



**DALCOUR
MACLAREN**



Archaeological Desk-Based Assessment, Iver to Egham Trunk Main

Client: Affinity Water Limited
Project: Iver to Egham Trunk Main
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Executive Summary

Dalcour Maclaren has been instructed by Affinity Water Limited to undertake a desk-based assessment to support the installation of a new trunk main between Iver, SL0 9HL (NGR: TQ 04480 80204) to Egham, TW18 3AX (NGR: TQ 02279 71691).

Dalcour Maclaren understands that the Client proposes to install approximately 12km of new trunk main between from Iver, in the north, to Egham, in the south.

For clarity, the overall Site has been divided into route options, referred to in this report as Routes A, B, C and D.

This desk-based assessment of archaeological and heritage constraints has shown that there are no Designated Heritage Assets recorded by the Historic Environment Records for Buckinghamshire, Greater London and Surrey within the Site Routes.

There are two Listed Buildings within 100m of the Routes and the southern section of Route A lies c.228m west of the northwestern corner of 'Staines Conservation Area (CA)'.

Given that the works are to be installed entirely below-ground, it is considered that there would not be any significant impacts upon the identified Listed Buildings and the Staines CA in terms of their Setting.

Whilst the Site Routes do not encroach upon the Designated scheduled area, LiDAR and aerial imagery (as mentioned in 3.5.25 and 3.5.34, respectively) does record that the northern section of Route A is aligned through/directly adjacent to circular cropmarks which are likely associated with Scheduled Monument 'Two concentric ditches showing as crop marks at Thorney' (List Entry: 1006944).

There are six non-designated heritage assets recorded within, or directly adjacent to, the Site Routes, comprising:

- 'Staines to West Drayton Railway line (disused)' (SHER: MSE15385), within Route A;
- 'Mid-19th-century railway line, Staines Moor, Staines' (SHER: MSE15384), within Route A;
- Cropmarks of probably prehistoric monuments near 'Thorney: Tower Arms Hotel' (BHER: MBC773), within Route A;
- 'Great Western Railway' (BHER: MBC24622), within Route A;
- 'Ring ditches and sub-rectangular ditch cropmarks, Staines' (SHER: MSE611), directly adjacent to Route D.

The cropmarks recorded alongside Route D (SHER: MSE611), in addition to other cropmarks recorded near to the route, are reported to have been destroyed during previous gravel extraction.

A review of the above has demonstrated there is archaeological potential along the Site Route's for remains dating between the prehistoric and post-medieval eras, particularly for prehistoric remains.

Given the close proximity of a number of known prehistoric and post-medieval archaeological records, and the wider potential for the presence of prehistoric to post-medieval archaeological remains along the Routes, it is recommended that a geophysical survey be undertaken of the preferred route(s) to inform upon design.

This survey is recommended from a risk-management point of view as it would identify hitherto unidentified archaeological remains while recording their location, distribution, quantity and to an extent, level of preservation.

Upon completion of the geophysical survey, it is likely that archaeological evaluation in the form of trial trenching would be proportionate to characterise the archaeological resource and confirm the findings of the geophysical survey. This would take the form of trial trenches measuring 1.8m by 20 – 50m in length which would sample a percentage (usually between 1 – 4%) of the redline boundary to be agreed with the Local Planning Authority.

Upon completion of the trial trenching, the production of a suitable assessment report detailing the findings of the evaluation will be required; this will allow the Local Planning Authority to confirm whether further mitigation is required.

The exception to this is the area around Scheduled Monument 'Two concentric ditches showing as crop marks at Thorney' (List Entry: 1006944). Given the high risk of the proposed works impacting features associated with the proposed monument, it is recommended that methodology changes are made to the proposed route, and that directional drilling is undertaken in this area so as to avoid impacting the scheduled monument or its associated features.

1 Introduction

1.1.1 Dalcour Maclaren has been instructed by Affinity Water Limited (hereafter referred to as 'the Client') to undertake a desk-based assessment (DBA) to support the installation of a new trunk main between Iver, SL0 9HL (NGR: TQ 04480 80204) and Egham, TW18 3AX (NGR: TQ 02279 71691) (hereafter referred to as 'the Site'; Drawing 01).

1.2 Circumstances of the Scheme

1.2.1 Dalcour Maclaren understands that the Client proposes to install approximately 12km of new trunk main between from Iver, in the north, to Egham, in the south.

1.2.2 This DBA provides an assessment of the identified and potential archaeological and heritage assets within the Site and the wider study area and enables relevant parties to assess the impacts on heritage/archaeological assets as a result of the proposals.

1.3 Site Location and Topography

1.3.1 The Site is located to the east of the centre of Windsor and to the west of the centre of Stanwell.

1.3.2 The proposed Site Routes are aligned in a broadly north-south direction, from Iver North Water Treatment Works, to Staines-upon-Thames (NGR: TQ 04480 80204 to and TQ 02279 71691).

1.3.3 The Site Routes are broadly bound by:

- The M25, Iver North Water Treatment Works and its associated infrastructure, and woodland to the north;
- Heathrow Airport, King George VI Reservoir, Woodland, green fields, residential properties within Staines-upon-Thames and Stanwell Moor, and industrial infrastructure within Staines-upon-Thames and Stanwell Moor to the east;
- The A308, and residential properties and industrial infrastructure associated with Staines-upon-Thames to the south;
- Wraysbury Reservoir, the M25 and various A-roads, woodland, green fields, industrial infrastructure (predominantly associated with Heathrow Terminal 5), and residential housing to the west.

1.3.4 The overall landscape of the Site is an undulating south-facing incline, with elevations recorded at an average of 32.1m above ordnance datum (AOD) at its northern extent, declining to 18.0m AOD at the southern end.

1.3.5 The proposed Routes largely follow the same north-south route. However, there are three slight divergences in the central section of the Site. These divergences are detailed as below.

1.3.6 For the remainder of this DBA, the Site Routes have been sub-divided into the following sections for clarity of discussion and review (see Drawing 002):

- Route A;
- Route B;
- Route C;
- Route D.

Route A

1.3.7 There are two sections of the overall Site Route where the proposed routes diverge: between NGR: TQ 04190 75976 & TQ 03951 75341, and TQ 03276 74658 & TQ 02862 73449.

1.3.8 Where Route B and C first diverge at NGR: TQ 04190 75976, Route A is located across the centre of an undeveloped field in a northeast-south direction. The route continues in this direction, across treelines, the A3113, and trackways, until NGR: TQ 03951 75341, where Route C rejoins the route.

1.3.9 The routes then share the same overall north-south pathway up until NGR: TQ 03276 74658. At this point, Route A continues to run in an overall north-south direction, along the western edge of an undeveloped field. The route continues to broadly follow the path of the M25 and the Wraysbury River until NGR: TQ 02862 73449, where it re-aligns with Route C.

1.3.10 For ease of discussion, Route A also comprises the shared Site Routes between:

- NGR: TQ 04480 80204 and TQ 04190 75976;
- NGR: TQ 03951 75341 and TQ 03276 74658;
- NGR: TQ 02862 73449 and TQ 02279 71691.

1.3.11 This is in addition to the aforementioned Route A divergences.

Route B

1.3.12 Route B diverges from Route A at NGR: TQ 04190 75976 to follow a northeast-southwest alignment, then north-south, to follow trackways along the western edge of a field, broadly following the path of the M25.

1.3.13 Route B continues to follow these trackways along the southern end of the field, where the route eventually re-aligns with Route A at NGR: TQ 04010 75456.

Route C

1.3.14 As with Route B, Route C diverges from Route A at NGR: TQ 04190 75976, heading eastwards to re-align in a northwest-southeast direction. The route then follows a trackway around a field, broadly following the route of the River Colne to the southern end of the field at NGR: TQ 04090 75430.

