



Manor Farm Cables: Iver Substation Corridor

Historic Environment Desk Based Assessment

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Basis of Report

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Acronyms & Abbreviations

aOD	above Ordnance Datum
BGS	British Geological Survey
ClfA	Chartered Institute for Archaeologists
FAME	Federation of Archaeological Managers and Employers
HEDBA	Historic Environment Desk-Based Assessment
HER	Historic Environment Record
MCIfA	Member of the Chartered Institute for Archaeologists
NGR	National Grid Reference
NHLE	National Heritage List for England
NPPF	National Planning Policy Framework



1.0 Introduction

SLR Consulting Limited (SLR) has been commissioned by Juniper Energy Ltd. ('the Client'), to undertake a Historic Environment Desk Based Assessment (HEDBA) to support a planning application for a proposed approx. 17.5km cable route ('the Site') which will form a grid connection from the proposed data centre/Battery Energy Storage System, (BESS) site at Manor Road, Slough (Planning Ref: P/10076/013), to Iver substation (**Figures 1 and 2**).

The proposed cable route passes through the following Local Planning Authorities: Buckinghamshire, London Borough of Hillingdon, Slough and Windsor and Maidenhead. Archaeological advice for the Local Planning Authorities is provided by Greater London Archaeological Advisory Service (GLAAS), Buckinghamshire Council Archaeology Service (BCAS) and Berkshire Archaeology.

This report includes a consideration of both built heritage and below ground archaeological effects.

1.1 Purpose of Report

This report presents the results of an appraisal of the Site's archaeological context. It identifies key potential archaeological constraints (and opportunities) pertaining to the Site, sufficient to inform the pre-application process in relation to archaeological potential, including:

- known and potential buried archaeological remains within the Site, such as might be susceptible to physical truncation;
- known built heritage/assets with above ground remains within the footprint of the Site, such as might be susceptible to physical impacts. As the cable is entirely below ground, no effects in relation to setting and associated significance will result from the proposed development.

1.2 Site Description

The Proposed Development proposes to use the existing highways from the Iver sub-station to the proposed data centre/BESS in Slough (Figures 1 and 2). A more detailed description of the route within each Local Planning authorities is provided within chapters 2 – 5.

1.3 Details of the Proposed Development

The cabling from the substation will provide the power required for the data centre to operate and a connection to the national grid for the BESS.

The proposed grid connection will be majority underground and will involve the following:

- The excavation of a temporary trench to accommodate the cabling infrastructure consisting of up to two 33 kilovolt (kV) dual circuits, together with associated communications cabling – unless a trenchless solution is proposed e.g. under M25 infrastructure or a watercourse.
- In limited sections the cable may be located above ground structure (e.g. connected to a bridge structure).
- Each 33kV cable will comprise of three strands of cables, with each cable in a separate duct.
- The construction trench will be 0.6 - 1.0 metre (m) wide and typically at a depth of up to 3.0m. However, due to existing services, some sections of the route are anticipated to be installed a greater depth.



- The construction trench will be infilled once the required cabling components have been laid; and
- At approximately 500m intervals along the grid connection route, it is necessary to install a joint bay where lengths of the cable can be joined together. Each joint pit would be below ground level and would measure circa 500mm x 300mm.

The route between the substation and the Facility is predominantly urban in nature, thereby limiting the potential available route options. As a result, a significant length of this route is provided along public highway.

The majority of the route is located within the highway where a temporary open cut trench will be created.

The trench will feature the cables contained within ducts. The ducts will be embedded in cabling sand. The trench would then be backfilled with excavated material. Surplus material would be taken to the nearest suitable commercial landfill facility.

Where the trench is in the surfaced area of a public road, the trench edges would be cut with a circular saw and the material excavated. The running surface of the road would be reconstructed to Highways standards. Where the trench is constructed in the verge or grassed areas, the trench area would be reseeded with grass where the covering with existing turf could not be re-used.

1.4 Methodology

The high-level research used to inform this appraisal has comprised the following:

- a review of Historic England's National Heritage List for England (NHLE), to identify designated heritage assets, the significance of which might be affected by change to setting;
- a review of three regional Historic Environment Record (HER) datasets; Greater London, Buckinghamshire and Berkshire, to identify any known non-designated heritage assets within the Site and its environs; and
- a desk-based review of other sources within the public domain, to assist in characterising the Site's historic landscape context and archaeological potential.

A 250m study area has been utilised for built heritage and archaeological remains. This is considered appropriate to determine initial archaeological potential within the Site and identify those built heritage assets which have potential to be susceptible to physical impacts. The study area used is based on the indicative cable route.

Built Heritage Assets are listed in **Appendix A** and mapped on **Figure 1**; Archaeological Assets are listed in **Appendix A** and mapped on **Figure 2**.

The report will present the policy and heritage baseline for each Local Planning Authority in the following order (north to south):

- Buckinghamshire;
- Hillingdon;
- Slough; and
- Windsor and Maidenhead



1.5 Standards & Guidance

This appraisal has been undertaken in accordance with the applicable industry guidance documentation, including relevant standards and guidance provided by the Chartered Institute for Archaeologists (CIfA), as applicable.

The appraisal has been undertaken, and the report prepared, by Helen MacQuarrie, MCIfA, Principal Consultant – Archaeology & Heritage, SLR. The report has been reviewed and approved by Lauren O'Toole, ACIfA, Senior Consultant – Archaeology & Heritage, SLR.

SLR Consulting Limited is a member of the Federation of Archaeological Managers and Employers (FAME).



2.0 Buckinghamshire Unitary Authority

2.1 Introduction

Two sections of the proposed cable route fall within the Buckinghamshire area. At the northern end of the proposed route, c. 500m falls within Buckinghamshire. Approximately 5km of the central part of the proposed cable route also falls within Buckinghamshire.

The northern c. 500m of the route is predominately located within Cherrytree Lane, with a short section to the east on the A4007. The central section is located on Iver Lane (B470), Ford Lane, re-connecting to Iver Lane west of the M25 via an off-highway section. The route then follows Thorney Lane North south, Bathurst Walk, Syke Ings, Syke Cluan and North Park.

The cable installation works for the Iver corridor will be largely be located within the highway boundary, with the exception of a trenchless, off-highway solution at I-8 and I-9. Other water crossings within Buckinghamshire are proposed to be a 'bridge solution'.

The proposed route is illustrated on **Figures 1** and **2**.

2.2 Policy & Guidance

2.2.1 Statute and National Planning Policy

Relevant statute and national planning policy pertaining to designated and non-designated heritage assets is provided in **Appendix B**, however as a high level overview, it comprises the following;

- Ancient Monuments and Archaeological Areas Act 1979;
- Planning (Listed Building and Conservation Areas) Act (1990); and
- National Planning Policy Framework (Revised 2025)

2.2.2 Local Planning Policy

South Bucks was abolished as a district in March 2020 and the area is now administered by the Buckinghamshire Unitary Authority. A Local Plan is currently being drafted, therefore the relevant previous policy within the South Bucks Core Strategy (adopted February 2011) is provided below:

- Core Policy 8: Built and Historic Environment

Other relevant local policy considerations include:

- The Iver Conservation Area Appraisal (2016);
- The Iver Neighbourhood Plan 2021-2040 (2022); and
- Buckinghamshire's Local Heritage List's assessment criteria online¹

2.3 Geology and Topography

Within this borough the proposed cable route is largely underlain by bedrock of the London Clay Formation, comprising clay, silt and sand, however, the far north of the route is underlain by Lambeth Group clays, silts and sands. This bedrock is overlain by varied members of superficial deposits largely comprising sands and gravels (Boyn Hill, Shepperton, Lynch Hill members), as well as occasional areas of alluvial deposits.

¹ <https://local-heritage-list.org.uk/buckinghamshire/assessment-criteria>



Topographically, the northern section of the proposed cable route is located within the basin of the Colne Valley, formed by the north-south aligned River Colne and the Colne Brook, located at around 30m above Ordnance Datum (aOD). The central area around the village of Iver is located at c.36m aOD, the topography reduces in height towards Richings Park to a height of c.24-27m aOD, on the edges of the historic floodplains of the Thames Valley.

2.4 Designated Heritage Assets

Within the northern section of the Buckinghamshire route there are no designated assets within the Site or 250m study area.

The Site falls within the Iver Conservation Area. Based on the assumption that the proposed works will be within the existing highway and result in no physical impact to the architectural features that contribute to the character and significance of the Conservation Area, no effects are considered likely. The construction phase of the development will result in construction activity within the Conservation Area, however, this will result in no harm to the setting or significance of the Conservation Area. Similarly, as the cable route will be below ground there will be no effects during operation of the cable route.

There are no listed buildings within the Site; within the 250m study area there is one grade I listed building, one grade II* listed building, and 14 grade II listed buildings.

The majority of listed buildings within the study area for the proposed cable route are sufficiently distant that no direct or indirect effects are considered likely. The following assets have been identified as having the potential to be affected by the proposed development:

- Grade II Listed White Cottage (**NHLE 1332742**) is located adjacent to the proposed cable route.
- Grade I Listed Church of St. Peter (**NHLE 1332743**) is located adjacent to the proposed cable route. The wall to the grade I Listed church extends for c.90m on Iver Lane to the north and then c.75m on Thorney Lane N to the west, adjacent to the proposed cable route.
- Grade II Listed Mulberry House/The Vicarage (**NHLE 1332744**) is located adjacent to the proposed cable route. Approximately 35m of the proposed cable route runs adjacent to the boundary wall of the listed property.

The proposed works will be within the existing highway and result in no physical impact to the above heritage assets, as such, no effects are considered likely. The construction phase of the development will result in construction activity within the immediate setting of the above assets, however this will result in no harm to the setting or significance of the assets. Similarly, as the cable route will be below ground there will be no effects during operation of the cable route.

2.5 Non-designated Assets

2.5.1 Locally Listed Buildings

There are 27 assets on the Locally Listed database within the 250m buffer located within Buckinghamshire. These assets comprise 17 Locally Listed Buildings, one Locally Listed Garden, one candidate asset and eight proposed assets.

The assets are listed in **Appendix A** and shown in **Figure 1**.

Heritage assets recorded on the Local List comprise non-designated heritage assets, and they are not statutory listed, nor do they have any additional planning controls, but they are considered when determining the outcome of a planning application.



The majority of locally listed assets within the study area for the proposed cable route are sufficiently distant that no direct or indirect effects are considered likely. The following asset have been identified as having the potential to be affected by the proposed development:

- Huntsmore Park Garden, a proposed locally listed asset, is located adjacent to the proposed cable route. The route runs along northwest garden boundary for c.390m on Ford Lane. None of this part of the gardens appears to be walled and ditched hedge forms the boundary.

The proposed works will be within the existing highway and result in no physical impact to the above asset, as such no effects are considered likely. The construction phase of the development will result in construction activity within the immediate setting of the above assets, however this will result in no harm to the setting or significance of the assets. Similarly, as the cable route will be below ground there will be no effects during operation of the cable route.

2.5.2 Non-designated Heritage Assets / Other Buildings

The Buckinghamshire Historic Environment Record (HER) has been reviewed as part of this assessment, for relevant built heritage structures that have the potential to meet the criteria of local listing or be considered a locally listed heritage assets by the LPA.² A review of the HER identified two such structures, these are listed in **Appendix A** and mapped on **Figure 1**.

- The proposed cable route runs across Thorney Lane (Iver Lane) Bridge (BHER **MBC24624**). The overbridge was designed by Isambard Kingdom Brunel, built in 1835-8 and extended in 1878 and 1914.
- The proposed cable route runs along the northern boundary of Richings Park (BHER **MBC21775**). The park boundary at this location comprises fence and vegetation.
- Richings Park Canal (BHER **MBC21493**) is likely to be considered a non-designated heritage asset. A bridge crossing is proposed at this location, therefore no effects in relation to this asset are anticipated.
- Grand Union Canal (Slough Arm) (**MBC23498**) is likely to be considered a non-designated heritage asset. A bridge crossing is proposed at this location, therefore no effects in relation to this asset are anticipated.

Thorney Lane bridge is not designated, nor formally locally listed, however, it is considered to have some historic value due to its association with Brunel. The asset is of limited architectural value and has been heavily modified. The existing highway is modern and does not contribute to the character of this feature of limited local value. Based on the proposed construction technique comprising trench excavation within the existing modern highway, such works will not harm the historic characteristics of this asset of limited local significance. Similarly, no harm is anticipated in relation to Richings Park (BHER **MBC21775**).

The construction phase of the development will result in construction activity within the immediate setting of the above assets, however this will result in no harm to the setting or significance of the assets. Similarly, as the cable route will be below ground there will be no effects during operation of the cable route.

² Retrieved from Buckinghamshire Council, 4.4.2025. HER enquiry reference number 1671



2.5.3 Archaeological Assets/HER Records

The Buckinghamshire Historic Environment Record (BHER) has been reviewed as part of this assessment.³ There are 148 HER entries with unique reference numbers located within the 250m study area within the Buckinghamshire borough area, prefixed with 'MBC' and depicted on **Figure 2**. The full gazetteer of heritage assets is presented in **Appendix A**.

The footprint within the proposed route falls partially within four Archaeological Notification Areas (ANAs) within the borough (**Figure 2**). Archaeological Notification Areas (ANA), also referred to as Archaeological Priority Zones (APZ), are designed to alert applicants and planning teams to potential impacts on heritage that would need to be addressed in line with the NPPF. They are defined by Local Authority historic environment teams as known areas of high archaeological potential. In some regions, for example, Greater London, these are tiered based on significance / probability. Archaeological Notification Areas are not a planning constraint in themselves, but usually require a planning application to be supported by an assessment. The four Archaeological Notification Areas (ANAs) within this part of the proposed route are as follows:

- Mesolithic flintworking site found in gravel quarry (**DBC9314**);
- Historic village core of Iver (**DBC9661**)
- Early 19th century Great Western Railway, built 1835-1841 (**DBC9968**); and
- Thorney Lane Bridge built 1835-8 as part of the Great Western Railway (**DBC9945**) (this is considered in the previous built heritage section, 2.5.2);

2.5.4 Summary of Archaeological Potential and Significance

The available evidence has been assessed to determine the nature and extent of any previous impacts upon any potential below ground archaeological deposits, which may survive within the bounds of the proposed cable routes. Previous phases of activity within the routes of the proposed cables comprise the construction of the current highway.

The proposed cable routes extend through four ANA's which are considered to have theoretic potential for previously unrecorded archaeological remains, for example:

- Early prehistoric archaeological remains within the northern part of the route in the Colne Valley, indicated by the routes location within the ANA **DBC9314**, proximity to the Colne Valley APZ and recorded, previously investigated remains (**MBC13110**, **MBC13112**, **MBC13113**, **MBC13114**);
- Previously unrecorded early prehistoric remains near Iver Church and buried archaeological remains of early medieval to post-medieval date related to the historic core of Iver (as defined by the Conservation Area boundary), indicated by ANA **DBC9661** and asset records **MBC13363**, **MBC13364**, **MBC13665** & **MBC13666**; and
- Previously unrecorded prehistoric remains to the north and south of Richings Park, indicated by ANA **DBC9337** and previous investigations in these areas (**MBC21488**, **MBC12534**).

Taking into consideration the aforementioned past impacts, the potential for well-preserved remains associated with the above areas, however, is considered negligible.

³ Retrieved from Buckinghamshire Council, 4.4.2025. HER enquiry reference number 1671



2.6 Impacts / Effects

The cable installation works for the Iver corridor will be located largely within the highway boundary, with the exception of a trenchless, off-highway solution at I-8 and I-9. Other water crossings within Buckinghamshire are proposed to be a 'bridge solution'.

The requirement for ancillary works, for example compound construction, has not been detailed at the time of writing.

