

Higher Town Quay and Old Quay St Martin's, Isles of Scilly

Cornish Ports and Harbours



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Cover illustration: *Higher Town Quay, St Martin's in May 2015.*

1 Introduction

Within a broader 'Cornish Ports and Harbours' project examining the heritage significance, protection and implications from forces for change affecting Cornwall's ports and harbours, Higher Town Quay on the off island of St Martin's in the Isles of Scilly (Fig 1), has been chosen for detailed study as a good example of a small local trading harbour. Discussion of the approach and working methods applied during the execution of the project can be found in the overall Project Report.

Located almost centrally on the southern coast of St Martin's Higher Town Quay was built by the islanders in the late 1880s at the western end of Higher Town Bay / Par Beach (NGR SV 93065 15140), replacing Old Quay, which is on the eastern side of the Cruther's Hill promontory and could only be used at high states of the tide (Fig 1). Higher Town Quay is the island's main quay and its lifeline to the outside world, where passengers, mail, freight and supplies arrive and depart. At very low states of the tide the boats land at Lower Town Quay, towards the north-west end of the island.

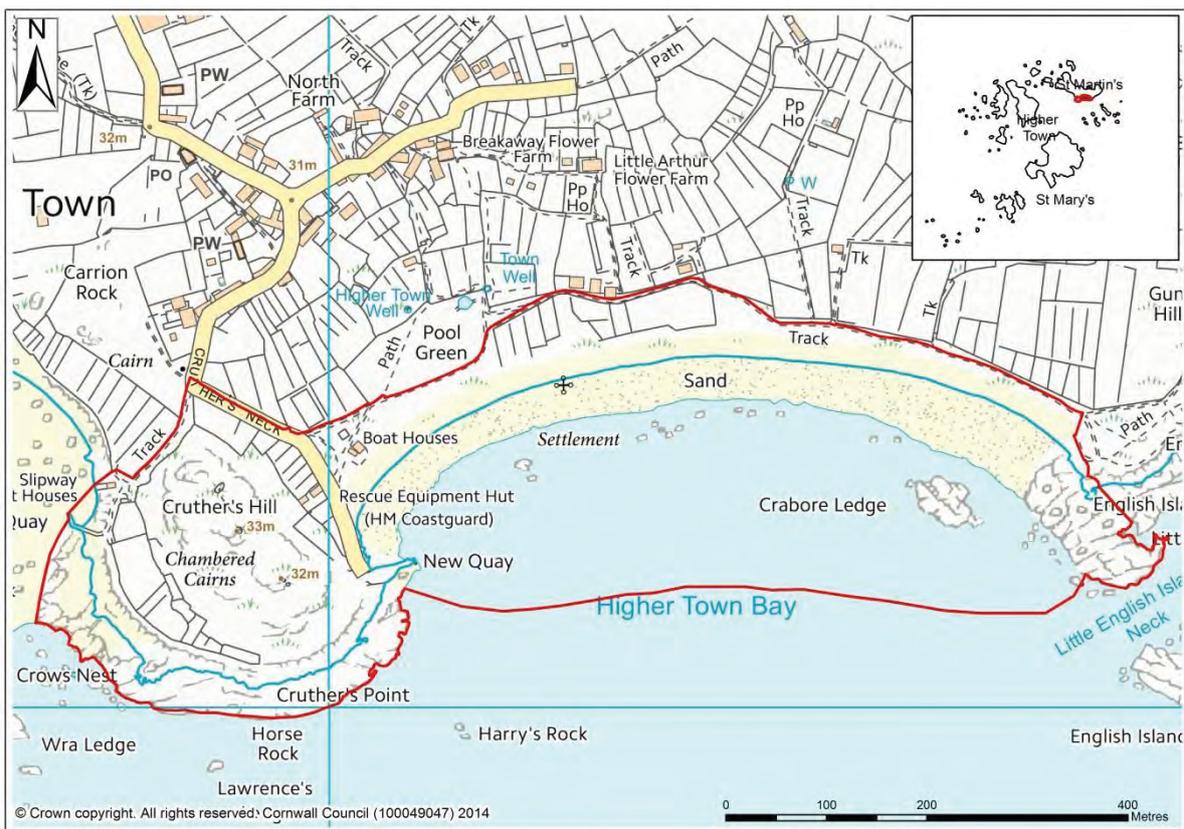


Fig 1 Location map. The red line denotes the study area.



Fig 2 Detail from Thomas Martyn's 1737 map of Scilly showing 'Cruthers Key' (Old Quay) (Cornwall Record Office Ref AD1145/3. Reproduced courtesy of Cornwall Record Office)

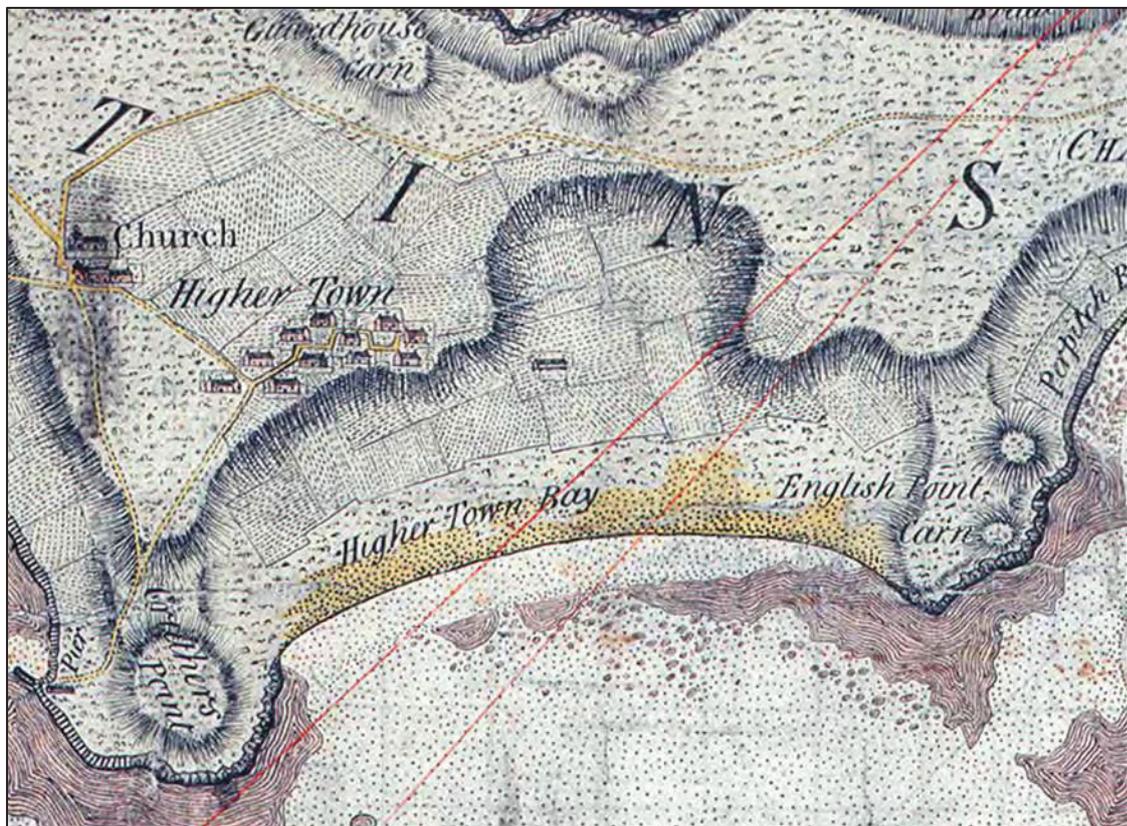


Fig 3 Detail from Graeme Spence's 1792 chart of Scilly, the Old Quay is marked as 'Pier' (sourced from the UK Hydrographic Office (www.ukho.gov.uk)).

2 Outline history

2.1 Old Quay

'There is a little Pier about the middle of this Island commodious enough for boats'.

(William Borlase 1756, 24)

Old Quay (site 13) is first shown on Thomas Martyn's map of 1737 when it is marked as 'Cruthers Key' (Fig 2). It is possible that it was built in the 1680s by Thomas Eakins, the resident steward of the Godolphin proprietors of the islands, to help encourage the post-Civil War resettlement of St Martin's. In the late 16th century Francis Godolphin had induced Cornish people to settle in Scilly, notably on St Martin's; however the island was almost deserted during the Civil War, when many tenements became ruined or were laid waste by soldiers, only two surviving to be recorded in the 1652 Parliamentary survey of the Islands (Pounds 1984 II, 138). After the Restoration the population increased rapidly so that by the time of Christian Lilly's survey in 1715 it stood at 64 (Matthews 1960, 15).

Eakins erected the Day-Mark on the high point of St Martin's Head in 1687 and the construction of Old Quay may date to around this time. The Quay is not shown on Captain Greenville Collins' survey of Scilly which was surveyed in 1682 and published in 1689 (cf Thomas 1985 224; Newman 2015, 62).

The antiquarian William Borlase noted Old Quay on his visit to St Martin's in 1752 and in c1794 John Troutbeck, the Chaplain on St Mary's, described its limitations, 'About a quarter of a mile to the E.S.E. is a point of land called Yarrow Rock [Yellow Rock], which rises gradually up the land above four hundred feet in height. To the S.E. about half a mile is a cove, called Clarence's Bay [Lawrence's Bay], in which is a small pier, where fishermen keep their boats, but they can only land here from four hours tide to high water, so it is dry six hours every tide' (Troutbeck nd, 112). Old Quay is marked as 'Pier' on Graeme Spence's 1792 chart of Scilly (Fig 3). The location may have been chosen because it is sheltered from strong easterly winds.

