


PDZ:18	Isles of Scilly	Management Area 42 Management Area 43 Management Area 44 Management Area 45 Management Area 46
<div style="text-align: right; margin-bottom: 10px;">St Martin's from the air</div> 		
<p>Isles of Scilly</p> <p>The Isles of Scilly is an archipelago of around 140 islands that emerge from the Atlantic around 45km west of Land's End, formed from the remnants of an upstanding granite landform linked to Cornwall. Of the 140 islands the five main inhabited islands are considered within the SMP and this Policy Development Zone area. These islands are:</p> <ul style="list-style-type: none"> • St Mary's • Treco • Bryher • St Martin's • St Agnes <p>The very location of Scilly makes it a unique place to live or to visit. All of the islands display an extremely strong sense of community and this cohesion and sense of identity within the local population could be seen as one of Scilly's greatest assets.</p>		

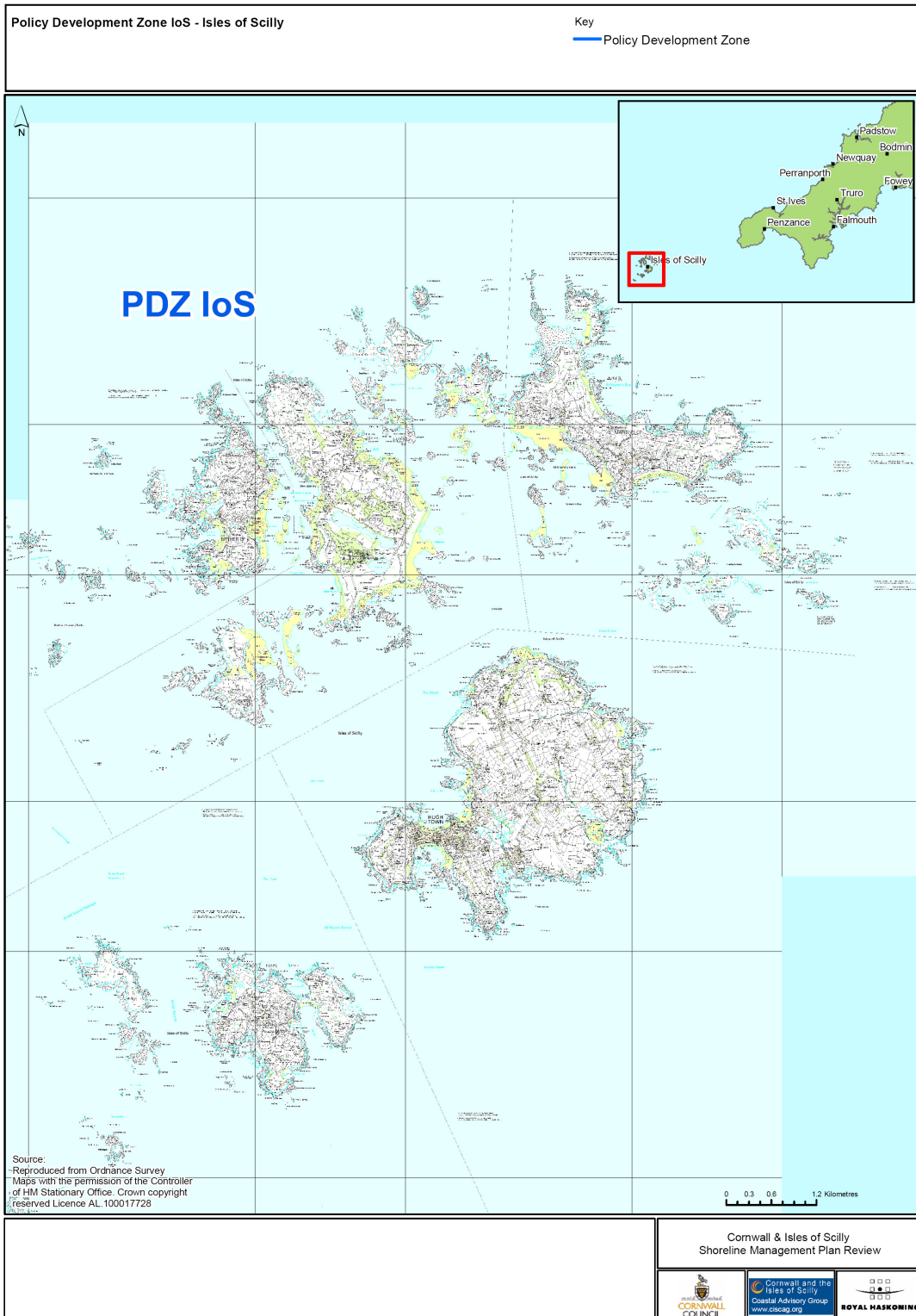
The archipelago combines areas of wild, exposed coastline, open to the full energy of the Atlantic, with extremely sheltered nearshore areas of white sand and shallow blue seas more reminiscent of a tropical location than the UK. The entire archipelago is owned by the Duchy of Cornwall although there are residential parts of St Mary's which are held by private landowners and the Island of Tresco is wholly leased to another organisation.

