

<b>Location reference:</b>	<b>St Mary's</b>
<b>Management Area reference:</b>	<b>MA42</b>
<b>Policy Development Zone:</b>	<b>PDZ18</b>



PREFERRED POLICY TO IMPLEMENT PLAN:	
<b>From present day (0-20 years)</b>	NAI along the undefended cliffs and coves. Generally HTL along current defended frontages and closely monitor cliff recession rates, beach levels, widths and slope changes.
<b>Medium term (20-50 years)</b>	NAI along the undefended cliffs and coves. Continue to HTL around Quay and Town Beach frontage. Adapt and realign the Old Town, Porth Cressa and Porth Mellon and Porth Loo frontages.
<b>Long term (50 -100 years)</b>	NAI along the undefended cliffs and coves. Continue to HTL along the Quay but look to realign and adapt the Town Beach frontage from the quay to Thomas Porth. Continue to adapt and realign the Old Town, Porth Cressa and Porth Mellon and Porth Loo frontages.

#### SUMMARY OF SPECIFIC POLICIES

Policy Unit		SMP1 Policy	SMP2 Policy Plan			Comment
		50 yrs	2025	2055	2105	
42.1	The Mermaid Wall	Hold the line	HTL	HTL	HTL	This part of the quay is integral to the continued shelter of the remainder of the Town Beach frontage. The preferred policy would be to continue with a policy of holding the line, at least while economic justification remains.
42.2	The Quay	Hold the line	HTL	HTL	HTL	This part of the quay is also integral to the continued shelter of the remainder of the Town Beach frontage. There is little scope to realign the defence but its continued presence is accounted for in the management approach to other parts of the frontage. For that reason, (in addition to its historic value and overall importance to the economic well being of St Mary's) the preferred policy would be to continue with a policy of holding the line, at least while economic justification remains.
42.3	The Quay to Custom House	Hold the line	HTL	HTL	<b>MR</b>	Increasing pressure upon this part of the frontage may dictate that a longer term accommodation of rising sea levels is made – this may be done through realignment of the existing defence line. The erosion mapping indicates some pressure on the frontage but its sheltered nature means it is under less pressure than the Porthcressa frontline defences.
42.4	Custom house to Carn Thomas	Hold the line	HTL	HTL	<b>MR</b>	As with the previous policy unit frontage, a longer term realignment to accommodate rising sea levels and address the increasing risk factors is likely to be necessary.
42.5	Porth Mellon	Hold the line	HTL	<b>MR</b>	<b>MR</b>	Significant pressure on the Thomas Porth frontage from sea level rise and increasing storminess dictate that a careful management approach is required. The hinterland behind is low-lying and provides a route for flood waters into the Lower Moors area. Therefore the future management strategy needs to accommodate the increases in sea level rise and avoid coastal squeeze and foreshore narrowing where possible but at the