- 1.3.15 Route C then turns southward to follow a north-south section up to NGR: TQ 04041 75346, where the route then turns westward to re-align with Route A at NGR: TQ 03951 75341.

Route D

- 1.3.16 Route D diverges and turns eastward at NGR: TQ 03276 74658, to run northwest-southeast along trackways to the west of the River Colne. The route curves slightly southward, continuing along trackways in a north-south direction up to NGR: TQ 03217 73844.
- 1.3.17 Route D then follows westward to align in a northeast-southwest direction across an undeveloped field, before merging with Route A at NGR: TQ 02862 73449.

1.4 Methodology and Sources Consulted

- 1.4.1 The assessment was undertaken following the Standards and Guidance of the Chartered Institute for Archaeologists (CIfA, 2020) and in accordance with terminology expressed within the National Planning Policy Framework (NPPF).
- 1.4.2 To achieve the aims of the assessment, a range of sources were consulted to form the basis of the assessment:
- Buckinghamshire Historic Environment Record;
 - Greater London Historic Environment Record;
 - Surrey Historic Environment Record;
 - General Standards for Archaeological Projects in Surrey (Surrey County Council, 2022);
 - Site Walkover Survey;
 - The National Heritage List for England (Historic England, 2024);
 - National Mapping Programme (NMP) datasets;
 - Data from the Archaeology Data Service (ADS, 2024);
 - Geological data (BGS, 2024);
 - Ordnance Survey Mapping;
 - Aerial Photos as available from Google Earth 1999-2024;
 - LiDAR data as available on open license; and
 - Online Sources

1.5 Aims and Objectives

- 1.5.1 The Chartered Institute for Archaeologists define an historic environment desk-based assessment as:

“a programme of study of the historic environment within a specified area or site on land, the inter-tidal zone or underwater that addresses agreed research and/or conservation objectives. It consists of an analysis of existing written, graphic, photographic and electronic information in order to identify the likely heritage assets, their interests and significance and the character of the study area, including appropriate consideration of the settings of heritage assets and, in England, the nature, extent and quality of the known or potential archaeological, historic, architectural and artistic interest. Significance is to be judged in a local, regional, national or international context as appropriate.”

1.5.2 The purpose of a desk-based assessment has been further defined as:

1. An assessment of the potential for heritage assets to survive within the area of study;
2. An assessment of the significance of the known or predicted heritage assets considering, in England, their archaeological, historic, architectural, and artistic interests;
3. Strategies for further evaluation whether or no intrusive, where the nature, extent or significance of the resource is not sufficiently well defined;
4. An assessment of the impact of proposed development or other land use changes on the significance of the heritage assets and their settings;
5. Strategies to conserve the significance of heritage assets, and their setting;
6. Design strategies to ensure new development makes a positive contribution to the character and local distinctiveness of the historic environment and local place-shaping; and
7. Proposals for further archaeological investigation within a programme of research, whether undertaken in response to a threat or not.

1.5.3 The general aims of the Assessment are to:

- Establish the nature and extent of the heritage assets;
- Assess the significance of the heritage assets within the Site and affected by the proposed development;
- Assess the impact of the application on the heritage assets.

1.6 Methodology for Assessing Heritage Significance and Magnitude of Impact

1.6.1 There is no specific national guidance on the methodology for the preparation of impact assessment for heritage assets other than the Design Manual for Roads and Bridges, Volume II, Section 3, Part 2 (Highways Agency 2007). Despite being developed for highways and transport schemes, its methodology has been adopted as being an appropriate approach for identifying receptors (heritage assets), impacts (positive and negative), magnitude of impacts (the scale of the

impact upon the heritage asset) and the significance of the impact (the degree to which the importance of the asset is affected). A similar approach is presented by the International Council on Monuments and Sites (ICOMOS) in their guidance *Heritage Impact Assessments for Cultural World Heritage Properties* (2011).

1.6.2 The assessment methodology is outlined in Appendix 1.

2 Planning Policy

2.1 Permitted Development

- 2.1.1 The proposed scheme is being constructed in accordance with Part 13, Class A(a) – Water or hydraulic power undertakings, of the General Permitted Development Order 2015 (GPDO) as the development comprises:
- A. Development for the purposes of their undertaking by statutory undertakers for the supply of water or hydraulic power consisting of—
(a) development not above ground level required in connection with the supply of water or for conserving, redistributing or augmenting water resources.
- 2.1.2 In accordance with statutory undertakers due diligence, national and local policies regarding heritage and archaeology are taken into consideration for assessment of viability, impact and mitigation.

2.2 Heritage

- 2.2.1 Heritage assets are defined as a ‘range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations’ (NPPF 2023, page 55).

2.3 Designated Heritage Assets

- 2.3.1 Designated heritage assets protected by statutory legislation due to their national significance comprise Scheduled Monuments, Protected Wrecks, Listed Buildings and Conservation Areas. Nationally significant archaeological sites, monuments and structures are protected under the Ancient Monuments and Archaeological Areas Act (1979).
- 2.3.2 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 ‘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’ (section 66).
- 2.3.3 Non-statutory designated heritage assets, comprising Registered Parks and Gardens and Registered Battlefields, are protected under national and local planning policy only. This is also the case for the remainder of the archaeological resource; entries onto a historic environment record or sites and monument record as well as previously unknown features which may be recorded during the course of data collection in respect to a given development proposal.

2.4 National Planning Policy

- 2.4.1 The National Planning Policy Framework (NPPF) states that ‘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’ (NPPF 2023, page 56).
- 2.4.2 The NPPF defines the significance (for heritage policy) of a heritage asset as ‘The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting’ (2023, page 71-72).
- 2.4.3 The setting of a heritage asset as ‘The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral’ (NPPF 2023, page 71).
- 2.4.4 In ensuring the statutory duty of the Planning (Listed Building and Conservation Areas) Act, the NPPF requires that in determining applications ‘great weight’ should be given to the asset’s conservation and that ‘substantial harm to or loss of... Grade II listed buildings, or Grade II registered parks or gardens, should be exceptional’ whilst ‘substantial harm to or loss of...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’ (NPPF 2023, para:194).
- 2.4.5 Developments where substantial harm to or total loss of significance of a heritage asset should be assessed against specific tests and should deliver substantial public benefits which outweigh any loss or harm (NPPF 2023, para: 200). Less than substantial harm to a designated asset would require public benefits including the securement of an optimum viable use (NPPF 2023, para: 201).
- 2.4.6 Impacts to the significance of non-designated assets will require a balanced judgement based on the level of significance and the scale of harm (NPPF 2023,

para: 203), although non-designated assets which are of equivalent significance to designated assets will be considered as such (NPPF 2023, page: 57). Where heritage assets of an archaeological nature may be impacted upon by development 'local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation' (NPPF 2023, para: 194).

2.5 Local Planning Policy

2.5.1 The proposed c.12km pipeline crosses six Local Planning Authorities: Runnymede District Council, Royal Borough of Windsor & Maidenhead, Spelthorne District Council, Hillingdon London Borough Council, Slough Borough Council, and Buckinghamshire Council. The local planning policies for each of these councils are outlined below.

2.6 Runnymede District Council

2.6.1 The 'The Runnymede 2030 Local Plan' was adopted by Runnymede District Council on 16th July 2020. The document sets out the key planning policies which determine the location, scale, and timing of new development in the Borough in the period up to 2030.

2.6.2 Within the local plan, Policy EE3 outlines the overall strategy the council has to protect, conserve, and enhance the heritage environment. The below contains a summary of the policies relevant to the proposed development, with the full legislation available on the council website (<https://www.runnymede.gov.uk/downloads/file/781/adopted-2030-lp>).

