenery, open spaces and prominent landforms contribute a strong 'natural' element.



- Maintain the strong natural boundary to the historic settlement area
- Create public realm enhancements
- Provide comprehensive development briefs for major sites

## **2 Church Street and the Parade**

Nineteenth-century expansion from the historic core of the town: polite houses, terraces and institutional buildings in a formal townscape setting. There is an atmosphere of quiet and modest gentility, enhanced by a sense of space, good survival of high quality building detail and the presence of well-ordered gardens, shrubs and palms.

- Maintain and enhance historic detail
- Create a new prestige building

## **3. Town Beach, Thoroughfare and the Strand**

An important visual 'gateway' to Hugh Town for arrivals by sea, this is the town's historic working foreshore and related areas. Buildings and sites associated with maritime activity are set around a spectacular curving beach.

- Enhance Town Beach 'gateway'
- Enhance the public realm

## **4. Porthcressa Bank**

- Assess the feasibility of a significant new development
- Create public realm improvements

## **5. Porthcressa post-war housing**

Historically this was an open area behind the foreshore, used for shipbuilding in the 19th century but with earlier small-scale settlement at the eastern end. The present character derives from a low density mix of residential, commercial and leisure uses which developed in the later 20th century. An informal 'promenade' is set behind a popular bathing beach and there are fine views to seaward.

- Enhance the public realm

## **6. The historic core – the Bank and Hugh Street**

An area of later 20th century housing on the eastern slopes of the Garrison. The traditional form and quality of design and materials in some of the earlier public housing, together with the proximity of the development to the historic core of Hugh Town and Garrison defences, makes this a significant area in terms of the overall character of the settlement.

- Reduce car parking
- Improvements to the external appearance of the Co-Operative building
- Review street furniture and signage

## **7. Garrison Lane, Garrison Hill and Jerusalem Terrace**

Historic expansion from the early core of the town. Cottages and modern housing are dispersed along a network of lanes. Rubble boundary walls and greenery combine with the sloping topography and narrow lanes to create a strong sense of enclosure, interspersed with glimpses into colourful gardens and sudden vistas over town and seascapes.

- Enhance the public realm

## **8. The Quay**

Successive phases of Hugh Town's quay mark major steps in the town's historic development. The distinctive fabric of the quay itself, together with the movement and activity associated with it, are key elements in many views from and to the town.

- Regard for the historic fabric and visual prominence

## **9. The Garrison**

The character of the Garrison derives jointly from its well preserved multiperiod complex of defensive works and associated structures and its role as an area of open green space and spectacular views bounding the western edge of the town.

- Create a sustainable management regime
- Control vehicle access'

## 2 Hugh Town: the context

This part of the CSUS report summarises the context for the regeneration survey which is largely relevant also as background to the present CAAMP review. It notes that in 1997 the Council of the Isles of Scilly proposed a Conservation Area Partnership scheme in response to 'unsympathetic works of recent years'. Although this did not proceed, an Isles of Scilly Grant Scheme from 1999 provided for work on the Woolpack Battery on the Garrison, refurbishment of a historic shopfront on the Bank, Hugh Town, and training to develop traditional building skills base in Scilly.

## 3 Historic and topographical development and 4 Archaeological Potential

These sections of the CSUS report outline the growth and change of Hugh Town and its setting, drawing on existing records – the archaeological record and historical accounts, maps and images. They have been used to inform Parts 5.2 and 6.2 of the present report.

## 5 Present settlement character

### **Hugh Town as a whole**

Historic characteristics of Hugh Town as a whole, discussed in the course of the CAAMP in Parts 5.2, 6.2. and 7.1, are usefully identified in the CSUS report, as follows.

- **Small town size** 'The main axis of the town from the quay to the church can be walked in a few minutes and the distance between shores across the narrowest point of the isthmus is less than 150m.'
- **'Green open spaces and seascapes are always close** and the low level of vehicle traffic during most of the day makes the streets quiet enough to hear birdsong....'
- **Essentially urban built environment** 'with continuous frontages, building lines hard to the pavements or set back only behind small, formal gardens, predominantly urban architectural forms and a number of landmark buildings. It has a small formal park and a Victorian Town Hall.'
- **Juxtaposition of urban elements and vernacular elements** deriving from the settlement's rural and maritime links'
- **Elongated form** resulting from Hugh Town having 'expanded along the isthmus from an early core close to the quay'
- **A series of wider spaces at intervals** along the main streets like a 'string of beads', forming 'a particularly distinctive feature of the town'. These are identified as;
  - 'Bank....part of the former open space around the main landing place'
  - 'Kavorna....the edge of the early settlement around this landing place'
  - 'Bishop and Wolf'....'former open space at the [later] edge of the settlement'
  - 'The Parade' – another formerly outlying space 'enclosed and formalised as a....park in the later 19th century.'

with later open streetside spaces identified as;

- 'Methodist Church....'a further open space....created to front the later 19th century Methodist Chapel in Church Street' and
- 'Tregarthens' Hotel' 'another....created by demolition during the 20th century'
- **A back lane** (as it is termed in analysis of early town plans) giving access around the rear of plots to properties with frontage on more important streets – here also serving the waterfront on its other, outer side – named Thoroughfare (Blood Alley).
- **Significant contrasts in density between the old and later historic core.** (The in the CSUS mapping of historical development, figure 4, shows the interface where



these areas meet as being marked by the Bishop and Wolf 'square'). 'In the former, the streets and lanes are relatively narrow with two and three storey buildings built tight to the pavement or carriageway.... In the later part of the town to the east, Church Street and the Parade are wider and more open. Most of the buildings here are of two storeys and set back from the street line behind small front gardens.'

- **'Key....completeness of historic fabric** through much of the town, contributing significantly to its interest, charm and quality....Much of the standing fabric is of the 18th and 19th centuries but there is a notable earlier 20th century contribution in Hugh Street.'
- **Outstanding general 'quality, quantity and diversity** of less intentionally prominent buildings....These include row and terrace housing, some of modestly genteel status, and a variety of houses ranging from Regency and Victorian villas to vernacular farmhouse and cottage dwellings. There are also interesting survivals of historic outhouses, stores and workshops. Hugh Town is particularly notable for the good survival of original fenestration and doors and of external detailing such as railings, gates, storm porches and dwarf walls; the quality and survival of cast iron railings along Church Street rivals that of any other British urban streetscape of similar period.'
- **Late Georgian and Regency houses (1830s-1840s) with strong group value** typically high quality but fairly simple design and relatively restricted scale.
- **Significant survival of older domestic buildings in 'vernacular-derived style'**. 'These are of two storeys, mostly of three window range and built of coursed granite rubble, in some cases rendered but frequently simply whitewashed. They are low in height and most may originally have been thatched'. Examples are identified as late 18th or early-mid 19th century in date.

The CSUS study's more detailed findings on Hugh Town's fabric, including predominant and notable building material and style, road and path surfacing, and street furniture, are referred to in the course of the CAAMP in Parts 5.2 and 6.2.

### **Nine Character Areas**

The CSUS report also gives more detailed description and histories for the 9 urban character areas it identifies. Again these are referred to in the CAAMP text in Parts 5.2 and 6.2.

## **6 Heritage-led regeneration and positive management of the historic environment**

General principles proposed in the CSUS study for regeneration at Hugh Town are;

- 'Respect for the contribution which the physical setting and natural elements make to the unique character of the town.
- Recognition of the quality and distinctive character of Hugh Town's historic built environment, and a commitment to achieving equally high quality and distinctiveness in all future new build and the public realm.
- The need to reinstate character and quality in the built environment and public realm where it has been eroded by inappropriate past interventions.
- The potential for presenting Hugh Town as a place of high architectural quality, historic character and significance.
- The significance of Hugh Town as an exemplar of sustainable small-scale urban design and topography.'

The urban survey then expands on regeneration opportunities both for Hugh Town as a whole, and for each of the urban character areas, outlined in the summary (above).

## **Heritage and Cultural Strategy 2004** – *Strategy for historic landscape management, with a second part on cultural heritage management (Council of the Isles of Scilly 2004).*

### **Executive Summary**

1.7 The strategy references themes identified in developing the 2021 AONB management plan (see further below) which include on management of the historic environment;

- 'There is potential to develop initiatives such as using animals as environmental managers and encouraging agricultural diversification on the underused flower fields....
- Deterioration of building fabric and loss of traditional skills presents an opportunity to up-skill the local labour force, leading to enhanced job prospects and better quality building and repairs.
- Opportunities for heritage-led regeneration need to be developed, together with potential enhancement of the built environment.
- Increased public access and appreciation of the historic landscape and monuments should be encouraged.'

### **Part One: The Historic Environment**

The first part of the Strategy provides commentary and illustration of diverse aspects of the historic environment and its management. These are referred to where they contribute to the various parts of the present report. The subjects considered include:

Scilly's heritage related and other environmental designations; alternative models for past sea-level change and aspects of historic landscape; threats to buried archaeology; Guardianship Scheduled Monument management; selected prehistoric to Roman sites, and later fortifications; maritime heritage; Listed Buildings; other structures with notes on Scillonian building and landscape character; original documentation and historical studies and interpretations; modern development and pressures, and initiatives to work with this.