The largest inhabited island is St Mary's which is home to the main settlement of the islands, Hugh Town. Hugh Town is built for the most part on a sandy isthmus which connects the two granite islands that form St Mary's.

St Martins is the most northerly of the populated Isles of Scilly and lies 2.5km N-NE of St Mary's. It is surrounded by numerous smaller uninhabited islands and islets; particularly on its western and southern flanks.

Tresco and Bryher lie close to one another to the north-west of St Mary's. Numerous uninhabited islands and islets, including one of the large uninhabited islands, Samson, which is renowned for its archaeological interest, surround them. Bryher is more exposed than Tresco and its sheltered eastern shoreline has extensive sandy areas. The island of Tresco is to an extent managed separately from the other islands, under a long-term lease from the Duchy.

The most southerly of the inhabited Isles is St Agnes. Immediately to the east lies Gugh, a smaller island that is considered along with St Agnes as they are linked by coastal processes.



General Description

Built Environment

The largest island, **St Mary's** is dominated by Hugh Town, the main urban area within Scilly. Much of its development is located at or around sea level and this is obviously an area where future strategies for adaptation will be required. The main harbour and quay area is located at Hugh Town – this includes the docking point for the Scillonian ferry link with the mainland (Penzance). The main airport serving the Isles is located on Salakee Down, above Old Town (the second largest settlement on St Mary's) and the Lower Moors area. Much of the rest of St Mary's is sparsely populated and rural, with flower cultivation the main focus.



The population of **St Martin's** is small, with three areas of residential development existing at Higher Town, Middle Town and Lower Town, along the south-western shore of the island. New Grimsby and Old Grimsby are the principal areas of residential development on the island of **Tresco**, though there is no motorised vehicle infrastructure on the Island. The principle developed areas on **Bryher** are at The Town and Great Popplestones. The main settlements on **St Agnes** are Higher Town and Lower Town.







Heritage

The historic environment is of great importance to Scilly with scores of Scheduled Monuments (238 in total), reflecting century's of inhabitation upon the Islands. Large areas of the five inhabited islands are also scheduled for their nationally important archaeology, much of which lies within coastal or intertidal locations.

The Garrison area upon St Mary's is one of the key sites managed by English Heritage within the entire wider SMP area. Also on St Mary's there are the remains of Old Town harbour and the historic church. Abbey



<p>Gardens on Tresco is a registered Historic Park and Garden. Across all of the Islands there are numerous Bronze Age barrows, chambered cairns, prehistoric settlement sites and field systems, some of which are submerged, and many under threat of coastal erosion. There are also numerous intertidal peat deposits.</p> <p>The Isles of Scilly have the highest density of Scheduled Monuments within any Local Authority area within the UK. As a discrete area they also have the highest number of Scheduled Monuments at risk from coastal erosion in the entire South West Region. A strategy which can address the coastal change impacts on heritage assets needs to be taken forward as a priority.</p>	
<p>Environment and Nature Conservation</p>	
<p>The fact that the whole Isles of Scilly archipelago is recognised at European level as a Special Area of Conservation (SAC) underlines the huge importance of the natural environment, and the recognition that the coastline and the very location of the islands is what makes Scilly such a unique place. Further designations include the Isles of Scilly SPA and Ramsar designations. There are also a great number of SSSI designations spread across the Isles, listed below:</p> <ul style="list-style-type: none"> ▪ Watermill Cove SSSI, ▪ Higher Moors & Porth Hellick Pool SSSI, ▪ Lower moors SSSI, ▪ Penninis Head SSSI, ▪ Porthloo SSSI; ▪ St Helen's SSSI; ▪ Tean SSSI; ▪ Porth Seal SSSI; ▪ White Island SSSI; ▪ St Martin's Sedimentary Shore SSSI; ▪ Plains & Great Bay SSSI; ▪ Eastern Isles SSSI; ▪ Shipman Head & Shipman Down SSSI; ▪ Norrard Rocks SSSI; 	 