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						same time realignment beyond epoch 1 needs to consider management of the increasing flood risk.
42.6	Thomas Porth	Do nothing	NAI	NAI	NAI	Risks from erosion and flooding are indicated to be limited at Thomas Porth. Continuation of the SMP1 policy to manage the frontage under a non-interventional approach would be suitable into the long term. Would satisfy objectives relating to the AONB and Heritage Coast designations.
42.7	Porth Loo	Retreat the line	NAI	MR	MR	No active intervention should be a suitable approach at Porth Loo during epoch 1, but given the local importance of the Porth Loo Lane for access to properties, it is likely to be necessary to consider realignment of the road beyond epoch 1, when erosion risks start to pose a more significant risk to the route. Would satisfy objectives relating to the AONB and Heritage Coast designations.
42.8	Taylor's Island to Innisidgen	Do nothing	NAI	NAI	NAI	The assessment of erosion risks indicates that there may generally be up to 15m of cliff line recession along the frontage from Taylors Island to Bar Point. This may increase by up to another 15m for the section running from Bar Point to Blockhouse Point. This is likely to result in the loss of the current coastal path route and possibly affect local access points to beaches and private boathouses. It is not considered necessary to undertake any protection of the is frontage, as pathways can be re-routed and other risks relate to non-residential assets, therefore a no active intervention approach is preferred. Would satisfy objectives relating to the AONB and Heritage Coast designations.
42.9	Innisidgen to Porth Hellick Point	Do nothing	NAI	NAI	NAI	Erosion rates along the Innisidgen to Porth Hellick frontage are expected to be lower than for those along the previous frontage length, apart from the Pelistry Bay and Porth Wreck sections, where recession may be 15-20m at the rear of the beaches. Again there is very little at risk, other than two sections of the coastal path (which can be re-routed). A continuation of the no active intervention policy is preferred. Would satisfy objectives relating to the AONB and Heritage Coast designations.
42.10	Porth Hellick	Hold the line	HTL	MR	NAI	Porth Hellick provides a route through which storm surge and wave overtopping driven flooding can inundate a significant area adjacent to Carn Friars Farm and the Higher Moors (also affecting Carn Friars Lane). However holding the defence in its current position will become increasingly unsustainable beyond epoch 1. Given that the embankment provides defence only to a low-lying wet area, consideration should be given to realignment of the embankment to provide an area of managed realignment, providing opportunity for new intertidal habitat in the longer term and accommodation of sea level rise, preventing coastal squeeze pressures building along the Porth Hellick frontage. Would satisfy objectives relating to the AONB and Heritage Coast designations.
42.11	Salakee Down	Do nothing	NAI	NAI	NAI	No risks have been identified for Salakee Down, with little recession anticipated. Therefore this is seen as a stable, low-risk frontage with no requirement for intervention. Would satisfy objectives relating to the AONB and Heritage Coast designations.

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42.12	Porth Minnick	Hold the line	HTL	MR	MR	Porth Minnick has historically been breached with subsequent inundation of the area behind, adjacent to Old Town. The current revetment defends against this occurring again but will come under increasing pressure from sea level rise. It may be sustainable to maintain the revetment in position for the short term (epoch 1) but erosional pressure will increase continually. To no longer defend the rear of the beach and allow unchecked recession to occur will significantly increase the risk of future inundation of Old Town around Tolman Carns. The preferred option would be to undertake some realignment of the defence to prevent excessive coastal squeeze developing but to maintain a standard of protection appropriate to the level of risk. Economic justification for expenditure may be more difficult into the future and the entire Old Town settlement is likely to be subject to increasing risk during epochs 2 and 3.
42.13	Tolman Point	Do nothing	NAI	NAI	NAI	Some recession of the low ram cliffs would be expected along this frontage, but no risks identified other than to the coastal footpath – therefore a no active intervention approach is preferred at least in the short to medium term, with monitoring of cliff recession as part of that approach. Would satisfy objectives relating to the AONB.
42.14	Tolman Point to Old Town Slip	Do nothing	NAI	NAI	NAI	Some recession of the low ram cliffs would be expected along this frontage, perhaps as much as 20m over 100 years. This may indicate some risk to isolated built assets within epoch 3, however a no active intervention approach is preferred at least in the short to medium term, with monitoring of cliff recession as part of that approach. Sediment inputs from the eroding low cliffs are locally important to the Old Town beach frontage so this has to be considered. Would satisfy objectives relating to the AONB and Heritage Coast designations.
42.15	Old Town Slip to Old Church	Hold the line	HTL	MR	MR	Significant erosional pressure plus inundation risk of the low-lying hinterland (Lower Moors) between Old Town and Porth Mellon dictate that this is one of the most pressurized frontages on Scilly. Old Town Road which runs immediately behind the beach for some 150m also provides the main link route between Hugh Town and St Mary's airport. The Old Church may be at risk during epoch 2 and beyond. It is recommended to hold the line in the short term in order to monitor further rise in sea level and changes in the beach morphology but in the longer term it will be necessary to realign the route (or upgrade an alternative route) and consider the controlled roll back of the defences.
42.16	Old Church to Carn Leh	Do nothing	NAI	NAI	NAI	Some recession of the low ram cliffs would be expected along this frontage – up to 30m perhaps over 100 years, but no risks identified other than to the coastal footpath – therefore a no active intervention approach is preferred, with monitoring of cliff recession as part of that approach. Would satisfy objectives relating to the AONB and Heritage Coast designations.
42.17	Carn Leh to Playground	Do nothing	NAI	NAI	NAI	The more resistant shoreline running from Carn Leh to the playground at Porthcressa is expected to undergo very little change over 100 years, with little in the way of erosion anticipated. An ongoing no active intervention policy is preferred. Would satisfy objectives relating to the AONB and Heritage Coast designations.