In the course of the above, the Strategy identifies strengths, weaknesses, opportunities and threats relating to these various areas of the Historic Environment, together with objectives and supporting actions proposed to address issues arising. Objectives relating most directly to Conservation Area management are brought together below;

- **p16 Raise the profile** and improve access to and appreciation of the historic landscape for both visitors and the community.
- **p20 and p25 Ensure the survival of both terrestrial and subterranean archaeology** through appropriate management regimes and enhance public appreciation of the historic environment both on land and under the sea.
- **p31 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.

For this third objective, of particular relevance in terms of management of the historic built environment, actions proposed include;

- Prepare a design guide as supplementary guidance to the Isles of Scilly Local Plan in conjunction with community input from the stakeholder workshops of the AONB Management Plan process.
- Promote opportunities to upskill the labour force, leading to enhanced job prospects and better quality buildings and repairs.
- Develop opportunities for heritage-led regeneration and enhancement of the built environment within the framework of the Cornwall and Scilly Urban Survey.
- Develop long term maintenance programmes for historic buildings linked to regular condition surveys/buildings at risk records.



**Design Guide 2006** – with Supplementary Planning Document (SPD) status. *Introduction to island landscape, related planning and sustainability principles and planning process and technical requirements, and design considerations for buildings and for schemes in general (Buchanan and Context 4D, 2006).*

## **[PART 1] 01 Introduction and 02 The signature [character] of Scilly**

### **01 Introduction**

The historic environment is not mentioned as such in the guide's introductory statements on its approach, vision, and 'living in balance' theme; nor in the outline of appropriate and inappropriate models for houses in 'Creating new living spaces'. It is referenced as follows.

Sustainability Checklist [also noting other environmental and social factors];

**p20 'Quality'** New development should be of high quality and make a positive contribution to the islands' built environment.'

**p21 'Flexibility'** Have you considered re-using existing structures / buildings or previously developed land on the islands?'

**'Environment'** New developments should seek to enhance the landscape, local character and the natural ecosystem....

- Is the proposal sensitive to the existing landscape?'

**'Materials'** Building materials should be long lasting and from renewable resources. Scillonians have been reclaiming materials from old buildings and shipwrecks for centuries....

- Have you considered using reclaimed / recycled local materials?....
- What are the traditional materials used on the islands and why have they been used?'

### **02 The signature of Scilly**

**p29 'What is character?'** In terms of this guide a location's character is created through a combination of a number of factors: its landscape and land use, its buildings and geology, its aesthetic, social and cultural activities, its sounds, smells and history.

Whilst the archipelago as a whole has a certain character, outlined in this section, each island has subtle variations on this character, related to its coastal or inland parts, types of settlement or other groups of buildings.

Throughout the islands there is a close relationship between landscape and building marked by the use of locally derived materials such as granite and the limited range of materials which could be easily imported.

Readers wishing to investigate aspects of the character of the Isles of Scilly in greater detail should refer to the Landscape Character Assessment for the islands and which can be viewed on the Isles of Scilly AONB website - [www.ios-aonb.info](http://www.ios-aonb.info).'

[This is followed by short accounts of the landscape and character of each of the five main islands. These are based primarily and predominantly on physical and visual aspects such as relative location, scale, topography, vegetation and general settlement distribution.]

**p42-43 Settlement patterns** As an expansion of the account of St Martin's island character, there is a feature on settlement pattern. This focusses on physical patterning of spaces and building masses, rather than analysis of the historic buildings and landscape and how they reflect their changes through time.

**p44-45 Character of Hugh Town** A separate feature on Hugh Town provides more information on historic character, based on summary of the CSUS findings (Kirkham 2003).

**p46 Building forms and layouts** General notes are given, with several comments on settings. The notes relate to only a few types of building – cottages, barns, gig sheds and churches. They do not give details, and do not mention variations across the islands.

**p47-48 Traditional materials** Main types of traditional building materials are introduced.

**p49 Character criteria summarised**

Generic 'Historic characteristics to develop' are given as follows (quoted verbatim);

- 'Simplicity of form
- Robust, durable materials
- Well proportioned, well balanced facades
- Substance to what is built – a sense of weight and strength
- Absence of frills
- Buildings well anchored on their site and integrated in their landscape surroundings'

Generic 'Characteristics to avoid in new designs and alterations' (verbatim) are:

- 'Poor proportions
- Proliferation of white plastic (doors, windows, eaves and down pipes)
- Suburban site treatment – a sea of mown lawns
- Poor fenestration and doors (proportions and detailed design of windows and doors)
- Bad neighbours – buildings that overlook and dominate their surroundings and invade privacy'

**[Part 2] 03-06 Design Guidance**

**03 Site appraisal and Layout**

**p54 'Reading the landscape** Before designing the development in detail, it is necessary to consider the impact of the proposal on its context or setting. The setting is the landscape and the buildings that can be seen from the site and the area from which the site can be seen.

As the Isles of Scilly is a Conservation Area, the assumption will be that the existing character of the landscape and settlements is such that any proposed development will need to either preserve (not harm) or enhance (positively improve) the character of the setting.'

**Landscape setting**

Questions proposed to assist in considering the impact of proposed development include:

**p55 Prominence;** '....would the proposed development be the only one on the skyline, or is there an established pattern of buildings on the skyline?'

**p56 Weathering and shelter;** '....observing how older buildings have set themselves into the landscape. These involve making use of natural tucks in the landscape, sheltered areas beside woodland, working with contours (not against them), and generally steering clear of locations that suffer the worst effects of the wind and rain.'

**The settlement**

**p57 Integration [with the existing settlement pattern]** 'What is the nature of the settlement area in which the building is proposed? (for guidance refer to section on settlement patterns on the Islands- page 42)'. Specifically, 'Are the existing buildings generally single buildings in large plots, with space in between/grouped together informally/linked as short terraces?' In relation to the local pattern of lanes and boundaries 'Are the existing buildings generally facing directly onto the lane/set back 1-2 metres behind the front boundary/set back over 2 metres from the front boundary?'



## The site

**p60 Choosing where to build [within a site]** 'Does the building proposal necessitate the removal of part of the site boundary? Boundaries, whether stone hedge banks or fences (hedges) are a significant feature contributing to the character of the Isles of Scilly. Removal of these, other than in demonstrably exceptional circumstances, will be resisted...'

'Are there existing structures (farm buildings or other disused or under used structures) which could be incorporated into the scheme? Existing traditional farm buildings and structures are important to the character of the area. They should be reused in order to preserve the character of the area. If it can be demonstrated that the structures are beyond reuse, their materials should be reused in new development on the site.'

## Linking with the Landscape

**p66-67 Hedges** 'The use of evergreen plants species such as, Euonymus, Escallonia and Pittosporum to form hedges is a distinctive feature of the Scillonian landscape. These types of plants create excellent wind breaks as well as being tolerant of the salt laden maritime conditions.'

**p67 Stone walls** 'The traditional method of construction is to place larger stones in rows to form the lower courses with smaller stone forming the top rows of walls approximately 1m high. However many existing walls are more irregular....It has become a feature of the walls to plant succulent plants and ivy, which flourish in the local climate, in between the stones.'

'In general decorative brickwork, dressed stone and ranch-style timber fences would detract from the existing character of the islands.'

**p67 Entrances** 'Typically the low walls give rise to the use of small timber palisade gates generally painted white or pastel shades of blue or green. Garishly bright colours would be visually intrusive and should be avoided. Tall gates of decorative ironwork, close board timber gates and arches are generally inappropriate in the island's setting.'

## 03 Appropriate Design Responses

### **p75 Extensions and alterations**

'What is the character of the original building? These questions may help to define the character:

- What was its original use? e.g. barn, cottage, boathouse etc.
- Does it have any specific features relating to that use? e.g. large doors, few windows or windows of a certain shape, original fixtures etc.
- Is it a formal or informal building? Does it have a symmetrical layout of windows around a central door, or is the elevation characterised by a more asymmetrical arrangement of openings and projections?
- What is the scale of the building? e.g. is the building rather modest or domestic in scale or is it more imposing, larger or more commercial in scale?
- What is the spatial arrangement of the building? e.g. is it a single space such as a barn, boathouse, warehouse; or is it a multispace e.g. many rooms, like a house or cottage?
- What materials are used in the building? e.g. granite (rubble or dressed), render (rough or smooth), slate (natural or scantle laid), clay pantiles, timber windows.
- What is the capacity of the original building?
- How have similar buildings been adapted in the past?'

## 04 Infill projects

### Gap and infill projects in Hugh Town

**p80 Designing with the street scene** 'Most development plots will be infilling between existing buildings. Therefore it is necessary to take account of the existing pattern of development and design within this framework.'

## Gap and infill projects outside Hugh Town

**p81** '....It is essential, however, that proposals relate to adjacent properties in an appropriate manner, e.g. in the way that the new building is set out on its plot.'

## 05 Design elements

**p86 Windows and doors** '....larger picture windows, if not properly proportioned, can be totally inappropriate within an historical environment such as that found in the settlements of Scilly. To be appropriate in the Scillonian context, windows [need to have a] form of division i.e. have panes.... Timber windows should preferably be painted rather than stained or varnished. Doors should be boarded in most locations. Panelled doors are suitable in Georgian and early Victorian contexts.'