Policy EE3: Strategic Heritage Policy

Development that affects Runnymede's heritage assets should be designed to protect, conserve and enhance the significance and value of these assets and their settings in accordance with national legislation, policy and guidance and any supplementary planning documents which the council may produce. The historic environment in Runnymede includes the following heritage assets:

- *Listed Buildings*
- *Conservation Areas*
- *Parks and Gardens of Special Historic Interest*
- *Scheduled Monuments*
- *County Sites of Archaeological Importance and Areas of High Archaeological Potential*
- *Locally Listed Buildings and other non-designated locally significant assets*

Development proposals likely to affect the significance of a heritage asset, including the contribution made by its setting, should be accompanied by a

description of its significance in sufficient detail to allow the potential impacts to be adequately assessed. As a minimum the Surrey Historic Environment Record should be consulted. Where there is potential for heritage assets with archaeological interest to be affected, this description should be informed by available evidence, desk-based assessment and, where appropriate, field evaluation to establish the significance of known or potential heritage assets.

The sympathetic and creative reuse and adaptation of heritage assets which provide a sustainable future for a heritage asset will be encouraged, where the proposed new use is consistent with conservation of the asset. The delivery of enabling development within the setting of heritage assets which make a positive contribution to, or better reveal the significance of the heritage assets will be encouraged.

The total loss of a designated heritage asset will be exceptional. Where a material change to, or the whole or partial loss of, a heritage asset has been approved through the Development Management process, recording and interpretation shall be undertaken prior to and during the course of implementation of the works to document and understand the asset's archaeological, architectural, artistic, cultural or historic significance. The scope of the recording should be proportionate to the asset's significance and the impact of the development on the asset. The information and understanding gained should be made publicly available, as a minimum through Surrey's Historic Environment Record and where appropriate at the asset itself through on-site interpretation or use of a public depository.

The council will seek to avoid heritage assets becoming 'at risk' in the future. Where evidence of neglect is reported, or becomes apparent, the council will make contact with owners to draw their attention to the risks to their property, suggest appropriate measures and find out their plans for maintenance and reuse. The council will seek to facilitate the bringing back into appropriate use of any vacant heritage assets (listed buildings and buildings in conservation areas), in order to minimise future risks to the significance of the building

- 2.6.3 Policy EE8 specifically addresses how the council plan to maintain and strengthen their commitment to stewardship of locally listed and non-designated heritage assets.

Policy EE8: Locally Listed and other Non-Designated Heritage Assets

The Council will develop and maintain an up to date list of non-designated heritage assets of local architectural or historic interest. This list will include where appropriate the identification of potential opportunities for active preservation.

Development will be required to preserve the character and significance of locally listed and other non-designated heritage assets, their setting and any features of architectural or historic interest. The historic landscape of the Borough should be

respected, taking into account locally distinctive settlement patterns, hedgerows, woodlands and canals.

Proposals for the demolition of a locally listed heritage asset, and/or the loss or removal of important features of character will be assessed in the light of their significance and the degree of harm or loss.

Proposals which would secure the repair and use of a locally listed or other non-designated heritage asset in a manner consistent with its conservation and which would retain features of architectural or historic value will be supported.

Non-designated heritage assets of archaeological interest which are considered to have significance equivalent to that of designated assets will be subject to policy EE7.

2.7 Royal Borough of Windsor & Maidenhead

2.7.1 The Royal Borough of Windsor & Maidenhead adopted their 'Borough Local Plan 2013-2033' on 8th February 2022. The document sets out a spatial strategy and policies for managing development and infrastructure to meet the environmental, social and economic opportunities and challenges facing the area up to 2033.

2.7.2 Within the Local Plan, Policy HE1 broadly outlines how the council plan to protect, conserve, and enhance the historic environment. The below contains a summary of the policies relevant to the proposed development, with the full legislation available on the council website (https://consult.rbwm.gov.uk/file/5967538? gl=1*109jsd9* ga*MTc3NTE2NDY5NS4xNzI1Mjg3NDYw* ga B1S76ZFQXK*MTcyNTI4NzQ2MC4xLjAuMTcyNTI4NzQ2MC4wLjAuMA..).

Policy HE 1

Historic Environment

- 1. The historic environment will be conserved and enhanced in a manner appropriate to its significance. Development proposals would be required to demonstrate how they preserve or enhance the character, appearance and function of heritage assets (whether designated or non-designated) and their settings, and respect the significance of the historic environment.*
- 2. Heritage assets are an irreplaceable resource and works which would cause harm to the significance of a heritage asset (whether designated or non-designated) or its setting, will not be permitted without a clear justification in accordance with legislation and national policy.*
- 3. The loss of heritage assets will be resisted. Where this is proven not to be possible, recording in accordance with best practice will be required.*

4. *Applications for works within archaeologically sensitive areas will be required to include a desk-top archaeological assessment.*
5. *Applications for works to heritage assets will only be considered if accompanied by a heritage statement which includes an assessment of significance, a heritage impact assessment and, where appropriate, information on marketing and viability*

2.8 Spelthorne District Council

Core Strategy and Policies Development Plan Document

2.8.1 The 'Core Strategy and Policies Development Plan Document' (CSPDPD) was adopted by Spelthorne District Council on 26th February 2009. The document sets out the vision, objectives, and strategic policies that set out the overall approach to future development in Spelthorne.

2.8.2 Within the CSPDPD, Policy EN6 broadly outlines how the council plan to o maintain and enhance its historic landscapes. The below contains a summary of the policies relevant to the proposed development, with the full legislation available on the council website (https://www.spelthorne.gov.uk/media/1436/Core-Strategy-and-Policies-Development-Plan-Document/pdf/core_strategy_and_policies.pdf?m=1567696582057)

Policy EN6: Conservation Areas, Historic Landscapes, Parks and Gardens

The Council will seek to preserve and enhance the character of conservation areas by:

- a) *reviewing and implementing enhancement plans for each of the Borough's conservation areas,*
- b) *requiring the retention of buildings, trees and other features, including open spaces, views and vistas, which are important to the character of the area,*
- c) *encouraging private owners to carry out appropriate improvements to buildings and land in conservation areas, by the use of advice, guidance and statutory powers where appropriate,*
- d) *applying the Council's policies in a more flexible way where justified to ensure the preservation and enhancement of a conservation area.*

Where new development affecting a conservation area is proposed, the Council will ensure that it contributes to its preservation or enhancement by:

- e) *requiring proposals for new development to be submitted as full planning applications, including details of materials and full elevational drawings, showing where appropriate the relationship with adjoining buildings,*

- f) requiring any proposal for demolition to be accompanied by detailed plans for the future of the site showing how the area will be preserved or enhanced, and controlling by legal agreements the timing of demolition and commencement of construction of the replacement building.*

The Council will also seek to maintain and enhance areas of historic landscape value and gardens of special historic interest. It will seek to ensure that any proposed development within or adjacent to such an area does not detract from its character or appearance.

Spelthorne Borough Local Plan 2001 - Saved Policies and Proposals

- 2.8.3 The majority of the previous 2001 'Spelthorne Borough Local Plan' has been superseded by the aforementioned CSPDPD (2009). However, six policies from the superseded 2001 Local Plan were saved and continue to be used including, most pertinently, Policies BE24 to BE26 – Archaeology and Ancient Monuments.
- 2.8.4 Policies BE24 to BE26 deal with heritage in the district and, alongside Surrey County's Standard for Archaeological Projects in the County, set out the district standard:

POLICY BE24

There will be a presumption against any development which would adversely affect a scheduled or other nationally important ancient monument or its setting. Development adversely affecting a site or monument of County archaeological importance will not normally be permitted.