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42.18	Playground to Slipway (Porthcressa)	Hold the line	HTL	NAI	NAI	Significant erosion would be expected under the NAI policy, however with little development or assets immediately at risk, economic justification for holding the line may become difficult. It may be necessary to move to a no active intervention policy. The sediment inputs from the eroding cliffs would provide benefit of an important local sediment source to Porthcressa beach, helping to maintain the level of defence it provides to the rest of the frontage. Would satisfy objectives relating to the AONB and Heritage Coast designations.
42.19	Slipway to Little Carn	Hold the line	HTL	HTL (with localised MR)	MR	The Porthcressa frontage is generally pressurized, with residential development exposed to wave overtopping and inundation. The narrow intertidal zone is already likely to be subject to coastal squeeze effects and long term sustainability of the current shoreline position is unlikely. Holding the line in the short to medium term will allow further monitoring of the coastal squeeze impacts, particularly in terms of beach levels, and changes in the beach slope and width. Managed realignment of the defensive line is however likely to be required in the medium to longer term and this has obvious implications for residential property and some commercial property.
42.20	Little Carn to Sally Port	Hold the line	HTL	HTL (with localised MR)	MR	As above - holding the line in the short to medium term will allow further monitoring of changes in the beach slope and width. Managed realignment of the defensive line is however likely to be required in the medium to longer term.
42.21	Sally Port to the Quay (The Garrison)	Do nothing	NAI	NAI	NAI	It is generally concluded that there is little recession likely around the Garrison frontage. Therefore a no active intervention approach is preferred in the long term. However this does not preclude localised management taking place along the north-west shoreline to stabilise cliffs where the Garrison walls are threatened by localised undercutting of the cliffs, provided works do not create a linear transfer of wave energy along the north-east facing Garrison coastal section into the Well Battery area. Would satisfy objectives relating to the AONB and Heritage Coast designations.
Key: HTL - Hold the Line, A - Advance the Line, NAI – No Active Intervention MR – Managed Realignment						

PREDICTED IMPLICATIONS OF THE PREFERRED PLAN

Policy Unit		Theme				
		Property & Land Use	Nature Conservation	Landscape	Historic Environment	Amenity & Recreational Use
42.1	The Mermaid Wall	Property and land at erosion and flood risk would be maintained and the risks managed under the preferred plan.	The shoreline would continue to be modified by defences with natural coastal processes and nearshore habitats constrained.	Landscape would continue to be influenced by built defences and structures,	Lime kiln, blockhouse and wreck present, may be affected by longer term sea level rise and increased storminess.	The preferred plan would not affect existing patterns of recreational use. In the longer term sea level rise may affect beach access points and use of quays and slipways.
42.2	The Quay	Property and land at erosion and flood risk	The shoreline would continue to be modified by	Landscape would continue to be	The Quay is a listed historic structure and	The preferred plan would not affect existing patterns