2.2 A new quay for St Martin's

'Quays projecting into the sea have been needed by Scillonians since they first went afloat, to protect their craft and facilitate getting in and out.'

(Crispin Gill 1975, 110)

Construction of a new pier on the east side of Cruther's Hill had been suggested in the late 18th century. 'At the S. part of the island is a high hill, near the sea, called Cruthers, on the E. Side of which is Higher Town Bay, where a small pier was intended to be built, for fishermen and pilots to keep their boats at' (Troutbeck nd, 108).

This new pier had been built by 1820 when George Woodley, the SPCK missionary to St Martin's was stationed on the island, 'There is rude quay on the East side of Cruther's Hill, and small pier on the West; but both these places are dangerous for landing, (as indeed, are most of those in the Off-Islands) on account of the number of rocks and large stones,—many of them peaked, and rendered slippery by being over-grown with ore-weed,—over which it is necessary to scramble before reaching the land. The Islanders, accustomed to these rude landing-places, are too indolent to endeavour to improve them, but to persons unused to such ways, they must needs be extremely unpleasant; and this excites a feeling of dissatisfaction, that the facilities afforded by nature for the construction of safe and commodious quays, have not been improved; and that some of the numerous blocks which now impede a landing, have not been employed by human industry so as to favour it, and protect the boats of the Islanders.—The shallowness of the water on the Flats, at ebb-tide, prevents even small boats from reaching the shore at times' (Woodley 1822, 256).

Woodley was more impressed by the aesthetic qualities of Higher Town Bay, 'On the hill to the East of Cruther's is Higher Town; behind which is St. Martin's Church. The town

consists of about forty-six houses, for the most part standing in rows of three or four each, and generally facing the bay or the road. These houses are all built of stone, and two stories high, but chiefly covered with thatch.—a good, though narrow road, leads to the town from the pier on either side of Cruther's Hill'.

'From the top of the hill on which Higher Town is situated, down to the sandy beach that skirts the shore, the greater part of the ground is divided into small inclosures, and cultivated. Beheld from the water, on fine day, this view is pleasing. The pellucidness of the sea, through which sand, rocks, and weeds at the bottom, are distinctly visible;—the spacious bay, with its broad, sabulous, glittering strand;—the boats of varied size, construction, colour, lying near the Preventative Boat house,—along the beach,—or riding on the waves;—the varied hues of cultivation adorning the steep acclivity of the shore;—the whited walls of many of the dwellings by which the whole is overtopped;—the rocky chaos on Cruther's hill, to the left:—the bold cliff, and fresh green ocean stretching to the extent of the horizon, on the right; altogether form a picture which may be contemplated with much interest' (Woodley 1822, 257–8).

Thirty years later the Rev. North also described the vista of Higher Town Bay during his excursion to St Martin's 'From the prospect of the South Eastern end of the road, in front of the houses [at Higher Town] is very beautiful. The cultivated fields sloping towards the sea, present either from above or from below a pleasing appearance of fertility. Cruther's Bay, or as it is marked on the map, higher Town Bay with its watch house and the pilot boats riding at anchor in its calm waters; Cruther's Hill on your right, stretching out into the sea and forming the South Western point of the Bay, which is bounded on the east by English [Island] Point Carn; these several features in the scenery combined with the more distant objects, which you will now recognize as familiar friends, present a view of great interest and beauty'(1850, 69).

It is interesting to note that the Rev. North does not mention either of the two existing piers and recommends that visitors should land at Perpitch Bay, the sandy cove to the east of English Island Point (*ibid*, 64).

The St Martin's pilot cutter *Queen II*, to which the six-oared gig *Bonnet* was attached, was one of the best known in Scilly (Perkins 1014, 55). Once a vital part of the Scilly's economy, piloting declined with the introduction of steamships from the 1850s, after which vessels no longer need to stop at the islands. Pilot cutters such as *Queen II* were often pulled ashore and left to rot on the beaches as shown in an Alexander Gibson photograph of Par Beach in c1880 (Fig 6). Looking closely at this photograph it is possible to discern what might be the early 19th century pier which, unlike the modern quay, seems to be angled out to sea in a southerly direction from a pile of beach boulders (much as described by Woodley in 1822), possibly to make it a usable at lower states of the tide.

The c1891 and c1909 OS maps show 11 boat houses on the top of the dune at the west end of Higher Town Beach (Figs 4 and 5). The working gigs, *Queen*, *Galatea*, *Bonnet* and *Emperor* were housed in these old boatsheds while the *Lily* was housed at Old Quay probably in a now ruinous boat house (site 17). The *Queen* was large eight-oared gig which was kept on St Martin's for use in emergencies. On one stormy night in about 1923 the gig was launched to fetch the doctor from St Mary's to attend a difficult childbirth, the gig was said to have been blown to St Mary's in about ten minutes but then took more than five hours to return to St Martin's with 16 men rowing (Perkins 2014, 54–5). The pilot gig *Bonnet*, built in 1830, was bought and restored by Newquay Rowing Club the 1950s at the start of the gig racing revival, she was returned to Scilly in 1960 and is still raced in the World Gig Racing Championships held in Scilly each year (Islands Partnership 2016, 20–1).

Higher Town Quay (site 1), sometimes known as New Quay or Par Quay (Mumford 1972, 208), was built by the island men in the late 1880s after the previous quay was destroyed by a storm and is first shown on the c1891 OS map (Figs 4 and 7). The builders of the Quay are recorded for perpetuity in a Gibson photograph (Fig 27).

The new Quay would have benefited the island's blossoming flower trade. Scilly's flower industry is said to have started in a small way in c1879, when William Trelvelick of Rocky Hill farm on St Mary's sent an experimental consignment of cut flowers to Covent Garden in a hat box. Its long term success was due to two factors - the establishment of a through railway service to Penzance and steamer service to Scilly which made transportation to market viable, and investment in the industry by Smith's nephew, Thomas Algernon Dorrien-Smith, who studied the Dutch system, introduced new kinds of daffodils and narcissi to the islands and encouraged islanders to turn their smallholdings into flower farms. The narrow, hedged enclosures (bulb strips) created for this flower cultivation form a very distinctive pattern and are the most visually striking aspect of St Martin's enclosed farmland (Ratcliffe 1995, 7).

2.3 Recent history

Higher Town Quay was partly destroyed in a hurricane-strength storm on 7 March 1962 which blew from the south-east all day, 'granite boulders of half ton weight being tossed everywhere', and was subsequently reconstructed by the Duchy (Thomas 1985, 48; Gill 1975, 110). The damaged quay was photographed by Frank Gibson (Gibson nd, 3).

Old Quay was also damaged by a storm in the mid-1960s and there is a photograph of island men repairing it in Gladys Perkins' book of reminiscences of island life (Perkins 2014, 34).

The concrete road from the Quay to Higher Town via Signal Row was constructed by the island men in 1964 (Perkins 2014, 32-3).

Only three boat houses now survive on Par Beach and these have been restored (site 5). The new gigs *Dolphin* and *Galatea* are housed here, while *Dauntless* was kept in one of the boat houses at Old Quay (Cooper 2002, 270).

Higher Town Quay was refurbished and improved in 2007/8 for the Duchy by the construction firm Nuttal John Martin, along with the quays on the off islands of St Agnes and Bryher (Parsons Brinckerhoff 2006; Johns and Sawyer 2008). The works comprised a small increase in the quay area by lengthening, widening and re-aligning the existing structure. In addition the deck height was raised and additional wave protection provided. Prefabricated concrete units were anchored to the bedrock and the existing quay structure. The void space created was filled with imported granular fill material. The quay deck and furniture were then constructed. These improvements included the demarcation of discrete areas for freight handling and passenger foot traffic. At the same time Carn Near quay on Tresco was also refurbished and improved by the Tresco Estate (WA Heritage 2008).

Old Quay was again damaged by the severe storms of early 2014 and the islanders collected a fund to pay for the necessary repairs. The site visit to inform this report took place in September 2104, before the quay was repaired.