2.6.1 Designated Heritage Assets

No physical impact to any designated heritage asset would result from the proposals. As previously discussed, the proposals are entirely below ground so will result in no effect to the setting or significance of designated assets, either during construction or during operation.

2.6.2 Non-designated Heritage Assets

The assessment has considered effects in relation to locally listed, known or potential non-designated built heritage assets. This has identified Thorney Lane Bridge as being of local heritage significance and covered by an Archaeological Notification Areas. Its significance relates to its historic and architectural value, being designed by Brunel and built as part of the Great Western Railway (**DBC9945**). It is not designated, nor formally locally listed. Based on the proposed construction technique comprising trench excavation within the existing modern highway, such works will not harm the historic characteristics of this asset of limited local significance.

There is considered negligible potential for buried archaeological deposits within the proposed cable route within Buckinghamshire due to past impacts. Off highway works within the following areas may require further consideration, as a condition of planning: the northern most route within the Colne Valley ANA; the areas around Iver Church and the area north and south of Richings Park.



3.0 London Borough of Hillingdon

3.1 Introduction

Approximately 4km of the proposed cable route falls within the London Borough of Hillingdon. The majority of the route is located within the existing highway, along the following route: east along the A4007, (St John's Road, crossing the Grand Union Canal (bridge crossing), Rockingham Road, crossing Fray's River (bridge crossing), New Windsor Street); south on Trumper Way, Cowley Road, west on Hinton Road; south on Whitehall Road and Cleveland Road; west through Cowley (Station Road, High Street, Iver Lane and on Station Road and Iver Lane).

At the southern section of the cable route, there is a proposed off highway section at the area at which Iver Lane crosses the Grand Union Canal. This section of route, falls within the Archaeological Priority Area for Harefield North, West Drayton and parts of Uxbridge which is designated due to its potential for Palaeolithic and Mesolithic remains.

The proposed route is illustrated on **Figures 1** and **2**.

3.2 Policy & Guidance

3.2.1 Statute and National Planning Policy

Relevant statute and national planning policy pertaining to designated and non-designated heritage assets is provided in **Appendix B**, however as a high level overview, it comprises the following;

- Ancient Monuments and Archaeological Areas Act 1979;
- Planning (Listed Building and Conservation Areas) Act (1990); and
- National Planning Policy Framework (Revised 2025)

3.2.2 Local Planning Policy

Local planning policy comprises the following policies relevant to heritage:

- Policy HE1 Heritage, Hillingdon Local Plan Part 1: Strategic Policies (Adopted November 2012)
- Hillingdon Local Plan Part 2: Development Management Policies (Adopted January 2020)
 - Policy DMHB 1: Heritage Assets;
 - Policy DMHB 2: Listed Buildings;
 - Policy DMHB 3: Locally Listed Buildings; and
 - Policy and DMHB 7: Archaeological Priority Areas and Archaeological Priority Zones

3.3 Geology and Topography

Within Hillingdon, with the exception of a short section by Uxbridge Moor, which is underlain by Lambeth Group (clay, silt and sand), the proposed cable route is entirely underlain by bedrock of the London Clay Formation, comprising clay, silt and sand.

The superficial geology along the western limits of the proposed route within Hillingdon, lies within an area of alluvium (clay, silt, sand and gravel), associated with the River Colne. To the west, the proposed route passes through localised deposits of Taplow Gravel Member



(sand and gravel), Lynch Hill Gravel Member (sand and gravel) and Langley Silt Member (clay and silt).

Topographically, the route within Hillingdon is defined by the Colne Valley, formed by the north-south aligned River Colne and the Colne Brook. As such the topography slopes from c. 35m above Ordnance Datum (aOD) in the west to 45m (aOD) in the east.

3.4 Designated Heritage Assets

The following Conservation Areas are relevant to the proposals:

- Uxbridge Moor lies immediately south of St John's Road and falls partially within the redline boundary. Uxbridge Moor CA contains the following grade II listed buildings which also lie immediately adjacent to St John's Road, the Church of St John (**NHLE 1358390**) and the General Elliott (**NHLE 1285057**).
- The proposed route passes through the Rockingham Bridge Conservation Area;
- The proposed route lies immediately west to the Greenway Conservation Area;
- The route passes through the Cowley Lock Conservation Area.
- Old Uxbridge and Windsor Street Conservation Area lies within the study area, however not within or immediately adjacent to the proposed route.

Based on the assumption that the proposed works will be within the existing highway and result in no physical impact to the architectural features that contribute to the character and significance of any Conservation Area, no effects are considered likely. The construction phase of the development will result in construction activity within Conservation Areas, however, this will result in no harm to the setting or significance of the Conservation Areas. Similarly, as the cable route will be below ground there will be no effects to the Conservation Areas during operation of the cable route.

There are no listed buildings within the Site. Within 250m of the Site there are 43 Listed buildings within the London Borough of Hillingdon, comprising;

- Two grade II* listed buildings, the Church of St. Margaret (**NHLE 1180516**), located c.200m northeast of the Application Boundary and The Market House (**NHLE 1080208**) located 250m north-west of the Site.
- 41 grade II listed buildings.

Due to the below ground nature of the proposals there are no anticipated effects to the majority of the identified designated assets within London Borough of Hillingdon. The following assets are highlighted due to its proximity to off highway works:

- Grade II listed Bridge of the Grand Union Canal adjoining the Shovel Inn (**NHLE 1080184**);
- Grade II listed Shovel Inn by the Iver Lane crossing of the Grand Union Canal (**NHLE 1080185**)
- Grade II listed the Toll House, Cowley Lock (**NHLE 1358401**); and
- Grade II listed 73 and 75 Iver Lane (**NHLE 1180885**).

The proposed works will be within the existing highway and result in no physical impact to the above heritage assets, as such, no effects are considered likely. The construction phase of the development will result in construction activity within the immediate setting of the above assets, however this will result in no harm to the setting or significance of the assets. Similarly, as the cable route will be below ground there will be no effects during operation of the cable route.



3.5 Non-designated Assets

3.5.1 Locally Listed Buildings

Locally Listed heritage assets for the London Borough of Hillingdon were found within an online map⁴ provided by the council and plotted on **Figure 1**. No Locally Listed Buildings lie within the Site; a total of 23 Locally Listed heritage assets are located within the London Borough of Hillingdon study area. The following are located immediately adjacent to the Application Site:

- 89 The Greenway (**LLB49**)
- Uxbridge War Memorial (**LLB60**)

Policies regarding the protection of Locally Listed Buildings are found within Hillingdon's Unitary Development Plan (Saved Policies September 2007). Policies BE8 and BE12 reference Locally Listed Buildings.

Due to the below ground nature of the proposals there are no anticipated effects to the identified designated assets within the London Borough of Hillingdon.

3.5.2 Non-designated Heritage Assets / Other Buildings

The Greater London Historic Environment Record (GLHER) has been reviewed as part of this assessment, for relevant built heritage structures that have the potential to meet the criteria of local listing or be considered a locally listed heritage asset by the LPA.⁵ A review of the GLHER identified two non-designated HER records which may be considered as such, comprising;

- A late 19th century bridge (**GLHER 106557**) over the Grand Union Canal (**GLHER 125891**) (**Figure 1**). The GLHER records that the bridge is recorded as the 'Dolphin Bridge' on 1st edition mapping. A bridged solution is proposed at this location (water crossing I-2); and
- In addition to the aforementioned listed structures at the area of the proposed crossing of the Grand Union Canal (**GLHER 125891**) at Iver Lane, there are a number of potential non-designated heritage assets. This includes the Grand Union Canal itself and associated footpath and boundaries, and to the south of the proposals a 19th century lock (**GLHER 135750**) (**Figure 1**). A trenchless solution is proposed at this location (water crossing I-5). Based on the use of Horizontal Drilling Techniques that will not physically impact or effect the built environment in this location, no effects are anticipated.

Dolphin Bridge or Rockingham Road Overbridge, is a modest yet effective example of an urban canal overbridge, designed primarily for functionality. Constructed predominantly from red brick, the bridge employs a basic Flemish bond arrangement, typical of utilitarian civil structures. The spandrel walls, abutments, and supporting arch elements seem to have been supplemented or replaced with reinforced concrete, a common practice in mid-to-late 20th-century bridge maintenance. These additions have been painted white. The road surface is modern asphalt, which likely necessitated the removal of any original bridge deck materials during resurfacing works. Based on the use of the existing highway, which does not contribute to the architectural significance of the feature, no harm is considered likely as a result of the proposals.

⁴ <https://www.hillingdon.gov.uk/heritage-map>

⁵ Data retrieved from Greater London Archaeological Advisory Service, 23.09.2025



3.5.3 Archaeological Assets/HER Records

The GLHER has been reviewed as part of this assessment.⁶ There are 40 HER entries with unique reference numbers located within the 250m study area within the Hillingdon Borough area and depicted on **Figure 2**. The full gazetteer of HER assets is presented in **Appendix A**.

The proposed cable route falls within an Archaeological Priority Zone (APZ) within the Hillingdon Borough, comprising the Colne Valley APZ (**Figure 2**). The area is recorded as an archaeological priority area due to the potential for Palaeolithic and Mesolithic remains.

3.5.4 Summary of Archaeological Potential and Significance

The available evidence has been assessed to determine the nature and extent of any previous impacts upon any potential below ground archaeological deposits, which may survive within the bounds of the proposed cable routes. Previous phases of activity within the routes of the proposed cables comprise the construction of the current highway.

Whilst the proposed route is located within an area of known archaeological potential for early prehistoric remains associated with the Colne Valley, the use of the existing highway and its associated past impacts, means the potential for well-preserved remains is considered negligible.

The off-highway proposals within the area of the proposed crossing of the Grand Union Canal (**GLHER 125891**) at Iver Lane is located within an area of archaeological sensitivity. Whilst the use of Horizontal Drilling Techniques is not expected to physically impact archaeologically sensitive deposits, an archaeological response may be required as a condition of planning.

3.6 Impacts / Effects

The cable installation works for the Iver corridor will be located entirely within the highway boundary, with the exception of a trenchless, off-highway solution at I-5. Other water crossings within Hillingdon are proposed to be a 'bridge solution'.

The requirement for ancillary works, for example compound construction, has not been detailed at the time of writing.

3.6.1 Designated Heritage Assets

No physical impact to any designated heritage asset would result from the proposals. As previously discussed, the proposals are entirely below ground so will result in no effect to the setting or significance of designated assets, either during construction or during operation.

3.6.2 Non-designated Heritage Assets

The assessment has considered effects in relation to locally listed, known or potential non-designated built heritage assets. This has identified Dolphin Bridge or Rockingham Road Overbridge as being of limited local heritage significance. It is not designated, nor formally locally listed. Based on the proposed construction technique, comprising trench excavation within the existing modern highway, such works will not harm the historic characteristics of this asset of limited local significance.

There is considered negligible potential for buried archaeological deposits within the proposed cable route within London Borough of Hillingdon due to past impacts. Off highway works within the following area may require further consideration, as a condition of planning: the proposed crossing of the Grand Union Canal (**GLHER 125891**) at Iver Lane.

⁶ Data retrieved from Greater London Archaeological Advisory Service, 23.09.2025



4.0 Slough Borough Council

4.1 Introduction

Two sections of the proposed cable route fall within the Slough Borough Council area. Towards the centre of the route, approximately 4km of the proposed cable route falls within the Slough authority area, utilising the existing highway of Parlaunt Road, the High Street, London Road (the A4), crossing Junction 5 of the M4, before continuing along the A4 and London Road towards Colnbrook, before turning west along Horton Road. Approximately 1.2km at the southern end of the route also falls within the Slough Borough Council area.

The cable installation works for the Iver corridor will be located entirely within the highway boundary, with the exception of a trenchless solution at I-14 and an off-highway section between High Street and Horston Road, west of Colnbrook. Other water crossings within Slough are proposed to be a 'bridge solution'.

The proposed route is illustrated on **Figures 1** and **2**.

4.2 Policy & Guidance

4.2.1 Statute and National Planning Policy

Relevant statute and national planning policy pertaining to designated and non-designated heritage assets is provided in **Appendix B**, however as a high level overview, it comprises the following;

- Ancient Monuments and Archaeological Areas Act 1979;
- Planning (Listed Building and Conservation Areas) Act (1990); and
- National Planning Policy Framework (Revised 2025)

4.2.2 Local Planning Policy

Local planning policy comprises the Slough Local Development Framework; Core Strategy 2006-2026 (adopted 2008) with the relevant sections provided in **Appendix B**;

- Core Policy 9: Natural and Built Environment
- EN17 (Locally Listed Buildings)

4.3 Geology and Topography

Within this borough, the proposed cable route is entirely underlain by bedrock of the London Clay Formation, comprising clay, silt and sand. This bedrock is overlain by a combination of Langley Member clays and silts and Taplow Gravel Member sands and gravels.

Topographically, the northern area of the proposed cable route is the highest point of the route within the borough, at c.27m above Ordnance Datum (aOD). This comprises the north-facing slopes of the river valley formed by the River Colne and the Colne Brook, and as the route heads southwards the elevation gradually decreases to a lowest level of c.21m to the northwest of Colnbrook.

4.4 Designated Heritage Assets

There are no World Heritage Sites, Scheduled Monuments, Conservation Areas, Registered Parks & Gardens or Registered Battlefields within the 250m buffer within the Slough Borough Council area.



Within the central section of the route within Slough, a grade II listed milestone (**NHLE 1113383**) falls within the Site. This is located within the south-east junction of Junction 5 of the M4. Two further grade II listed buildings are located within the 250m study area of this central area. Three grade II listed structures are located within the study area at the southern section of the route.

Based on the assumption that the proposed works will be within the existing highway and result in no physical impact to the above heritage assets, no effects are considered likely. The construction phase of the development will result in construction activity within the immediate setting of the above assets, however this will result in no harm to the setting or significance of the assets. Similarly, as the cable route will be below ground there will be no effects during operation of the cable route.

4.5 Non-designated Assets

4.5.1 Locally Listed Buildings

Locally Listed Buildings for the Slough Borough Council are found in Appendix Six of the Slough Local Plan (adopted March 2004) Saved Policies (2011). Saved Local Plan Policy EN17 relates to Locally Listed Buildings.

There are no Slough Borough locally listed buildings within the 250m buffer.

4.5.2 Non-designated Heritage Assets / Other Buildings

The Berkshire Historic Environment Record (BHER) has been reviewed as part of this assessment, for relevant built heritage structures that have the potential to meet the criteria of local listing or be considered a locally listed heritage asset by the LPA.⁷ A review of the BHER identified no additional no historic structures for consideration in this assessment.

4.5.3 Archaeological Assets/HER Records

The Berkshire Historic Environment Record (BHER) has been reviewed as part of this assessment. There are 60 HER entries with unique reference numbers located within the 250m study area within the Slough borough area, prefixed with 'MSL' or 'MRM' and depicted on **Figures 1.3** and **1.4**. The full gazetteer of HER assets is presented in **Appendix A**.

There are no Areas of High Archaeological Potential (AHAPs) or Archaeological Priority Zones (APZs) within the study area for the route within this borough.

There are several recorded polygons within the study area which represent features identified via cropmarks or buildings in historic aerial photographs or satellite imagery, for which no HER number has been assigned. Where relevant to the determination of archaeological potential, these polygons are referred to in relation to surrounding features and by their grid reference (i.e. TQ 1234 5678).

4.5.4 Summary of Archaeological Potential and Significance

The available evidence has been assessed to determine the nature and extent of any previous impacts upon any potential below ground archaeological deposits, which may survive within the bounds of the proposed cable routes. Previous phases of activity within the routes of the proposed cable comprise the construction of the current highway. For example, modern construction is likely to have impacted the former prehistoric cropmarks at the Junction 5 roundabout of the M4 (TQ 01096 77977).