<ul style="list-style-type: none"> ▪ Pool of Bryher & Popplestone Bank SSSI; ▪ Rushy Bay & Heathy Hill SSSI; ▪ Samson SSSI; ▪ Pentle Bay, Merrick & Round Islands SSSI; ▪ Great Pool SSSI; ▪ St Helen's SSSI; ▪ Annet SSSI; ▪ Gugh SSSI; ▪ Big Pool SSSI ▪ Browarth Point SSSI; ▪ Wingletang Down SSSI; ▪ Western Rocks SSSI; 	
<p>Recreation and Amenity</p>	
<p>Tourism is essential to the Isles of Scilly economy, generating an estimated 85% of income. Some core recreational activities are closely linked with the Isles, including bird watching, pilot gig racing, diving, and walking, visiting heritage sites and off island tours.</p>	
<p>Key Values and Drivers</p>	
<p>The resident's pride of being Scilly Islanders and the huge sense of belonging to a unique community cannot be understated. Dealing with the everyday risks associated with their exposed location in the Atlantic Ocean is an integral (and relished) part of daily life. With tourism being so essential to the economy, pride in the appearance and general tranquil 'feel' to the islands is inherent within the community.</p> <ul style="list-style-type: none"> • Interaction of the Island's with the sea and shore for the necessities of everyday life • Hugely significant value of tourism to the Island's economy • Impacts of sea level rise and natural processes which will change the very shape and nature of the shoreline • Connectivity to the mainland for essential services and for tourism • The identity of communities and the Island's themselves • Potable water resources and impacts from sea level rise (particularly for St Agnes) • Environmental designations and the view of Scilly as a 'Marine Park'. <p>Whilst shoreline management policies can attempt to manage overtopping and erosion risks to freshwater supply areas, they can not control other issues such as exceedance events, percolation through banks or saline intrusion though bedrock. These potential issues need to be considered in more detail as part of an overall strategy into freshwater supply for the entire archipelago.</p> <p>Tourism is essential to the Isles of Scilly economy, generating an estimated 85% of</p>	

income. Traditional activities of agriculture, horticulture and fishing also contribute directly to the economy, and through contributing to the landscape and human activity that tourists want to see. Flower farming is a primary source of income to Scilly and the narrow fields with high boundary hedges create a unique rural mosaic within the inner hinterland of each island.

The very high density of scheduled monuments and heritage sites is a key value within the Isles. The high level of erosion risk to many sites, particularly on the more sparsely populated islands needs to be considered as an important driver of policy and a strategy to deal with coastal change impacts on heritage assets is seen as a priority.

PDZ Management Intent

The high-level intent on Scilly must be based upon providing a framework of management which will support the adaptation of all island communities to the changing coastal conditions and developing their resilience to the impacts of climate change. However the techniques employed in doing so must be sensitive to the wider aspirations of bodies such as Natural England and the Wildlife Trust in managing the archipelago much as a fragile Marine Park eco-system.

These need to address both adaptations of current natural and man-made coastal defence systems, as well as planning for events that exceed the capacity of these systems.

Long-term strategies for adaptation of the populated areas to sea level rise (particularly at Hugh Town) need to be established. Managing these on-going, gradual pressures whilst protecting the very unique character of the islands which attracts both residents and visitors alike, is paramount. At the same time, planning for the impacts of a an extreme event which could present extreme flood risk, risk to life and potential damage to assets over one or two tidal cycles will be an essential part of the overall management approach.