POLICY BE25

In considering proposals for development within areas of high archaeological potential, the Borough Council will:

- a) require an initial assessment of the archaeological value of the site to be submitted as part of any planning application*
- b) expect the applicant to arrange an archaeological field evaluation to be carried out prior to the determination of the planning application, where, as a result of the initial assessment, important archaeological remains are considered to exist*
- c) have a preference for preservation in situ, and in such circumstances will impose conditions or seek a legal agreement, where appropriate, to ensure that damage to the remains is minimal or will be avoided*
- d) require by planning condition or seek a legal agreement to secure a full archaeological investigation and recording of the site and subsequent publication of results in accordance with a scheme of work to be agreed in writing with the Council prior to the commencement of the proposed development, where important archaeological remains are known or considered likely to exist but their preservation in situ is not justified.*

POLICY BE26

Outside the defined areas of high archaeological potential, the Borough Council will require an agreed scheme of archaeological assessment or evaluation appropriate for the site concerned to be submitted with any new development proposal for a site larger than 0.4 ha, and for smaller sites if deemed necessary. Where evidence of significant archaeological remains is found then the requirements set out in policy BE25 will apply.

2.9 Hillingdon London Borough Council

- 2.9.1 The Hillingdon Local Plan comprises two documents, the ‘Local Plan Part 1: Strategic Policies’ (Hillingdon London Borough Council, 2012), and the ‘Local Plan Part 2: Development Management Strategies’ (Hillingdon London Borough Council, 2020).
- 2.9.2 The below contains a summary of the policies relevant to the proposed development, with the full legislation available on the council website (<https://www.hillingdon.gov.uk/local-plan-and-review>).

Local Plan Part 1: Strategic Policies

- 2.9.3 The ‘Local Plan Part 1: Strategic Policies’ (LPP1) was adopted by Hillingdon London Borough Council in November 2012. The document is the key strategic planning document for Hillingdon and sets out the council’s the long-term vision and objectives for the Borough.
- 2.9.4 Within the LPP1, Policy HE1 broadly outlines how the council plan to protect, conserve, and enhance the heritage environment:

Policy HE1: Heritage

The Council will:

1. *Conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes:*
 - *Historic village cores, Metro-land suburbs, planned residential estates and 19th and 20th century industrial areas, including the Grand Union Canal and its features;*
 - *Designated heritage assets such as statutorily Listed Buildings, Conservation Areas and Scheduled Ancient Monuments;*
 - *Registered Parks and Gardens and historic landscapes, both natural and designed;*
 - *Locally recognised historic features, such as Areas of Special Local Character and Locally Listed Buildings; and*
 - *Archaeologically significant areas, including Archaeological Priority Zones and Areas.*

2. *Actively encourage the regeneration of heritage assets, particularly those which have been included in English Heritage's 'Heritage at Risk' register or are currently vacant.*
3. *Promote increased public awareness, understanding of and access to the borough's heritage assets and wider historic environment, through Section 106 agreements and via community engagement and outreach activities.*
4. *Encourage the reuse and modification of heritage assets, where appropriate, when considering proposals to mitigate or adapt to the effects of climate change. Where negative impact on a heritage asset is identified, seek alternative approaches to achieve similar climate change mitigation outcomes without damage to the asset.*

Local Plan Part 2: Development Management Strategies

2.9.5 The 'Local Plan Part 2: Development Management Strategies' (LPP2) was adopted by Hillingdon London Borough Council on 16th January 2020 and forms the second stage of Hillingdon's Local Plan, together with the LPP1. The LPP2 document provides more detailed policies that form the basis of the council's decisions on individual planning applications.

2.9.6 Within the LPP2, Policy DMHB1 addresses, in more detail, how the council plan to protect, conserve, and enhance heritage assets and their settings:

Policy DMHB 1: Heritage Assets

A) *The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:*

- i) *it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;*
- ii) *it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;*
- iii) *it makes a positive contribution to the local character and distinctiveness of the area;*
- iv) *any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;*
- v) *the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;*
- vi) *buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and*
- vii) *opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.*

- B) *Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.*
- C) *The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.*

2.10 Slough Borough Council

- 2.10.1 The Local Development Plan for Slough sets out the long term overall vision for how the area should develop, and a strategy for how this should take place. The plan comprises multiple documents, with the most relevant comprising ‘The Core Strategy Development Plan Document’ (Slough Borough Council, 2008), which is outlined below.

The Core Strategy Development Plan Document

- 2.10.2 The Core Strategy Development Plan Document was adopted by Slough Borough Council in December 2008. The document contains the council’s spatial vision, objectives, and strategic policy for the Borough.
- 2.10.3 Within the Core Strategy, Core Policy 9 broadly outlines how the council plan to protect, conserve, and enhance the heritage environment. The below contains a summary of the policies relevant to the proposed development, with the full legislation available on the council website (<https://www.slough.gov.uk/downloads/file/2273/development-plan-core-strategy-2006-2026>).

CORE POLICY 9 (NATURAL AND BUILT ENVIRONMENT)

Development will not be permitted unless it:

- *Enhances and protects the historic environment;*
- *Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;*
- *Protects and enhances the water environment and its margins;*
- *Enhances and preserves natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.*

2.11 Buckinghamshire Council

- 2.11.1 Buckinghamshire Council currently in the process of developing its Local Plan (Buckinghamshire Council, 2024). As such, there is no current Local Plan for the

council. Until the new Local Plan is adopted, policies from the local plans of the former district areas have been carried over. Further planning policy information for the area is available on the council's website: (<https://www.buckinghamshire.gov.uk/planning-and-building-control/planning-policy/local-development-plans-and-guidance/local-development-plans/>).

3 Assessment

3.1 Geology

- 3.1.1 The British Geological Survey (2024) maps the bedrock geology across the Site Routes, and the surrounding area, as predominantly comprising clay, silt, and sand of the London Clay Formation, a sedimentary bedrock formed between 56 and 47.8 million years ago during the Palaeogene period (BGS, 2024).
- 3.1.2 Mapped superficial deposits across the southern section of Route A comprise clay, silt, sand, and gravel Alluvium, a sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period (ibid, 2024).
- 3.1.3 Across Route A's central section, to the west of the King George VI Reservoir, are mapped superficial deposits of sand and gravel of the Shepperton Gravel Member, a sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period (ibid, 2024).
- 3.1.4 Mapped superficial deposits across the northern section of Route A largely comprise a mix of the aforementioned alluvium and Shepperton Gravel Member deposits. The exception to this is a small area to the south of the Iver North Water Treatment Works which contains no mapped superficial deposits (ibid, 2024).
- 3.1.5 Superficial deposits along Routes C and D are mapped as predominantly comprising sand and gravel deposits of Shepperton Gravel Member (same as 3.1.3), banded with areas of alluvium deposits (same as 3.1.2) (ibid, 2024).
- 3.1.6 Mapped superficial deposits along Route B are recorded as solely comprising aforementioned sand and gravel deposits of Shepperton Gravel Member (ibid, 2024).

3.2 Heritage Assets

- 3.2.1 A data set was obtained by the Buckinghamshire (BHER), Greater London (GLHER), and Surrey Historic Environment Record (SHER) for a 500m buffered line Search Area from NGR: TQ 04480 80204 to TQ 02279 71691. This was considered to provide sufficient background information to allow informed predictions on the potential for, and significance of, archaeological remains.

Designated Heritage Assets

- 3.2.2 There are no Designated heritage assets within the Site Routes.
- 3.2.3 Within the search area, there are a total of 22 designated heritage assets, comprising two Scheduled Monuments, one Grade II* Listed Building, and 19 Grade II Listed Buildings.
- 3.2.4 There are no World Heritage sites, Registered Parks and Gardens, or Registered Battlefields recorded within the Search Area.