⁷ HER data retrieved from Berkshire Archaeology, 16.04.2025



In relation to the off-highway section between High Street and Horston Road, west of Colnbrook, this area does not fall within an Archaeological Notification Area, nor does it contain any recorded finds or features on the Historic Environment Record. Approximately 150m south of this area a large amount of prehistoric and Roman evidence has been recorded in advance of extraction activity. There is general theoretic potential for similar remains within the Site. A tributary of the Colnbrook runs along the southern boundary of this field. A review of historic mapping records no historic structures within this area which is recorded agricultural since at least the end of the 19th century.

On this basis the potential for well-preserved archaeological remains of all periods within the cable route footprint is considered negligible.

The areas adjacent to the existing highway, within the redline, have been considered as these may be used for compounds etc. These areas are either in areas of existing hardstanding, highway embankment, woodland or former disturbance. On this basis, the archaeological potential for the cable route footprint within the Slough Borough Council area is considered negligible.

4.6 Impacts / Effects

The cable installation works for the Iver corridor will be located entirely within the highway boundary, with the exception of a trenchless solution at I-14. Other water crossings within Slough are proposed to be a 'bridge solution'.

The requirement for ancillary works, for example compound construction, has not been detailed at the time of writing.

4.6.1 Designated Heritage Assets

No physical impact to any designated heritage asset would result from the proposals. As previously discussed, the proposals are entirely below ground so will result in no effect to the setting or significance of designated assets, either during construction or during operation.

4.6.2 Non-designated Heritage Assets

No effects have been identified in relation to locally listed, known or potential non-designated built heritage assets.

The assessment has identified negligible potential for below ground archaeological remains within the application boundary. The proposed off-highway section between High Street and Horston Road, west of Colnbrook, lies within an area of general theoretic potential for prehistoric to Roman occupation evidence. No known remains will be impacted and given the limited below ground impact, the potential for harm is considered low.

For the remainder of the works within the highway, no archaeological effects are considered likely.



5.0 Windsor and Maidenhead

5.1 Introduction

Approximately 2.5km of the proposed cable route falls within the Royal Borough of Windsor and Maidenhead, utilising Horton Road and Stanwell Road.

The cable installation works for the Iver corridor within Windsor and Maidenhead will be located entirely within the highway boundary.

The proposed route is illustrated on **Figures 1** and **2**.

5.2 Policy & Guidance

5.2.1 Statute and National Planning Policy

Relevant statute and national planning policy pertaining to designated and non-designated heritage assets is provided in **Appendix B**, however as a high-level overview, it comprises the following;

- Ancient Monuments and Archaeological Areas Act 1979;
- Planning (Listed Building and Conservation Areas) Act (1990); and
- National Planning Policy Framework (Revised 2025)

5.2.2 Local Planning Policy

Local planning policy comprises the Royal Borough of Windsor and Maidenhead Borough Local Plan 2013-2033 (adopted February 2022) with the following relative policy:

- Policy HE1 Historic Environment

5.3 Geology and Topography

Within this borough the proposed cable route is entirely underlain by bedrock of the London Clay Formation, comprising clay, silt and sand. Due to the Site's location within the basin of the river valley formed by the River Colne and the Colne Brook, the bedrock is overlain by Shepperton Gravel Member sands and gravels, as well as alluvial deposits.

Topographically, due to the route's location within the valley basin the elevation of all parts of the route is low, at around 21-22m above Ordnance Datum (aOD)

5.4 Designated Heritage Assets

There are no World Heritage Sites, Scheduled Monuments, Registered Parks & Gardens, Registered Battlefields, or Conservation Areas within the 250m buffer of the proposed development associated with the Royal Borough of Windsor and Maidenhead.

There are no listed buildings within the Site; one grade I listed building and 12 grade II listed buildings are located within 250m of the proposed route. These are listed in **Appendix A** and mapped on **Figure 1**.

Due to the below ground nature of the proposals there are no anticipated effects to the majority of the identified designated assets within the Royal Borough of Windsor and Maidenhead. The following asset is highlighted due to its proximity:

- Grade II listed Lynchgate to north of Church of St Michael (NHLE 1135966). The Church of St Michael is grade I listed (NHLE 1117644)



The proposed works will be within the existing highway and result in no physical impact to the above heritage assets, as such, no effects are considered likely. The construction phase of the development will result in construction activity within the immediate setting of the above assets, however this will result in no harm to the setting or significance of the assets. Similarly, as the cable route will be below ground there will be no effects during operation of the cable route.

5.5 Non-designated Heritage Assets

5.5.1 Locally Listed Buildings

Locally Listed Buildings are recorded in the Horton and Wraysbury Neighbourhood Plan under Policy NP/BE2 Heritage Assets. There are no locally listed buildings found within the 250m buffer.

5.5.2 Non-designated Heritage Assets / Other Buildings

The Berkshire Historic Environment Record (BHER) has been reviewed as part of this assessment, for relevant built heritage structures that have the potential to meet the criteria of local listing or be considered a locally listed heritage by the LPA.⁸ A review of the BHER identified no historic structures for consideration in this assessment.

5.5.3 Archaeological Assets/HER Records

The Berkshire Historic Environment Record (BHER) has been reviewed as part of this assessment.⁹ There are 37 HER entries with unique reference numbers located within the 250m study area within the Royal Borough of Windsor and Maidenhead, prefixed with 'MRM', 'MRW' or 'MSL' and depicted on **Figure 2**. The full gazetteer of HER assets is presented in **Appendix A**.

There are no Areas of High Archaeological Potential (AHAPs) or Archaeological Priority Zones (APZs) within the study area for the route within this borough.

There are several recorded polygons within the study area which represent features identified via cropmarks or buildings in historic aerial photographs or satellite imagery, for which no HER number has been assigned. Where relevant to the determination of archaeological potential, these polygons are referred to in relation to surrounding features and by their grid reference (i.e. TQ 1234 5678).

5.5.4 Summary of Archaeological Potential and Significance

The available evidence has been assessed to determine the nature and extent of any previous impacts upon any potential below ground archaeological deposits, which may survive within the bounds of the proposed cable route.

The proposed cable route is proposed within the existing highway, which generally will have removed surface archaeological evidence. On this basis the potential for well-preserved archaeological remains of all periods within the cable route footprint is considered negligible.

5.6 Impacts / Effects

The cable installation works for the Iver corridor within the Royal Borough of Windsor and Maidenhead will be located entirely within the highway boundary.

⁸ HER data retrieved from Berkshire Archaeology, 16.04.2025

⁹ HER data retrieved from Berkshire Archaeology, 16.04.2025



5.6.1 Designated Heritage Assets

No physical impact to any designated heritage asset would result from the proposals. As previously discussed, the proposals are entirely below ground so will result in no effect to the setting or significance of designated assets, either during construction or during operation.

5.6.2 Non-designated Heritage Assets

No effects have been identified in relation to locally listed, known or potential non-designated built heritage assets.

The assessment has identified negligible potential for below ground archaeological remains within the application boundary. No archaeological effects are considered likely in relation the proposed works in the Royal Borough of Windsor and Maidenhead.



6.0 Summary

No physical impact to any designated heritage asset would result from the proposals. As previously discussed, the proposals are entirely below ground so will result in no effect to the setting or significance of designated assets, either during construction or during operation.

The assessment has considered the proposals in relation to locally listed, known or potential non-designated built heritage assets. This has identified the following assets: Thorney Lane Bridge within Buckinghamshire Unitary Authority; and the Dolphin Bridge or Rockingham Road Overbridge and the Grand Union Canal at Iver Lane within the London Borough of Hillingdon. An assessment of the proposals has been undertaken and no harm is considered likely in relation to these assets, based on the construction techniques outlined. An archaeological response maybe required in relation to the area of the Grand Union Canal at Iver Lane (see below).

In relation to archaeology, there are no designated archaeological remains or assets of equivalent significance within the Site. The majority of the proposed cable route is proposed within the existing highway, which generally will have removed surface archaeological evidence. On this basis the potential for well-preserved archaeological remains of all periods within the cable route footprint is considered negligible. Off highway works within the following localised areas may require further archaeological consideration as a condition of planning, in consultation with the LPA Archaeological Advisor and the Construction Management Plan (CMP) which will detail the final cable route and associated enabling works including compounds:

- Hillingdon by the Grand Union Canal at Iver Road; and
- Buckinghamshire: within the northern most route within the Colne Valley ANA; the areas around Iver Church and the area north and south of Richings Park.

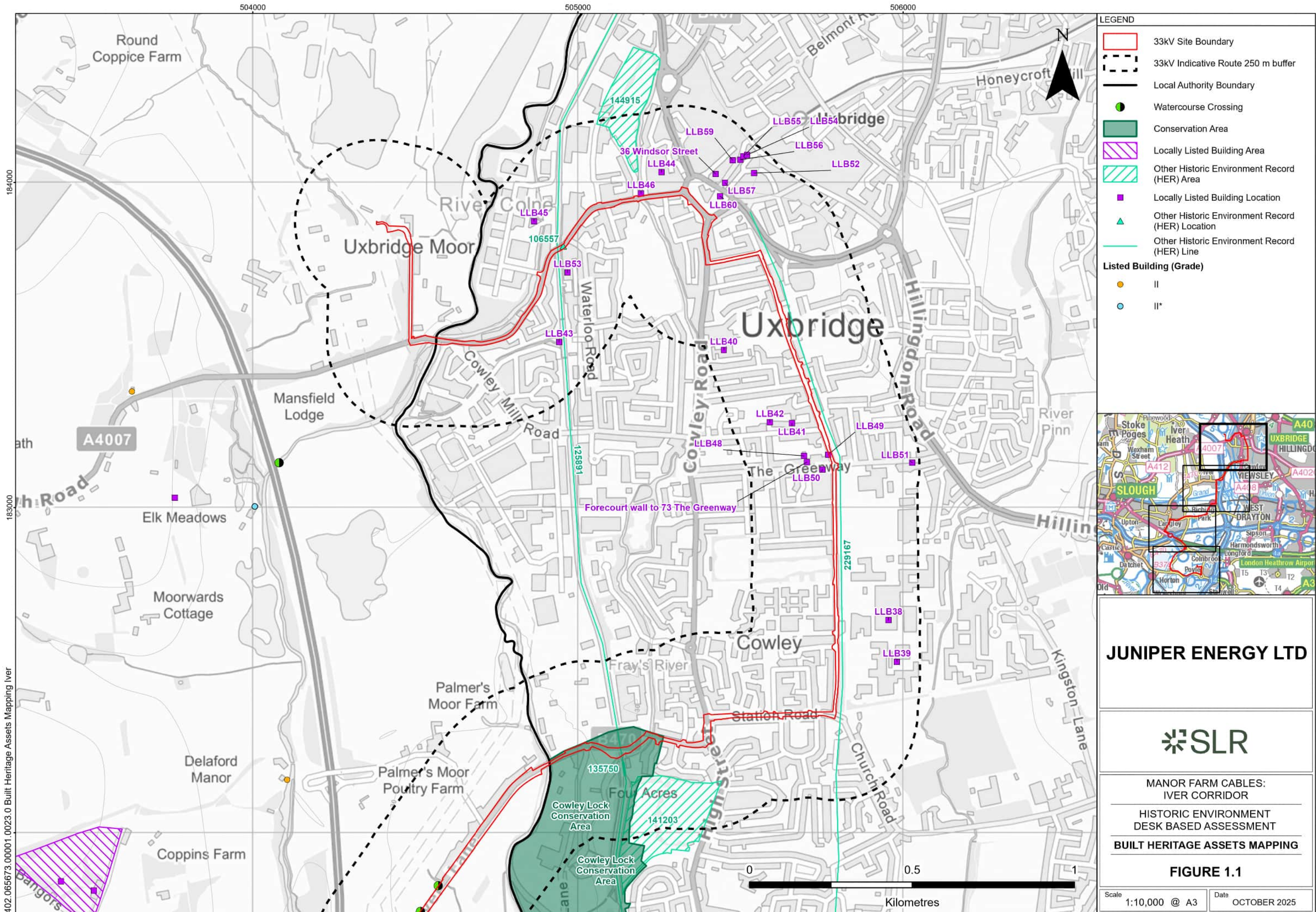
The development thus conforms with the relevant provisions of the NPPF (2025), and the relevant provisions of the South Bucks Core Strategy, the Hillingdon Local Plan, Slough Core Strategy 2006-2026 (adopted 2008); and Royal Borough of Windsor and Maidenhead Borough Local Plan 2013-2033.



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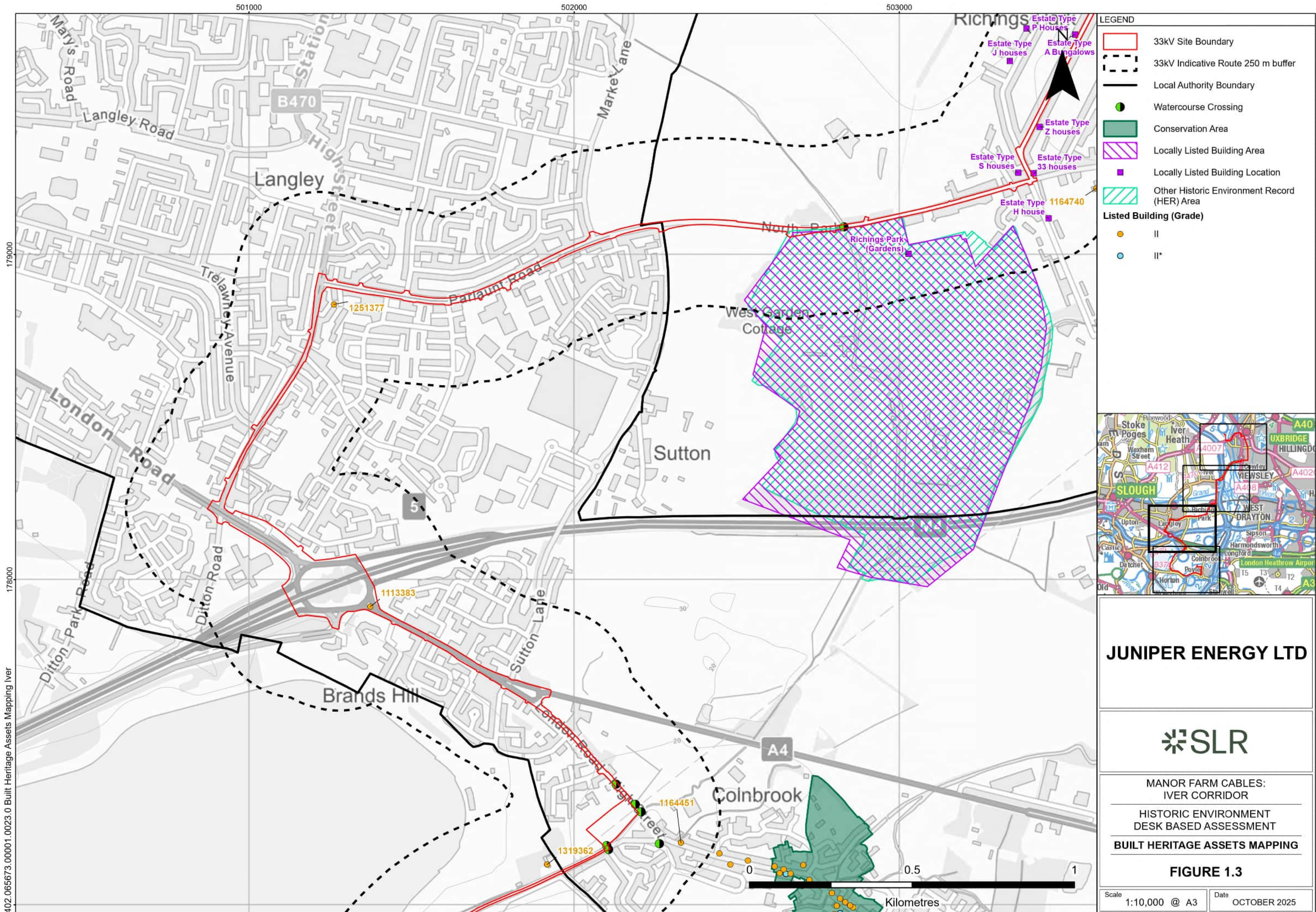