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		would be maintained and the risks managed under the preferred plan.	defences with natural coastal processes and nearshore habitats constrained.	influenced by built defences and structures,	would be maintained under the preferred plan.	of recreational use. In the longer term sea level rise may affect beach access points and use of quays and slipways.
42.3	The Quay to Custom House	Property and land at erosion and flood risk would be maintained and the risks managed under the preferred plan. Hugh Street and Lower Strand maintained.	The shoreline would continue to be modified by defences with natural coastal processes and nearshore habitats constrained.	Landscape would continue to be influenced by built defences and structures,	Around 8 listed buildings along Hugh Street would be maintained under the preferred plan.	The preferred plan would not affect existing patterns of recreational use. In the longer term sea level rise may affect beach access points and use of quays and slipways.
42.4	Custom House to Carn Thomas	Property and land at erosion and flood risk would be maintained and the risks managed under the preferred plan. Lower Strand and Higher Strand maintained. Lifeboat Station maintained.	The shoreline would continue to be modified by defences with natural coastal processes and nearshore habitats constrained.	Landscape would continue to be influenced by built defences and structures,	Pillbox on Carn Thomas may be affected / lost.	The preferred plan would not affect existing patterns of recreational use. In the longer term sea level rise may affect beach access points and use of quays and slipways.
42.5	Porth Mellon	Realignment of the frontage would encroach onto the A3111 road and possibly Porthmellon industrial estate.	The shoreline and its habitats/processes would continue to be modified to an extent but this dependent on method of realignment employed.	Landscape would continue to be influenced to an extent by a modified frontage but generally the plan would support landscape values.	No implications	The plan would alter beach access etc but would not compromise the amenity value of the frontage and realignment would aim to prevent excessive coastal squeeze and subsequent loss of beach area.
42.6	Thomas Porth	Erosion to the rear of the beach would be expected but no implications for property.	Shoreline will be allowed to respond naturally to sea level rise. Generally the plan will support the objectives of the Isles of Scilly SAC.	Landscape value would be supported along with the objectives of the Isles of Scilly AONB.	No implications.	The preferred plan would not affect existing patterns of recreational use. In the longer term sea level rise may affect beach access points
42.7	Porth Loo	Realignment of the frontage may encroach onto the Porth Loo Lane along with 2 or perhaps	The shoreline and its habitats/processes would continue to be modified to an extent but this	Landscape would continue to be influenced to an extent by a modified	Findspots on the foreshore may be affected.	The plan would alter beach access etc but would not compromise the amenity value of the

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		3 properties or their boundaries.	dependent on method of realignment employed.	frontage but generally the plan would support landscape values.		frontage and realignment would aim to prevent excessive coastal squeeze and subsequent loss of beach area.
42.8	Taylor's Island to Innisidgen	No significant implications for property but coastal paths may be affected by cliff recession and cliff top horticulture may lose small areas to erosion.	Shoreline will be allowed to respond naturally to sea level rise. Generally the plan will support the objectives of the Isles of Scilly SAC.	Landscape value would be supported along with the objectives of the Isles of Scilly AONB.	Quays, slipways, boathouses and pillboxes are frequently found along this less populated frontage. Natural ongoing erosion will affect a number of these throughout the timescale of the SMP.	The preferred plan would not affect existing patterns of recreational use. In the longer term sea level rise may affect beach access points and cliff erosion affect coastal footpaths.
42.9	Innisidgen to Porth Hellick Point	Less impacts on cliff top land use due to lower rates of erosion. Erosion to the rear of Porth Wreck would be expected.	Shoreline will be allowed to respond naturally to sea level rise. Generally the plan will support the objectives of the Isles of Scilly SAC.	Landscape value would be supported along with the objectives of the Isles of Scilly AONB.	No significant implications.	The preferred plan would not affect existing patterns of recreational use. In the longer term sea level rise may affect beach access points.
42.10	Porth Hellick	Realignment would encroach on wetland.	Shoreline will be allowed to respond naturally to sea level rise. Generally the plan will support the objectives of the Isles of Scilly SAC.	Landscape value would be supported along with the objectives of the Isles of Scilly AONB.	Findspot and Cairn potentially at risk.	The preferred plan would not affect existing patterns of recreational use. In the longer term sea level rise may affect beach access points.
42.11	Salakee Down	No implications.	Shoreline will be allowed to respond naturally to sea level rise. Generally the plan will support the objectives of the Isles of Scilly SAC.	Landscape value would be supported along with the objectives of the Isles of Scilly AONB.	No implications	The preferred plan would not affect existing patterns of recreational use.
42.12	Porth Minnick	Realignment would encroach onto grassy fields of Old town. No implications for property, although flood and inundation risks will increase.	Shoreline will be allowed to respond naturally to sea level rise. Generally the plan will support the objectives of the Isles of Scilly SAC.	Landscape value would be supported along with the objectives of the Isles of Scilly AONB.	Findspot affected.	The preferred plan would not affect existing patterns of recreational use. In the longer term sea level rise and realignment of the frontage may affect beach access points.
42.13	Tolman Point	Limited loss of outbuildings due to	Shoreline will be allowed to respond naturally to sea	Landscape value would be supported	Tolman Carn affected / lost due to erosion.	No impacts.