- 3.2.5 Scheduled Monument ‘Two concentric ditches showing as crop marks at Thorney’ (List Entry: 1006944) lies c.25m west of Route A’s northern section. However, aerial and LiDAR imagery of the Site Routes depicts a large circular cropmark surrounding the Scheduled Monument, c.4m west of the northern section of Route A (see 3.5.25 and 3.5.34). This cropmark is likely associated with the Scheduled Monument, given its location and shape.
- 3.2.6 Additionally, Scheduled Monument ‘Bronze Age settlement, W of Runnymede Bridge’ (List Entry: 1003807) lies c.420m northwest of the southernmost point of Route A.
- 3.2.7 There are two Listed Buildings within 100m of the Site Routes, comprising Grade II listed properties ‘The Tower Arms Public House’ (List Entry: 1164843) and ‘Moor Cottage’ (List Entry: 1187054). The closest within these is ‘The Tower Arms Public House’ (List Entry: 1164843), which lies c.89m west of Route A’s northern section.
- 3.2.8 The southern section of Route A lies c.228m west of the northwestern corner of ‘Staines Conservation Area (CA)’.
- 3.2.9 The Munstead CA was first designated in 1982, and later extended in 1997. There is currently no appraisal document for the CA, although this is under review by Waverley Borough Council (Waverley Borough Council, 2024a).
- 3.2.10 Staines CA was first designated in 1975 and most recently appraised on 19th April 2023 (Spelthorne Borough Council, 2023).
- 3.2.11 The CA lies adjacent to the River Thames, which lends the town some open views and attractive riverside spaces, and its high level of interconnection multiple visual openings allow for multiple views of pivotal landmark buildings, such as St Mary’s Church, across the CA. The CA is characterised by the juxtaposition between the quiet character and village-like appearance of the St Mary’s Church area and the busier and grander developments around the Market Square, High Street, Church Street, and Clarence Road junctions (ibid, 2023).
- 3.2.12 Approximately two thirds of the Staines Conservation Area is covered by Area of High Archaeological Potential (AHAP) ‘Staines Historic Core and site of Roman Town’ (SHER: SP016). As such, it has been determined that there is high potential for the remains dating between the Neolithic and medieval eras, particularly buildings and structures relating to the settlement of Staines (ibid, 2023).

APAs, ANAs, and AHAPs

- 3.2.13 Within the search area, a total of 20 areas have been highlighted by local authorities as holding particular archaeological potential. These comprise four Archaeological Priority Areas (APAs), nine Archaeological Notification Areas

(ANAs), and nine Areas of High Archaeological Potential (AHAPs) (Drawings 31 – 33).

3.2.14 The Site Routes run through four of these areas, comprising:

- AHAP ‘Later Prehistoric Settlement, Staines Moor, Stanwell’ (SHER: SP018), identified through aerial imagery, within Route D and the southern section of Route A (Drawing 33);
- ANA ‘Neolithic barrow, pits and ditches found by trial trenching and geophysical survey’ (BHER: 8637), within Route A’s northern section (Drawing 31);
- ANA ‘Early 19th century Great Western Railway, built 1835-1841’ (BHER: DBC9968), within the northernmost section of Route A (Drawing 31);

APA ‘Heathrow Area’ (GLHER: 77820), within Route C and the central section of Route A (Drawing 32). **Non-Designated Heritage Assets**

3.2.15 There are six non-designated heritage assets recorded within, or directly adjacent to, the Site Routes, comprising:

- ‘Negative evidence, Lower Colne Improvement Scheme, Staines’ (SHER: MSE5002), within Route A;
- ‘Staines to West Drayton Railway line (disused)’ (SHER: MSE15385), within Route A;
- ‘Mid-19th-century railway line, Staines Moor, Staines’ (SHER: MSE15384), within Route A;
- The Parish of ‘Iver’ (BHER: MBC7498), within Route A;
- Cropmarks of probably prehistoric monuments near ‘Thorney: Tower Arms Hotel’ (BHER: MBC773), within Route A;
- ‘Great Western Railway’ (BHER: MBC24622), within Route A;
- ‘Ring ditches and sub rectangular ditch cropmarks, Staines’ (SHER: MSE611), directly adjacent to Route D.

3.2.16 Data from BHER, GLHER, and SHER records a total of 244 recorded non-designated heritage assets and 74 archaeological events within the search area. This data is discussed by chronological order below.

3.2.17 Within these, there are eight records which pertain to negative archaeological evidence or general parish boundaries (SHER: MSE21071; MSE22938; MSE23793; MSE5002; MSE5060; MSE5326; MSE5343; BHER: MBC7498). As these do not inform upon the archaeological potential along the Site Routes, these records will not be discussed further.

3.3 Overview

Prehistoric (Up to AD 42)

- 3.3.1 Prehistoric activity is well evidenced across the Site route, with a total of 78 heritage assets, dating to this period, recorded within the search area.
- 3.3.2 Scheduled Monument ‘Two concentric ditches showing as crop marks at Thorney’ (List Entry: 1006944) lies c.29m southwest of Route A’s northern section. Whilst little information is given for the monument itself on its official page listing (Historic England, 2024a), it is highly probable that the ditches are prehistoric in date based on their size and shape. Furthermore, aerial and LiDAR imagery of the Site Routes depicts a large circular cropmark surrounding the Scheduled Monument, c.4m west of the northern section of Route A (see 3.5.25 and 3.5.34). This cropmark is highly likely to be part of the Scheduled Monument, given its location and shape.
- 3.3.3 In addition to the monument itself, there are a further nine records dating between the Mesolithic and Iron Age within the Scheduled Monument and its immediate environs. These records include five cropmarks of further ring ditches/circular enclosures (BHER: MBC773; MBC775; MBC779; MBC781), a possible field system (BHER: MBC773), a Neolithic flint scraper (BHER: MBC774), Early to Late Iron Age pottery sherds (BHER: MBC780), later prehistoric pottery sherds (BHER: MBC782), and a Mesolithic to Neolithic flint scatter (BHER: 782). The closest within these are cropmarks of a ditched enclosure and field system (BHER: MBC773), which is recorded within Site A’s northern section. Given their location and date, these prehistoric features and finds are likely related to the Scheduled Monument itself, and indicate that there is high archaeological potential for prehistoric remains along this northern section of Route A, particularly along the section immediately adjacent to the Scheduled Monument.
- 3.3.4 Furthermore, a Neolithic Pit (BHER: MBC776) is recorded c.90m northeast of the Scheduled Monument, c.29m northeast of Route A’s northern section. The pit yielded pottery sherds (BHER: MBC776) and flint flakes (BHER: MBC778), all of which were found to be Neolithic in date. The pit and its finds are demonstrative of wider late prehistoric activity within the area surrounding the Scheduled Monument.
- 3.3.5 Another prehistoric Scheduled Monument ‘Bronze Age settlement, W of Runnymede Bridge’ (List Entry: 1003807) is recorded c.415m northwest of Route A’s southernmost end. The settlement has been shown, by partial excavation, to contain in-situ archaeological and environmental information relating to the occupation of the site and its local landscape context. These include archaeological remains, which survive well within layers of alluvium, and show a demonstrable association of metalwork, pottery, and organic

artefacts in a settlement context as well as evidence for indigenous metalworking and trade.

