



Historic England

Mr Andrew King  
Council of the Isles of Scilly  
Town Hall  
The Parade  
St Mary's  
Isles of Scilly  
TR21 0LW

Direct Dial: 0117 9750699

Our ref: P01436604

31 August 2021

Dear Mr King

**T&CP (Development Management Procedure) (England) Order 2015  
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**PORTH HELICK BEACH, PORTH HELICK, ST MARY'S  
Application No. P/21/051/FUL**

Thank you for your letter of 13 August 2021 regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

**Historic England Advice**

This application for dune strengthening and other works at Porth Hellick is required to protect the standing freshwater body at Higher Moors. As such Historic England has no in-principle objection to the proposals, however the scheme gives rise to two areas of concern that should be addressed by the applicant.

**Scheduled Monument** - The proposed access track runs through a Scheduled Monument, No. 1011950, *Prehistoric entrance grave and regular field system on north-western Porth Hellick Down, St Mary's*. The transit of heavy vehicles across the monument could potentially give rise to damage being caused to it, and it is noted in the application that contractors may decide that vehicle matting should be laid down if considered necessary. The site is protected under the Ancient Monuments and Archaeological Areas Act 1979, section 2 of which states that any works that may cause ground disturbance within a Scheduled Monument must obtain prior Scheduled Monument Consent (SMC) before proceeding. To avoid inadvertent damage being caused by contractors' vehicles the application should set out to the satisfaction of Historic England and your authority an assessment of potential impacts through heavy vehicle transit across the monument. If the results of this assessment recommend that vehicle matting is required, then it will need to secure SMC before installation and we will wish to approve the installation and removal methodology as part of that consent.

Our advice in relation to the Scheduled Monument is guided by government policy -



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*Scheduled Monuments and nationally important but non-scheduled monuments* DCMS  
London, October 2013 - <https://www.gov.uk/government/publications/scheduled-monuments-policy-statement>

**Other relevant heritage** - our records indicate than an unscheduled site of archaeological interest could be directly impacted by the proposed works. This is the grave of Sir Cloudesly Shovel, commander of a British naval squadron that was lost in a storm in 1707 and whose body washed ashore on Porth Hellick beach. His flagship, HMS Association, and several other ships were lost. The Association is nationally-important and designated as Protected Wreck. Her commander's grave at Porth Hellick is a dramatic adjunct to the story of the loss of the squadron. In our view the links between the grave and the Protected Wreck add to the significance of the wreck and we question the assessment of the grave as being merely of local significance. We recommend that you consult your archaeological planning adviser, understood to currently be Cornwall Archaeological Unit, for their view on the impact of the proposed development upon this grave and appropriate mitigation responses to avoid or minimise any impacts identified.

### **Recommendation**

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 195, 199, 202 and 203 of the NPPF.

Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

Yours sincerely

Phil McMahon

### **Phil McMahon**

Inspector of Ancient Monuments

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cc: Cathy Parkes, Cornwall Archaeological Unit  
Catherine Marlow, Ann Preston-Jones, Historic England



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