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		erosion.	level rise. Generally the plan will support the objectives of the Isles of Scilly SAC.	along with the objectives of the Isles of Scilly AONB.		
42.14	Tolman Point to Old Town Slip	Limited loss of outbuildings due to erosion.	Shoreline will be allowed to respond naturally to sea level rise. Generally the plan will support the objectives of the Isles of Scilly SAC.	Landscape value would be supported along with the objectives of the Isles of Scilly AONB.	Old Town fish processing factory affected by erosion in short term. .	No impacts.
42.15	Old Town Slip to Old Church	Realignment of frontage may encroach on Old Town Road and other transport routes, plus a number of properties potentially affected.	The shoreline and its habitats/processes would continue to be modified to an extent but this dependent on method of realignment employed.	Landscape would continue to be influenced to an extent by a modified frontage but generally the plan would support landscape values.	Findspot, pillbox and the Old Church itself may be affected.	The preferred plan would not affect existing patterns of recreational use. In the longer term sea level rise may affect beach access points and use of quays and slipways.
42.16	Old Church to Carn Leh	Possible loss of farm buildings on Carn Leh. Loss of current coastal footpath route due to erosion	Shoreline will be allowed to respond naturally to sea level rise. Generally the plan will support the objectives of the Isles of Scilly SAC.	Landscape value would be supported along with the objectives of the Isles of Scilly AONB.	The listed buildings on Carn Leh potentially lost to erosion in the longer term.	The preferred plan would not affect existing patterns of recreational use though coastal footpath likely to require re-routing due to erosion.
42.17	Carn Leh to Playground	No implications.	Shoreline will be allowed to respond naturally to sea level rise. Generally the plan will support the objectives of the Isles of Scilly SAC.	Landscape value would be supported along with the objectives of the Isles of Scilly AONB.	No implications.	No implications.
42.18	Playground to Slipway (Porthcressa)	Loss of cliff top area. Coast path would need re-routing	Shoreline will be allowed to respond naturally to sea level rise. Generally the plan will support the objectives of the Isles of Scilly SAC.	Landscape value would be supported along with the objectives of the Isles of Scilly AONB.	Some foreshore features may be affected (slipway, cist, hut circle, findspot).	The preferred plan would not affect existing patterns of recreational use though coastal footpath likely to require re-routing due to erosion.
42.19	Slipway to Little Carn	Realignment of the frontage will involve some change to the promenade area and possible impacts on	The shoreline and its habitats/processes would continue to be modified by defences	Landscape would continue to be influenced to an extent by a modified frontage.	Pillbox, Fire Station and Ship Yard would be affected.	Preferred plan would support recreation and amenity although the nature of the frontage is likely to undergo some

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		some properties.				change.
42.20	Little Carn to Sally Port	Realignment of the frontage will involve some change to the promenade area and possible impacts on some properties.	The shoreline and its habitats/processes would continue to be modified by defences	Landscape would continue to be influenced to an extent by a modified frontage.	No historic implications.	Preferred plan would support recreation and amenity although the nature of the frontage is likely to undergo some change.
42.21	Sally Port to the Quay (The Garrison)	No implications	Shoreline will be allowed to respond naturally to sea level rise. Generally the plan will support the objectives of the Isles of Scilly SAC.	Landscape value would be supported along with the objectives of the Isles of Scilly AONB.	Localised erosion may be problematic for north Garrison walls. Plan would allow for local intervention to address these issues.	The preferred plan would not affect existing patterns of recreational use around the Garrison.