MANOR FARM CABLES:
IVER CORRIDOR

HISTORIC ENVIRONMENT
DESK BASED ASSESSMENT

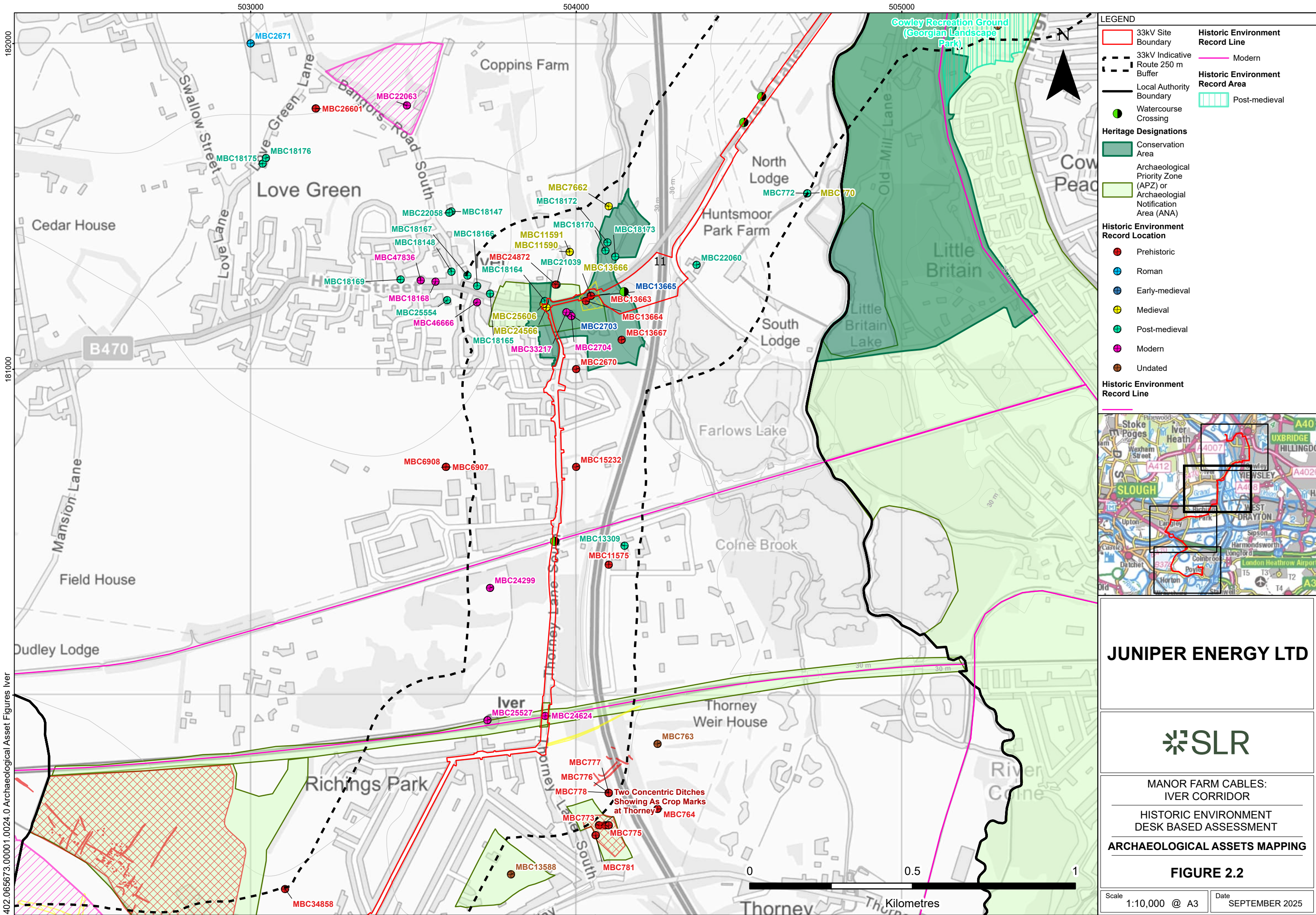
BUILT HERITAGE ASSETS MAPPING

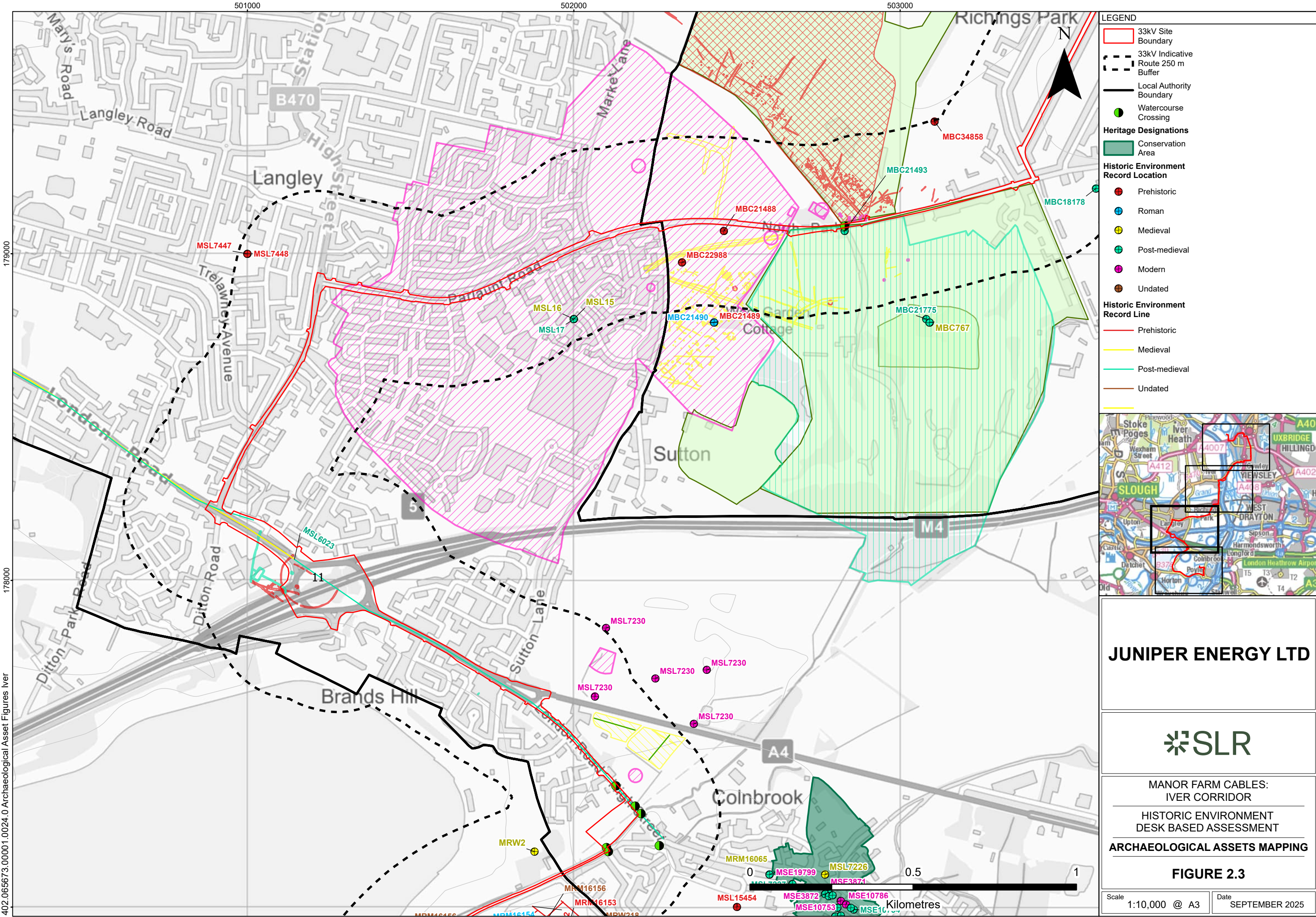
FIGURE 1.1





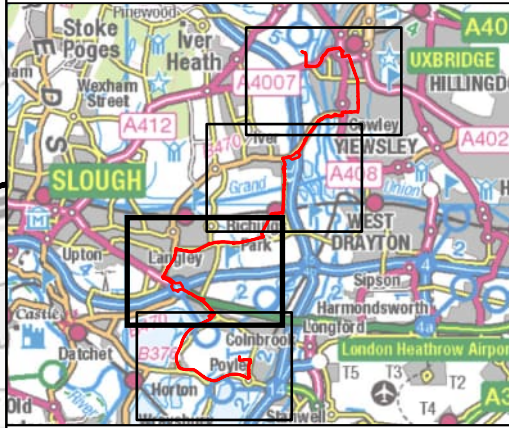
402.065673.00001.0023.0 Built Heritage Assets Mapping Iver





LEGEND

- 33kV Site Boundary
- 33kV Indicative Route 250 m Buffer
- Local Authority Boundary
- Watercourse Crossing
- Heritage Designations**
 - Conservation Area
- Historic Environment Record Location**
 - Prehistoric
 - Roman
 - Medieval
 - Post-medieval
 - Modern
 - Undated
- Historic Environment Record Line**
 - Prehistoric
 - Medieval
 - Post-medieval
 - Undated



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SLR

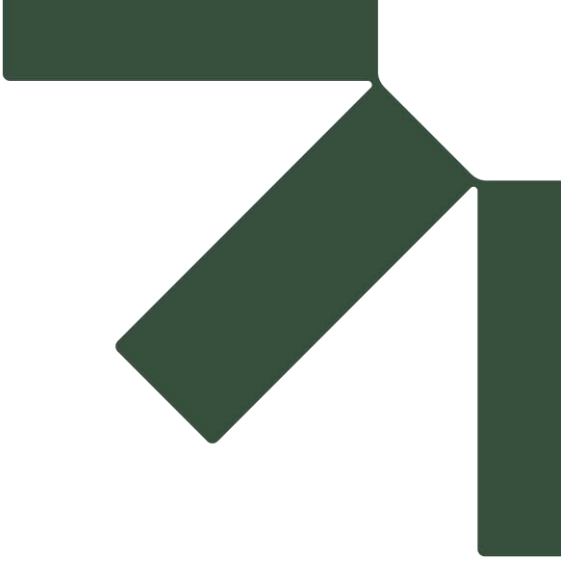
MANOR FARM CABLES:
IVER CORRIDOR

HISTORIC ENVIRONMENT
DESK BASED ASSESSMENT

ARCHAEOLOGICAL ASSETS MAPPING

FIGURE 2.3

Scale 1:10,000 @ A3 Date SEPTEMBER 2025



Appendix A Gazetteers

Designated Heritage Assets

NHLE Ref	Name	Grade	Type
1006944	TWO CONCENTRIC DITCHES SHOWING AS CROP MARKS AT THORNEY		SM
	OLD UXBRIDGE AND WINDSOR STREET		CA
	UXBRIDGE MOOR		CA
	THE GREENWAY		CA
	COWLEY LOCK		CA
	ROCKINGHAM BRIDGE		CA
	IVER		CA
1001290	DITTON PARK	II	RPG
1117644	CHURCH OF ST MICHAEL	I	LB
1332743	CHURCH OF ST PETER	I	LB
1080103	46-48, WINDSOR STREET	II	LB
1080104	51, 52, 52A AND 53, WINDSOR STREET	II	LB
1080107	UXBRIDGE QUAKER MEETING HOUSE	II	LB
1080108	WALL ON NORTH AND WEST SIDES OF SMALL GRAVEYARD SURROUNDING FRIENDS' MEETING HOUSE	II	LB
1080117	THREE K6 TELEPHONE KIOSKS OUTSIDE UXBRIDGE LONDON REGIONAL TRANSPORT STATION	II	LB
1080140	13 AND 14, WINDSOR STREET	II	LB
1080141	16, 16A, 17 AND 17A, WINDSOR STREET	II	LB
1080142	ENTRANCE GATEWAY TO FORMER GRAVEYARD	II	LB
1080143	43-45, WINDSOR STREET	II	LB
1080144	51 AND 53, MONTAGUE ROAD	II	LB
1080147	OLD MILL HOUSE	II	LB
1080166	THE FALCON PUBLIC HOUSE	II	LB
1080167	122 AND 123, HIGH STREET	II	LB
1080168	127 AND 128, HIGH STREET	II	LB
1080169	134 AND 135, HIGH STREET	II	LB
1080170	WALL TO EAST OF NUMBER 134	II	LB
1080171	THE CROWN AND SCEPTRE PUBLIC HOUSE	II	LB
1080173	NORMAN REEVES MOTORS	II	LB
1080174	THE SHRUBBERY	II	LB
1080180	15, HILLINGDON ROAD	II	LB
1080181	16-19, HILLINGDON ROAD	II	LB
1080182	24 AND 25A, HILLINGDON ROAD	II	LB
1080183	CHURCH OF ST ANDREW	II	LB
1080184	BRIDGE OF THE GRAND UNION CANAL ADJOINING THE SHOVEL INN	II	LB
1080185	THE SHOVEL INN	II	LB
1080189	COWLEY HOUSE	II	LB
1080206	20 HIGH STREET	II	LB
1080207	25-27, HIGH STREET	II	LB
1080209	74 AND 75, HIGH STREET	II	LB
1080210	WALL AND RAILINGS ABOVE FORMER MILL STREAM	II	LB
1080211	119, HIGH STREET	II	LB
1080230	THE CROWN PUBLIC HOUSE	II	LB
1080231	THE BEECHES	II	LB
1080232	OLD VINE COTTAGE	II	LB
1080235	1-4, HOGARTH CLOSE	II	LB
1080273	27C, CHURCH ROAD	II	LB
1113381	THE HARROW PUBLIC HOUSE	II	LB
1113383	MILESTONE AT TQ 0137 7793	II	LB
1113388	WALL APPROXIMATELY 5 METRES TO EAST OF LANGLEY HALL (Q.V.)	II	LB
1117627	BARN TO SOUTH-WEST OF DITTON FARMHOUSE	II	LB
1117642	LITTLE COURT	II	LB