There are therefore, significant coastal changes predicted for St Mary's that require Land Use Planning changes. To support the control, review and delivery of the planning response, a suitable Coastal Change Management Area should be defined that includes the Porthcressa, Portmellon, and Porth Hellick areas as a minimum, but may need to take in the whole island in order to be effective. This will need to be informed by a Flood and Coastal Management Strategy for the Isles of Scilly.

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Physical Coastal Processes (further details are provided in Appendix C)

The **Isles of Scilly** are located to the south-west of Lands End and separated geographically from mainland Cornwall by approximately 40km of open sea. Late Carboniferous wrench faulting running 155 degrees to 335 degrees around 10km offshore of Lands End (BGS, 1990) also separates them geologically from the mainland.

This geographical distance that separates the islands from Cornwall (and the significant depth of water in between) dictates that there are no physical process links with the mainland. Therefore although being addressed within the same SMP, Scilly needs to be treated as an entirely individual area. It does have some characteristics in common with the mainland – these mainly relate to the high wave energy climate and the resistant geology type. Sediment links between the islands themselves are limited – the main influence and control they exert on one another is the shelter they provide against extreme offshore wave heights from certain directions.

There are over 140 islands and islets within the archipelago. Most are small and uninhabited. This process unit includes the five populated islands within its assessment, i.e. St Mary's; St Martin's; Tresco; Bryher and St Agnes.

TIDE AND WATER LEVELS (mODN)

Location	LAT	MLWS	MLWN	MHWN	MHWS	HAT	Neap range	Spring range	Correction CD/ODN
Lands End	-	-2.39	-	-	2.81	-	-	5.2	-2.91
St Mary's	-	-2.21	-0.91	1.39	2.79	3.39	-	5.0	-2.91 (local datum)

Extremes(mODN)

Location:	1:1	1:10	1:25	1:50	1:100	1:200	1:500	1:1000
Lands End	3.30	3.49	3.59	3.65	3.75	3.82	3.92	4.00
Falmouth	3.03	3.30	3.43	3.50	3.63	3.72	3.85	3.96

Wave Climate

St Mary's is extremely exposed to Atlantic waves and swell from westerly, southerly and easterly directions. It is sheltered from most north-westerly waves. The annual 10% exceedance wave height is likely to be around 3.0 - 3.5m. The wave climate is extremely influential in all aspects of risk assessment at the coastline.

St Martins is exposed to waves and swell from the north-west, north and north-easterly directions. It is very sheltered along its south and south-west facing shorelines – subsequently this is where beaches of fine sediment have become well established. The annual 10% exceedance wave height offshore of its north coast is likely to be around 3.0 - 3.5m.

Tresco is mostly sheltered from the extremes of the Atlantic wave climate along all but its northern facing shoreline. Bryher exhibits more exposure, particularly along its strongly indented west coast. The annual 10% exceedance wave height offshore to the north-west is likely to be around 3.0 - 3.5m.

St Agnes is very exposed to the Atlantic wave climate from most directions, although uninhabited islands and islets lying to the west provide some shelter from straight west swells. . The annual 10% exceedance wave height offshore is likely to be around 3.0 - 3.5m.

The extremely influential nature of the wave climate dictates that a consistent approach to the monitoring of the wave climate is highly desirable. Ascertaining the fundamental characteristics of the wave climate approaching from the west and the south south-east is of primary concern. The deployment of two waverider buoys, one positioned due west of Hugh Town and the Garrison and one to the south-east of Porthcressa and Old Town Bay would capture the essential characteristics from these two important directions and would at least provide a representative measured wave climate record for the other island frontages

The mean spring tidal range at St Mary's is 4.9m. Tidal currents, whilst not as influential as the wave climate in dictating shoreline morphology, can attain significant velocities where they flow in the narrower channels between islands.

PROCESSES

Control Features:

St Mary's is formed from the single granite rock type present across the whole archipelago. Although the single rock type has produced a uniform type of morphology around St Mary's coastline, control is exerted on most of the beaches by small outcropping granite islands. Examples of these are Taylor's Island and Newford Island to the north and south of Porthloo Beach; Rat Island to the north-west of Town Beach and Tolls Island to the north of Pelistry Bay. These features provide shelter to the shoreline from waves from certain directions and actively encourage the entrapment and accumulation of sediment in their lee, forming tombolas (sand spits), which join them to the shoreline.