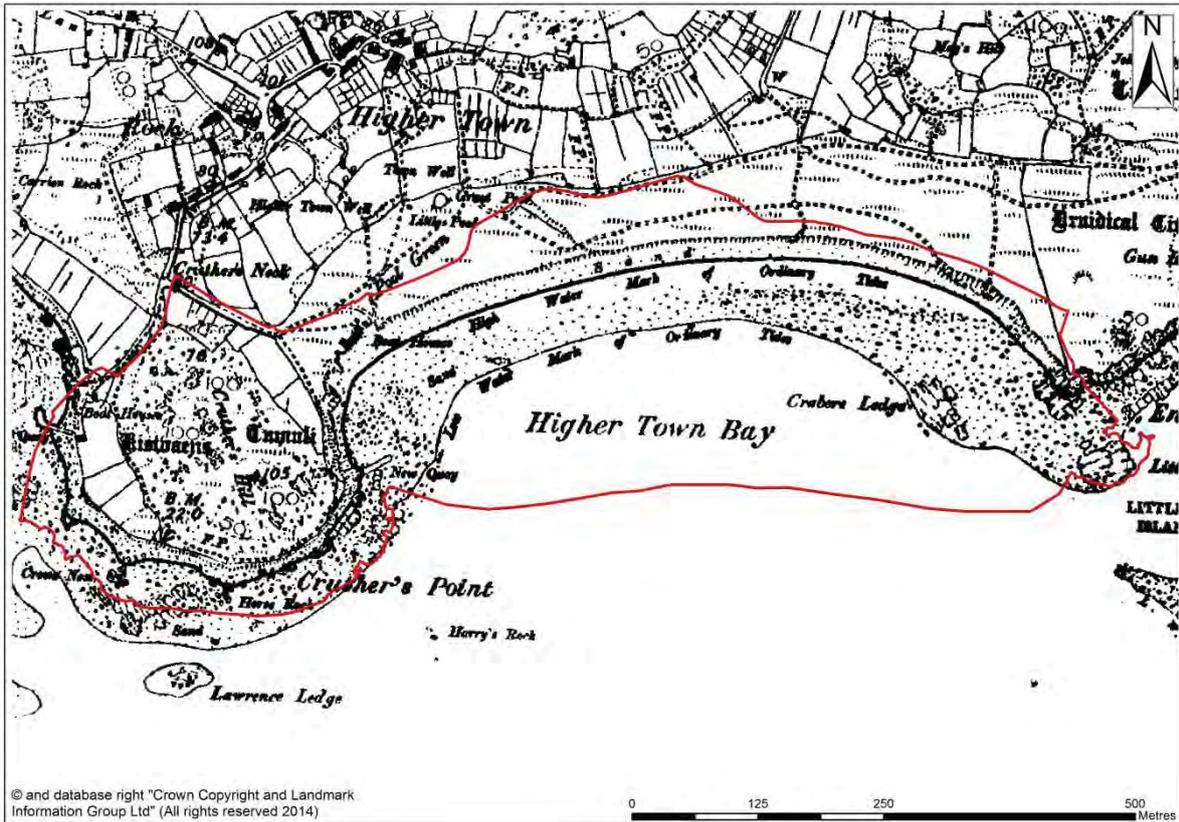


Fig 4 First Edition of the Ordnance Survey 25 Inch Map, c1891.



Fig 5 First Edition of the Ordnance Survey 25 Inch Map, c1909.



Fig 6 The pilot cutter Queen II on Par Beach in 1880, the early 19th century quay and the boathouses can be seen in the background (© Gibson collection).



Fig 7 Higher Town Quay (site 1) during construction in c1888 (© Gibson collection).



Fig 8 Higher Town Quay c1930 (© Gibson collection).

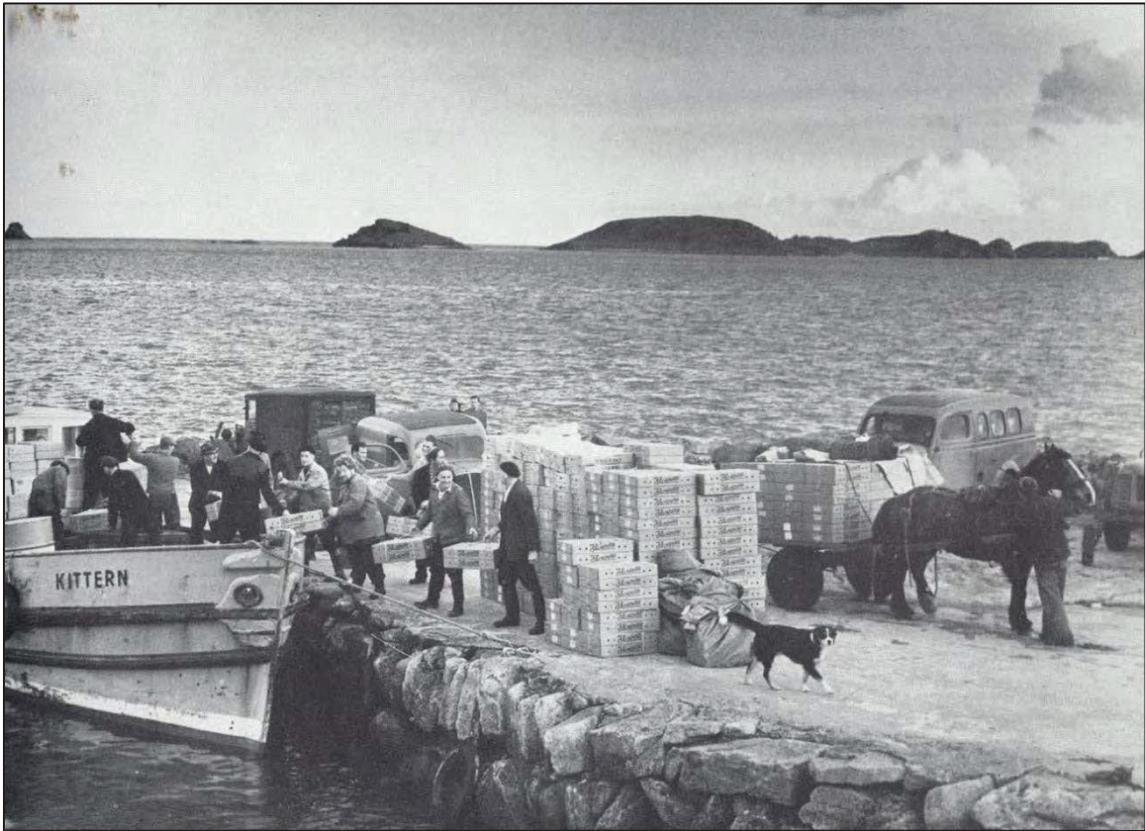


Fig 9 Loading boxes of daffodils at Higher Town Quay, c1950 (© Gibson collection).

3 Description

St Martin's, the third largest island in Scilly, is situated in the north-east of the archipelago, four miles across Crow Sound from St Mary's Harbour. The main landing place is Higher Town Quay, which is built out from the side of the rocky headland of Cruther's Point which encloses the western end of Higher Town Bay at a mid-point on the south coast. Higher Town Quay is at right angles to the road that contours around the shoreline of Cruther's Hill, before climbing steeply towards the village of Higher Town (Fig 1). Old Quay is located on the western side of Cruther's Hill, at the eastern end of Lawrence's Bay, and is reached by track branching off the road at the bottom of Signal Hill.

The study area at Higher Town Quay comprises the quay (site 1), the waiting room and parcel store (site 2) storage areas (sites 3 and 4), boat houses (site 5), public conveniences (site 6), road (site 7) and tracks (site 8), the anchorage in Higher Town Bay (site 9), the beach (site 10), with its Scheduled Area of prehistoric to Romano-British ritual, funerary and settlement remains (site 11) and post-medieval mooring bollard (site 12). The study area at Old Quay comprises Old Quay (site 13), the harbour formed by Old Quay (site 15), slipway and boathouse (sites 16), boathouses (sites 17 and 18), storage areas (sites 19 and 20) and the trackway or 'green lane' leading from Old Quay to Signal Row (site 21).

When recorded in 2006, prior to refurbishment, the construction of various parts of Higher Town Quay varied, reflecting the alterations which had been carried out during its lifetime. The inner berthing wall was constructed of large irregular open-jointed granite blocks with vertical timber fenders. The outer wall, wave wall and end staircase were constructed of *in situ* concrete and the deck of the quay was surfaced with *in situ* concrete slab (Parsons Brinkerhoff 2006, 97).

Old Quay is curved in plan, measuring approximately 50m long by 3m wide by 1.7m high. The outer walls are large, mostly vertically-laid drystone granite blocks, with horizontally-laid stones revetting the end, these contain an infill of large beach boulders and pebbles. The deck of the quay is concrete and cement and modern repairs have been carried out with concrete and cement. The boathouses/field barns are built of granite blocks with cement pointing, galvanised tin roofs (excepting site 18) and wooden doors.

The components are listed below in the Gazetteer and shown on Figure 10.

3.1 Gazetteer

No.	Site type	MCO	NGR (SV)	Period	Description	Designation and Grade
1	QUAY	7826	93065 15140	MODERN	Higher Town Quay on the W side of Par Beach.	None
2	WAITING ROOM	-	93011 15168	MODERN	Waiting room and parcel store built in 2008.	None
3	STORAGE AREA	-	93005 15179	MODERN	Storage area in field containing site 2.	None
4	STORAGE AREA	-	92995 15252	MODERN	Storage area at back of the dunes in angle between road 7 and tracks 8.	None
5	BOAT HOUSE	7827	9302 1525		Three restored boat houses on top of the dune at the W end of Par Beach.	None
6	PUBLIC CONVENIENCES	-	93015 15179	MODERN	Public conveniences.	None
7	ROAD	-	93025	MODERN	Road from Higher Town	None