**p90 Porches** 'Porches are commonplace on Scilly, particularly on the off islands. They provide a refuge from the weather by functioning as a thermal buffer zone....'

**p92 Roofs** 'Scillonian roofs tend to be a combination of simple shapes; pitched, hipped (pitched roof in two directions side as well as front and back) gabled (the triangular top end of the wall of a building where it meets the sloping parts of a roof) and mono-pitched, and generally sloped 30-55° with the occasional mono-pitched extension falling as low as 20°.'

'HIPPED ROOFS AND HALF-HIPPED ROOFS are uncommon. They should be used only where there is an established pattern of use within sight of the proposed building. Pyramidal Roofs should only be used as minor features: e.g. at Gazebo scale.'

**p93 Dormers** 'Whilst dormer windows are not a significant feature in traditional Scillonian cottage buildings, they are seen in later buildings from the 19th Century onwards.'

**p95 Chimneys** 'The design of these elements could be accommodated in an adapted form of the Scillonian chimney or by a more contemporary solution, depending on context.'

**p95 [Roof covering]** 'Scantling slate (small slates cut roughly in random widths usually diminishing from bottom to top of the roof slope, often embedded in mortar and trimmed all the way round) is an established building tradition which should be used as first preference wherever possible....Slate in larger more regular sizes can also be used. It is likely that a rough edged type would be appropriate.... On agricultural buildings and outbuildings, clay double roll pantiles (curved S shape) are used as an alternative to slate.'

## 06 Public realm

**p101 Public realm** 'The public realm is the spaces between buildings that are accessible to the public, including highways, squares, green spaces etc. The islands' public realm is very informal and discreet. Outside Hugh Town, it is predominantly about a network of coastal gateways and harbours leading to quiet lanes and country roads that provide access to the more remote parts of the islands and their beaches...

The design and maintenance of public places, streets, coastal walks, cycling lanes and country roads influences the perception of a place as much as its buildings. The small and intimate nature of the public spaces on the islands means that even small details of materials used in paving, lighting and landscape elements will have an effect on the character.

The networks of streets and country lanes are much older than the built environment areas which they link. Their design should reflect this - materials and details chosen should reference the history of the islands, and be of a high quality that will last.'

## 102 [Public realm] Overarching principles

- 'The public realm on the Isles of Scilly is relatively free of clutter. This should be maintained. Street furniture and signage should only be used where absolutely necessary.'



- If possible the design of the public realm should be in a co-ordinated manner and not on a piecemeal basis. A co-ordinated approach for each island will reinforce local distinctiveness. When designing new spaces, or installing new furniture, consideration should be given to the wider area and collective effect.
- The design of the public realm should add to the character of the area by responding to the best that is already there, by providing interest through historical or landscape value, and by highlighting views of landmark buildings and landscape features....'

**p103 'Gateways from the sea. Quays.** The relation between land and sea is probably more than anything else the essence of the islands. Thus the effect of proposals on views towards and from the sea is an important consideration. The marine nature of travel to and in between the islands, means that quays are their entrance points. Their importance as gateways should be emphasised.

- Structures associated with docks and quays (waiting facilities, public conveniences) should be designed to highlight the character of each island through the use of historic / local materials and colours....'

**p103 'Streets and public places in Towns. Ground surfaces:** Paving forms the foreground of street scenes. Thus good quality in the design and construction of footways and road surfaces is key to the character of an area.

- The use of historic materials is encouraged particularly in key streets and public spaces.
- Where historic materials remain they should be maintained and restored.
- Materials historically used on the Isles of Scilly include:  
Footway surfaces: rounded beach cobbles and granite slabs.  
Kerbs: dressed granite kerbstones and rough dressed moorstone kerbs.  
Road paving: ram (clay granite subsoil) and fine sand, bounded by cobbled gutters.'

**p104 'Signage....** Due to the compact size of the islands, the need for pedestrian signage is minimal. Where directions to features are required, simply designed traditional black and white conservation finger posts that indicate more than one establishment are recommended....'

**p105 'Shop fronts** There are some fine examples of the retention of historic shop and pub fronts in Hugh Town. As with patterns elsewhere, however, there are also some contemporary retail premises which have poor shop fronts that do not relate or contribute to the character of the area. Given the modest scale of Hugh Town, this will have a significant impact on the character, appearance and general appeal of the main shopping streets.

Designing new shop fronts based on traditional features of historic shop fronts will help to achieve good proportions and attractive designs' [Guidance is then provided through annotated graphics.]'

**p106 'Lighting** The street lighting in settlements is minimal. If new lighting is required, to avoid too much lighting, it should be co-ordinated as part of a lighting strategy.'

**p107 'Traffic management**

In considering any traffic scheme, it is important that whilst ensuring that its objectives are achieved, the impact on the character of the area (street scene, landscape) must also be considered (particularly in a Conservation Areas and Area of Outstanding Natural Beauty context as on the Isles of Scilly). Reduction of normal highway standards will be permitted, where this is compatible with safety and provided that there is a genuine environmental benefit.

- There is a low incidence of traffic signs on the islands. This approach should be encouraged and maintained.
- Roads should be designed to be self explanatory, for example, through the use of materials and speed reduction measures to minimise the need for signage....

- Traffic signs should be fixed to existing features whenever possible
- Specially designed mounting for road signs in tune with the historic character should be considered.'

**p108 'Coastal walks and country lanes**

- Soft verges are a traditional feature of country lanes and coastal walks around the islands. They should be retained with concrete kerbs avoided....
- Flowers and overhanging greenery, supporting a variety of animal species, soften the historic rubble on boundaries and are a key feature of the Scillonian landscape. They should be retained and maintained....'

**Garrison Conservation Management Plan 2010** – *Historical study, and thematic assessment of management issues (Johns and Fletcher 2010)*

**1 The need for a Conservation Plan**

A Conservation Plan for the Garrison was commissioned by English Heritage especially as a response to 'increasing threat from coastal erosion that is challenging the integrity and very existence of parts of this unique monument'.

**2 Characterising the defined area**

The plan considers the whole of the coastline and hill of the Garrison promontory – defined across the 'neck' where it meets the Hugh Town isthmus by the Scheduled fortifying curtain walls and bastions which also continue around much of its coast. It provides information on ownership and leasehold, and use including conservation grazing, and details of statutory heritage protection which does not include the earthwork (stone-revetted) fortifications outside the Scheduled circuit of walls.

The report sets out archaeological and historical evidence for early activity on the promontory and the development of its fortifications from the post-medieval era to the Second World War. Major features include the Elizabethan period summit fort of Star Castle, and curtain wall on the 'neck'; Civil War enclosing breastwork; 18th century stone-built circuit; and three large plateau batteries of c1900.

**3 Why the Garrison Matters: the Significance of the Defined area**

The significance of the Garrison are assessed, in terms of the 'Conservation Values' used to help inform such assessments – Evidential, Historical, Aesthetic and Communal. This takes the form of a synthesis of historical development and discussion of resulting importance focussing on each of these four aspects in turn, rather than an integrated summary statement of significance.

Points of the assessment of significance of particular relevance to the management of the Garrison and how it is experienced include;

**3.1.2 [Evidential] Interpretation** 'The Garrison Walls is the largest [English Heritage Guardianship] property on the islands, and currently provides a hub for the interpretation of the other military English Heritage properties on islands'.

**3.1.4 [Evidential] Archaeological Potential** 'There is significant potential for increased understanding of the historic environment of the Garrison though the identification and recording of archaeological remains during groundworks, and the area should be regarded as one of high archaeological sensitivity.'

Underground servicing associated with the military works is recognised as an important part of the Garrison's historic fabric.'

**3.2.1 [Historical] Survival on a scale representative of historic strategy but in threatened condition** 'All [surviving earthworks of the 17th century defensive lines] are threatened by coastal erosion and also from localised wear and tear due to the presence of narrow coastal footpaths.

This class of monument also survives around other parts of the coastline of St Mary's and in short lengths on the islands of Tresco, Bryher, Samson, St Agnes and Gugh. These earthworks and earthen batteries represent an interrelated defence designed to guard



the sheltered anchorage and its deep-water approach. They are considered important not only because of the surviving earthworks but as O'Neil (1983) confidently asserted 'nowhere in Britain can the disposition of fortifications and the influence upon a campaign be studied better than in Scilly'.

**3.3.1 [Aesthetic] Scale and prominence of major structures** 'The Garrison walls are a dominant feature of the landscape and seascape and can be seen from the modern town, architecturally, the walls contribute greatly to the richness of the historic environment of St Mary's and Hugh Town.'

**3.4.1 [Communal] Heritage landmark and walk value and potential** 'The Garrison is a significant local landmark and a key element of Hugh Town's overall character. Besides its archaeological and historic importance, the promontory and the walks around it are a key component of the island's tourist attractions upon which 80% of the local economy depends. As such the Garrison represents a significant asset as both a visitor attraction and educational and community amenity, although its potential has yet to be fully realised.'