- 3.3.6 52 of these records pertain to findspots of prehistoric artefacts. The remains date between the Palaeolithic and Iron Age, with the majority (eight in total) dating to the Neolithic era. These prehistoric remains can be broadly categorised as worked flints (such as flakes and scrapers), animal remains (such as antler picks and animal bone fragments), weaponry and implements (such as handaxes and knives), pottery, metalwork/metal fragments, wood fragments, and decorative items (such as statuettes and amber beads). The closest within these are Neolithic jadeite axe (SHER: MSE1995), c.20m west of Route A's southern section, and Neolithic/Bronze Age Flakes (BHER: MBC6190), c.28m southeast of Route A's northern section.
- 3.3.7 There are eleven prehistoric settlements recorded along Routes A and D. These settlements range in date from the Upper Palaeolithic to the Iron Age, with the majority (eight in total) dating to in and around the Bronze Age. Four of these records lie within 100m of Routes A and D, comprising: an Early Neolithic to Roman settlement (BHER: MBC6190), c.28m southeast of Route A's northern section; a Bronze Age/Iron Age settlement (SHER: MSE646), c.47m northwest of Route A's southern section; a probable Middle Iron Age settlement site (SHER: MSE4221), c.59m east of Route D's central section; and an Upper Palaeolithic flint knapping site (SHER: MSE5003) c.87m northwest of Route D's central section.
- 3.3.8 Stanwell Cursus (GLHER: 144525) lies c.275m northeast of Site A's central section. The Neolithic cursus was identified through a number of investigations, starting in the 1980's and continuing through to 1999. The earliest ritual structure was an Early to Middle Neolithic timber post lined avenue, which was later replaced with a cursus monument with a central bank.
- 3.3.9 To prehistoric farmsteads, dating to the Neolithic/Early Bronze Age (SHER: MSE15284) and Late Iron Age (GLHER: 143999) have been identified in the area around Route A's central section. The closest of these is a Neolithic/Early Bronze Age (SHER: MSE15284), c.210m southeast of Route D. The small farmstead was identified through archaeological excavations, and was evidenced by finds and features which suggested the site was occupied from the Neolithic into the early Bronze Age.
- 3.3.10 A possible Bronze Age field system (GLHER: 114628) is recorded c.43m east of Route C. The field system, which was exposed during archaeological excavations in the area, comprised ditches, pits, postholes, and a large number of tree throws. With the exception of one post hole which contained Bronze Age pottery, the features did not contain any further dating evidence. As such, the features were tentatively dated to the Bronze Age but some may also be medieval in date. The features were thought to be continuations of Bronze Age and Medieval field

systems that had been identified in other areas of Heathrow Airport, due to their alignment and similarities to these other field systems.

- 3.3.11 A further 18 records pertain to prehistoric features identified across the search area. These features can be categorised as ditches, pits, postholes, palaeochannels, enclosures, and hurdles (fencing). The closest within these is an Early Neolithic causewayed enclosure (BHER: MBC5287), c.87m north of Route A's southern section.
- 3.3.12 Further prehistoric activity is recorded within nine Archaeological Notification Areas (ANAs) (BHER: DBC8637; DBC9337), Archaeological Priority Areas (APAs) (GLHER: 77530; 77820), County Sites of Archaeological Importance (CSAIs) (SHER: RU002), and Areas of High Archaeological Importance (AHAPs) (SHER: RU024; SP016; SP018; SP043), which lie across the search area.
- 3.3.13 Three of these areas (BHER: DBC8637; GHER: 77820; SHER: SP018) lie within the Site Route. These comprise ANA 'Neolithic barrow, pits and ditches found by trial trenching and geophysical survey' (BHER: 8637), which lies within Route A's northern section; APA 'Heathrow Area' (GLHER: 77820), a multi-period area which is particularly noted for holding archaeologically significant Neolithic and late Bronze Age landscapes, as well as Saxon activity, within Route C and the central section of Route A; and AHAP 'Later Prehistoric Settlement, Staines Moor, Stanwell' (SHER: SP018), an area noted for holding very high archaeological significance for Neolithic and Bronze Age settlement activity, as well as Early Holocene palaeoenvironmental sequences, within Route D and the southern section of Route A.

Roman (AD 43 – AD 410)

- 3.3.14 As with the prehistoric era, Roman activity is well evidenced across the search area, with a total of 29 records dating to this period in time.
- 3.3.15 Two Roman roads are recorded around Route A's southernmost area, comprising a section of road at Egham (SHER: MSE2933) and the London-Silchester Roman Road (SHER: MSE3727). The closest of these, (SHER: MSE3727), lies c.42m southwest of Route A's southernmost end and runs in an overall southwest to northeast direction, connecting Staines-upon-Thames with the modern settlements of London and Ascot.
- 3.3.16 In addition to these roads, the Rural Settlement of Roman Britain Project (RSRBP) (2016) maps a further Roman road within the search area, running through Route D and Route A's central section. The road runs in an overall south-southeast to north-northwest direction, from Staines-upon Thames (in the south) to Iver Heath (in the north), then turning westward to run southeast to northwest towards the settlements of Beaconsfield and High Wycombe (in the northwest) (Allen et al., 2016).

- 3.3.17 There are three recorded Roman settlements/occupation sites around the northern and southern sections of Route A (BHER: MBC756; SHER: MSE2413; MSE2921). The closest within in these is an Early Roman occupation site (SHER: MSE2413), c.183m north of Route A's southern section. The site overlies the site of a Neolithic causewayed camp, which was excavated between 1961 and 1963. Of additional note within these are Iron Age to Roman settlement debris (BHER: MBC756), recorded c.245m east of Route A's northern section and c.311m east of the previously mentioned Scheduled Monument (List Entry: 1006944). This settlement debris included Iron Age to Roman pits (MBC760) and a Roman hearth (MBC762), providing further evidence for the high archaeological potential around this northern section of Route A.
- 3.3.18 Cropmarks of possible Roman crop/soil markings are recorded c.39m east of Route D (SHER: MSE793). The cropmarks were identified through aerial imagery, and lie within a gravel permission area.
- 3.3.19 The remaining three records of Roman features are recorded in the area surrounding Route A's southern area, and comprise ditches (SHER: MSE23119; MSE5041), postholes (SHER: MSE23119), and pits (SHER: MSE23120). The closest within these are ditches and pits (SHER: MSE5041; MSE23120), both of which lie c.139m southeast of Route A's southernmost end. The series of Roman ditches (SHER: MSE5041) were uncovered through an archaeological evaluation and were thought to be indicative of a possible settlement. The pit (MSE23120), which was uncovered during the same archaeological evaluation, produced a large assemblage of hammerscale and was thought to be indicative of metal smithing in the surrounding area.
- 3.3.20 There are 16 Roman findspots recorded across the search area. These predominantly comprise pottery sherds (eleven in total) but also include building materials (including tile and daub) and a bowl. The closest within these are Roman pottery sherds (BHER: MBC6190; MBC6191; MBC6192), tile (SHER: MBC6193), and daub (SHER: MBC6194) which were all recovered c.27m southeast of Route A's northern section.
- 3.3.21 The Rural Settlement of Roman Britain Project (RSRBP) (2016) maps the majority of Roman settlement activity within the search area as predominantly being centred around Staines-upon-Thames, c.718m southeast of the southern section of Route A. These records broadly comprise pottery sherds, animal bones, plant remains, building material, and other settlement materials (Allen et al., 2016).
- 3.3.22 A possible Roman skull was recovered from a gravel pit at Larbourne Farm (BHER: MBC2551), c.441m east of Route A's northern section. The skull was reported in 1966 and it is unclear whether it is the same as another possible female skull, which found around 1961/1962 and mentioned in letters from the time.

- 3.3.23 Further Roman activity is recorded in two AHAPs, in the area around Route A's southern section (SHER: RU063; SP016). The closest within these is AHAP 'Possible Roman Industrial Activity, adjacent The Causeway, Staines' (SHER: RU063), which lies c.52m south of the southernmost end of Route A. The area is noted for holding very high archaeological significance for Roman features and finds, with a particular focus of activity (domestic, industrial, or both) in the vicinity.

Early Medieval (AD 410 – AD 1066)

- 3.3.24 Evidence of early medieval activity within the search area is limited to a single documentary record pertaining to the Danes retreating to and being besieged at Thorney Island in 893, c.458m east of Route A's northern section.
- 3.3.25 The nearby settlements of 'Iver' and 'Egham' mean 'hill brow' and 'Ecga's homestead/village', respectively. Iver comprises the Anglian element 'yfer' (the edge or brow of a hill); whilst Egham comprises the Old English elements 'Ecga' (a personal name) and 'hām' (a village, a village community, a manor, an estate, a homestead) (Mills, 2011).
- 3.3.26 Whilst there are no specific HER records pertaining to direct evidence of Saxon activity within the search area, there are three APAs and AHAPs around the southern (SHER: RU024; SP047) and central (GLHER: 77820) which are noted for holding significant archaeological potential for Saxon remains. The closest within these is the aforementioned APA 'Heathrow Area' (GLHER: 77820), which lies within Route D and the central section of Route A. A significant amount of early Medieval activity recorded in this area, given its typical rarity. This includes settlement activity at Longford and Harmondsworth.
- 3.3.27 Given that the nearby settlements of Iver, Stanwell, Staines, and Egham are all listed in the 1086 Domesday Book as being amongst the largest 20% of settlements at the time, it seems highly probable that there would have been some degree of early medieval activity in the area (Powell-Smith, 2024).
- 3.3.28 As such, the relative absence of evidence pertaining to the early medieval era should not be seen as evidence of absence.