NHLE Ref	Name	Grade	Type
1117643	THE OLD RECTORY	II	LB
1117645	THE FIVE BELLS PUBLIC HOUSE	II	LB
1117663	GRANARY 50 YDS SOUTH-WEST OF DITTON FARMHOUSE	II	LB
1124368	TOWN HOUSE	II	LB
1124369	EXCELSIOR HOUSE	II	LB
1124370	THE SWAN AT IVER PUBLIC HOUSE	II	LB
1124371	56,58 AND 60, HIGH STREET	II	LB
1124372	IVER HOUSE	II	LB
1124373	COPTHALL AND LITTLE COPTHALL	II	LB
1124375	STABLE AND OFFICE BLOCK AT BRIDGEFOOT HOUSE	II	LB
1124376	BARN AT TANHOUSE FARM TO SOUTH EAST OF THE FARMHOUSE	II	LB
1124378	BARN TO NORTH EAST OF MANSFIELD FARMHOUSE	II	LB
1124379	SUTTON COURT FARMHOUSE	II	LB
1124381	CRANMORE HOUSE AND KINGSLEY HOUSE, CHURCHGATE	II	LB
1124382	STABLE RANGE AT THORNEY FARM	II	LB
1124383	ST THOMAS'S VICARAGE	II	LB
1124402	IVER LODGE	II	LB
1124403	BARN TO REAR OF ABERDEEN HOUSE	II	LB
1124404	IVER COURT FARMHOUSE	II	LB
1124405	AYRES HOUSE (BT AND G WINSTON PREMISES)	II	LB
1124406	LUCAS (NEWSAGENT)	II	LB
1124407	MILESTONE OUTSIDE NO 3 MILESTONE COTTAGES	II	LB
1124408	NUMBER 110 AND HOUSE ADJOINING TO WEST (ANTHONY'S (79) LTD)	II	LB
1135739	WALL ADJOINING LANGLEY HALL	II	LB
1135764	WALL APPROXIMATELY 20 METRES TO NORTH-WEST OF LANGLEY HALL (Q.V.)	II	LB
1135929	HORTON CEDARS	II	LB
1135966	LYCH GATE TO NORTH OF CHURCH OF ST MICHAEL	II	LB
1164384	IVER CROFT	II	LB
1164449	HUNTSMOOR PARK FARMHOUSE	II	LB
1164451	THE RED LION PUBLIC HOUSE	II	LB
1164470	PARK HOUSE AND YE OLDE GEORGE PUBLIC HOUSE	II	LB
1164635	GATE, SCREEN AND GARDEN WALLS TO BRIDGEFOOT HOUSE	II	LB
1164719	DELAFFORD MANOR	II	LB
1164740	THORNEY HOUSE	II	LB
1164747	MANSFIELD FARMHOUSE	II	LB
1164749	DOVECOTE EAST OF MANSFIELD FARMHOUSE	II	LB
1164809	GOLBORNE MONUMENT EAST OF SOUTH AISLE OF ST PETER'S CHURCH	II	LB
1164830	COLNE COTTAGE	II	LB
1164843	THE TOWER ARMS PUBLIC HOUSE	II	LB
1164886	FORMER SCHOOL (NOW COLNBROOK YOUTH CENTRE)	II	LB
1180711	274, HIGH STREET	II	LB
1180737	5 AND 6, HILLINGDON ROAD	II	LB
1180797	32, HILLINGDON ROAD	II	LB
1180809	CHURCH COTTAGE	II	LB
1180885	73 AND 75, IVER LANE	II	LB
1181669	CHAPELS IN HILLINGDON UXBRIDGE CEMETERY	II	LB
1181759	18-20, WINDSOR STREET	II	LB
1181763	39 AND 40, WINDSOR STREET	II	LB
1187059	BADMINTON HOUSE, POST OFFICE, ADJOINING HOUSE AND HAMPTON HOUSE	II	LB
1187060	KENILWORTH AND ADJOINING HOUSE	II	LB
1187061	STAR AND GARTER PUBLIC HOUSE	II	LB
1187062	BARN TO KING JOHN'S PALACE	II	LB
1187063	THE HOLLIES	II	LB

NHLE Ref	Name	Grade	Type
1194137	MAYGOOD'S FARMHOUSE	II	LB
1194154	THE OLD HOUSE	II	LB
1194165	WALL TO NORTH OF FRONT GARDEN OF THE BEECHES	II	LB
1194461	18 AND 19, HIGH STREET	II	LB
1204965	1, 2 AND 3, PARK STREET	II	LB
1204982	FAIRMEAD AND THE HAVEN	II	LB
1204986	THE WHITE HART INN	II	LB
1244863	ROYAL STANDARD HOUSE	II	LB
1251377	GRANARY AT TQ 0126 7883	II	LB
1280897	CITY POST	II	LB
1284852	15, WINDSOR STREET	II	LB
1285057	THE GENERAL ELIOTT	II	LB
1285315	20 AND 21, HILLINGDON ROAD	II	LB
1285337	13 AND 14, HILLINGDON ROAD	II	LB
1285383	118, HIGH STREET	II	LB
1285413	OLD BANK HOUSE	II	LB
1285418	76, HIGH STREET	II	LB
1285689	THE THREE TUNS PUBLIC HOUSE	II	LB
1298903	ABINGTON	II	LB
1298905	POYLE FARMHOUSE	II	LB
1298921	WATER-PUMP APPROXIMATELY 75 YARDS EAST OF THE PUNCHBOWL INN	II	LB
1312996	DAIRY AT BERKIN MANOR AT NORTH EAST CORNER OF HOUSE	II	LB
1313011	HORTON LODGE	II	LB
1313015	ASHGOOD FARMHOUSE	II	LB
1313048	THE CROWN PUBLIC HOUSE AND ATTACHED BARN	II	LB
1313117	LANGLEY HALL	II	LB
1317589	CHURCH OF ST THOMAS	II	LB
1317656	MILL HOUSE AND TANHOUSE FARMHOUSE J R SWANSTON PLANT AND ENGINEER (LONGFORD) LIMITED	II	LB
1317691	BRIDGE OVER COLNE BROOK	II	LB
1317757	34, HIGH STREET	II	LB
1317805	ABERDEEN HOUSE	II	LB
1319330	DITTON FARMHOUSE	II	LB
1319361	BROOKFIELD	II	LB
1319362	MILDRIDGE FARMHOUSE	II	LB
1319363	CHURCHYARD WALL TO WEST OF CHURCH OF ST MICHAEL	II	LB
1332717	BARN TO SOUTH OF HUNTS MOOR PARK FARMHOUSE	II	LB
1332737	90, HIGH STREET	II	LB
1332739	OLD TIMBERS	II	LB
1332740	DOVECOTE AT DELAFORD MANOR	II	LB
1332744	MULBERRY HOUSE	II	LB
1332745	OLD SCHOOL HOUSE	II	LB
1358356	WALL ALONG SOUTH EAST SIDE OF ALLEY	II	LB
1358370	10 AND 11, HIGH STREET	II	LB
1358371	MIDLAND BANK	II	LB
1358372	THE CEDARS	II	LB
1358373	GARDEN WALLS TO NORTH AND EAST OF NUMBER 118	II	LB
1358383	WALL TO NORTH OF MAYGOOD'S FARMHOUSE GARDEN	II	LB
1358384	POPLAR COTTAGE	II	LB
1358390	CHURCH OF ST JOHN	II	LB
1358394	126 AND 126A, HIGH STREET	II	LB
1358395	129-133, HIGH STREET	II	LB
1358397	11 AND 12, HILLINGDON ROAD	II	LB
1358398	22 AND 23, HILLINGDON ROAD	II	LB
1358399	34, HILLINGDON ROAD	II	LB
1358401	THE TOLL HOUSE, COWLEY LOCK	II	LB

NHLE Ref	Name	Grade	Type
1358405	UXBRIDGE UNDERGROUND STATION	II	LB
1358408	2 K6 TELEPHONE KIOSKS OUTSIDE POST OFFICE, SOUTH END OF WINDSOR STREET	II	LB
1358415	GATEWAY TO HILLINGDON UXBRIDGE CEMETERY	II	LB
1358419	10-12, WINDSOR STREET	II	LB
1358420	21 AND 21A, WINDSOR STREET	II	LB
1358421	41 AND 42, WINDSOR STREET	II	LB
1358442	50, WINDSOR STREET	II	LB
1358443	THE QUEEN'S HEAD PUBLIC HOUSE	II	LB
1358444	WATTS HALL (OLD MEETING CONGREGATIONAL CHURCH)	II	LB
1389143	WAR MEMORIAL IN ST PETERS CHURCHYARD	II	LB
1392376	CINEMA	II	LB
1393206	RANDALLS DEPARTMENT STORE	II	LB
1400162	LECTURE THEATRE BLOCK, BRUNEL UNIVERSITY	II	LB
1451218	HILLINGDON CIVIC CENTRE AND INTEGRATED HARD LANDSCAPING, INCLUDING PAVING, PLANTERS, STEPS AND WALLS	II	LB
1451400	MCKAY TRADING ESTATE	II	LB
1456878	LANGLEY WAR MEMORIAL, SLOUGH	II	LB
1464803	UXBRIDGE WAR MEMORIAL	II	LB
1080111	DISCOTHEQUE ROYLE	II*	LB
1080148	THE CROWN AND TREATY INN	II*	LB
1080208	THE MARKET HOUSE	II*	LB
1124367	THE OSTRICH PUBLIC HOUSE	II*	LB
1164777	DAIRY IN GROUNDS OF ELK MEADOWS	II*	LB
1180516	CHURCH OF ST MARGARET	II*	LB
1280920	KING JOHNS PALACE	II*	LB
1286371	CHURCH OF ST LAURENCE	II*	LB
1332738	BRIDGEFOOT HOUSE	II*	LB

Locally Listed Buildings

SLR Ref	Name	Type	LPA
PLLB1	ELK MEADOWS GARDEN	PROPOSED	SOUTH BUCKINGHAMSHIRE
PLLB2	NORWOOD GRANGE	PROPOSED	SOUTH BUCKINGHAMSHIRE
PLLB3	COPPINS (HOUSE)	PROPOSED	SOUTH BUCKINGHAMSHIRE
PLLB4	COPPINS GARDENS	PROPOSED	SOUTH BUCKINGHAMSHIRE
PLLB5	IVER LODGE GARDENS	PROPOSED	SOUTH BUCKINGHAMSHIRE
PLLB6	THE LIMES AND THE YEWS	PROPOSED	SOUTH BUCKINGHAMSHIRE
PLLB7	85 HIGH STREET	PROPOSED	SOUTH BUCKINGHAMSHIRE
LLB8	RICHINGS PARK (GARDENS)	LOCALLY LISTED GARDEN	SOUTH BUCKS
LLB9	GROVE HOUSE	LOCALLY LISTED BUILDING	SOUTH BUCKINGHAMSHIRE
LLB10	THE BULL INN	LOCALLY LISTED BUILDING	SOUTH BUCKINGHAMSHIRE
LLB11	ST PETERS CENTRE	LOCALLY LISTED BUILDING	SOUTH BUCKINGHAMSHIRE
LLB12	1-7 WELLESLEY PARK AVENUE	LOCALLY LISTED BUILDING	SOUTH BUCKINGHAMSHIRE
LLB13	BUCKFIELD COURT	LOCALLY LISTED BUILDING	SOUTH BUCKINGHAMSHIRE
LLB14	28-50 BATHURST WALK	LOCALLY LISTED BUILDING	SOUTH BUCKINGHAMSHIRE
LLB15	2 AND 9-11 WELLESLEY AVENUE	LOCALLY LISTED BUILDING	SOUTH BUCKINGHAMSHIRE
LLB16	ESTATE TYPE L HOUSES	LOCALLY LISTED BUILDING	SOUTH BUCKINGHAMSHIRE
LLB17	ESTATE TYPE A BUNGALOWS	LOCALLY LISTED BUILDING	SOUTH BUCKINGHAMSHIRE
LLB18	ESTATE TYPE A BUNGALOWS	LOCALLY LISTED BUILDING	SOUTH BUCKINGHAMSHIRE
LLB19	ESTATE TYPE G HOUSES	LOCALLY LISTED BUILDING	SOUTH BUCKS
LLB20	ESTATE TYPE P HOUSES	LOCALLY LISTED BUILDING	SOUTH BUCKS
LLB21	ESTATE TYPE J HOUSES	LOCALLY LISTED BUILDING	SOUTH BUCKS
LLB22	ESTATE TYPE Z HOUSES	LOCALLY LISTED BUILDING	SOUTH BUCKS
LLB23	ESTATE TYPE 33 HOUSES	LOCALLY LISTED BUILDING	SOUTH BUCKS
LLB24	ESTATE TYPE S HOUSES	LOCALLY LISTED BUILDING	SOUTH BUCKS

SLR Ref	Name	Type	LPA
LLB25	ESTATE TYPE H HOUSE	LOCALLY LISTED BUILDING	SOUTH BUCKS
LLB26	THE WHITE HOUSE ASHFORD ROAD ASHFORD	LOCALLY LISTED BUILDING	SPELTHORPE
LLB27	FORD BRIDGE – (PARAPET WALL TO SOUTHERN END OF FORD BRIDGE)	LOCALLY LISTED BUILDING	SPELTHORPE
LLB28	2 CHERRY ORCHARD STAINES	LOCALLY LISTED BUILDING	SPELTHORPE
LLB29	STAINES PREPARATORY SCHOOL (PART) 5A GRESHAM ROAD	LOCALLY LISTED BUILDING	SPELTHORPE
LLB30	THE ANCHOR PUBLIC HOUSE HITHERMOOR ROAD	LOCALLY LISTED BUILDING	SPELTHORPE
LLB31	STANWELL UPPER MILL 32 HORTON ROAD STANWELL MOOR	LOCALLY LISTED BUILDING	SPELTHORPE
LLB32	VALVE HOUSE TO KING GEORGE VI RESERVOIR STANWELL MOOR ROAD	LOCALLY LISTED BUILDING	SPELTHORPE
LLB33	SHORTWOOD COUNTY (INFANTS) FIRST SCHOOL STANWELL NEW ROAD	LOCALLY LISTED BUILDING	SPELTHORPE
LLB34	1-19 FLORIDA COURT STATION APPROACH STAINES	LOCALLY LISTED BUILDING	SPELTHORPE
LLB35	FOOTBRIDGE OVER TRACKS STATION APPROACH STAINES RAILWAY STATION STAINES	LOCALLY LISTED BUILDING	SPELTHORPE
LLB36	STAINES STATION	LOCALLY LISTED BUILDING	SPELTHORPE
LLB37	THE DELL COTTAGE	CANDIDATE	SOUTH BUCKINGHAMSHIRE
LLB38	LIBRARY, BRUNEL UNIVERSITY		
LLB39	LABORATORY BUILDINGS, BRUNEL UNIVERSITY		
LLB40	WHITEHALL JUNIOR SCHOOL		HILLINGDON
LLB41	BURR HALL, CHILTERN VIEW ROAD		HILLINGDON
LLB42	31-33 CHILTERN VIEW ROAD		HILLINGDON
LLB43	COTTAGE AND SLUICE		HILLINGDON
LLB44	WOODBIDGE HOUSE		HILLINGDON
LLB45	MILL BUILDING, ROCKINGHAM ROAD		HILLINGDON
LLB46	ROCKINGHAM BRIDGE		HILLINGDON
LLB47	FORECOURT WALL TO 73 THE GREENWAY		HILLINGDON
LLB48	71 & 73 THE GREENWAY		HILLINGDON
LLB49	89 THE GREENWAY		HILLINGDON
LLB50	64, 66 & 68 THE GREENWAY		HILLINGDON
LLB51	UXBRIDGE HIGH SCHOOL		HILLINGDON
LLB52	CHARTER PLACE (BLOCK 3)		HILLINGDON
LLB53	BOAT YARD AND WHARF		HILLINGDON
LLB54	4 WINDSOR STREET		HILLINGDON
LLB55	5, 5A & 5B WINDSOR STREET		HILLINGDON
LLB56	6 & 7 WINDSOR STREET		HILLINGDON
LLB57	22 & 23 WINDSOR STREET		HILLINGDON
LLB58	36 WINDSOR STREET		HILLINGDON
LLB59	49 WINDSOR STREET		HILLINGDON
LLB60	UXBRIDGE WAR MEMORIAL		
LLB61	COPPINS GARDENS		SOUTH BUCKS