No.	Site type	MCO	NGR (SV)	Period	Description	Designation and Grade
			15152 to 912966 15486		Quay to Higher Town.	
8	TRACK	-	93040 15300	MODERN	Track leading from road 7 across Pool Green at back of sand dunes.	
9	ANCHORAGE	-	92990 15220	POST-MEDIEVAL / MODERN	Higher Town Bay, recorded as an anchorage since the C18th.	None
10	BEACH	-	centred 93130 15300	n/a	Par Beach.	Central part of the beach is a Scheduled Monument
11	HUT CIRCLE, PEAT DEPOSIT, CIST GRAVE CEMETERY, CIST, FINDSPOT, STONE ROW	31010, 31012, 31013, 31016, 31018, 31020, 31022 31023, 31024	Centred 93040 15300	PREHISTORIC to ROMANO- BRITISH	Ritual, funerary and settlement remains on Par Beach, St Martin's.	Scheduled Monument NHLE: 1018116 IUD: 15524
12	MOORING POST	168713	9321 1529	POST-MEDIEVAL	A disused mooring bollard embedded in the in the lower middle shore single and cobbles of Par Beach. Lies within the Scheduled Area.	Scheduled Monument NHLE: 1018116 IUD: 15524
13	QUAY	30983	92755 15810		Old Quay, first shown on Thomas Martyn's 1737 map	None
14	BOAT HOUSE	30984	92783 15223	POST-MEDIEVAL	An old boathouse (still in use) at the top of a slipway north of Old Quay.	None
15	HARBOUR	-	92760 15192	POST-MEDIEVAL	Harbour formed by Old Quay.	None
16	SLIPWAY	30985	92771 15221	POST-MEDIEVAL	Slipway attached to boathouse (14).	None
17	BOAT HOUSE	-	9805 15220	MODERN	Former gig shed. Roofless and overgrown	None
17	BOAT HOUSE /FIELD BARN	-	92796 15207	POST-MEDIEVAL	Boathouse /field barn	None
19	STORAGE AREA	-	92819 15226	MODERN	Strip of ground next to track (21) used for storage including small boats.	None
20	STORAGE AREA	-	92789 15206	MODERN	Strip of ground used for storage (crab& lobster pots etc., crates).	None
21	TRACK	-	92804 15230 to 92859 15309	POST-MEDIEVAL	Trackway leading north-west from Old Quay to Signal Row.	None

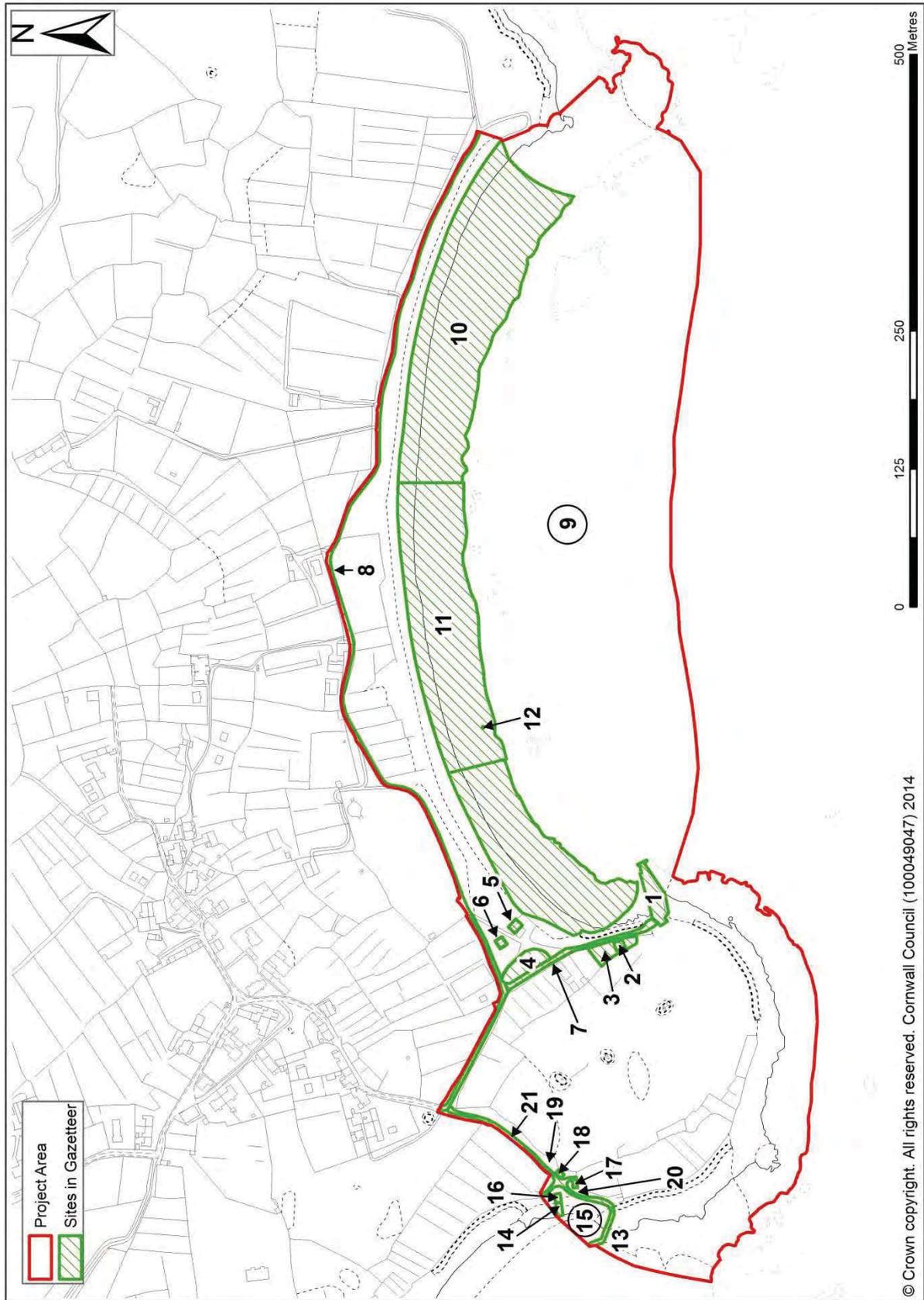


Fig 10 Plan showing Gazetteer entries.



Fig 11 Higher Town Quay in September 2014, viewed from Signal Row.



Fig 12 The refurbished quay in September 2014 (site 1).



Fig 13 The boat houses in September 2014 (site 5).



Fig 14 The waiting room and parcel store (site 2) in September 2014



Fig 15 Storage area and parking for quay vehicles (site 3)



Fig 16 Storage area (site 4), junction of concrete road (site 7) and track (site 8), with roofs of the public conveniences (site 6) and boathouses (site 5) at far right.



Fig 17 Old Quay (site 13) and harbour (site 15) at high tide, September 2014



Fig 18 Old Quay (site 13) showing detail of stonework, September 2014



Fig 19 Boathouse (site 17) and slipway (site 16) at Old Quay, September 2014



Fig 20 Boathouse/field barn (site 18) at Old Quay, September 2014

3.2 Historic character

The following sub-sections present the results of a rapid characterisation of the study area using information from three 'previous' time-slices based on: the 1792 chart by Graeme Spence (late 18th century character) — the c1841 Tithe mapping for Scilly shows little detail; the c1907 Second Edition Ordnance Survey mapping (early 20th century character) — there are no 1946 RAF vertical photographs for Scilly, with present character based on 2014 Ordnance Survey digital mapping. The characterisation mapping is shown at Sub-Type level, the lowest hierarchy of historic characterisation. These component parts or site types are discussed below within a broader context of characterisation aimed predominantly at 'Broad Type' level.

3.2.1 Late 18th century character

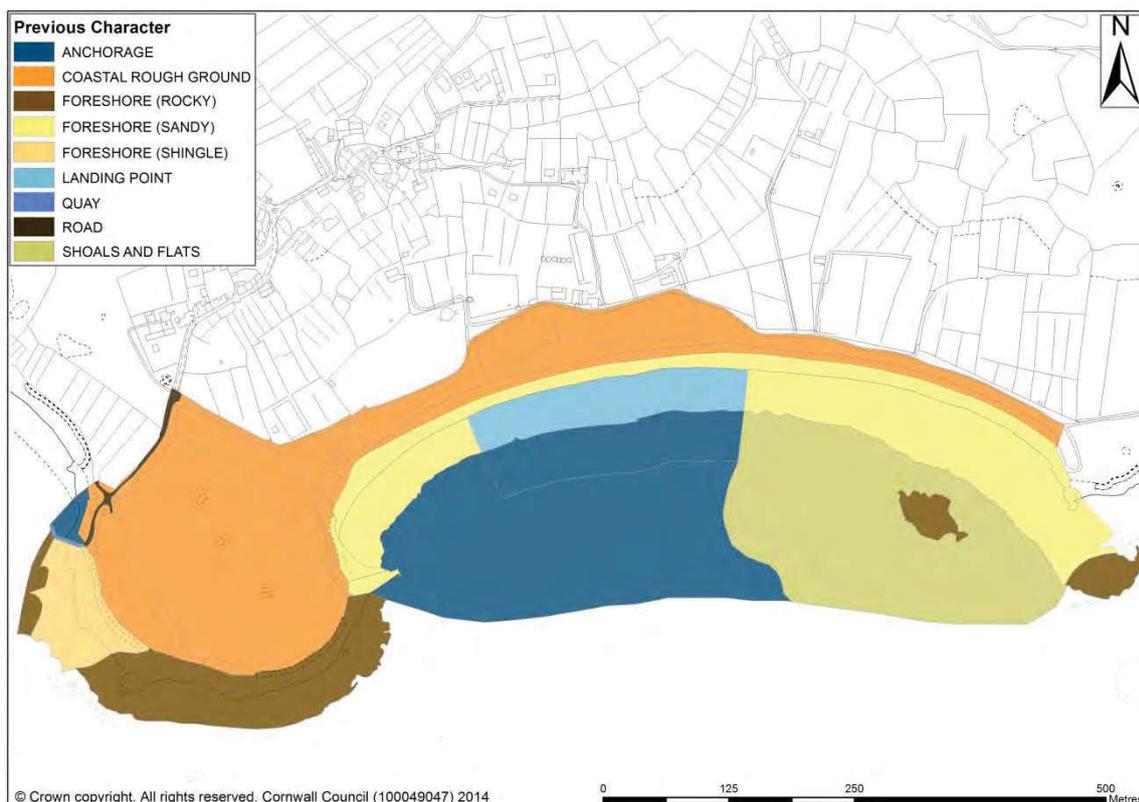


Fig 21 Late 18th century previous character map showing characterisation to Sub-Type level, based on the 1792 chart by Graeme Spence.