Medieval (AD 1066 – AD 1540)

- 3.3.29 As previously mentioned, there are a number of settlements along and in close proximity to the Site Routes which are recorded amongst the largest 20% of settlements recorded in Domesday. These include the settlements of Iver, Stanwell, Staines, and Egham, which are recorded in the hundreds of Spelthorne (Staines and Stanwell), Stoke (Iver), and Godley (Egham) and in the counties of Middlesex (Staines and Stanwell), Buckinghamshire (Iver), and Surrey (Egham) (Powell-Smith, 2024).

- 3.3.30 Five medieval findspots are recorded in the area to the east of Route D and the central and northern sections of Route A. These predominantly comprise pottery sherds (SHER: MSE4222; BHER: MBC2539; MBC2543; MBC2550) but also include an unspecified findspot (SHER: MSE5100). The closest within these are scattered medieval pottery sherds (SHER: MSE4222), which were recovered during archaeological investigations c.60m southeast of Route D.
- 3.3.31 The medieval settlements of Perry (GLHER: 130066) and Longford (GLHER: 122979) are recorded c.425m and c.489m east of Route A's central section, respectively. The closest of these, the hamlet of Perry (GLHER: 130066), was first mentioned in 1337 and existed until 1949. Its location has been suggested by the results of a number of excavations, which have identified a field system associated with an area of buildings taken to indicate settlement of the site.
- 3.3.32 Documentary evidence of five fisheries (BHER: MBC4951; MBC4954) are recorded along the northern section of Route A. The closest of these are four fisheries recorded in the 1086 Domesday Book (BHER: MBC4951), which are possibly linked with later fisheries around the River Cone although this is uncertain.
- 3.3.33 The development of improved transport links and infrastructure along the central and southern sections of Route A are represented by Moor Bridge/High Bridge (GLHER: 102140), Egham causeway (SHER: MSE765), and a landing stage near the aforementioned causeway (SHER: MSE14218). The closest of these is Moor Bridge/High Bridge (GLHER: 102140), which lies c.190m east of Route A's central section. The bridge existed by the 15th Century, and was rebuilt or repaired in 1652, when it was called Middlebridge. The bridge was eventually replaced in 1809.
- 3.3.34 Two medieval structures are recorded in the area to the east of Route D, comprising a Mill site (SHER: MSE15282), c.60m east of Route D, and building remains (SHER: MSE2924), c.50m southeast of the Site. The closest of these (SHER: MSE2924) includes building remains and stratified deposits dating to c.1250-1350, and are thought to represent the remains of a mill and dye works or hamlet belonging to Yeoveney Manor, together with rubbish deposits excavated in 1982.
- 3.3.35 Further medieval features across the search area comprise a 13th-14th Century ditch (SHER: MSE5042), c.268m northeast of Route A's southern section. The ditch was uncovered during an archaeological evaluation, alongside earlier features and deposits dating between the prehistoric and Roman eras.
- 3.3.36 Four areas around the northern and southern sections of the Site Routes are noted for holding high archaeological significance for medieval remains (BHER: DBC9344; DBC9346; SHER: RU021; SP016). The closest within these is AHAP 'Medieval causeway and possible route of London - Silchester Roman Road' (SHER: RU021), which lies c.18m southwest of Route A's southernmost end. The

area is noted for holding high archaeological significance due to the 13th Century Causeway, and possible Roman Road Agger, extant earthwork.

Post-Medieval & Modern (AD 1540 to Present)

- 3.3.37 The post-medieval period brought significant development and expansion to the area surrounding the Site Routes, including the development of Heathrow Airport, the M25, and the large reservoirs around Staines-upon-Thames. This expansion is reflected in the 90 HER records attributed to this period in time.
- 3.3.38 The increase in residential housing is evidenced in the sixteen 17th to 19th century houses, farmhouses, cottages, vicarages, and associated housing infrastructure (such as boundary walls and railings) across the search area, ten of which include Grade II Listed Buildings. These include nine Grade II Listed Buildings. The closest of these is 'Moor Cottage' (SHER: MSE10749), a c.17th Century timber framed cottage located c. 118m northwest of Route A's southern section.
- 3.3.39 Evidence of post-medieval industrialisation is well evidenced across the search area, with a total of 20 records pertaining to industrial works. These broadly comprise gravel pits, quarries, mills (such as water mills and corn mills), waste disposal sites (including STWs), gas works, and gunpowder works. The closest within these is the site of a former gravel pit (BHER: MBC24305), c. 21m southeast of Route A's northern section.
- 3.3.40 Of further note within these aforementioned industrial works are a further five sites recorded within 50m of the Site Routes. These comprise: three 20th Century landfill sites (GLHER: 137774; 115542; 133186) which lie to the east and west of Route A's central section, the closest of which (GLHER: 115542) lies c.29m to the west of the route; and a gunpowder works (SHER: MSE21277) and associated (now demolished) powder mill (SHER: MSE19860), which are recorded c.39m east of Route D.
- 3.3.41 The increase in residential housing and industry also saw the creation of a number of public amenities across the search area a 19th century shooting butt (SHER: MSE15378), an animal pound (SHER: MSE15382), water works (such as water pumps and WTWs) (SHER: MSE19798; MSE19864; MSE21231), public houses (SHER: MSE21545; BHER: MBC18188), stables (BHER: MBC18189), parks and gardens (BHER: MBC21775), and fisheries (BHER: MBC4952). The closest within these are Staines WTW (SHER: MSE21231), which lies c.43m east of Route A's southernmost end, and a 19th Century shooting butt (SHER: MSE15378), which lies c. 51m east of Route A's central section.
- 3.3.42 In the areas around Route A's central and southern sections are three recorded churches (SHER: MSE10726), chapels (SHER: MSE764), and their associated infrastructure (SHER: MSE10827). The closest of these is documentary evidence of the possible site of Yeoveney Chapel (SHER: MSE764), c.322m northwest of

Route A's central section. The chapel is documented as pre-dating the 19th century and is mentioned in 1800 written accounts as being in a dilapidated state. The possible chapel site now lies beneath the Wraysbury Reservoir.