#### 4 Managing the Garrison Today

Principal threats to the historic defences on the Garrison noted and illustrated include: coastal erosion with slumping, and undermining and collapse, of the low cliffs of ram (periglacial head); wear on paths including informal tracks on defensive earthworks; invasive vegetation; weathering and deterioration of disused modern structures.

#### 5 Management Recommendations

##### 5.1.1 Site management policy

- 'St Mary's Garrison will continue to be managed according to the best principles of good conservation. English Heritage will seek to ensure its survival for future generations to understand and enjoy.'
- The Conservation Plan will form the basis for future management decisions for the property. This plan should be reviewed every five years (next due 2015).
- The review will integrate into the Conservation Plan the results of English Heritage's current 'Defending the Isles of Scilly' project whose products will include publication of a volume within the Informed Conservation series of books and a major Research Department report on the Garrison Walls.
- English Heritage will seek to undertake research into the effectiveness of the scheduled area protection, to discuss with the HPR team whether action should be taken to increase or decrease the statutory protection.'

*[5.1.2 Points on legal status, boundaries etc]*

##### 5.1.3 Coastal erosion

• English Heritage will seek to undertake such research as is required to inform decisions about coastal management of the Garrison.

• English Heritage will work with partners....to develop and implement policies which will seek to protect the monument from the threats of climate change – principally coastal erosion and storm damage. In particular English Heritage will commission such research as required to address the problem of the growing threat of coastal erosion. One example of this is the area of coastal cliff between Upper Broom Battery and Morning Point Battery and the threat from coastal erosion to King Charles' Battery and the curtain wall towards Newman Battery.

• English Heritage and partners will seek to investigate and rectify the outflow of water that is destabilising part of this cliff face.'

*[5.1.4 Archaeological recording, requirements similar to those generally applicable, with added stipulation that assessment is required for 'all works and development' here]*

*[5.1.5 Specifications for particular conservation works to the Garrison Walls]*

**'5.2 ....Retain the significance of The Garrison's historical character and protect it from inappropriate development,** so that it can be appreciated as a 'place apart' from Hugh Town.

- House building on the western edge of Hugh Town and within The Garrison walls has compromised the historic character of this area of The Garrison. English Heritage will work with the Council of the Isles of Scilly, and the Duchy of Cornwall to ensure that future development activity on the Garrison is only allowed if it makes a genuine contribution to this character. To achieve this aim the Cornwall and Scilly Urban Survey report on Hugh Town (Kirkham 2003), the Scilly Design Guide (Buchanan and Context 4D) and the Conservation Area Appraisal and Management Plan for the Isles of Scilly (Council of the Isles in prep) will be consulted in the creation of a new development policy for this area.
- English Heritage will work with the Duchy of Cornwall and its tenants to ensure that, as far as possible, land uses within tenancies are compatible to the historic character of the Garrison
- English Heritage will develop a detailed programme to manage the surviving Civil War breastworks.
- English Heritage will consider an appropriate new use for the generator house located within Colonel George Boscawen's Battery.
- English Heritage will seek to encourage research into artefactual, documentary and cartographic material from the Garrison'

**'5.3 Aesthetic ....[requiring] an imaginative approach if it is to be better appreciated ....[such as] more effective signposting and improved interpretation.**

- English Heritage will work with partners....[to] protect the landscape setting...
- English Heritage will work with the Isles of Scilly Wildlife Trust to continue to explore the options for integrating the site into the wider landscape....
- There is a good circular walk around the Garrison walls, and the signage has recently been updated.
- All partners will work to minimise vehicular damage to the monument and its setting.
- English Heritage and its partners will continue to monitor the condition of the monument and undertake routine maintenance as required.

**'5.4.1 Communal ....**Visitor and education development [including promotion as an education resource for schools, and provision of interpretative material].

#### **'5.4.2 Coastal monitoring**

- English Heritage will work with partners to establish a coastal monitoring programme for the Garrison that will include aerial photography and fixed point photography. It will develop a monument protection strategy to identify and confront developing threats. Much of the monitoring could be accomplished in partnership with the newly formed Isles of Scilly Community Archaeology Group.'

#### **'5.4.3 Research excavation and survey**

- ....English Heritage will consider encouraging a programme of targeted research excavations ....[targeted to elements at 'considerable risk' and tying in with the Scilly Historic Environment Research Framework – the current version of which is Johns 2019].
- English Heritage will encourage voluntary participation particularly through the Community Archaeology Group, the Isles of Scilly Wildlife Trust's volunteer group and the Five Islands School.
- Our knowledge of the Garrison and the islands will increase significantly as a result of grazing of heathland by the Isles of Scilly Wildlife Trust which has revealed features of archaeological interest on the slopes of the Garrison. In the first instance carry out a walkover survey should be carried out to examine these features ....'



## **Conservation Area Character Statement Supplementary Planning Document (Consultation draft) 2010**

*Retrospective statement, for the CA designated in 1975 without an appraisal; initiated for adoption as a Supplementary Planning Document but remained at draft stage (Council of the Isles of Scilly, 2010).*

The report gives brief resumés of the archaeology and history, settlement pattern, traditional building materials, landscape character, and development pressures of the islands as a whole.

It goes on to appraise the five main, inhabited islands, as (draft) Character Areas within the pre-existing Conservation Area which was established without subsidiary Character Areas or an appraisal. For each proposed island Character Area, it summarises topography, settlement and recent development, main HLC Types, views, public realm, SMs and LBs, a small selection of buildings of local significance, Heritage at Risk, and some management pressures and changes. (Some more detail of past development is provided for Hugh Town, drawing on the 2003 CSUS study introduced above.)

The study concludes with a draft framework for management of the CA. This notes the general need to carry out, and update, Conservation Area review and a full photographic survey. For all the islands it advocates for public realm works, including provision of new spaces, taking a co-ordinated rather than piecemeal approach. This would involve design responding to the best of existing historic character and features, as well as providing for greater inclusivity and sustainability.

Enhancement opportunities are noted for each of the five inhabited islands (these are reordered here to fit with the sequencing of islands used in the present report structure);

### ***St Mary's***

- Street surfaces in Hugh Town
- Lighting and Signage
- Shop front improvements
- Maintenance of public spaces
- Coastal walks
- Cycle lanes

### ***St Agnes***

- Removal of open storage sites
- Signage improvements

### ***Bryher***

- Signage improvements

### ***Tresco***

- No enhancement opportunities identified

### ***St Martin's***

- Improvement at Gateway points
- Signage improvements

## **Historic Environment Topic Paper 2017**

— *Strategy for historic landscape (Council of the Isles of Scilly 2017)*

The paper provides summaries of the designated heritage resource on Scilly; detailed information with maps and other graphics on heritage assets at risk; summaries of major aspects distinguishing the historic environment of Scilly as a whole; discussion of main drivers of change.

It sets out ten strategic objectives for the historic environment, below. In the paper, actions are identified for each objective; those most directly relevant to the CAAMP are included here;

- 1** To ensure that the historic environment continues to contribute to the special character, identity and quality of life of the Isles of Scilly.
- 2** To ensure the conservation and enhancement of the historic environment of the islands for future generations, including both designated and undesignated heritage assets, their settings and the wider historic landscape.
  - **Action 2.1** Ensure heritage significance is fully considered in the development management process.
  - **Action 2.3** Ensure that the most significant elements of the historic environment are protected from inappropriate development.
- 3** To ensure that the interplay of the historic and natural environment, which is key to the special character of the islands is fully understood and considered.
- 4** To increase public understanding, awareness and enjoyment of and access to our heritage for both residents and visitors.
- 5** To support the vital tourist economy of the islands, for which heritage is a key element.
- 6** To ensure that the historic environment is used as a key driver and focus for inward investment, regeneration and re-development, particularly within our settlements.
  - **Action 6.2** Develop and seek funding for heritage-led regeneration scheme for the Hugh Town streetscape.
- 7** To explore ways in which new developments can be successfully integrated with the existing historic environment.
  - **Action 7.3** Ensure that any new development reflects and enhances the historic character of the islands.
- 8** To create and support strong partnerships between public, private and voluntary sectors.
  - **Action 8.5** Try to ensure that all projects lead to positive outcomes for the broader community.
- 9** To support for organisations applying for funding and maximise the opportunities for external funding to benefit the historic environment.
- 10** To ensure that heritage assets and their settings as well as the wider historic environment are appropriately managed and maintained, whether in public or private ownership.
  - **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.

**AONB Management Plan 2021** – *Summary of types of archaeological and historic sites and structures, and numbers of various heritage designations; policies and objectives (Isles of Scilly Wildlife Trust, 2021).* Historic environment objectives are;

Policy C, 'People living in and visiting Scilly are connected to nature'

- Objective C1 'Develop and contribute to safe and inclusive access to landscapes in ways that preserve the integrity of conservation and historic sites and features.'
- Objective C3 'Promote and undertake activities which actively engage people in the maintenance, conservation, and enhancement of the natural and historic landscape.'
- Objective C4 'Support, create and undertake learning opportunities which enhance people's understanding of their local environment.'



- Objective C5 'Develop and support opportunities which create inclusive and remote access to the landscape.'

Policy D, 'Land is managed in a way that recovers and enhances natural capital & ecosystem services and protects ecological functioning & the historic environment'

- Objective D9 'Support and encourage initiatives and practices which conserve and enhance the historic environment';
- Objective D10 'Support the use of heritage impact assessments and address heritage at risk'.