During the late 18th century the main port focus for Higher Town was 'Old Quay' (site 13), accessed by a road or trackway (site 21) south from the town across open coastal ground to the sand and shingle beach on the west side of Cruther's Hill. The quay is likely have been sited here because it is sheltered from strong easterly winds. The 18th century coastal landscape surrounding the quay is likely to have been dominated by its physical attributes but there is substantial evidence for a long time depth of human activity in this area from early prehistory onwards; in the form of flint scatters, settlement and funerary remains.

The symbiosis of this physical and cultural landscape is reflected in the characterisation of the foreshore and landward areas under Broad Types 'Cultural Topography (Intertidal)' (Sub-Types 'Foreshore (Rocky)' and 'Foreshore (Shingle)') and 'Rough Ground (Coastal)' (Sub-Type 'Coastal Rough Ground'). Both these character areas have been shown to be zones of significant human activity that reflect the many changes in belief, subsistence and economic practice that have taken place over the span of human history. The quay and adjacent anchorage (Sub-Types) comprise part of the wider group of features characterised under Broad Type, 'Water Transport', Character

Types, 'Port and Dock Installation' and 'Navigation Activity'. The road (Sub-Type) is characterised under Broad Type 'Transport'.

Higher Town Bay to the east of Cruther's Hill was also a site of significant human activity during early prehistory. Lower sea levels at the time resulted in what is now Par Beach being suitable for settlement; buried settlement and funerary remains recorded on the beach date back to the Bronze Age, Iron Age and Roman periods (sites 10 and 11).

Subsequently rising sea levels and the development of the beach strip at Higher Town Bay would have created a landing place and a relatively sheltered anchorage. The late 18th century characterisation mapping reflects this situation (Fig 21). The landward margins are characterised as before; Broad Type 'Rough Ground (Coastal)', Sub-Type 'Coastal Rough Ground'; the beach strip above high mean tide and the rocky promontory to the east of the bay as Broad Type 'Cultural Topography (Intertidal)', Sub-Types 'Foreshore (Sandy)' and 'Foreshore (Rocky)'.

Early to mid-19th century documentary sources refer to Higher Town Bay being used as an anchorage and the remains of a possible post-medieval mooring post have been recorded in the intertidal zone (site 12). Although the extent is not known, this area is characterised as the natural beach head and landing point, Broad Type 'Water Transport', Sub-Type 'Landing Point'.

The coastal waters of the bay even now are a protected anchorage for boats (site 9), which aerial photographs indicate to generally concentrate towards the western end, probably due to deeper water in this area. This was likely the case during the late 18th century and to reflect this natural proclivity for deep anchorage the western end of the bay is characterised as Broad Type 'Water Transport', Sub-Type 'Anchorage', in contrast to the shallow eastern end of the bay, characterised as Broad Type 'Water Transport', Character Type 'Navigation Hazard', Sub-Type 'Shoals and Flats'. The late 18th/early 19th century pier at the west end of the Bay falls between the 1792 and c1891 OS map and is not shown on either of them.

3.2.2 Late 19th and early 20th century character

By the late 19th century Higher Town Quay (site 1) was built on the eastern side of Cruther's Hill to replace Old Quay. By this time two boat houses had been constructed to the north-east of Old Quay (sites 17 and 18). A further boat house and slipway (sites 14 and 16) were subsequently added to these. The quay, boathouses and slipway probably retained some of their former use during this time and are characterised within the context of port and dock installation (Character Type), Broad Type 'Water Transport', Sub-Types 'Boat House' and 'Slipway'. The adjacent anchorage (Sub-Type) is also characterised as Broad Type 'Water Transport', Character Type 'Navigation Activity' (Fig 22).

The late 19th/early 20th century quayside at Higher Town Bay also had a road linking the quay with the town. Two boat houses (site 5) to the east of the road housed the working gigs. Together these are characterised as Broad Type 'Water Transport', distinguished by the Sub-Types 'Quay' and 'Boat House'. The link road is characterised as Broad Type 'Transport', Sub-Type 'Road'. Within the arm of the quay the natural movement of tidal deposition by the late 19th/early 20th century had resulted in the development of a shingle beach (Broad Type 'Coastal and Intertidal', Sub-type 'Foreshore (Shingle)').

The wider physical character of Higher Town Bay saw the skirting coastal ground (Broad Type 'Rough Ground (Coastal)', Sub-Type 'Coastal Rough Ground') encroached into by coastal fields and enclosures by the late 19th to early 20th centuries (Fig 16). These are characterised as Broad Type 'Enclosed Land', further defined as Character Type 'Enclosed Land (Coastal)', Sub-Type 'Field'. Higher Town Bay itself still provided a safe anchorage and landing point focused around the western end of the bay and central beach head (Broad Type 'Water Transport', Sub-Types 'Anchorage' and 'Landing Point').

The shallow waters at the eastern end of the bay remain characterised as Broad Type 'Water Transport', Character Type 'Navigation Hazard', Sub-Type 'Shoals and Flats'.

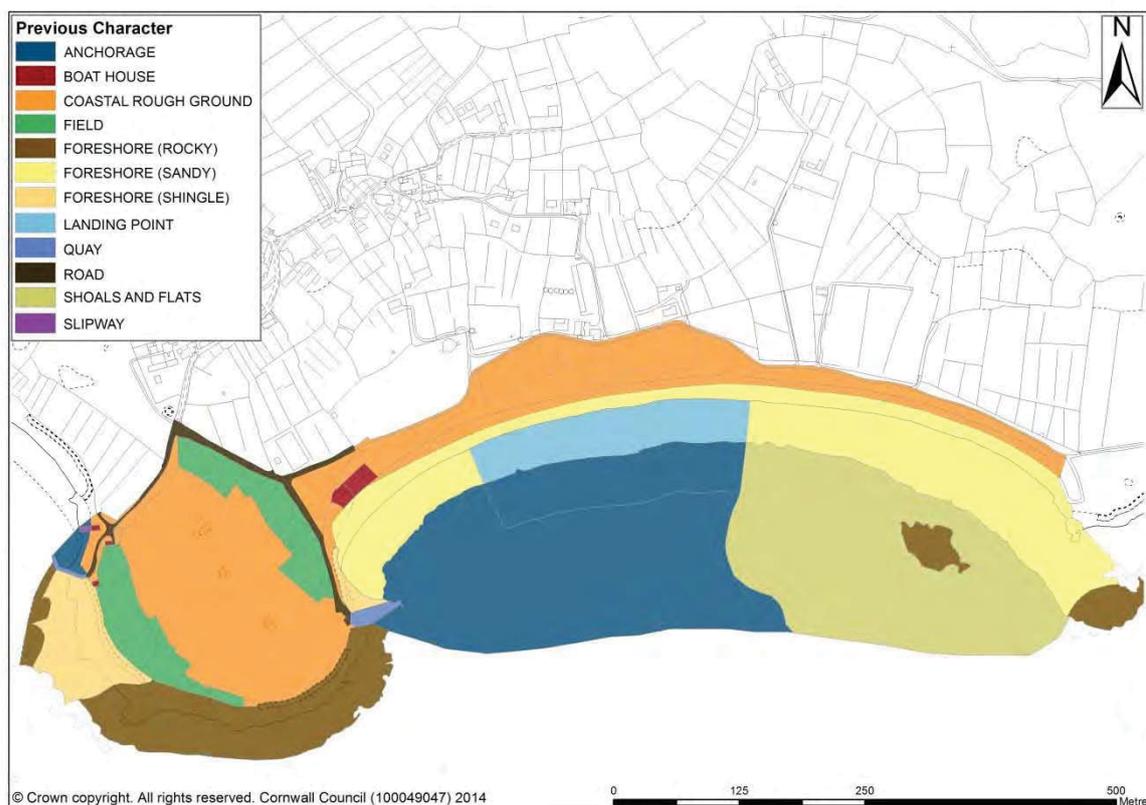


Fig 22 Late 19th to early 20th century previous character map showing characterisation to Sub-Type level, based on the c1880 and 1907 OS maps

3.2.3 Present character

The current character of Old Quay, boathouses and slipway remains similar to that of its late 19th to early 20th century predecessor, although the function of these sites has markedly reduced since that time (Fig 23). The strip of coastal ground bordering the link road to Old Quay is variously used for storage (sites 19 and 20), which includes some smaller boats. The dominant character of the area is therefore characterised as Broad Type 'Water Transport', Sub-Type 'Boat Store'. Both Old Quay and the western edges of Higher Town Bay (site 4) contain areas of open coastal ground that are used for ancillary maritime purposes, largely the storage of boats and equipment. The anchorage is still used by boats at high states of tide but this too has reduced in function and other elements (such as bathing) are creeping in with the growth of tourism and leisure based activities around St Martin's beaches. Characterisation is based on its dominant character, however, and remains Broad Type 'Water Transport', Sub-Type 'Anchorage'.