St Martin's is composed entirely of granite, with overlying blown sand and head (ram) deposits. Prominent headlands exist around the island at The Porth, Cruther's Hill and St Martin's Head.

Tresco and Bryher result from of the presence of the granite batholith from which the whole Scilly archipelago formed.

As with all the islands, St Agnes and Gugh is granite, with head and sand accumulations present in some areas.

Existing Defences:

A number of defence structures, including seawalls, embankments and revetments are located at the back of beaches around St Mary's. Several of these schemes were put into place following severe winter storms and flooding/erosion that occurred during 1989/1990. Substantial quay and harbour walls are located on the north side of Hugh Town.

No formal sea or coastal defence structures exist on St Martins. There are however a

number of local quays and slipways on the more inhabited south / south-west side of the island.

Tresco has defences in place at New Grimsby (rock armour revetment) and Appletree Bay, to prevent erosion affecting properties. Defences exist in several areas on Bryher, all are designed to prevent erosion of the sand dunes (and hence prevent flooding of the lower-lying hinterland).

There are a number of discrete lengths of revetment and embankment located at the back of the beaches in the aforementioned lower-lying areas.

Processes:

The pattern of sediment transport around St Mary's tends to be from north to south (Futurecoast, 2002) in response to tidal currents. Wave energy drives transport from the west and east – this can tend to counteract the tidal current transport. There is however generally no dominant direction of net movement, due to the Islands exposure to waves and currents from all directions.

Locally, sediment tends to be moved onshore in response to both wave and tide forcing. This tends to be in the form of larger coarser particles, while finer sediments tend to be moved offshore and lost to the system, due to the high-energy environment (Futurecoast, 2002).

The northern tip of St Mary's, Bar Point, has a significant sub-tidal bar (Crow Bar) extending out from it in north-westerly direction. This bar is a focus for nearshore wave and tidal transport.

There is generally no dominant direction of net movement on St Martin's, due to the Islands exposure to waves and currents from all directions. However net accumulation of finer sediments is evident along the sheltered south and south-western shores where significant beaches have formed.

Net accumulation of finer sand and sediments is evident along the sheltered shores of Tresco, along its east, south and west coasts, where significant beaches have formed. Bryher displays beaches along its sheltered east coast.

Sediment accumulations exist on St Agnes around Periglis Cove, Porth Conger and Porth Killer. There is generally no recognizable net trend for sediment transport, due to the exposure to waves and tidal currents from many directions. Periodically the sand bar between St Agnes and Gugh is washed away during storms but it re-forms during calmer periods in the same position.

Unconstrained Scenario:

Although unrealistic, because of the residual impact of defences, this scenario considers how the coast would evolve in the absence of defences.

The Isles of Scilly have a primarily hard, rocky coastline with a highly indented form due to the large number of granite headlands and nearshore islands creating local areas of shelter, resistance and entrapment of sediment. The granite exposures will remain resistant to

erosion dictating a general stability in the form of the coastline of the islands, helping to maintain the general form and behaviour of the coastline over the next century. However the lower-lying intertidal areas will be more sensitive to increases in sea level and any increase in wave energy received at the shoreline. These areas will become more vulnerable to overtopping, overwash or breach. Beaches that are constrained by the defended or developed nature of their backshore and immediate hinterland may be subject to erosion of the shoreface, lowering of beach levels and loss of intertidal area.

POTENTIAL BASELINE EROSION RATES

Base rates have been assessed from monitoring and historical data. The range of potential erosion is assessed in terms of variation from the base rate and sensitivity in potential sea level rise. The base rates provided below are taken as an average based on historical records. The rates are a composite value based on erosion of the toe and recession of the crest of the cliff and reflect the erosion rates following failure of defences.

(Sea Level Rise assumed rates: 0.06m to year 2025; 0.34m to year 2055; 0.96m to year 2105.)