Policy F, 'Good planning, sustainable development and destination management conserves and enhances the AONB'

- Objective F7 'Support and promote development activities which conserve and enhance cultural heritage, including heritage assets, their settings and the wider historic landscape, townscape and seascape.'

**Local Plan for 2015-2025; 2021** – *Development planning aims, objectives, and site allocations (Council of the Isles of Scilly 2021)*. The Plan includes definition of settlement boundaries, sites of different land-use and activity (retail, employment, transport, recreation, waste); maps of flood prone land; overview of population, economy, strengths and challenges; and policies including those specific to the Historic Environment, below.

## **Our Outstanding Environment: Protecting and enhancing the Historic Environment (16)**

'Policy OE7 (1) (2) Development affecting Heritage

1) Great weight will be given to the conservation of the islands' irreplaceable heritage assets. Where development is proposed that would lead to substantial harm to assets of the highest significance, including undesignated archaeology of national importance, this will only be justified in wholly exceptional circumstances, and substantial harm to all other nationally designated assets will only be justified in exceptional circumstances. Any harm to the significance of a designated or non-designated heritage asset must be justified.

2) Proposals causing harm will be weighed against the substantial public, not private, benefits of the proposal, and whether it has been demonstrated that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset; and whether the works proposed are the minimum required to secure the long-term use of the asset.

Policy OE7 (3) (4) (5) Development affecting Heritage

3) In those exceptional circumstances where harm to any heritage asset can be fully justified, and development would result in the partial or total loss of the asset and/or its setting, the applicant will be required to secure a programme of recording and analysis of that asset, and archaeological excavation where relevant, and ensure the publication of that record to an appropriate standard in a public archive.

4) Proposals that will help to secure a sustainable future for the islands' heritage assets, especially those identified as being at greatest risk of loss or decay, will be supported.

### **5) Conservation Area**

Development within the Isles of Scilly Conservation Area will be permitted where:

- a) it preserves or enhances the character or appearance of the area and its setting;
- b) the design and location of the proposal has taken account of:
  - i. the development characteristics and context of the area, in terms of important buildings, spaces, landscapes, walls, trees and views within, into or out of the area; and

- ii. the form, scale, size and massing of nearby buildings, together with materials of construction.

#### Policy OE7 (6) (7)

#### Development affecting Heritage

##### **6) Listed Buildings**

Development affecting Listed Buildings, including alterations or changes of use, will be supported where:

- a) it protects the significance of the heritage asset and its setting, including impacts on the character, architectural merit or historic interest of the building; and
- b) materials, layout, architectural features, scale and design respond to and do not detract from the Listed Building; and
- c) a viable use is proposed that is compatible with the conservation of the fabric of the building and its setting.

##### **7) Scheduled Monuments and Archaeology**

Proposals that preserve or enhance the significance of Scheduled Monuments or Archaeological Sites, including their setting, will be supported where measures are to be taken to ensure their protection in situ based upon their significance. Where development would involve demolition or removal of archaeological features, this must be fully justified, and provision must be made for excavation, recording and archiving by a suitably qualified person(s) prior to work commencing, to ensure it is done to professional standards. Development within the Garrison on St Mary's (i.e. any land or building within the Garrison Wall Scheduled Monument) and its setting should accord with the Garrison Conservation Plan 2010 (or any successor plan). Proposals that would result in harm to the authenticity and integrity of the Garrison as a strategically important coastal defensive site should be wholly exceptional. If the impacts of a proposal are neutral, either on the site's significance or setting, then opportunities to enhance or better reveal significance should be taken.

#### Policy OE7 (8) (9) (10)

#### Development affecting Heritage

##### **8) Registered Parks and Gardens**

Planning permission for development that preserves or enhances the special historic landscape character and interest of the Tresco Abbey Garden, including its setting, will be granted where:

- a) It is demonstrated that the proposal seeks to protect original or significant designed landscapes, their built features and setting; or
- b) The proposal includes restoration or reinstatement of historic landscape features to original designs using appropriate evidence, or that the proposed works better reveal their setting.

##### **9) Non-designated Local Heritage Assets**

Development proposals that positively sustain or enhance the significance of any local heritage asset and its setting will be permitted. Alterations, additions and changes of use should respect the character, appearance and setting of the local heritage asset in terms of the design, materials, form, scale, size, height and massing of the proposal. Proposals involving the full or partial demolition, or significant harm to a local heritage asset will be resisted unless sufficient justification is provided and the public benefits outweigh the harm caused by the loss of the asset.

10) All development proposals should be informed by proportionate historic environments assessments and evaluations (such as heritage impact assessments, desk-based appraisals, field evaluation and historic building reports) which identify the significance of all heritage assets that would be affected by a proposal, and the nature and degree of any effects; and which demonstrate, in order of preference, how any harm will be avoided, minimised or mitigated.'

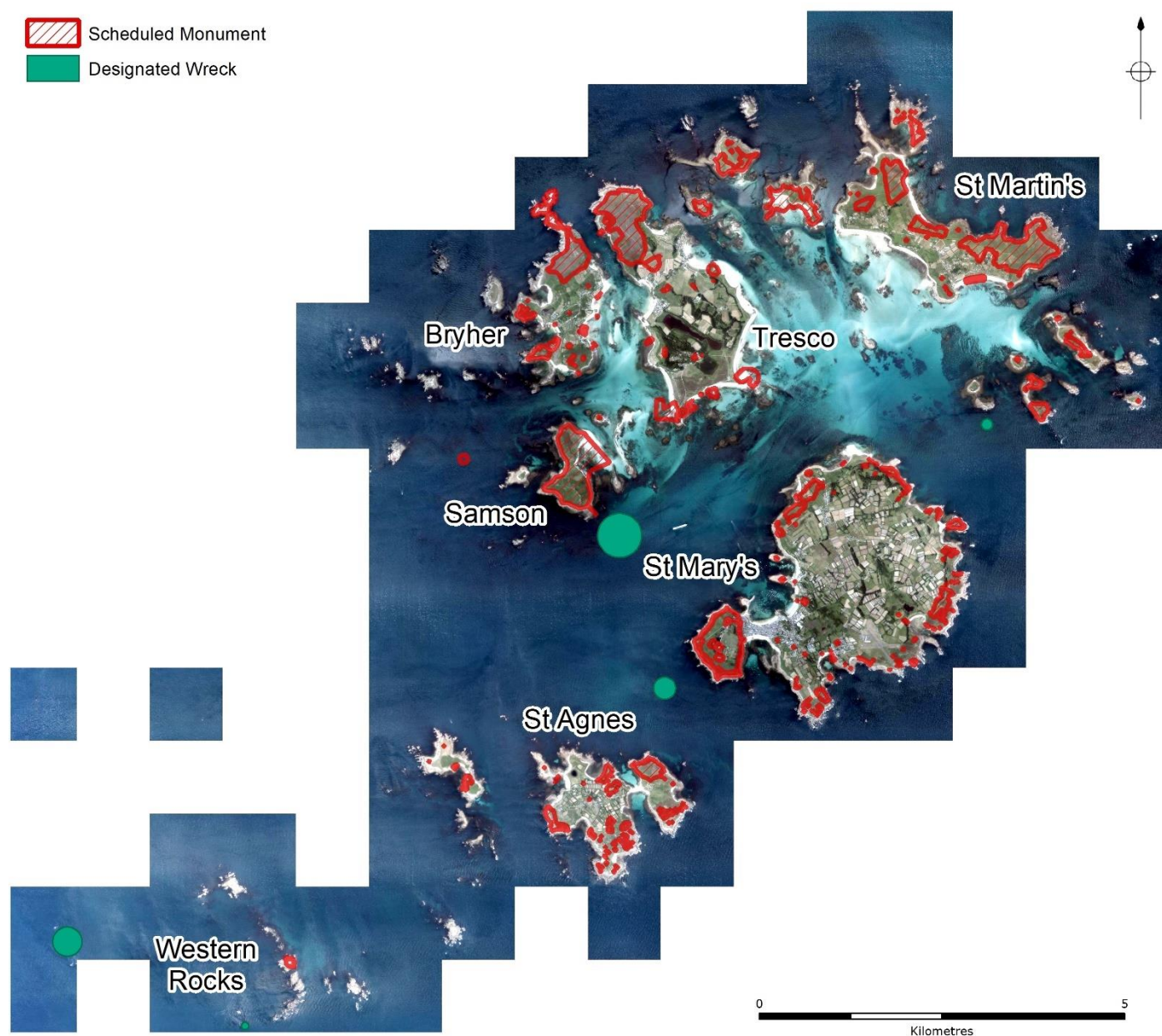




## **Appendix II: Responses to Isles of Scilly CAAMP Consultation Draft (Summary)**







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*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).*