The New Quay (Broad Type 'Water Transport', Sub-Type 'Quay') at Higher Town has expanded since the late 19th century (Fig 17) to include some improvement and expansion of the quay area and road linking the quay to the village through recent refurbishment. The multi-purpose role of the modern quay, juggling the movement of freight and serving as a transport link for locals and holiday visitors, is reflected in the addition of some minor quayside buildings, including a waiting room and parcel office (site 2) and public conveniences (Site 6). The area comprising the parcel office, outside storage and warehousing is characterised under the Broad Type 'Water Transport', Character Type 'Port and Dock Installation', Sub-Types 'Boat Store', 'Warehousing' and 'Post Office'.

During the later 20th century a further part of the coastal strip bordering the beach was taken under cultivation (Broad Type 'Enclosed Land', Sub-Type 'Field'). A trackway (site 8) (Broad Type 'Transport', Sub-Type 'Trackway') now leads around the perimeter of Higher Town Bay from the road (site 7), opening up access to this area of the coastal strip. Ongoing consolidation of the beach where it meets the rough ground has resulted in a narrow fringe of dunes (Broad Type 'Coastal and Intertidal', Sub-Type 'Dunes') around the length of the bay.

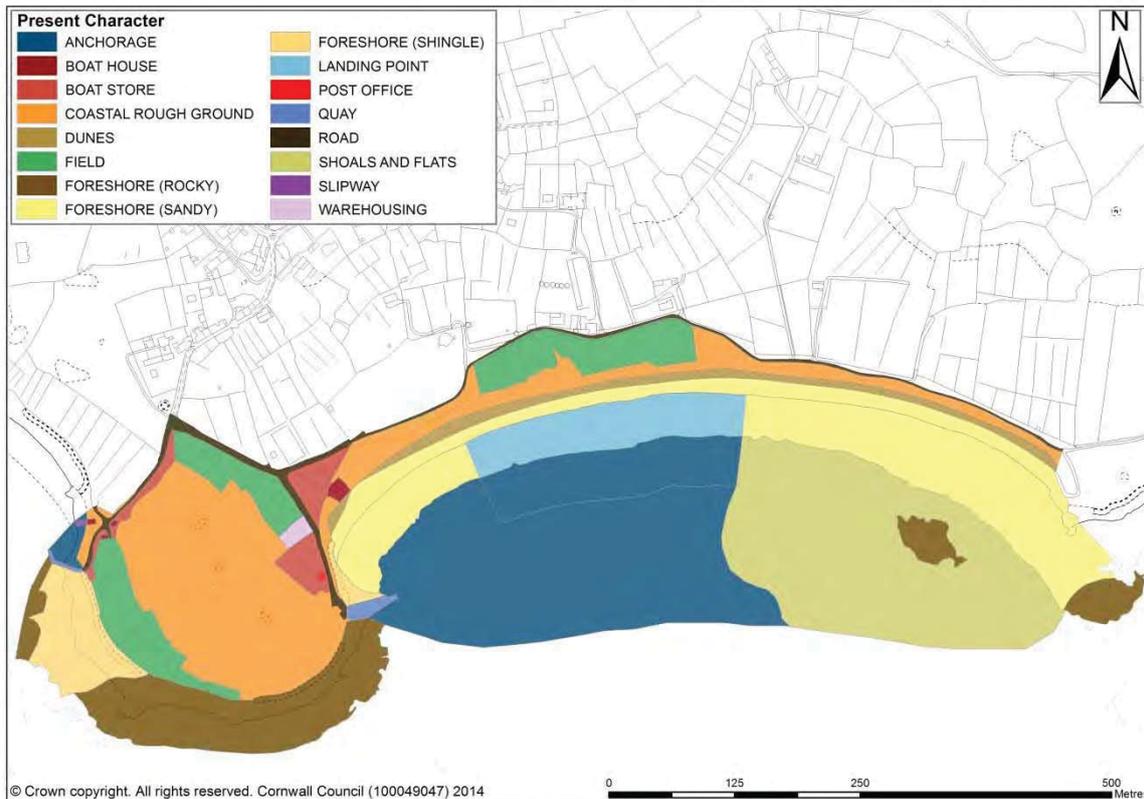


Fig 17 Present character map showing characterisation to Sub-Type level, based on OS digital mapping (2014)

4 Designation, ownership and management

4.1 Designations

4.1.1 Heritage designations

Scheduled Monuments

A Scheduled Monument is one designated by statute as a site of national importance and is protected by The Ancient Monuments and Archaeological Areas Act 1979, as amended by The National Heritage Act 1983. By law, any proposed work affecting such sites requires Scheduled Monument Consent from the Secretary of State for Culture, Media and Sport.

The central area of Par Beach is designated as a Scheduled Monument (NHLE 1018116: Prehistoric to Romano-British ritual, funerary and settlement remains on Par Beach, St Martin's).

Listed Buildings

In England and Wales the authority for listing is granted to the Secretary of State by the Planning (Listed Buildings and Conservation) Act 1990.

There are no Listed Buildings in the study area.

The Historic England (HE) South West office is in Bristol. HE provides input and advice on heritage matters for Listed Buildings and Scheduled Monuments, together with strategic overviews and support at local, regional and national levels.

Heritage at Risk

There are no sites in the study area that are listed on Historic England's *Heritage at Risk Register 2015*.

Isles of Scilly Conservation Area

Conservation Areas were first introduced in 1967 through the Civic Amenities Act and to date more than 9000 exist in the UK. The current Act governing the designation of these 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' is the Planning (Listed Buildings and Conservation Areas) Act 1990. Under this Act local planning authorities are required to designate conservation areas, to keep them under review and if appropriate to designate further areas. Designation remains the principal means by which local authorities can apply conservation policies to a particular area. Current guidance was set out by English Heritage in the 2011 publication 'Understanding Place: Conservation Area Designation, Appraisal and Management'.

The whole of the Isles of Scilly is designated as a Conservation Area.

Article 4(2) directions

Under Article 4 of the General Permitted Development Order 1995, a local authority may bring certain permitted development rights under their control. There are two routes to serving such notice – the more usual relates specifically to conservation areas and is covered by Article 4(2).

There are a range of works that may need to be the subject of an application after as Article 4(2) direction – the most usual are alterations to windows, doors, roofs, chimneys and the like.

Local Lists

Local heritage listing is means for a community and a local authority to jointly identify heritage assets that are valued as distinctive elements of the local historic environment. There is no local list for Scilly apart from sites recorded in the HER. Cornwall Council supports the development of local lists and is currently looking at a standard way of assessing criteria for inclusion on lists by neighbourhood groups based on the 'Good Practice Guide for Local Heritage Listing' (English Heritage 2012). This could be extended to the Isles of Scilly.

4.1.2 Conservation designations

A large proportion of the land area in Great Britain is under the protection of conservation designations. Statutory designations broadly fall into three categories: nature conservation, landscape conservation and natural heritage conservation, which protects wildlife, landscape and cultural aspects of the countryside. The study area is included within the following conservation designations:

- Area of Outstanding Natural Beauty (AONB) — whole of the Isles of Scilly;
- Heritage Coast — whole of the Isles of Scilly;
- The Higher Town area of the Isles of Scilly Maritime Conservation Zone lies just to the south of the study area.

4.2 Ownership

Higher Town Quay is owned by the Duchy of Cornwall and managed by St Mary's Harbour. Old Quay is also owned by the Duchy of Cornwall and is maintained by the islanders.

4.3 Planning arrangements

Marine activities in the seas around England and Wales are licensed, regulated and planned by the Marine Management Organisation (MMO) so that they are carried out in a sustainable way. Their responsibilities include planning and licensing for marine construction, deposits and dredging that may have an environmental, economic or social impact and producing marine plans to include all marine activities, including those they do not directly regulate. The study area will come under the South West Inshore Plan which will be completed by 2021.

The Isles of Scilly Inshore Fisheries and Conservation Authority (IFCA) was established by the Secretary of State in exercise of powers conferred in the Marine and Coastal Access Act 2009 and came into existence on 1 April 2011. It is the smallest of ten such authorities in England and is comprised of eight members. The administrative and financial functions are undertaken by the Council of the Isles of Scilly. The Isles of Scilly IFCA has the principal management responsibility for sea fisheries. The aim is to manage fisheries in a sustainable way balancing the social, environmental and economic benefits of exploiting the sea. One of its main functions is enforcement of local byelaws, relevant European Union regulations and national offences.

The National Planning Policy Framework (NPPF) is the national planning policy document for England and Wales. This national guidance is applied at a more local level by Councils (also known as Local Planning Authorities), who form area specific policies and proposals that reflect the broad guidance of the NPPF, but with more locally specific detail.

The Planning Department of the Council of the Isles of Scilly discharges the Council's statutory planning and related duties; managing development control (planning applications) and making decisions that conserve and preserve the AONB. The watching brief during refurbishments to the quay in 2007 (Johns and Sawyer 2008) was the result of planning condition for archaeological recording.

Since 2011, however, there has not been a Historic Environment Planning Advice Officer/Field Advisor for the Isles of Scilly and ratification of a consultancy contract to fulfil these services has been stalled since spring 2013 and this is cause for concern. Planning advice to the Council of the Isles of Scilly is currently provided by the Strategic Historic Environment Service, Cornwall Council on an informal *ad hoc* basis.