Location	Historic recession rate (lower) (m/100 yr)	Historic recession rate (upper) (m/100 yr)	Projected 100 year erosion rate (lower) (m)	Projected 100 year erosion rate (upper) (m)	Notes
Old Town, St Mary's	10	20	17	37.8	
Downderry, St Mary's	20	20	22.9	36.2	Rocky shoreline/low cliff
Porthloo, St Mary's	10	15	15.2	28.4	
Maypole, St Mary's	10	20	11.5	36.2	
Gugh, St Agnes	-	-	5.6	14	low-lying rocky shoreline
Lower Town, St Agnes	8	12	11.4	20.8	
The Town, Bryher	12	12	13.8	21.7	
Middle Carn, Bryher	22	32	21.1	30.7	
Bryher	19	29	23.1	39.9	
East coast of Tresco	15	15	21.8	33	
Skirt Island, Tresco	13	17	18.1	30.3	
Abbey Wood, Tresco	0	20	12.8	43.3	
New Grimsby, Tresco	30	30	34.4	54.4	shoreline backed by road
Chapel Down, St Martins	15	15	18.1	23.7	
Higher Town, St Martins	27	33	30.9	59.8	

BASELINE MANAGEMENT SCENARIOS

PRESENT MANAGEMENT

Present Management is taken as that policy defined by SMP1, modified by subsequent strategies or studies. It should be noted that both in the case of SMP1 and that of many of the strategies undertaken before 2005, the period over which the assessment was carried out tended to be 50 years.

References:

SMP1		
MU	LOCATION	POLICY
A1	Tol Tuppens to Kittern Rock	Do nothing
A2	Kittern Rock to The How	Do nothing
A3.1	The Hoe to The Bar	Do nothing
A3.2	The Bar	Do nothing
A3.3	The Bar to Tol Tuppens	Do nothing
A4.1	Kallimay Point to the Jetty	Do nothing
A4.2	The Jetty to The Bar	Hold the Line
A5	The Bar to Tean Plat Point	Do nothing
A6	Tean Plat Point to Long Point	Do nothing
A7	Long Point to Perigilis Slips	Do nothing
A8.1	Periglis Slips to Ginamoney Carn	Do nothing
A8.2	Ginamoney Carn to Browarth Point	Hold the Line
A8.3	Browarth Point	Do nothing
A8.4	Browarth Point to Kallimay Point	Hold the Line
B1.1	Great Porth North	Hold the Line
B1.2	Stinking Porth	Do nothing
B1.3	Gweal Hill	Do nothing
B1.4	Great Popplestones	Hold the Line
B1.5	Little Popplestones	Hold the Line
B1.6	Popplestones Brow	Do nothing
B2.1	Popplestones Brow to Hangman Island	Do nothing
B2.2	Kitchen Porth	Do nothing
B2.3	Post Office to The Bar	Do nothing
B3.1	The Bar to the Quay	Do nothing
B3.2	Southward	Do nothing
B3.3	The Brow to Works Point	Do nothing
B4	Works Point to Great Carn	Retreat the Line
M1.1	The Mermaid Wall	Hold the Line
M1.2	The Quay	Hold the Line
M1.3	The Quay to Custom House	Hold the Line

M1.4	Custom House to Carn Thomas	Hold the Line
M2	Porth Mellon	Hold the Line
M3	Porth Thomas	Do nothing
M4	Porth Loo	Retreat the Line
M5	Taylor's Island	Do nothing
M6	Innisidgen to Porth Hellick Point	Do nothing
M7	Porth Hellick	Hold the Line
M8	Salakee Down	Do Nothing
M9	Porth Minick	Hold the Line
M10	Tolman Point	Do Nothing
M11	Tolman Point to Old Town Slip	Do Nothing
M12	Old Town Slip to Old Church	Hold the Line
M13	Old Church to Carn Leh	Do Nothing
M14	Carn Leh to Playground	Do Nothing
M15	Playground to Slipway	Hold the Line
M16.1	Slipway to Little Carn	Hold the Line
M16.2	Little Carn to Sally Port	Hold the Line
M17	Sally Port to The Quay	Do Nothing
N1	Tean Sound	Do Nothing
N2	St. Martin's Bay	Do Nothing
N3	St. Martin's Flats	Do Nothing
N4	Middle Town	Do Nothing
T1	New Grimsby	Hold the Line
T2	Castle Down	Do Nothing
T3.1	Island Hotel	Hold the Line
T3.2	Old Grimsby	Do Nothing
T4	Rushy Point	Do Nothing
T5	South Beach/Pentle Bay	Advance the Line
T6	Appletree Bay	Advance the Line
T7	Tresco Flats	Retreat the Line