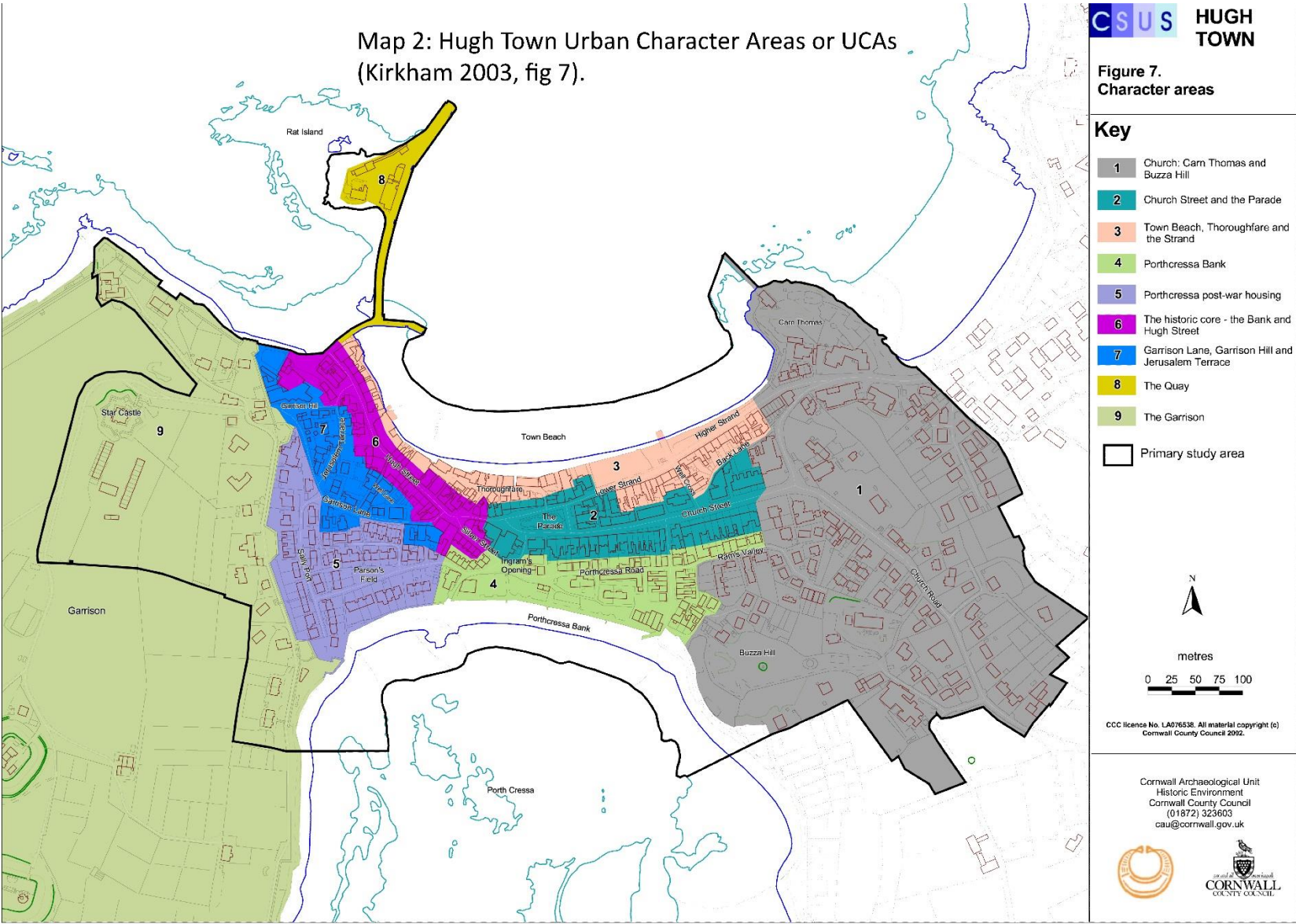
*The five main, inhabited islands, around which are clustered numerous smaller islets and rocks, are named; as are the outlying Western Rocks, notorious hazards for shipping that in the past caused unnumbered wrecks, many of them fatal. For other island names and place-names see Maps 2-9 (below). Outline 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).*

