

8th March 2023

SCS Railways Joint Venture (SCS)
Black Arrow House
2 Chandos Road
Acton
NW10 6NF

London Borough of Hillingdon
Planning
Civic Centre
High Street, Uxbridge
UB8 1UW

For the attention of **Mr Ian Thynne**

Dear Ian,

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) ACT 2017
LONDON BOROUGH OF HILLINGDON: HARVIL ROAD REALIGNMENT WORKS (ATTENUATION POND ONLY) SUBMISSION No LBH.PS.10008 – PLANS & SPECIFICATIONS

We wish to provide a clarification over the submitted Schedule 17 application for the Harvil Road Realignment Works attenuation pond (LBH Reference: **76459/APP/2022/3167**) in response to the correspondence listed below which is specific to matters associated with the proposed attenuation pond:

1. Letter dated 1 November 2022 from Historic England (attached)

The proposed attenuation pond is to be located west of Harvil Road and north of the New Years Green Bourne stream. Recent HS2 discoveries west of the application site have shown Mesolithic and other later prehistoric / Roman remains alongside the stream extending further upstream than had previously been recognized.

The Principal Archaeologist for Greater London Archaeological Advisory Service (GLAAS) requested the provision of further information in the form of archaeological field evaluation in the area of the pond prior to determination of this application.

The approval request for the proposed HRRW attenuation pond is under Schedule 17 (3) earthworks. The possible ground for refusal under Schedule 17 (6) states that:

*'That the design or external appearance of the works ought to, and could reasonably, be modified—
(c) to preserve a site of archaeological or historic interest or nature conservation value.*

SCS Railways JV has responded to GLAAS request via 2no. meetings held on the 12/01/2023 and 16/02/2023.

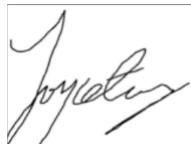
The first meeting aimed to clarify the relationship between the three phases of investigation i.e., previous evaluation excavations by CSJV in 2018, Fusion JV in 2019 and a more recent report by Align JV on archaeological excavation west of the site. All three phases of investigation determined the presence of significant Mesolithic artefact scatters approximately 150m to the west.

Having reviewed the scope and results of these recent investigations, *at the second meeting it was agreed with GLAAS that the design or external appearance of the proposed attenuation pond does not require modification in order to preserve a site of archaeological or historical interest* however, SCS will be required to adhere to an agreed programme of archaeological works and Construction Integration Recording (CIR) which will be undertaken *concurrently* with the attenuation pond groundworks and excavation.

The programme of archaeological works will be in compliance with the EMR's, the Heritage Memorandum and the process and procedure determined by GWSI-HERDS and consist of a limited programme of trial pitting (controlled by a geoarchaeologist) to establish the presence of deposits found to the west and determine the overall potential of the site to encounter significant, Mesolithic deposits, if and where available, existing GI will also be used to support this work. This will be followed by construction integrated recording on design elements which have the potential to negatively impact deposits which may contain archaeological features/artefacts. A Project Plan will be submitted to GLAAS outlining the nature of these works for review and comment.

Should you have any queries, do not hesitate to contact Lucy Neal.
(Lucy.Neal@scsrailways.co.uk).

Yours Faithfully,



Joyce Tang
Town Planning Manager, HS2