Economic Assessment

The following table provides a brief summary of damages determined by the SMP2 analysis for the whole PDZ. Further details are provided in Appendix H. Where further, more detailed information is provided by studies, this is highlighted. The table aims to provide an initial high level assessment of potential damages occurring under the two baseline scenarios. The damages for each epoch are current values. These are discounted to give present values in the final column.

ASSESSMENT OF EROSION DAMAGES

Epoch	0 -20 year		20 – 50 years		50 – 100 years		Total	
	Number of properties	Present Value x £1000	Number of properties	Present Value x £1000	Number of properties	Present Value x £1000	Number of properties	Present Value Damages (£x1000)
PDZ5	0	0	12	794	39	579	51	1373

ASSESSMENT OF POTENTIAL FLOOD RISK

Epoch	Flood risk tidal 2025		Flood risk tidal 2055		Flood risk tidal 2105		Total	
	Number of properties	Present Value x £1000	Number of properties	Present Value x £1000	Number of properties	Present Value x £1000	Number of properties	Present Value Damages (£x1000)
PDZ5	3	49	3	26	33	64	33	139

PDZ 18: Isles of Scilly Management Area Statements

PDZ 18 has been sub-divided into 4 principal management areas, these being:

MA42 – St Mary’s

Covering previous SMP1 management units:

M1.1	The Mermaid Wall
M1.2	The Quay
M1.3	The Quay to Custom House
M1.4	Custom House to Carn Thomas
M2	Porth Mellon
M3	Porth Thomas
M4	Porth Loo
M5	Taylor’s Island
M6	Innisidgen to Porth Hellick Point
M7	Porth Hellick
M8	Salakee Down
M9	Porth Minick
M10	Tolman Point
M11	Tolman Point to Old Town Slip
M12	Old Town Slip to Old Church
M13	Old Church to Carn Leh
M14	Carn Leh to Playground
M15	Playground to Slipway
M16.1	Slipway to Little Carn
M16.2	Little Carn to Sally Port

MA43 – St Martin’s

Covering previous SMP1 management units:

N1	Teon Sound
N2	St. Martin’s Bay
N3	St. Martin’s Flats
N4	Middle Town

MA44 – Tresco

Covering previous SMP1 management units:

T1	New Grimsby
T2	Castle Down
T3.1	Island Hotel
T3.2	Old Grimsby
T4	Rushy Point
T5	South Beach/Pentle Bay
T6	Appletree Bay
T7	Tresco Flats

MA45 – Bryher

Covering previous SMP1 management units:

B1.1	Great Porth North
B1.2	Stinking Porth
B1.3	Gweal Hill
B1.4	Great Popplestones
B1.5	Little Popplestones
B1.6	Popplestones Brow
B2.1	Popplestones Brow to Hangman Island
B2.2	Kitchen Porth
B2.3	Post Office to The Bar
B3.1	The Bar to the Quay
B3.2	Southward
B3.3	The Brow to Works Point
B4	Works Point to Great Carn

MA46 – St Agnes and Gugh

Covering previous SMP1 management units:

A1	Tol Tuppens to Kittern Rock
A2	Kittern Rock to The How
A3.1	The Hoe to The Bar
A3.2	The Bar
A3.3	The Bar to Tol Tuppens
A4.1	Kallimay Point to the Jetty
A4.2	The Jetty to The Bar
A5	The Bar to Tean Plat Point
A6	Tean Plat Point to Long Point
A7	Long Point to Perigilis Slips
A8.1	Perigilis Slips to Ginamoney Carn
A8.2	Ginamoney Carn to Browarth Point
A8.3	Browarth Point
A8.4	Browarth Point to Kallimay Point

Within these areas a summary of policy is provided below. Management Areas statements are provided in the following sheets.