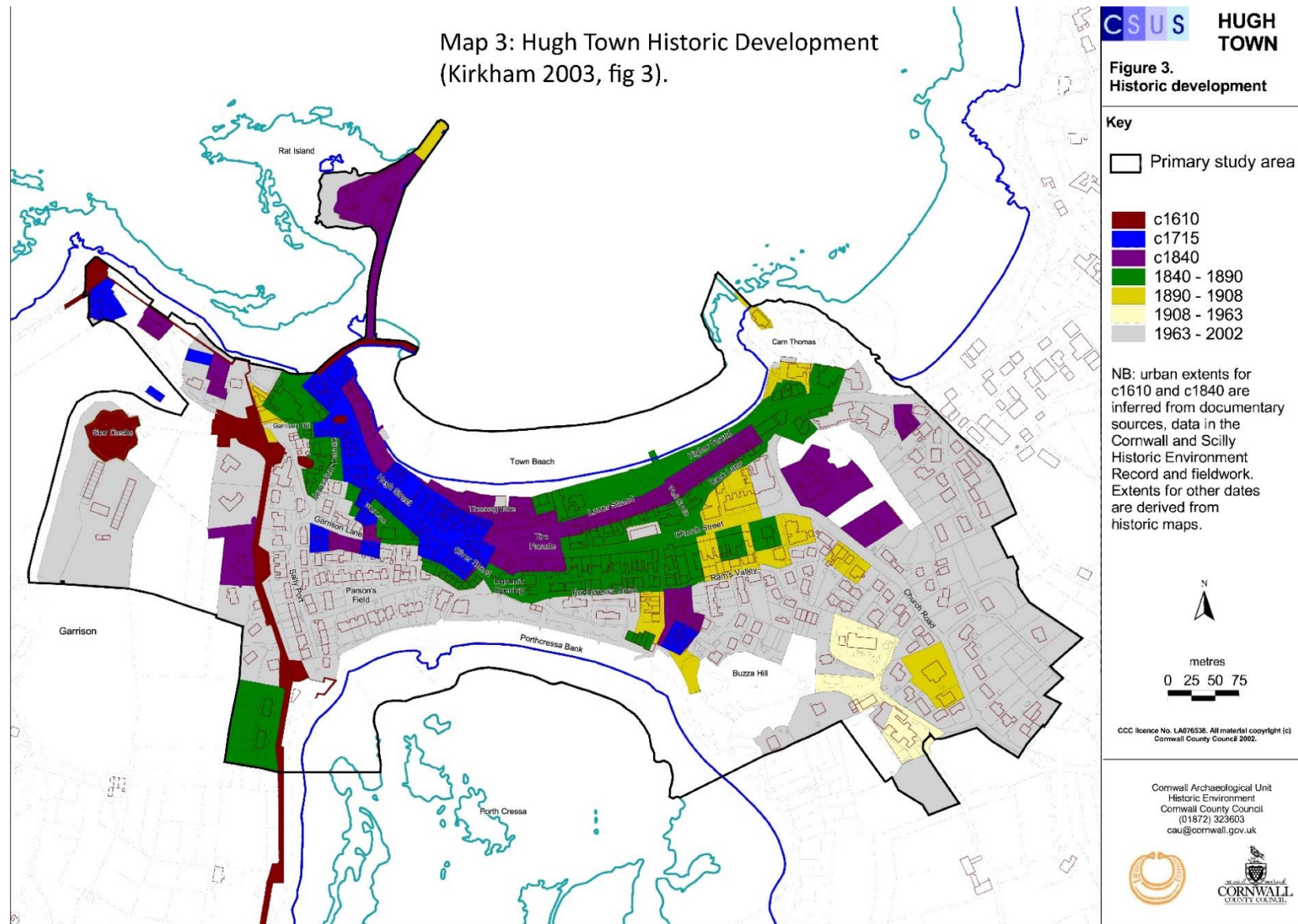




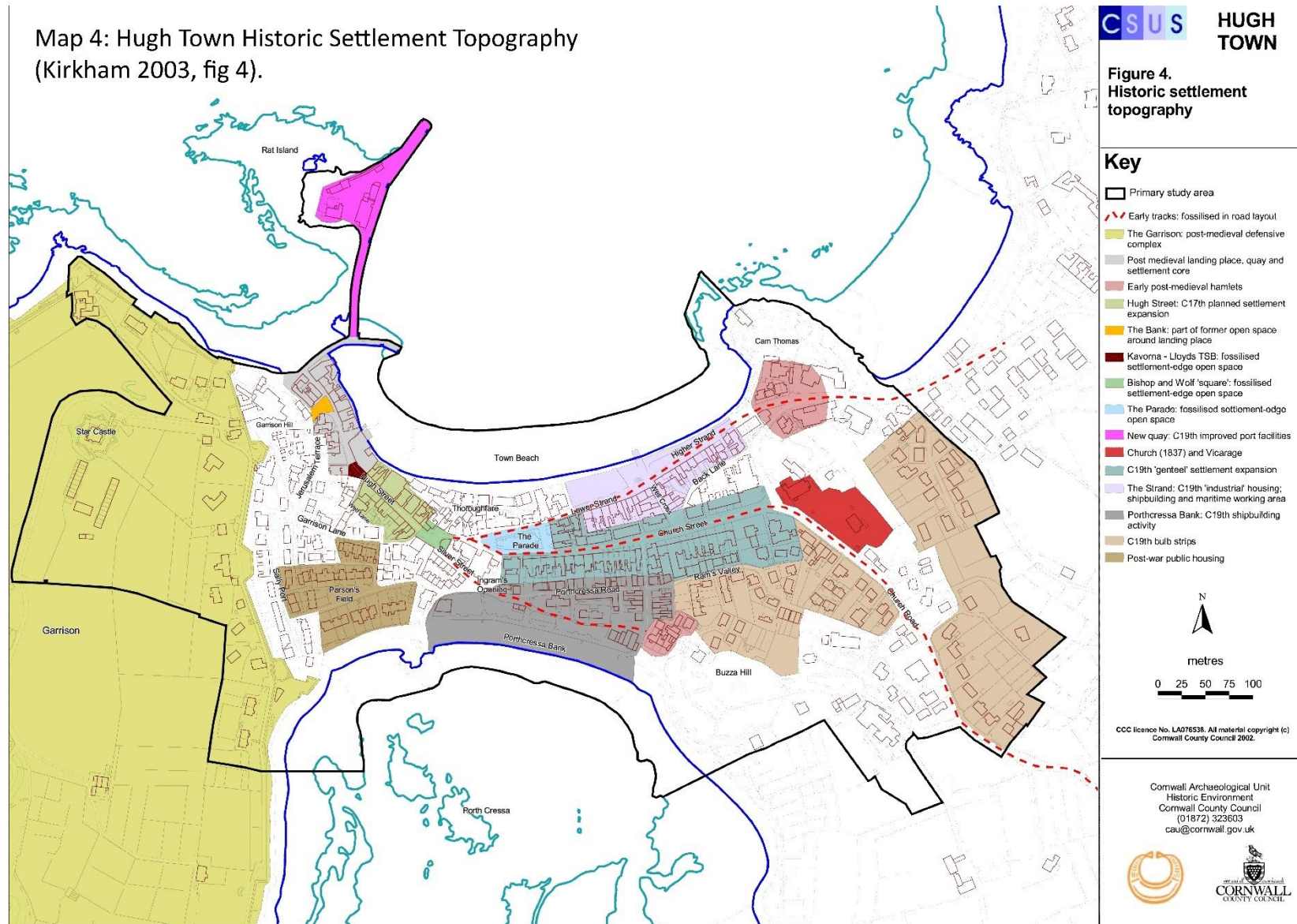


Map 2 Interpretative map from CSUS survey (Kirkham 2003, fig 7) defining Urban Character Areas (UCAs) referred to in the CAAMP.



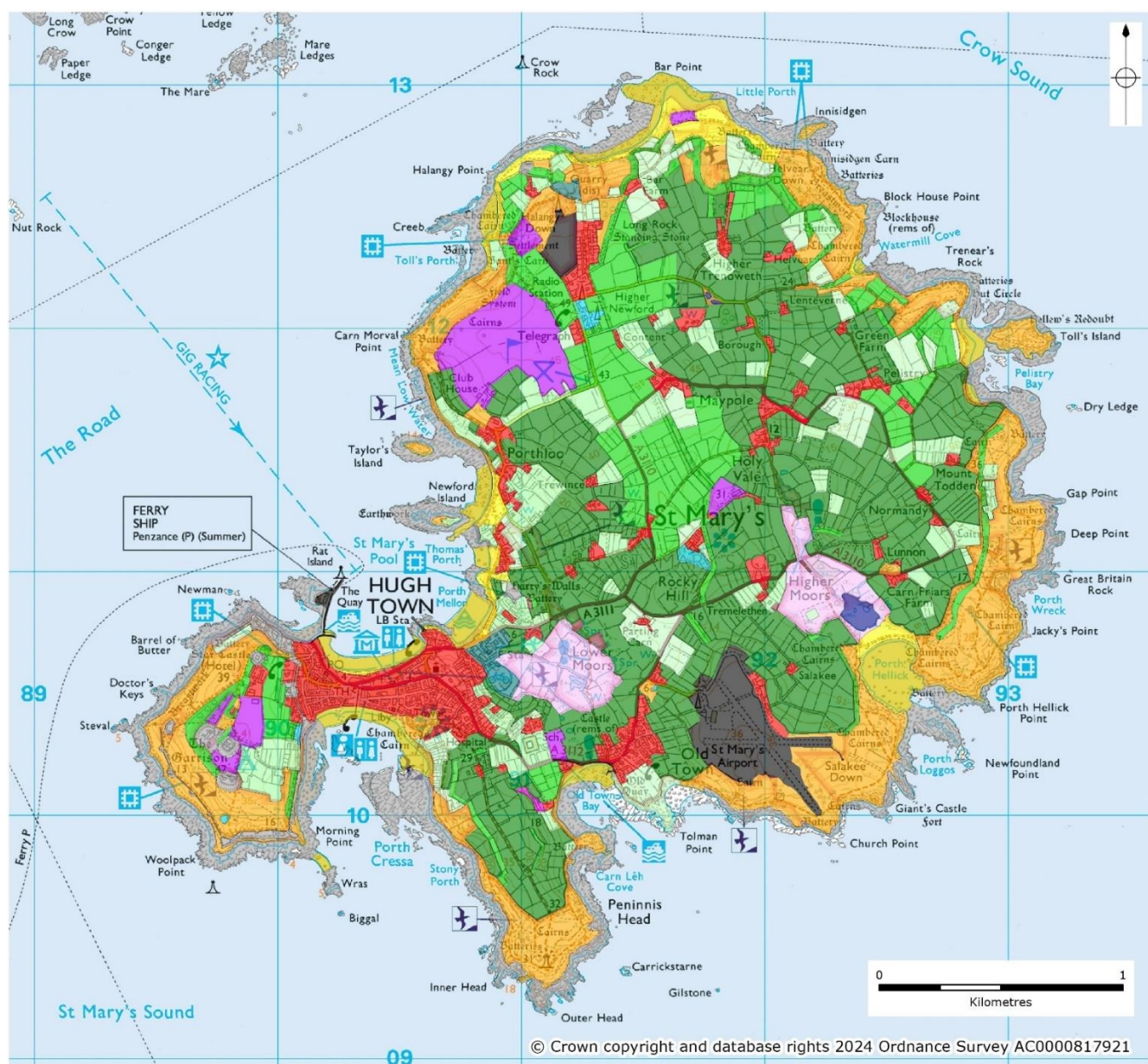


Map 3 Interpretative map from CSUS survey (Kirkham 2003, fig 3) showing and phasing main areas of historical growth of Hugh Town.

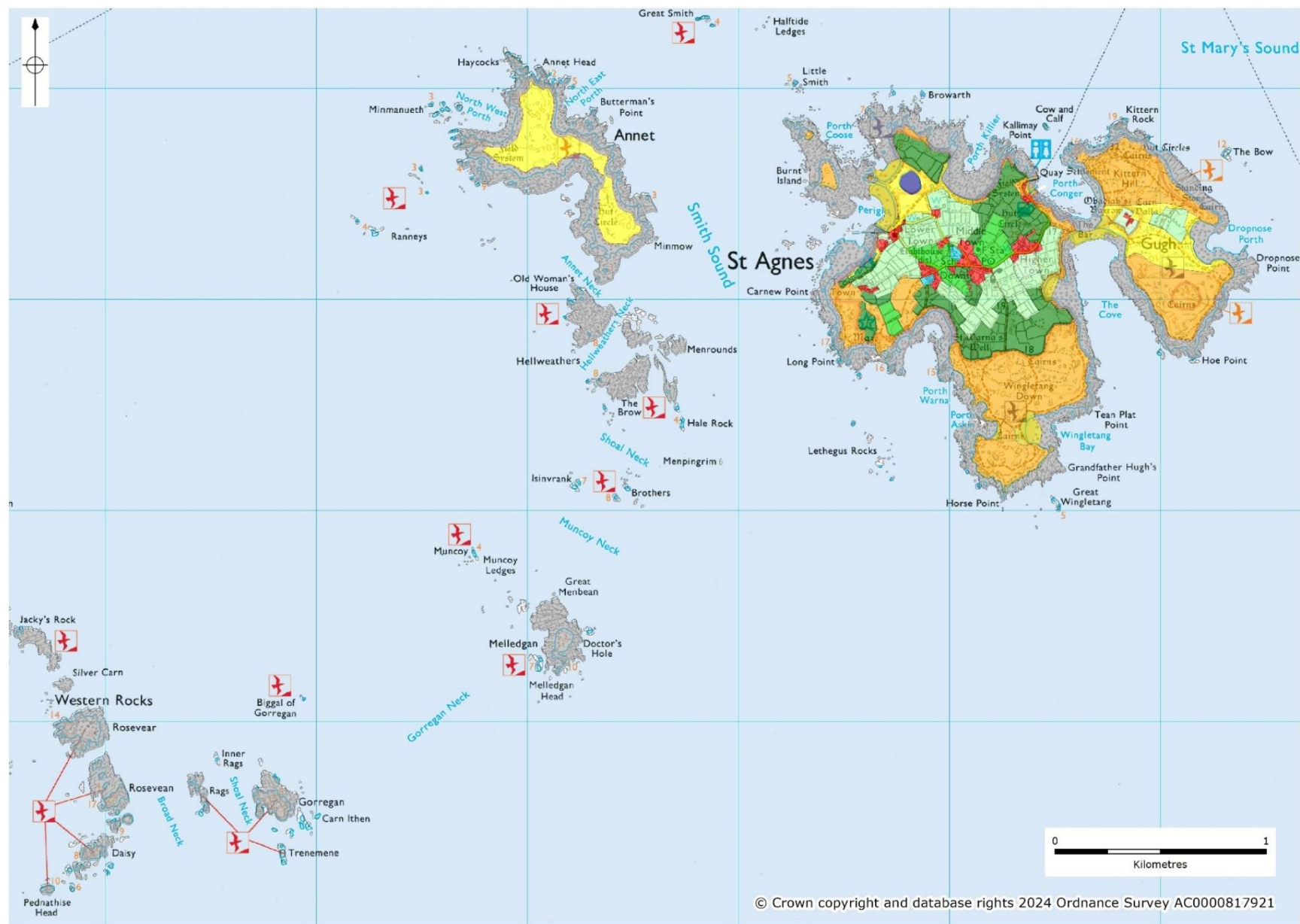


Map 4 Interpretative map from CSUS survey (Kirkham 2003, fig 4) showing main urban heritage character in Hugh Town today.