There are a number of local plans which, although dated, are relevant to the historic environment. The 'Heritage and Cultural Strategy for the Isles of Scilly' was created by the Council in 2004 to formulate local cultural strategies; although dated it does provide a useful insight into the unique heritage and cultural identity of the islands. The objective for the built environment is to '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'. Actions include 'Develop long term maintenance programmes for historic buildings linked to regular condition surveys/buildings at risk records'.

'The Isles of Scilly Local Plan – A 2020 Vision' was adopted in November 2005. The Local Plan provides a clear spatial planning strategy for the islands in a concise and precise manner, reflecting its relatively small population and geographic area. Policy 1 of the Local Plan is 'To ensure that all relevant future development proposals respect and protect the recognised quality of the islands' natural, archaeological, historic and built environment, they will be permitted only where, as applicable, they '(c) Preserve or enhance the character or appearance of the Conservation Area and preserve the

architectural or historic interest of all listed buildings, including their features and settings’.

The consultation draft ‘Isles of Scilly AONB Management Strategy 2015-2020’ was circulated in January 2105. The following objectives in the draft strategy are relevant to the historic and marine environment:

Objective 3: Ensure that marine planning secures the conservation and enhancement of Scilly’s diverse and distinctive marine wildlife and habitats.

Objective 4: Increase residents’ and visitors’ awareness, understanding and enjoyment of Scilly’s marine environment.

Objective 5: Conserve and enhance Scilly’s marine environment as an economic, cultural and social resource bringing benefit to the Islands’ communities.

Objective 6: Support activities that conserve and enhance the historic environment.

Objective 7: Ensure that the special qualities of the Islands’ historic environment are better understood and valued.

5 Forces for change

5.1 Changes of governance

The Duchy has been the statutory harbour authority on St Mary’s since the 1890s but is now proposing to change the governance arrangements at St Mary’s Harbour, which they feel are anachronistic. Their intention to transfer operations to a new body was announced in August 2014. An initial round of consultation was held with major stakeholders in autumn 2014, a second round of public consultation has just been completed (Duchy of Cornwall 2015). In April 2015 the Duchy submitted a formal proposal to the MMO to change the status of the harbour to a Trust Port. Any new Statutory Harbour Authority in Scilly will be given the assets it needs to carry out its function, although the Duchy would retain the freehold on any property.

The proposed change of governance will have implications for the future management for Higher Town Quay and Old Quay.

5.2 Increased tourism

Increased tourism use could put pressure on Higher Town Quay and its infrastructure, with implications for its future management.

5.3 Climate change

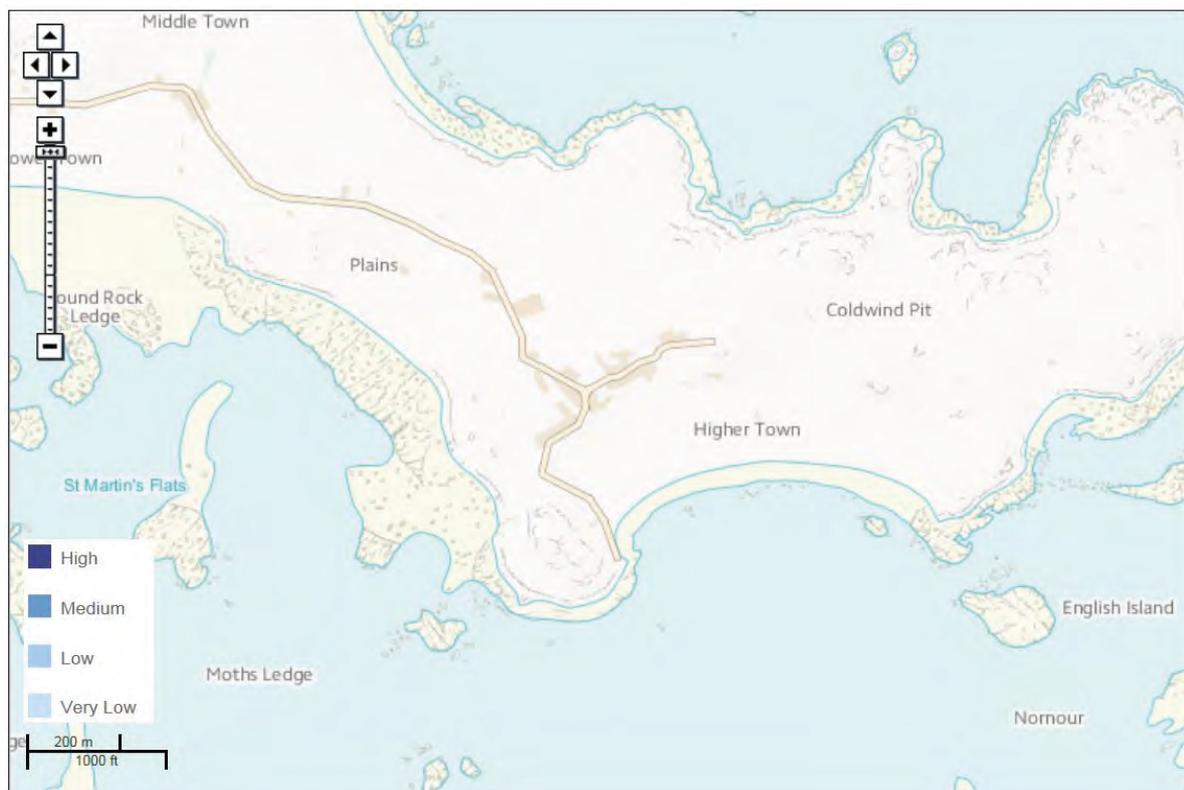
Average global temperature and sea level have risen since the late 19th century and at an increased rate over the past few decades. Average UK temperature has risen since the mid-20th century, as have average sea level and sea surface temperature around the UK coast. Over the same time period, trends in precipitation and storminess are harder to identify (UK Climate Projections (UKCP09)). Future sea-level rise around the UK is estimated to be between 12 and 76cm by 2090–2099 (Lowe *et al* 2009). This range is based on projections using low, medium and high scenarios for greenhouse gas emissions, and the central estimate for the medium scenario is 37cm by 2100, although this should not be taken as the most likely projection.

The Paris Agreement of November 2015 represented a historic moment in the fight against climate change. An enduring, legally-binding treaty, it is the first to commit all countries to cutting carbon emissions. Once 55 countries covering 55% of global emissions have acceded to it 187 countries will reduce carbon emissions, starting in 2020..

Future projections of sea level rise in Scilly by the Lyonesse Project (Charman *et al* 2015) show the changes in land and intertidal areas resulting from these median lower,

mid-range and upper scenarios, together with the median 'high-plus-plus' (H++) scenario for sea-level rise (Lowe *et al* 2009). Mapping the changes in land and intertidal areas as well as water depth changes confirmed that future change in Scilly will not be so much in the extent of dry land, but in the development of a much narrower intertidal zone and an expansion in the area of shallow water between 0 and 10m below Chart Datum.

There is a clear risk, however, to low lying areas currently protected from marine incursion by dune systems and barriers. Much of the land behind these barriers is at or below a level at which a break in the barriers would flood the valleys behind them at high tide. The timing and extent of this is dependent on the strength of the barriers rather than on sea-level rise *per se*, but clearly these are areas under particular threat from future increased sea level. The area behind the dunes at the back of Par Beach is one that is likely to experience flooding. The reduction in intertidal areas and development of deeper water around other parts of Scilly may also increase the vulnerability of the coast to erosion from storm events, as it will reduce the protection afforded by existing reefs and intertidal zones. The impacts of this are likely to be most severe on exposed coasts rather than the inner islands. Increased water depth will also change currents and sediment movement, but in general should lead to more navigable waters at a greater range of tidal conditions than present.



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Fig 24 Risk of flooding from rivers and sea at Higher Town Quay and Old Quay, St Martin's (© Environment Agency copyright and database rights 2015. © Ordnance Survey Crown copyright. All rights reserved. Environment Agency, 100026380. Contains Royal Mail data © Royal Mail copyright and database right 2015).

The overall impact of future sea-level rise on Scilly is likely a small but significant reduction in land area above mean high water springs, a very large reduction in intertidal area and a change in character of Scilly from islands separated by extensive intertidal sand flats and shallow waters, to one of islands permanently separated by deeper waters and surrounded by a relatively narrow intertidal zone. There is also a

risk of flooding of low lying and narrow areas of land that could lead to the formation of new islands (Charman *et al* 2015).

Higher Town Quay was partially destroyed by a severe storm in 1962 — ‘No one in living memory can remember such havoc and it brought to people’s attention how vulnerable some places were’ (Gibson *nd*, 3) — and the future impacts of climate change have the potential to alter or put pressure on the historic environment of the Quay. Additional wave protection was provided by the 2007/8 refurbishments increased and continuing storminess, rain and high winds might damage the quay and associated structures.

Old Quay also suffered storm damage the in mid-1960s and was damaged again by the severe storms in the early months of 2014 (Fig 25).