Historic Environment Record Data

MONUID	PREFREF	NAME	MONTYPE	PERIOD
SOUTH BUCKS				
MBC11575	437700000	STUBBS/STUDDS PIT, IVER	FINDSPOT	UNKNOWN
MBC11583	438300000	DELAFORD MANOR	MANOR	MEDIEVAL TO POST-MEDIEVAL
MBC11584	438301000	DELAFORD MANOR	MANOR HOUSE; HOUSE	16TH CENTURY TO 19TH CENTURY
MBC11585	438302000	DOVECOTE AT DELAFORD MANOR	DOVECOTE	16TH CENTURY
MBC11586	438400000	MANSFIELD MANOR	MANOR	MEDIEVAL TO POST-MEDIEVAL
MBC11587	438401000	MANSFIELD FARMHOUSE	MANOR HOUSE?; FARMHOUSE	16TH CENTURY TO 18TH CENTURY
MBC11588	438402000	BARN NE OF MANSFIELD FARMHOUSE	BARN; TIMBER FRAMED BARN	17TH CENTURY
MBC11589	438403000	E OF MANSFIELD FARMHOUSE	DOVECOTE; DOVECOTE	17TH CENTURY TO 18TH CENTURY
MBC11590	438500000	IVER MANOR	MANOR	MEDIEVAL TO POST-MEDIEVAL
MBC11591	438501000	DELAFORD PARK	MANOR HOUSE	MEDIEVAL TO 19TH CENTURY
MBC12534	482000000	IVEY LANDS, RICHINGS PARK	ENCLOSURE; SETTLEMENT; FIELD SYSTEM; DITCH	IRON AGE TO POST-MEDIEVAL
MBC12536	482200000	IVER HEATH	ENCLOSURE; FIELD SYSTEM	MODERN
MBC12549	482400000	MANSFIELD FARM, IVER HEATH: QUARRY	QUARRY?	MEDIEVAL TO POST-MEDIEVAL
MBC13110	505300000	MANSFIELD FARM	OCCUPATION SITE	MESOLITHIC
MBC13111	505300001	MANSFIELD FARM:IMF	LITHIC SCATTER	MESOLITHIC
MBC13112	505301000	MANSFIELD FARM:MWY 569-573	WATERCOURSE	MESOLITHIC
MBC13113	505301001	MANSFIELD FARM:MWY 569-573	FINDSPOT	UNKNOWN
MBC13114	505301002	MANSFIELD FARM:MWY 569-573	FINDSPOT	UNKNOWN
MBC13309	513600000	IVER COURT FARMHOUSE	MANOR HOUSE?; FARMHOUSE	17TH CENTURY TO 18TH CENTURY
MBC13588	527800000	RITCHINGS PARK, IVER	DITCHED ENCLOSURE?; SQUARE ENCLOSURE	UNKNOWN
MBC13628	530400000	PALMER'S MOOR FARM, IVER	ENCLOSURE; FIELD SYSTEM	UNKNOWN
MBC13628	530400000	PALMER'S MOOR FARM, IVER	ENCLOSURE; FIELD SYSTEM	UNKNOWN
MBC13663	531900000	IVER CHURCHYARD, MWY 514	ARTEFACT SCATTER	EARLY MESOLITHIC TO MEDIEVAL
MBC13663	531900000	IVER CHURCHYARD, MWY 514	ARTEFACT SCATTER	EARLY MESOLITHIC TO MEDIEVAL
MBC13664	531901000	IVER CHURCHYARD, MWY 514	FINDSPOT	UNKNOWN
MBC13665	531902000	IVER CHURCHYARD, MWY 514	FINDSPOT	UNKNOWN
MBC13665	531902000	IVER CHURCHYARD, MWY 514	FINDSPOT	UNKNOWN
MBC13666	531903000	IVER CHURCHYARD, MWY 514	FINDSPOT	UNKNOWN
MBC13666	531903000	IVER CHURCHYARD, MWY 514	FINDSPOT	UNKNOWN
MBC13667	531904000	IVER CHURCHYARD, MWY 514	FINDSPOT	UNKNOWN

MONUID	PREFREF	NAME	MONTYPE	PERIOD
MBC13668	532000000	DELAford MANOR, IVER	MILL POND; FISHPOND	20TH CENTURY
MBC15150	587400000	MANSFIELD FARM, IVER	BURIAL; HUMAN REMAINS	UNKNOWN
MBC15232	593200000	PIT SOUTH OF IVER CHURCH	FINDSPOT	UNKNOWN
MBC18147	1227700000	IVER LODGE	HOUSE; GARDEN SCREEN; GATE	18TH CENTURY
MBC18148	1227800000	IVER CROFT	HOUSE	17TH CENTURY TO 19TH CENTURY
MBC18152	1228100000	HUNTSMOOR PARK FARMHOUSE	FARMHOUSE	18TH CENTURY
MBC18153	1228101000	BARN TO SOUTH OF HUNTSMOOR PARK FARMHOUSE	BARN; TIMBER FRAMED BARN	17TH CENTURY
MBC18164	1228400000	'THE SWAN AT IVER'	INN; TIMBER FRAMED BUILDING; HOUSE	16TH CENTURY TO 19TH CENTURY
MBC18165	1228500000	56,58 & 60 HIGH STREET	HOUSE; GRAMMAR SCHOOL; SHOP	18TH CENTURY TO MODERN
MBC18166	1228501000	68, 70 & 70A HIGH STREET	HOUSE; TIMBER FRAMED HOUSE; LOBBY ENTRY HOUSE	17TH CENTURY TO MODERN
MBC18167	1228502000	IVER HOUSE, 78 HIGH STREET	HOUSE	18TH CENTURY TO 19TH CENTURY
MBC18168	1228503000	90 HIGH STREET	HOUSE	19TH CENTURY
MBC18169	1228504000	COPTHALL & LITTLE COPTHALL	HOUSE	18TH CENTURY
MBC18170	1228600000	BRIDGEFOOT HOUSE	HOUSE; COUNTRY HOUSE?; MILITARY HEADQUARTERS?	18TH CENTURY TO MODERN
MBC18171	1228601000	GATE, SCREEN & GARDEN WALLS	GATE; RAILINGS; GATE PIER; GARDEN SCREEN; GARDEN WALL	18TH CENTURY
MBC18172	1228602000	STABLE & OFFICE BLOCK AT BRIDGEFOOT HOUSE	STABLE; OFFICE	18TH CENTURY
MBC18173	1228603000	BRIDGE OVER COLNE BROOK	BRIDGE	18TH CENTURY
MBC18175	1228800000	LOVE GREEN FARMHOUSE	FARMHOUSE; TIMBER FRAMED HOUSE	17TH CENTURY
MBC18176	1228900000	GRANARY AT LOVE GREEN FARM	GRANARY; TIMBER FRAMED BUILDING	18TH CENTURY
MBC18178	1229100000	THORNEY HOUSE	HOUSE	18TH CENTURY
MBC18180	1229300000	NORWOOD HAYES	HOUSE	19TH CENTURY
MBC18181	1229400000	WHITE COTTAGE	HOUSE	19TH CENTURY
MBC18182	1229500000	DAIRY IN GROUNDS OF ELK MEADOWS, FORMERLY WOODLANDS PARK	DAIRY	19TH CENTURY
MBC18185	1229800000	CRANMORE HOUSE & KINGSLEY HOUSE	HOUSE	18TH CENTURY
MBC18186	1229900000	COLNE COTTAGE	HOUSE	18TH CENTURY
MBC18187	1230000000	THE VICARAGE & MULBERRY HOUSE	VICARAGE; CHURCH SCHOOL; HOUSE	18TH CENTURY TO MODERN
MBC21039	438502000	DELAford PARK	CULVERT	18TH CENTURY
MBC21488	482101000	RICHINGS PARK	ARTEFACT SCATTER	EARLY NEOLITHIC TO MEDIEVAL
MBC21489	482101001	RICHINGS PARK	FINDSPOT	UNKNOWN
MBC21490	482101002	RICHINGS PARK	FINDSPOT	UNKNOWN

MONUID	PREFREF	NAME	MONTYPE	PERIOD
MBC21493	24104001	RICHINGS PARK: CANAL	CANAL	18TH CENTURY
MBC21775	24104000	RICHINGS PARK: FORMAL GARDENS AND PARK	FORMAL GARDEN; PARK	18TH CENTURY TO 21ST CENTURY
MBC21775	24104000	RICHINGS PARK: FORMAL GARDENS AND PARK	FORMAL GARDEN; PARK	18TH CENTURY TO 21ST CENTURY
MBC22055	438404000	MANSFIELD HOUSE	GARDEN; ORNAMENTAL POND	20TH CENTURY TO 21ST CENTURY
MBC22055	438404000	MANSFIELD HOUSE	GARDEN; ORNAMENTAL POND	20TH CENTURY TO 21ST CENTURY
MBC22058	656300000	IVER LODGE	FORMAL GARDEN; PARK	18TH CENTURY TO MODERN
MBC22060	24203000	HUNTSMORE PARK	PARK; FORMAL GARDEN	18TH CENTURY TO MODERN
MBC22061	656500000	WOODLANDS PARK	PARK	19TH CENTURY TO MODERN
MBC22062	656600000	BANGORS PARK	PARK; GARDEN	19TH CENTURY TO MODERN
MBC22063	656700000	COPPINS	PARK; GATE LODGE; GARDEN	20TH CENTURY TO 21ST CENTURY
MBC22063	656700000	COPPINS	PARK; GATE LODGE; GARDEN	20TH CENTURY TO 21ST CENTURY
MBC22064	438303000	DELAFord PARK	PARK; GARDEN; FORMAL GARDEN	19TH CENTURY TO 21ST CENTURY
MBC22988	599800000	RICHINGS PARK: FLINT FINDS	FINDSPOT	UNKNOWN
MBC23498	833200000	GRAND UNION CANAL (SLOUGH ARM)	CANAL	19TH CENTURY TO MODERN
MBC23779	852500000	LANGLEY AIRFIELD	AIRCRAFT FACTORY; AIRFIELD; MILITARY AIRFIELD	MODERN
MBC24299	903400000	S OF RIDGEWAY TRADING ESTATE	GRAVEL PIT	20TH CENTURY
MBC24566	929900000	IVER VILLAGE	VILL; SETTLEMENT	11TH CENTURY TO MODERN
MBC24622	934900000	GREAT WESTERN RAILWAY	RAILWAY	19TH CENTURY
MBC24624	934902000	THORNEY LANE (IVER LANE) BRIDGE	BRIDGE	19TH CENTURY TO MODERN
MBC24637	935600000	CHANDLERS HILL	ANTI AIRCRAFT BATTERY	MODERN
MBC24637	935600000	CHANDLERS HILL	ANTI AIRCRAFT BATTERY	MODERN
MBC24802	84602000	WAR MEMORIAL IN ST PETER'S CHURCHYARD, IVER.	WAR MEMORIAL	20TH CENTURY
MBC24872	438502001	DELAFord PARK	FINDSPOT	UNKNOWN
MBC24996	952800000	UPPER PALAEOLITHIC AND MESOLITHIC AT DENHAM AREA 4	FLINT SCATTER	UPPER PALAEOLITHIC TO LATE MESOLITHIC
MBC24999	952803000	UPPER PALAEOLITHIC AND MESOLITHIC AT DENHAM AREA 4	FLINT SCATTER	MESOLITHIC
MBC25016	952900001	LATE PREHISTORIC AT DENHAM AREA 4	ARTEFACT SCATTER	EARLY MESOLITHIC TO LATE BRONZE AGE
MBC25017	953800000	ROMAN FINDS AT DENHAM AREA 4	ARTEFACT SCATTER	ROMAN
MBC25018	953900000	MEDIEVAL FINDS AT DENHAM AREA 4	ARTEFACT SCATTER	12TH CENTURY TO 14TH CENTURY
MBC25019	953900001	POST-MEDIEVAL FEATURES AT DENHAM AREA 4	DITCH; FIELD BOUNDARY	POST-MEDIEVAL
MBC25527	977900000	IVER STATION	RAILWAY STATION	UNKNOWN

MONUID	PREFREF	NAME	MONTYPE	PERIOD
MBC25554	980300000	BAPTIST CHAPEL, WEST SQUARE	TIMBER FRAMED BARN; BAPTIST CHAPEL	18TH CENTURY TO 19TH CENTURY
MBC25606	985300000	IVER MEDIEVAL MARKET AND 2 FAIRS	MARKET; FAIR	14TH CENTURY
MBC25871	995600000	AREA 2, CHANDLERS HILL	LINEAR FEATURE?; PIT?	UNKNOWN
MBC25872	995700000	AREA 4, CHANDLERS HILL	LINEAR FEATURE; PIT	IRON AGE TO MEDIEVAL
MBC25873	995800000	AREA 5, CHANDLERS HILL	DITCH?; LINEAR FEATURE?; PIT?	UNKNOWN
MBC26601	MBC26601	GARDEN OF 15 HOLMSDALE CLOSE, IVER	FINDSPOT	UNKNOWN
MBC26602	MBC26602	GARDEN OF 15 HOLMSDALE CLOSE, IVER	FINDSPOT	UNKNOWN
MBC2670	840000000	PARISH	FINDSPOT	UNKNOWN
MBC2671	841000000	PARISH	FINDSPOT	UNKNOWN
MBC2672	842000000	SANDSTONE, IVER	LITHIC WORKING SITE?; FLINT SCATTER	EARLY MESOLITHIC
MBC2673	842000001	SANDSTONE, IVER	LITHIC SCATTER	EARLY MESOLITHIC
MBC2674	842010000	SANDSTONE, IVER	FINDSPOT	UNKNOWN
MBC2702	846000000	IVER, ST. PETER'S CHURCH	PARISH CHURCH	11TH CENTURY TO 15TH CENTURY
MBC2703	846000001	IVER, ST. PETER'S CHURCH	FINDSPOT	UNKNOWN
MBC2704	846010000	GOLBORNE MONUMENT E OF S AISLE OF CHURCH	CHEST TOMB	19TH CENTURY
MBC33217	738300000	MEMORIAL TO J.B.H.WHITSHED	WAR MEMORIAL; PLAQUE	19TH CENTURY
MBC34433	1504300000	COLNBROOK TURNPIKE	TOLL ROAD	18TH CENTURY TO 19TH CENTURY
MBC34620	995701000	AREA 4, CHANDLERS HILL	LINEAR FEATURE; PIT; POST HOLE; DROVE ROAD	IRON AGE TO 5TH CENTURY ROMAN
MBC34621	995702000	AREA 4, CHANDLERS HILL	GRUBENHAUS	SAXON
MBC34622	995703000	AREA 4, CHANDLERS HILL	PIT; DITCH	MEDIEVAL
MBC34622	995703000	AREA 4, CHANDLERS HILL	PIT; DITCH	MEDIEVAL
MBC34856	995700001	IVER-SLOUGH CABLE ROUTE	DITCH	UNKNOWN
MBC34856	995700001	IVER-SLOUGH CABLE ROUTE	DITCH	UNKNOWN
MBC34858	482001000	RICHINGS PARK	PIT; DITCH; GULLY	LATE BRONZE AGE TO LATE IRON AGE
MBC46666	1560000000	CORNER OF HIGH STREET AND CHEQUERS ORCHARD, IVER	POLICE STATION; OFFICE; LIBRARY	20TH CENTURY TO 21ST CENTURY
MBC46681	1561500000	DENHAM QUARRY AREA 4	FIELD BOUNDARY	POST-MEDIEVAL TO 19TH CENTURY
MBC46681	1561500000	DENHAM QUARRY AREA 4	FIELD BOUNDARY	POST-MEDIEVAL TO 19TH CENTURY
MBC46779	482402000	N OF MANSFIELD FARM, IVER HEATH	RECTANGULAR ENCLOSURE?; RING DITCH; ROUND BARROW?; DITCHED ENCLOSURE	LATE PREHISTORIC
MBC47836	1564000000	EVREHAM LODGE (DEMOLISHED)	HOUSE	19TH CENTURY TO 21ST CENTURY
MBC4951	1680000000	PARISH	FISHERY	11TH CENTURY
MBC4952	168001000	IVER	FISHERY	16TH CENTURY