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

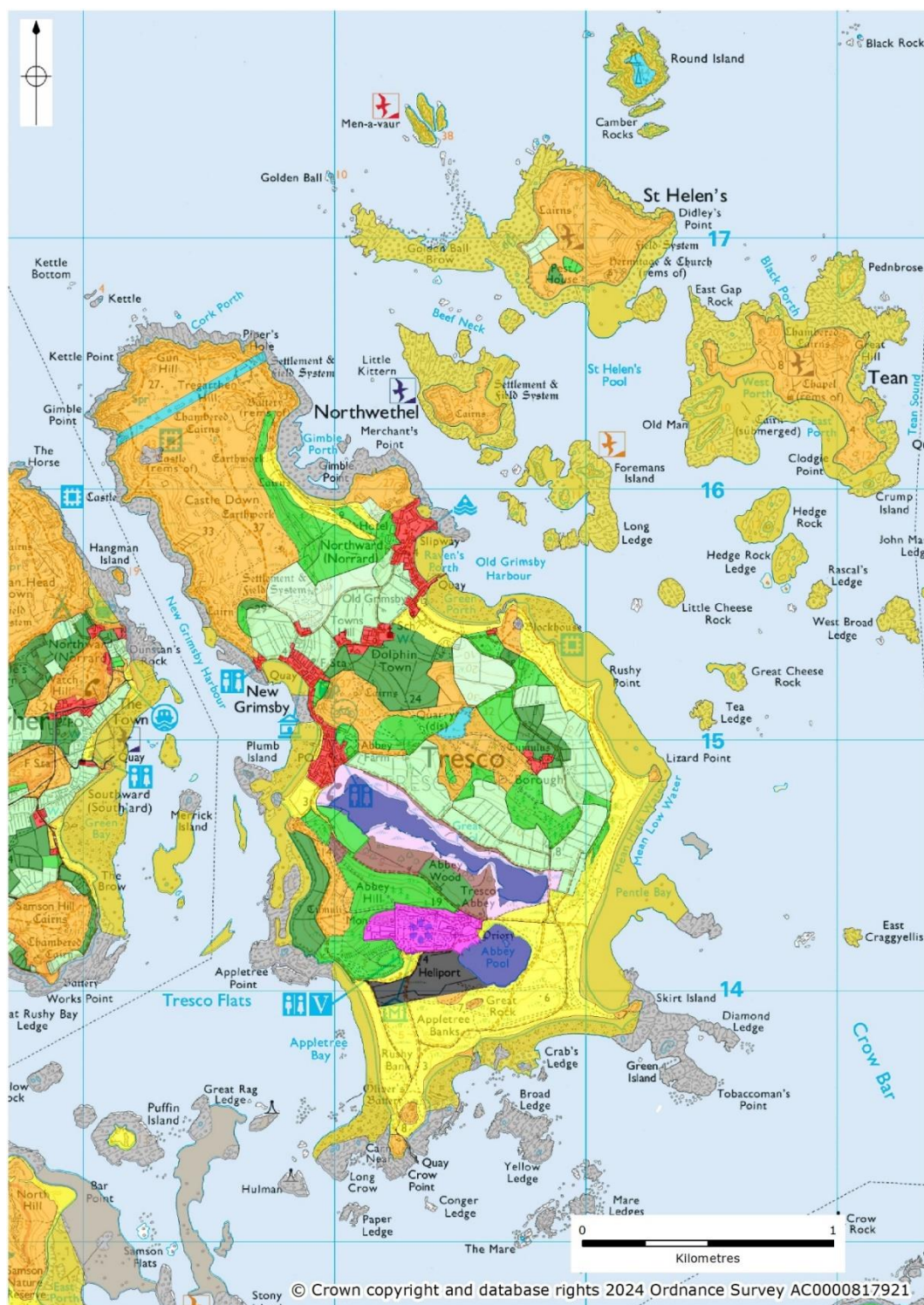


Map 6 St Agnes, and Annet and main Western Rocks, showing Historic Landscape Character Types (see also HLC Types Key following Map 9).



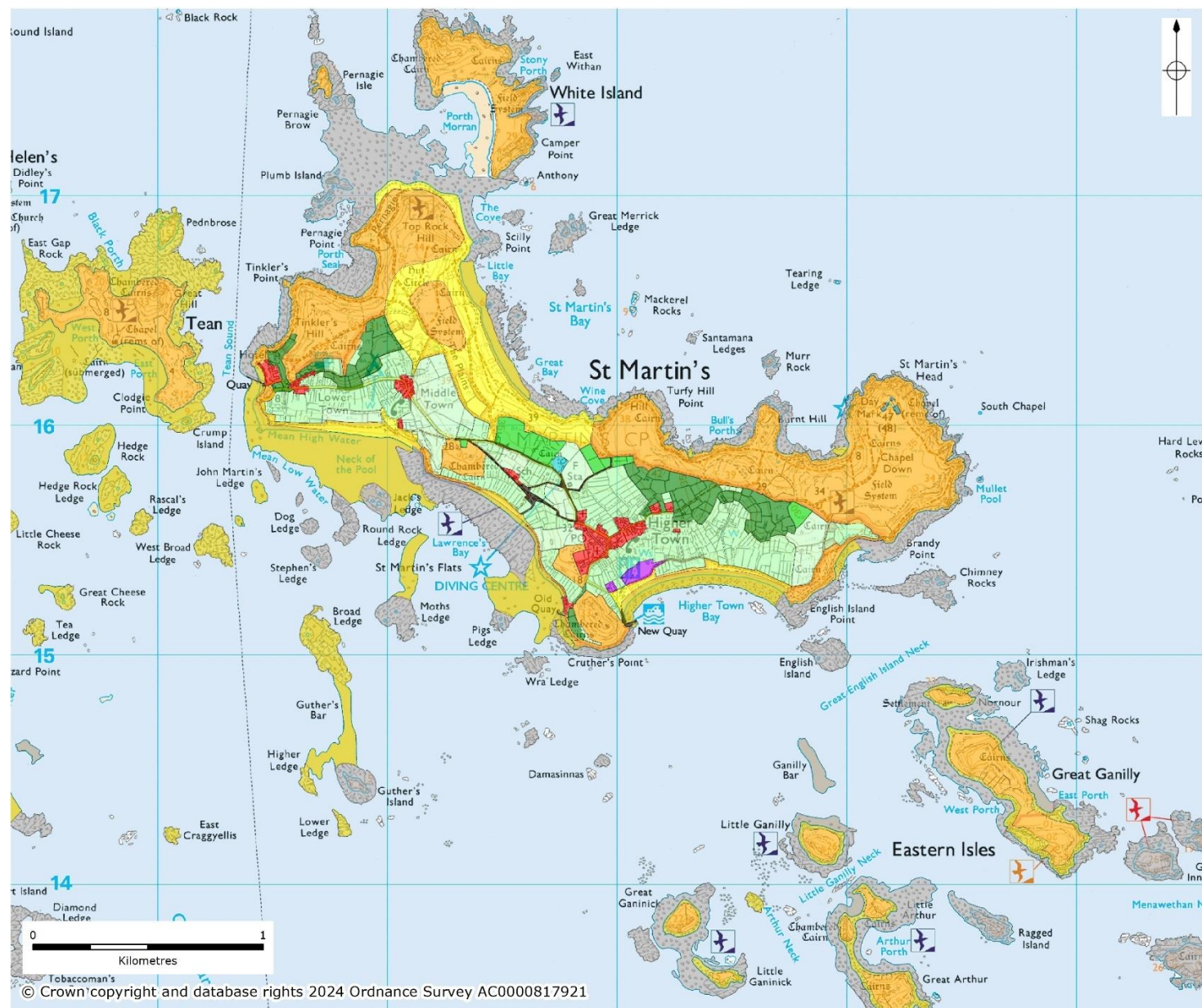


Map 7 Bryher, and Samson, showing Historic Landscape Character Types (see also HLC Types Key following Map 9).









































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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