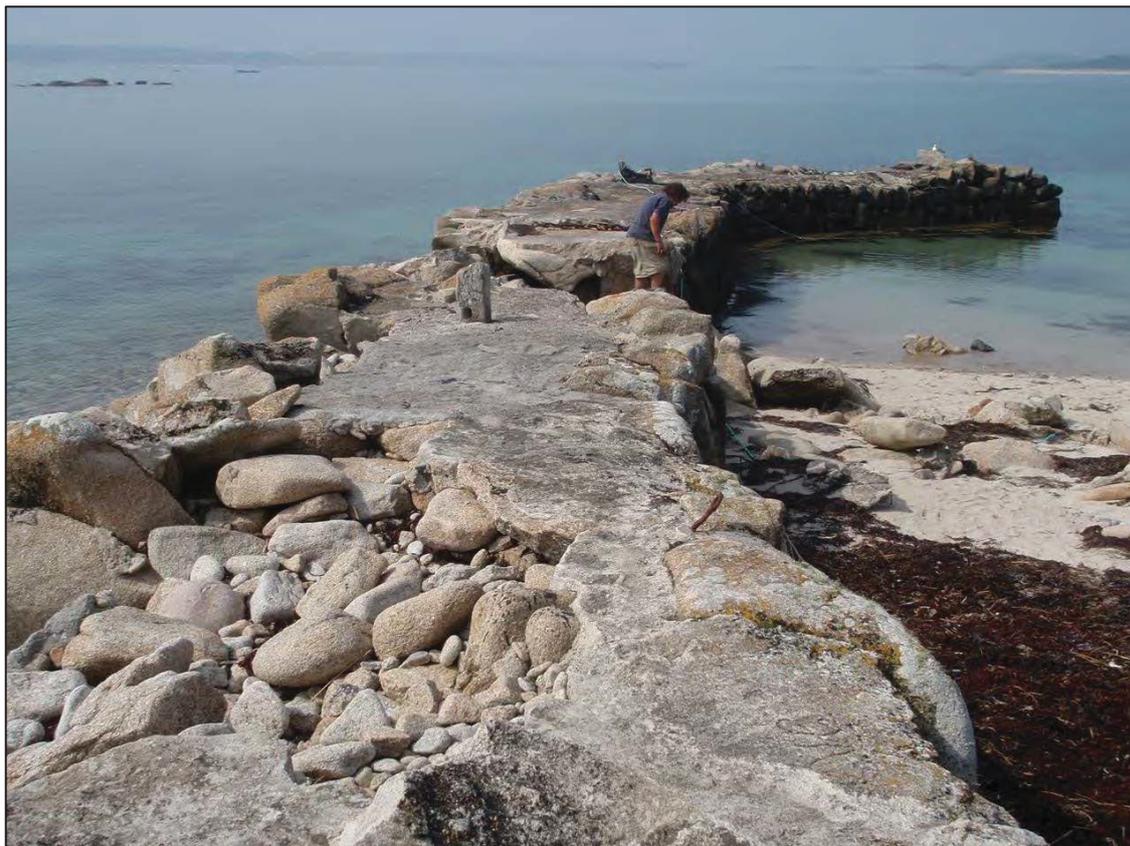


Fig 25 Old Quay (site 13) showing the damage caused by storms in winter 2013/14, photographed in September 2014

6 Assessment of significance

In 2008, English Heritage published ‘Conservation Principles’, containing its framework and guidance for assessing the range of values pertaining to the historic environment (English Heritage 2008). This guidance identifies four main types of values: Evidential, Historical, Aesthetic and Communal and the following subsections present a preliminary assessment of the values and significance relating to Higher Town Quay’s harbour-related heritage.

6.1 Evidential value

—‘the potential of a place to yield evidence about past human activity’

Beneath the prefabricated concrete cladding of the latest refurbishment Higher Town Quay retains its historic structure with evidence for repairs and alterations over its lifetime.

Old Quay, although repaired with concrete and cement, appears to retain much of the original fabric of the outer walls. The boat houses/field barns and slipway at Old Quay all date from the later 19th century and are interesting examples of Scillonian vernacular building.

Taken together the two quays represent the historic development of quays on St Martin's. In terms of quay morphology in Scilly, medieval and earlier post-medieval quays tend to be curved in plan (e.g. Old Quay, Old Town Quay on St Mary's, and the Old Pier at St Mary's Harbour) while later post-medieval and modern quays tend to be straight, though sometimes kinked (e.g. Higher Town Quay, Carn Near onTresco and Porth Conger on St Agnes).



Fig 26 St Martin's pier by Jesse Mothersole c 1910 (Image courtesy of J Salmon Ltd).

6.2 Historic value

— *'the ways in which past people, events and aspects of life can be connected to the present (it tends to be illustrative or associative)'*

The islands' history revolves around the sea; for many people gig racing is an important way of connecting past with the present and 'Scilly is home to the largest surviving fleet of 19th century gigs. Today they are raced purely for pleasure, but their heritage remains very much a part of island life — from helping incoming ships to navigate the waters to smuggling and performing daring rescues' (Island Partnership 2016, 20). The oldest gig raced today is Bonnet which was once stored in the boathouses at the back of Par Beach.

There is a permanent exhibition of photographs illustrating island life past and present on St Martin's in the Methodist Chapel; these include many historic photographs of Old Quay, Higher Town Quay, Par Beach and the boat houses.

Higher Town Quay has strong associations with the island's flower industry and there are numerous historic photographs to illustrate this and other aspects of the quay's history and Par Beach, particularly in the Gibson collection.

Old Quay is quiet and usually deserted and is somewhere where people can connect with the island's maritime past.

6.3 Aesthetic value

— ‘the ways in which people draw sensory and intellectual stimulation from a place’

Nineteenth century commentators admired the aesthetic qualities of Higher Town Bay; Woodley (1822, 257–8) described the ‘pleasing’ picture when viewed from the sea and North (1850, 69) also found the prospect very interesting and beautiful. These qualities remain undiminished today and all the activity at Higher Town Quay takes place against the spectacular backdrop of the Eastern Isles. The scene is a popular subject for artists and photographers.

Old Quay is also in very beautiful setting and a favourite retreat for many people, the ramshackle boathouses, with their ad hoc repairs, and the old slipway add to the charm of the place.

6.4 Communal value

— ‘the meanings of a place for the people who relate to it or for whom it figures in their collective memory’



Fig 27 The men of St Martin’s who built the new Quay at Higher Town Bay after the previous pier was destroyed by a storm in the late 1880s, photographed by Alexander Gibson. There is an enlarged copy of the photograph in the Isles of Scilly Museum and the men’s with the men’s names: back row, left to right, Timothy Ashford, Stephen Jenkins, Phil Ashford, Luke Woodcock, Stephen Ashford, Tom Kessell; middle row, left to right, Thomas Goddard, Douglas Skinner, William Ashford, Stephen Ellis, Alfred Jenkins, Christopher Ellis; front row, left to right, William Henry Woodcock, Joe Hicks, Billy Duff Woodcock (© Gibson Collection).

On all the off islands the quay is the focal point and Higher Town Quay is no exception to the rule. Here launches come in season to collect the flower consignments, deliver the foodstuffs and mail and in summer discharge boatloads of visitors (Mumford 1972, 203). Higher Town Quay is a special place for many people, islanders and tourists alike.

Visitors arrive and depart here for short day trips and longer holidays on the island with all the stores of memories created on each visit.

The island's quays and their history have a special place in the heart of St Martin's people, 'Islanders also get together to repair the Old quay when necessary. It is the Island's original quay, built by Islanders, and although little used nowadays we have not been prepared to 'let it wash away'. It is part of our history as is New Quay, also built and renovated over the years by Islanders' (Fig 27; Perkins 2014, 24).

7 Summary of recommendations

As mentioned above there has not been a Historic Environment Planning Advice Officer/Field Advisor for the Isles of Scilly since 2011. Ratification of a consultancy contract to fulfil these services has been stalled since spring 2013 and this situation needs to be resolved as matter of urgency.

This is crucial because the expertise present in Local Authority HE-advisory staff is needed to engage in the discussions surrounding the change of governance of St Mary's Harbour to ensure the relevant bodies are fully appraised and where possible take account of the conservation values of the St Martin's quays and the other quay structures on the islands.

Old Quay is looked after by the islanders; a historic building record should be made of the quay to ascertain how much of the historic fabric survives and to inform future management. Designation as such is not recommended but it should be included on any Local List.

There is an active Community Archaeology Group in Scilly and there is potential for the Group to use the Smartphone app, currently being piloted by Cornwall Council with the Neighbourhood Group in the St Austell Conservation Area, to undertake Local List Surveys, Buildings at Risk Surveys and Condition Surveys. This should be discussed with the Council of the Isles of Scilly.

Where work is subject to the planning process it will be considered within the context of the NPPF and may be subject to relevant conditions. Where there are conditions attached to any planning, listed building or conservation area approval or any other relevant approval requiring archaeological investigation and recording then this work is funded by the applicant as it is not supplied by the local planning authority. Similarly outside the planning system any investigation will require funding.

Par Beach is one of a number of locations around the shoreline of Scilly where intertidal 'peat' deposits can be found containing organic material and preserved pollen and plant microfossils which have the potential to provide valuable information on coastal change and the vegetational history of the islands. The central part of the beach is a Scheduled Monument (NHLE 1018116). The cliffs to both sides of Old Quay and the small fields behind have produced evidence of Mesolithic flintworking and Neolithic settlement (Anderson-Whymark *et al* 2015). The potential for the survival of buried features and palaeoenvironmental deposits should be considered if any ground disturbance is planned in the study area and appropriate provision should be made for assessment and recording.

As with all of Scilly, the study area is a Conservation Area (CA). CA is a spatially-focussed designation and offers an opportunity to recognise and conserve the spatial qualities that contribute to the character of Old Quay and Higher Town Quay. Future CA Appraisal and Review should take particular account of the present historic character of the study area as discussed in this report and the sources it draws on.



Fig 28 Old Quay in September 2014.

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