MONUID	PREFREF	NAME	MONTYPE	PERIOD
MBC4953	168002000	PALMER'S MOOR	FISHERY	19TH CENTURY
MBC6907	239700000	EVERLASTING TILE COMPANY	FINDSPOT	UNKNOWN
MBC6908	239701000	400M S OF IVER CHURCH	FINDSPOT	UNKNOWN
MBC7438	265000000	DENHAM	NON ANTIQUITY	UNKNOWN
MBC763	23910000	THORNEY FARM	ENCLOSURE?	UNKNOWN
MBC764	24000000	COSTAIN'S GRAVEL PIT	DITCH	LATE PREHISTORIC
MBC765	24000001	COSTAIN'S GRAVEL PIT	FINDSPOT	UNKNOWN
MBC7651	282500000	POTTERS CROSS	POTTERY KILN?	17TH CENTURY TO 18TH CENTURY
MBC766	24100000	RICHINGS PARK: MANOR	MANOR	MEDIEVAL TO POST-MEDIEVAL
MBC7662	282900000	IVER MILL	CORN MILL; WATERMILL; COTTON MILL	11TH CENTURY TO 19TH CENTURY
MBC767	24101000	RICHINGS PARK: MANOR HOUSE	MANOR HOUSE	MEDIEVAL TO 18TH CENTURY
MBC768	24102000	RICHINGS PARK: COUNTRY HOUSE	COUNTRY HOUSE	18TH CENTURY TO MODERN
MBC769	24103000	RICHINGS PARK: GROTTO	CASCADE; GROTTO	18TH CENTURY
MBC770	24200000	HUNTSMOOR PARK	MANOR	MEDIEVAL TO POST-MEDIEVAL
MBC772	24202000	HUNTSMOOR PARK	MANOR HOUSE	16TH CENTURY TO 17TH CENTURY
MBC773	24300000	THORNEY: TOWER ARMS HOTEL	DITCHED ENCLOSURE; FIELD SYSTEM?	LATE PREHISTORIC
MBC773	24300000	THORNEY: TOWER ARMS HOTEL	DITCHED ENCLOSURE; FIELD SYSTEM?	LATE PREHISTORIC
MBC774	24300001	THORNEY: COSTAIN'S PIT	FINDSPOT	UNKNOWN
MBC775	24301000	THORNEY: TOWER ARMS HOTEL	RING DITCH; DOUBLE DITCHED ENCLOSURE; CIRCULAR ENCLOSURE	LATE PREHISTORIC
MBC776	24302000	THORNEY: COSTAIN'S PIT	PIT	NEOLITHIC
MBC777	24302001	THORNEY: COSTAIN'S PIT	FINDSPOT	UNKNOWN
MBC778	24302002	THORNEY: COSTAIN'S PIT	FINDSPOT	UNKNOWN
MBC779	24303000	THORNEY: COSTAIN'S PIT	DITCH	LATE PREHISTORIC
MBC780	24303001	THORNEY: COSTAIN'S PIT	FINDSPOT	UNKNOWN
MBC781	24304000	THORNEY: TOWER ARMS HOTEL	DITCH	LATE PREHISTORIC
MBC782	24304001	THORNEY: TOWER ARMS HOTEL	FINDSPOT	UNKNOWN
MBC783	24304002	THORNEY: TOWER ARMS HOTEL	FLINT SCATTER	EARLY MESOLITHIC TO LATE NEOLITHIC
N/A	N/A	FIELD SYSTEM / BOUNDARY DITCH / DITCHED ENCLOSURE	CROPMARK	IRON AGE / MEDIEVAL / POST-MEDIEVAL
N/A	N/A	FIELD SYSTEM / BOUNDARY DITCH / DITCHED ENCLOSURE	CROPMARK	IRON AGE / MEDIEVAL / POST-MEDIEVAL
N/A	N/A	TRACKWAY / DRAINAGE DITCH / DROVE ROAD	CROPMARK	IRON AGE / MEDIEVAL / POST-MEDIEVAL
N/A	N/A	FIELD SYSTEM / BOUNDARY DITCH / DITCHED ENCLOSURE	CROPMARK	IRON AGE / MEDIEVAL / POST-MEDIEVAL

MONUID	PREFREF	NAME	MONTYPE	PERIOD
N/A	N/A	BOUNDARY DITCH / DRAINAGE DITCH / GEOLOGICAL MARKS	CROPMARK	IRON AGE / MEDIEVAL / POST-MEDIEVAL
N/A	N/A	EXTRACTIVE PIT / STORAGE PIT / GEOLOGICAL MARKS	CROPMARK	IRON AGE / MEDIEVAL / POST-MEDIEVAL
N/A	N/A	RING DITCH / ROUND BARROW	CROPMARK	NEOLITHIC / BRONZE AGE
N/A	N/A	RING DITCH / CIRCULAR ENCLOSURE / ROUND BARROW	CROPMARK	NEOLITHIC / BRONZE AGE
N/A	N/A	DITCHED ENCLOSURE	CROPMARK	NEOLITHIC / BRONZE AGE / UNCERTAIN
N/A	N/A	FIELD BOUNDARY / FIELD SYSTEM / DRAINAGE DITCH	CROPMARK	MEDIEVAL
N/A	N/A	FIELD BOUNDARY / BOUNDARY DITCH	CROPMARK	MEDIEVAL / POST MEDIEVAL / UNCERTAIN
N/A	N/A	EXTRACTIVE PIT / STORAGE PIT / GEOLOGICAL MARKS	CROPMARK	MEDIEVAL / POST MEDIEVAL / UNCERTAIN
N/A	N/A	FIELD BOUNDARY / BOUNDARY BANK	EARTHWORK	MEDIEVAL / POST-MEDIEVAL
N/A	N/A	ROAD	CROPMARK	MEDIEVAL / POST-MEDIEVAL
N/A	N/A	ROAD	CROPMARK	MEDIEVAL / POST-MEDIEVAL
N/A	N/A	ROAD	CROPMARK	MEDIEVAL / POST-MEDIEVAL
N/A	N/A	ROAD	CROPMARK	MEDIEVAL / POST-MEDIEVAL
N/A	N/A	EXTRACTIVE PIT	CROPMARK	MEDIEVAL / POST-MEDIEVAL
N/A	N/A	FIELD SYSTEM / BOUNDARY DITCH	CROPMARK	MEDIEVAL / POST-MEDIEVAL
N/A	N/A	ROAD	CROPMARK	MEDIEVAL / POST-MEDIEVAL
N/A	N/A	FIELD SYSTEM / BOUNDARY DITCH	CROPMARK	MEDIEVAL / POST-MEDIEVAL
N/A	N/A	BOUNDARY DITCH / TRACKWAY	CROPMARK	MEDIEVAL / POST-MEDIEVAL
N/A	N/A	BOUNDARY BANK / TRACKWAY	CROPMARK	MEDIEVAL / POST-MEDIEVAL
N/A	N/A	BOUNDARY DITCH / DRAINAGE DITCH / GEOLOGICAL MARKS	CROPMARK	MEDIEVAL / UNCERTAIN
N/A	N/A	AIRCRAFT HANGAR (TYPE T2)	STRUCTURE / DEMOLISHED STRUCTURE	SECOND WORLD WAR
N/A	N/A	BLISTER AIRCRAFT HANGAR	STRUCTURE / DEMOLISHED STRUCTURE	SECOND WORLD WAR
N/A	N/A	NISSEN HUT	STRUCTURE / DEMOLISHED STRUCTURE	SECOND WORLD WAR
N/A	N/A	AIRFIELD BUILDING	STRUCTURE / DEMOLISHED STRUCTURE	SECOND WORLD WAR
N/A	N/A	AIRCRAFT COMPASS PLATFORM	STRUCTURE / DESTROYED MONUMENT	SECOND WORLD WAR
N/A	N/A	BARRAGE BALLOON MOORING / BARRAGE BALLOON SITE	STRUCTURE / DEMOLISHED STRUCTURE	SECOND WORLD WAR

MONUID	PREFREF	NAME	MONTYPE	PERIOD
N/A	N/A	BARRAGE BALLOON MOORING / BARRAGE BALLOON SITE	STRUCTURE / DEMOLISHED STRUCTURE	SECOND WORLD WAR
N/A	N/A	BARRAGE BALLOON MOORING / BARRAGE BALLOON SITE	STRUCTURE / DEMOLISHED STRUCTURE	SECOND WORLD WAR
N/A	N/A	AIRFIELD BUILDING / NISSEN HUT	STRUCTURE / DEMOLISHED STRUCTURE	SECOND WORLD WAR
N/A	N/A	BOMB CRATER	EARTHWORK / LEVELLED EARTHWORK	SECOND WORLD WAR
N/A	N/A	BOMB CRATER	EARTHWORK / LEVELLED EARTHWORK	SECOND WORLD WAR
SLOUGH				
MRM16065	MRM16065	LINEAR DITCH - DERWENT HOUSE, HIGH STREET, COLNBROOK, SLOUGH, BERKSHIRE	LINEAR EARTHWORK	MEDIEVAL TO POST MEDIEVAL
MRM16065	MRM16065	LINEAR DITCH - DERWENT HOUSE, HIGH STREET, COLNBROOK, SLOUGH, BERKSHIRE	LINEAR EARTHWORK	MEDIEVAL TO POST MEDIEVAL
MRM16065	MRM16065	LINEAR DITCH - DERWENT HOUSE, HIGH STREET, COLNBROOK, SLOUGH, BERKSHIRE	LINEAR EARTHWORK	MEDIEVAL TO POST MEDIEVAL
MRM16065	MRM16065	LINEAR DITCH - DERWENT HOUSE, HIGH STREET, COLNBROOK, SLOUGH, BERKSHIRE	LINEAR EARTHWORK	MEDIEVAL TO POST MEDIEVAL
MRM16271	MRM16271	POST MEDIEVAL ACTIVITY - QUALITY HOTEL HEATHROW, LONDON ROAD, LANGLEY, SLOUGH, BERKSHIRE	GRAVEL PIT; BOUNDARY DITCH; POST HOLE; FEATURE	POST MEDIEVAL
MRM16271	MRM16271	POST MEDIEVAL ACTIVITY - QUALITY HOTEL HEATHROW, LONDON ROAD, LANGLEY, SLOUGH, BERKSHIRE	GRAVEL PIT; BOUNDARY DITCH; POST HOLE; FEATURE	POST MEDIEVAL
MRM16374	MRM16374	COLNBROOK/COLNBROOK WITH POYLE, SLOUGH, BERKSHIRE	INN; SETTLEMENT	MEDIEVAL TO 21ST CENTURY
MRM16537	MRM16537	COLNBROOK BRIDGE AND BOUNDARY MARKER, PARK STREET, COLNBROOK, SLOUGH, BERKSHIRE	BRIDGE; BOUNDARY MARKER	POST MEDIEVAL
MRM17582	MRM17582	PALAEOCHANNEL - POYLE SITE 14, INDUSTRIAL ESTATE, SLOUGH BERKSHIRE	PALAEOCHANNEL	UNKNOWN
MRM17583	MRM17583	TWO LATER POST-MEDIEVAL DITCHES - POYLE SITE 14, INDUSTRIAL ESTATE, SLOUGH BERKSHIRE	BOUNDARY DITCH; DRAINAGE DITCH?	POST MEDIEVAL
MRM17583	MRM17583	TWO LATER POST-MEDIEVAL DITCHES - POYLE SITE 14, INDUSTRIAL ESTATE, SLOUGH BERKSHIRE	BOUNDARY DITCH; DRAINAGE DITCH?	POST MEDIEVAL
MRM18273	MRM18273	MCKAY TRADING ESTATE, BLACKTHORNE ROAD, POYLE, SLOUGH	INDUSTRIAL ESTATE; WAREHOUSE	LATE 20TH CENTURY
MSL15	00005.00.000	LANGLEY NEW PARK - SLOUGH, BERKSHIRE	PARK; MANOR HOUSE	MEDIEVAL TO POST MEDIEVAL
MSL15454	06291.00.000	NEOLITHIC STONE AXE - COLNBROOK, BERKSHIRE	FINDSPOT	EARLY NEOLITHIC TO LATE NEOLITHIC
MSL15464	SL15464	GEOLOGICAL MARKS-LAND REAR OF ABERDEEN HOUSE, BRIDGE STREET, COLNBROOK, BERKSHIRE	GEOLOGICAL MARKS	UNKNOWN

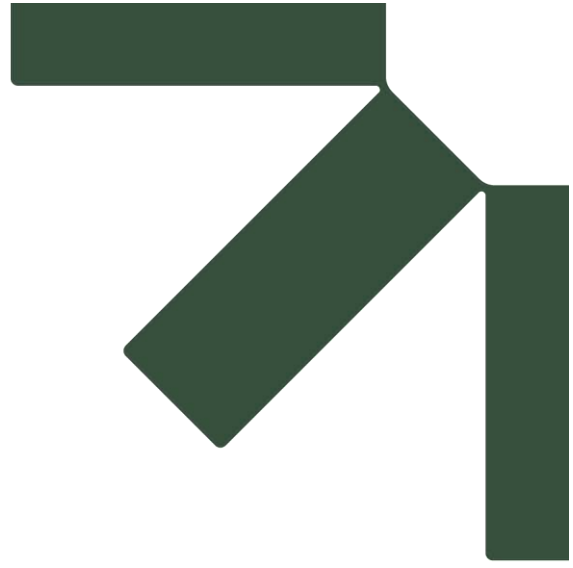
MONUID	PREFREF	NAME	MONTYPE	PERIOD
MSL15465	SL15465	POYLE MANOR/ POYLE HOUSE, POYLE, SLOUGH, BERKSHIRE	BUILDING; DITCH	MEDIEVAL TO POST MEDIEVAL
MSL16	00005.01.000	SITE OF MOAT AT PARLAUNT PARK FARM - SLOUGH BERKSHIRE	MOAT	MEDIEVAL
MSL17	00005.02.000	FORMER BUILDINGS AT PARLAUNT PARK FARM - SLOUGH, BERKSHIRE	FARMHOUSE; BUILDING	POST MEDIEVAL
MSL6021	05052.50.000	A4 BATH ROAD, SLOUGH, BERKSHIRE	ROAD	MEDIEVAL TO MODERN
MSL6023	05052.51.000	A4 BATH ROAD FROM LONDON TO BRISTOL VIA SLOUGH, BERKSHIRE	ROAD	POST MEDIEVAL TO MODERN
MSL7226	06288.00.000	ST MARY'S CHAPEL, COLNBROOK, BERKSHIRE	CHANTRY CHAPEL	MEDIEVAL TO POST MEDIEVAL
MSL7227	06288.01.000	ST. MARY'S CHAPEL, COLNBROOK, BERKSHIRE	CHAPEL	POST MEDIEVAL
MSL7230	06292.00.000	POSSIBLE CROPMARK FEATURES IDENTIFIED AS LAND DRAINS - NORTH OF BYPASS, COLNBROOK, BERKSHIRE	ENCLOSED FIELD SYSTEM?	EARLY 20TH CENTURY TO 21ST CENTURY
MSL7230	06292.00.000	POSSIBLE CROPMARK FEATURES IDENTIFIED AS LAND DRAINS - NORTH OF BYPASS, COLNBROOK, BERKSHIRE	ENCLOSED FIELD SYSTEM?	EARLY 20TH CENTURY TO 21ST CENTURY
MSL7230	06292.00.000	POSSIBLE CROPMARK FEATURES IDENTIFIED AS LAND DRAINS - NORTH OF BYPASS, COLNBROOK, BERKSHIRE	ENCLOSED FIELD SYSTEM?	EARLY 20TH CENTURY TO 21ST CENTURY
MSL7230	06292.00.000	POSSIBLE CROPMARK FEATURES IDENTIFIED AS LAND DRAINS - NORTH OF BYPASS, COLNBROOK, BERKSHIRE	ENCLOSED FIELD SYSTEM?	EARLY 20TH CENTURY TO 21ST CENTURY
MSL7230	06292.00.000	POSSIBLE CROPMARK FEATURES IDENTIFIED AS LAND DRAINS - NORTH OF BYPASS, COLNBROOK, BERKSHIRE	ENCLOSED FIELD SYSTEM?	EARLY 20TH CENTURY TO 21ST CENTURY
MSL7244	06035.04.000	CORPORATION OF LONDON TAX POST AT BATH ROAD, COLNBROOK, SLOUGH, BERKSHIRE	DUTY POST	POST MEDIEVAL
MSL7245	06035.05.000	CORPORATION OF LONDON TAX POST AT COLNBROOK BRIDGE, SLOUGH, BERKSHIRE	DUTY POST	POST MEDIEVAL
MSL7247	06036.00.000	POYLE MANOR, POYLE, SLOUGH, BERKSHIRE	MOAT?; MANOR HOUSE; GARDEN FEATURE?	MEDIEVAL TO POST MEDIEVAL
MSL7447	00007.00.000	MIDDLE BRONZE AGE DAGGER - LANGLEY, SLOUGH, BERKSHIRE	FINDSPOT	MIDDLE BRONZE AGE
MSL7448	00008.00.000	NEOLITHIC FINDSPOT AT LANGLEY, SLOUGH, BERKSHIRE	FINDSPOT	EARLY NEOLITHIC TO LATE NEOLITHIC
		HENGE / DITCHED ENCLOSURE	CROPMARK / DESTROYED MONUMENT	NEOLITHIC / BRONZE AGE / IRON AGE
		RING DITCH / BARROW	CROPMARK / DESTROYED MONUMENT	NEOLITHIC / BRONZE AGE / IRON AGE
		ENCLOSURE / FIELD BOUNDARY	CROPMARK / DESTROYED MONUMENT	NEOLITHIC / BRONZE AGE / IRON AGE / ROMAN
		ENCLOSURE / FIELD BOUNDARY	CROPMARK / DESTROYED MONUMENT	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN
		GEOLOGICAL MARKS / ENCLOSURE / FIELD BOUNDARY	CROPMARK / DESTROYED MONUMENT	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN

MONUID	PREFREF	NAME	MONTYPE	PERIOD
		ENCLOSURE / GEOLOGICAL MARKS	CROPMARK	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN
		ENCLOSURE / FIELD BOUNDARY / GEOLOGICAL MARKS	CROPMARK / DESTROYED MONUMENT	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN
		ENCLOSURE / DRAIN / FIELD BOUNDARY	CROPMARK / DESTROYED MONUMENT	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN
		FIELD BOUNDARY	CROPMARK / DESTROYED MONUMENT	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN
		RING DITCH	CROPMARK	NEOLITHIC / BRONZE AGE / IRON AGE
		ENCLOSURE / FIELD BOUNDARY / TRACKWAY / DRAIN	CROPMARK	NEOLITHIC / BRONZE AGE / IRON AGE / ROMAN
		RECTANGULAR ENCLOSURE	CROPMARK	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN
		RIDGE AND FURROW	EARTHWORK	MEDIEVAL / POST-MEDIEVAL
		RIDGE AND FURROW	EARTHWORK	MEDIEVAL / POST-MEDIEVAL
		FIELD BOUNDARY / BOUNDARY DITCH	CROPMARK	MEDIEVAL / POST-MEDIEVAL
		STOCK ENCLOSURE / FIELD BOUNDARY	CROPMARK / DESTROYED MONUMENT	POST-MEDIEVAL
		FIELD BOUNDARY	CROPMARK	POST-MEDIEVAL
		FIELD BOUNDARY	CROPMARK / DESTROYED MONUMENT	POST-MEDIEVAL
		EXTRACTIVE PIT / STRUCTURE	CROPMARK / DESTROYED MONUMENT	POST-MEDIEVAL
		DRAINAGE DITCH	EARTHWORK	POST-MEDIEVAL / TWENTIETH CENTURY
		BOUNDARY / TRACKWAY	CROPMARK	POST-MEDIEVAL
		DRAINAGE DITCH / TRACKWAY	CROPMARK	POST-MEDIEVAL / TWENTIETH CENTURY
		BARRAGE BALLOON MOORING / BARRAGE BALLOON SITE	STRUCTURE / DEMOLISHED STRUCTURE	SECOND WORLD WAR
		ANTI AIRCRAFT BATTERY / SEARCHLIGHT EMPLACEMENT	STRUCTURE / DEMOLISHED STRUCTURE	SECOND WORLD WAR
		ANTI LANDING TRENCH	EARTHWORK / DESTROYED MONUMENT	SECOND WORLD WAR
		ANTI LANDING TRENCH	EARTHWORK / DESTROYED MONUMENT	SECOND WORLD WAR
		BOMB CRATER	EARTHWORK	SECOND WORLD WAR
		EXTRACTIVE PIT	CROPMARK	TWENTIETH CENTURY
		EXTRACTIVE PIT	CROPMARK	TWENTIETH CENTURY

MONUID	PREFREF	NAME	MONTYPE	PERIOD
WINDSOR AND MAIDENHEAD				
MRM15854	MRM15854	CROPMARK OF POSSIBLE RING DITCH AND CENTRAL FEATURE AT POYLE WESTERN EXTENSION, POYLE, BERKSHIRE	RING DITCH; DITCH; PIT	UNKNOWN
MRM15855	MRM15855	TWO UNDATED DITCHES AT AT POYLE WESTERN EXTENSION, POYLE, BERKSHIRE	DITCH	UNKNOWN
MRM15856	MRM15856	DITCH AT POYLE WESTERN EXTENSION, POYLE, BERKSHIRE	DITCH	UNKNOWN
MRM15857	MRM15857	A LARGE PIT AND A DITCH AT POYLE WESTERN EXTENSION, POYLE, BERKSHIRE	FINDSPOT; PIT; DITCH	ROMAN
MRM15858	MRM15858	A POSSIBLE RING DITCH AND OTHER FEATURES AT POYLE WESTERN EXTENSION, POYLE, BERKSHIRE	RING DITCH; DITCH	BRONZE AGE
MRM15859	MRM15859	A WELL AND DITCHES AT POYLE WESTERN EXTENSION, POYLE, BERKSHIRE	WELL; DITCH	LATE BRONZE AGE TO EARLY IRON AGE
MRM15865	MRM15865	A DITCH AND A PIT AT POYLE WESTERN EXTENSION, POYLE, BERKSHIRE	BOUNDARY DITCH; PIT	UNKNOWN
MRM15868	MRM15868	UPDATED FEATURES AT POYLE WESTERN EXTENSION, POYLE, BERKSHIRE	BEAM SLOT; DITCH; POST HOLE	UNKNOWN
MRM16152	MRM16152	LATE BRONZE AGE FIELD SYSTEMS AND ASSOCIATED FEATURES AND FINDS - LAND TO THE EAST OF HORTON ROAD, COLNBROOK, BERKSHIRE	FIELD SYSTEM; CIRCULAR ENCLOSURE; HOUSE?; ROUND BARROW?; WATERHOLE; DITCH; PIT; GULLY; POST HOLE	MIDDLE BRONZE AGE TO LATE BRONZE AGE
MRM16153	MRM16153	IRON AGE FEATURES AND FINDS - LAND TO THE EAST OF HORTON ROAD, COLNBROOK, BERKSHIRE	DITCH; POST HOLE; GULLY; FINDSPOT	IRON AGE
MRM16154	MRM16154	ROMAN GULLIES-LAND TO THE EAST OF HORTON ROAD, COLNBROOK, BERKSHIRE	GULLY	ROMAN
MRM16156	MRM16156	UNDATED FEATURES-LAND TO THE EAST OF HORTON ROAD, COLNBROOK, BERKSHIRE	DITCH; GULLY; POST HOLE; PIT; HEARTH	UNKNOWN
MRM17582	MRM17582	PALAEOCHANNEL - POYLE SITE 14, INDUSTRIAL ESTATE, SLOUGH BERKSHIRE	PALAEOCHANNEL	UNKNOWN
MRM5472	04107.01.100	LATE IRON AGE/ROMAN FEATURES AT BERKYN MANOR FARM (NORTH), HORTON, BERKSHIRE	PIT; POST HOLE; GULLY	LATE IRON AGE TO ROMAN
MRW1557 5	04107.03.100	UNDATED INHUMATION AT BERKYN MANOR FARM, HORTON, BERKSHIRE	INHUMATION	UNKNOWN
MRW1557 6	04107.03.200	TILE-BUILT STRUCTURE - BERKYN MANOR FARM, HORTON, BERKSHIRE	STRUCTURE	UNKNOWN
MRW2	00002.00.000	MEDIEVAL MOAT AT MILDREDGE FARM, HORTON, BERKSHIRE	MOAT	MEDIEVAL
MRW218	00146.02.000	GEOLOGICAL MARKS SOUTH OF MILDREDGE FARM, HORTON, BERKSHIRE	GEOLOGICAL MARKS	UNKNOWN
MRW33	00026.00.000	CROPMARK FEATURES AT HORTON, BERKSHIRE	SITE	PREHISTORIC
MRW34	00026.01.000	CROPMARK ENCLOSURE AT HORTON, BERKSHIRE	ENCLOSURE	PREHISTORIC
MRW5471	04107.01.000	LATE IRON AGE-ROMAN FEATURES AT BERKYN MANOR FARM (NORTH), HORTON, BERKSHIRE	YARD; DITCH; HOLLOW; GULLY; PIT	LATE IRON AGE TO ROMAN
MRW5473	04107.01.200	LATE IRON AGE/ROMAN FEATURES AT BERKYN MANOR FARM (NORTH), HORTON, BERKSHIRE	POST HOLE	LATE IRON AGE TO ROMAN

MONUID	PREFREF	NAME	MONTYPE	PERIOD
MRW5474	04107.01.300	LATE IRON AGE/ROMAN GULLIES AT BERKYN MANOR FARM (NORTH), HORTON, BERKSHIRE	GULLY	LATE IRON AGE TO ROMAN
MRW5475	04107.01.400	LATE IRON AGE/ ROMAN DITCHES AT BERKYN MANOR FARM (NORTH), HORTON, BERKSHIRE	DITCH	LATE IRON AGE TO ROMAN
MRW5476	04107.01.401	LATE IRON AGE/ROMAN WOODEN STAKES AT BERKYN MANOR FARM (NORTH), HORTON, BERKSHIRE	STAKE HOLE	LATE IRON AGE TO ROMAN
MRW5477	04107.02.000	LATE IRON AGE - ROMAN DITCHES AT BERKYN MANOR FARM (SOUTH), HORTON, BERKSHIRE	DITCH	LATE IRON AGE TO ROMAN
MRW5478	04107.02.100	LATE IRON AGE TO ROMAN GULLIES AT BERKYN MANOR (SOUTH), HORTON, BERKSHIRE	GULLY	LATE IRON AGE TO ROMAN
MRW5479	04107.02.200	LATE IRON AGE/ ROMAN POSTHOLE AT BERKYN MANOR FARM (SOUTH), HORTON, BERKSHIRE	POST HOLE	LATE IRON AGE TO ROMAN
MSL15463	SL15463	LATE IRON AGE-ROMANO BRITISH SETTLEMENT AT BERKYN MANOR FARM, HORTON, BERKSHIRE	PIT; POST HOLE; SETTLEMENT; DITCH	LATE IRON AGE TO ROMAN
MSL15464	SL15464	GEOLOGICAL MARKS-LAND REAR OF ABERDEEN HOUSE, BRIDGE STREET, COLNBROOK, BERKSHIRE	GEOLOGICAL MARKS	UNKNOWN
MSL7235	06035.00.000	CORPORATION OF LONDON TAX POSTS, SLOUGH, BERKSHIRE	DUTY POST	POST MEDIEVAL
MSL7241	06035.01.000	CORPORATION OF LONDON TAX POST - POYLE MANOR, SLOUGH, BERKSHIRE	DUTY POST	POST MEDIEVAL
N/A	N/A	RING DITCH / DOUBLE DITCHED ENCLOSURE	CROPMARK / DESTROYED MONUMENT	BRONZE AGE / IRON AGE
N/A	N/A	RING DITCH	CROPMARK	BRONZE AGE / IRON AGE / ROMAN
N/A	N/A	DITCHED ENCLOSURE / BOUNDARY DITCH / RING DITCH	CROPMARK	IRON AGE / ROMAN
N/A	N/A	RECTILINEAR ENCLOSURE / FIELD SYSTEM	CROPMARK	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN
N/A	N/A	RECTILINEAR ENCLOSURE / FIELD SYSTEM	CROPMARK	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN
N/A	N/A	ENCLOSURE / FIELD SYSTEM	CROPMARK	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN
N/A	N/A	ENCLOSURE / FIELD SYSTEM	CROPMARK	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN
N/A	N/A	ENCLOSURE / FIELD SYSTEM	CROPMARK	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN
N/A	N/A	RING DITCH / DOUBLE DITCHED ENCLOSURE	CROPMARK / DESTROYED MONUMENT	BRONZE AGE / IRON AGE
N/A	N/A	RING DITCH	CROPMARK	BRONZE AGE / IRON AGE / ROMAN
N/A	N/A	DITCHED ENCLOSURE / BOUNDARY DITCH / RING DITCH	CROPMARK	IRON AGE / ROMAN

MONUID	PREFREF	NAME	MONTYPE	PERIOD
N/A	N/A	RECTILINEAR ENCLOSURE / FIELD SYSTEM	CROPMARK	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN
N/A	N/A	ENCLOSURE / FIELD SYSTEM	CROPMARK	NEOLITHIC / BRONZE AGE / IRON AGE / UNCERTAIN
HILLINGDON (GREATER LONDON)				
DLO36182	77820	HEATHROW APZ	N/A	N/A
DLO36183	78417	COLNE VALLEY APZ	N/A	N/A
MLO59822	99795	HILLINGDON (PIT OF UNCERTAIN DATE)	PIT	[17369] UNCERTAIN
MLO59821	110852	AIRPORT WAY (LINEAR FEATURE OF UNCERTAIN DATE)	LINEAR FEATURE	[17369] UNCERTAIN
MLO59819	124711	AIRPORT WAY (ENCLOSURE OF UNCERTAIN DATE)	ENCLOSURE	[17369] UNCERTAIN
MLO59823	125922	AIRPORT WAY (RING DITCH OF UNCERTAIN DATE)	RING DITCH	[17369] UNCERTAIN
MLO98172	139351	UNITS 300/305, 310/315/320/325 AND 400 (PALAEOLITHIC LAYER)	LAYER	[17288] PALAEOLITHIC, [17262] MESOLITHIC
MLO23945	139947	COWLEY MILL ROAD (EARLY MESOLITHIC BURIED LAND SURFACE)	FLINT SCATTER, BURIED LAND SURFACE	[17317] EARLY MESOLITHIC, [17317] EARLY MESOLITHIC
N/A	229168	STAINES WEST BRANCH RAILWAY (VICTORIAN RAILWAY)	RAILWAY	[17314] VICTORIAN, [17314] VICTORIAN, [17332] MID 20TH CENTURY
N/A	N/A	RIDGE AND FURROW		MEDIEVAL / POST-MEDIEVAL



Appendix B Policy and Legislation



Statute

Scheduled Monuments are protected from physical development effects under the **Ancient Monuments and Archaeological Areas Act 1979**.

Listed Buildings and Conservation Areas are protected under the **Planning (Listed Building and Conservation Areas) Act (1990)**. In relation to development proposals, the legislation states that:

Section 66 *'in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the secretary of state shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'*

With regards to Conservation Areas, it states that:

Section 72 *'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'*

Planning Policy

National Planning Policy Framework (Revised 2025)

Applicable national policy comprises the National Planning Policy Framework (NPPF 2025), and specifically the following paragraphs:

Paragraph 207 *'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a Site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.'*

Paragraph 208 *'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.'*

Paragraph 209 *'Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:*

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;*
- b) assets of the highest significance, notably scheduled monuments, protected wreck Sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'*



Paragraph 214 *'Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

- a) the nature of the heritage asset prevents all reasonable uses of the Site; and*
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*
- d) the harm or loss is outweighed by the benefit of bringing the Site back into use.'*

Paragraph 215 *'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.'*

Paragraph 216 *'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'*





Making Sustainability Happen