- 3.3.43 There are 19 records regarding improved transport links, and their associated infrastructure, along the Site Route. These can be broadly categorised into three types: railways, water, and roadways.
- 3.3.44 Three 19th Century railway lines are recorded as running through Route A's southern and northern sections, comprising: the Great Western Railway (BHER: MBC24622), which runs through the northernmost section of Route A in an east-west direction; the (now disused) Staines to West Drayton Railway (SHER: MSE15385), which runs through Route A's southern section in an overall north-south direction; and the Staines and South Western (later Southern Region) Railway (SHER: MSE15384), which runs through the southern section of Route A in a northwest-southeast direction. Both the Great Western Railway (BHER: MBC24622) and the Staines and South Western/Southern Region Railway (SHER: MSE15384) are presently still in operation, whilst the disused Staines to West Drayton Railway (SHER: MSE15385) exists in some places as an earthwork embankment, with the tracks removed.
- 3.3.45 Along these railway routes lie various associated infrastructure, comprising stations, railway posts/obelisks, and railway bridges. Thorney Lane (Iver Lane) Bridge (BHER: MBC24624) is the closest within these, lying 43m w of Route A's northern section. The road overbridge was designed by Isambard Kingdom Brunel and built 1835-1838 to carry a minor public road over the Great Western Railway. The bridge was later extended in 1878 and 1914.
- 3.3.46 Given the Site Routes' close proximity to the River Colne and the River Thames, it is unsurprising that there are a number of water transport links, and their associated infrastructure, within the search area, numbering seven in total. These include canals, boatyards, wharfs, ferries, and water channels. The closest within these is a Tudor water channel (GLHER: 144394) which was uncovered during archaeological excavations c.345m southeast of Route A's central section.
- 3.3.47 Further post-medieval transport links within the search area comprise a causeway (SHER: MSE15380), the Colnbrook turnpike road (MBC34433), and Grade II Listed Building 'King's Bridge' (List Entry: 1080299, GLHER: 146887). The closest within these is the Colnbrook turnpike road (MBC34433), which lies c.143m east of Route A's central section. The road, which is also known as the Bath Road/A4, runs in an overall northwest-southeast direction.
- 3.3.48 Twelve boundary markers, tax posts, and milestones are recorded across the search area. The closest of these is a Georgian milestone (GLHER: 151656), c.148m northwest of Route A's central section. The milestone is dated to 1741, and has been recut to be triangular, with front corners chamfered.

- 3.3.49 There are four records of war memorials across the southernmost area of Route A (SHER: MSE19931; MSE19933; MSE20762; MSE20766). The closest of these comprises a War Memorial at the Postal Delivery Office (SHER: MSE19931), which lies c.90m northwest of Route A's southernmost end.
- 3.3.50 Two World War II anti-aircraft batteries (SHER: MSE6883; BHER: MBC24783) are recorded along the northern and central sections of Route A. The closest within these is the anti-aircraft battery at Stanwell (SHER: MSE6883), which lies c.70m northwest of Route A's central section.
- 3.3.51 Further post-medieval features identified within the search area comprise ditches (SHER: MSE22883), enclosures (SHER: MSE5005; GLHER: 136601), pits (GLHER: 141305), and postholes (GLHER: 141305). The features broadly lie along the southern and central sections of Route A with the closest, post-medieval enclosure (GLHER: 136601), lying c.93m northeast of Route C. The enclosure was identified during an archaeological evaluation at Bedfont Court, and included ditches and a path but no datable finds.
- 3.3.52 Four ANAs (BHER: DBC9852; DBC9945; DBC9968) and AHAPs (SHER: SP019) have been identified around the northern and southern sections of the Site Routes. The closest within these is 'Early 19th century Great Western Railway, built 1835-1841' (BHER: DBC9968), which lies within the northernmost section of Route A.

Undated

- 3.3.53 There are a total of 31 undated assets recorded within the search area.
- 3.3.54 Aerial photography has identified a number of features, visible as cropmarks, across the route, numbering seventeen records in total. These features include ring ditches, linear ditches, pits, and enclosures. The closest within these records are the cropmarks of ring ditches and a sub-rectangular ditch (SHER: MSE611), which are mapped as lying directly adjacent to Route D. These features are recorded as having been destroyed by gravel extraction, as have several other cropmark features recorded within 100m of Route C (SHER: MSE632; (GLHER: MLO59819; MLO59821; MLO59822; MLO59823), Route D (SHER: MSE615), and the southern section of Route A (SHER: MSE610).
- 3.3.55 Of further note within the aforementioned cropmark features, as visible through aerial imagery, is a ring ditch (SHER: MSE608) which is recorded c.83m southeast of Route D. Unlike the other cropmarks recorded in close proximity to the Route, these ring ditches have not been marked as being destroyed by gravel extraction activities.
- 3.3.56 Other undated features have been identified in the areas around Route D and the central and southern sections of Route A. These features, which were uncovered during archaeological investigations, broadly comprise ridge and furrows, enclosures, ditches, water channels, and waterlogged deposits. The closest

within these are ridge and furrows (SHER: MSE22633), which lie c.21m northwest of Route A's southern section. The feature is still visible as earthworks, albeit truncated by later water management activity, and are thought to possibly be post-medieval in date.

- 3.3.57 Three farms are located around the southern (SHER: MSE21871) and central (SHER: MSE21872; MSE21874) sections of Route A with the closet, Lower Mill Farm (SHER: MSE21874), lying c.78m east of Route D. The farms are part of a project researching important historic farmsteads and associated buildings within the current administrative county of Surrey.
- 3.3.58 Two undated findspots are recorded along the southern and central sections of Route A, comprising an iron dagger (SHER: MSE2939) and animal remains (BHER: MBC2545). The closest within these is the iron dagger (SHER: MSE2939), which was found on the causeway c.218m southeast of Route A's southernmost end.
- 3.3.59 Two undated ANAs (BHER: DBC9339; DBC9345) are recorded to the west of Route A's northern section. The ANAs both pertain to cropmarks of undated enclosures, farmsteads, and field systems, with the closest (BHER: DBC9339) lying c.238m west of Route A's northern section.

3.4 Previous Archaeological Works

- 3.4.1 There are 74 recorded archaeological events recorded within the Search Area.
- 3.4.2 Within these, 32 comprise non-intrusive works, such as desk-based assessments and geophysical surveys. These have been excluded from this section as they do not confirm the presence or absence of archaeological remains in the area.
- 3.4.3 A further 13no. records pertain to works which encountered negative or no archaeologically significant remains. These have also been excluded from this section as they do not inform upon the archaeological potential of the Site Routes.
- 3.4.4 Given the number of remaining intrusive archaeological works within the search area (29 in total), only those investigations deemed most relevant to the proposed scheme are discussed below.
- 3.4.5 Thirteen archaeological investigations, including watching briefs and excavations, have been undertaken in the area surrounding the southernmost end of Route A, around Staines and Egham. Investigations in this area of the Site Routes have demonstrated archaeological potential for remains dating between the Palaeolithic up to the medieval and post-medieval periods. In particular, the vast majority of these investigations (twelve in total) have yielded archaeological remains dating to the prehistoric era, followed to a lesser extent (eight records in total) by remains dating to the Roman and Saxon periods.

- 3.4.6 The closest of these aforementioned investigations is an archaeological evaluation (SHER: ESE16157) undertaken c.53m south of the southernmost end of Route A. The works were undertaken by Archaeology South-East, who were commissioned by CgMs, over two phases of excavation which took place between 8th and 11th May 2017, and the 1st to 2nd June 2018. The evaluation comprised 14 trenches, and revealed natural Shepperton Gravels between 13.34m and 14.25m AOD. The most notable features found were a series of Roman ditches, one of which appeared to have had an associated fence line running along the bottom of the ditch. Stratigraphic evidence from the site also suggested that there was at least one, possibly two, additional phases of similarly aligned boundary ditches at the site. A modest assemblage of finds recovered from the site suggested that the ditches may have been associated with a nearby settlement. Of further interest from within the site was, a pit which produced a fairly large assemblage of hammerscale, which was thought to be indicative of smithing activity within the surrounding area.
- 3.4.7 As with the southern section of Route A, the area around central section of the Site Routes (including Routes B, C, and D) have been subject to extensive archaeological investigations (thirteen in total), the vast majority of which were undertaken in connection with the development of Heathrow Airport and its associated infrastructure. These works have demonstrated potential for multi-period remains across the area, from the prehistoric up to the post-medieval era, particularly prehistoric and, to a lesser extent, medieval/post-medieval remains.
- 3.4.8 The closest within these are works undertaken at Bedfont Court (GLHER: 167485), c.30m east of Route C, and Lower Mill Farm (SHER: ESE2073; ESE2074), c. 58m east of Route D.
- 3.4.9 The works at Bedfont Court (GLHER: 167485) were undertaken by Framework Archaeology between the 30th September 2002 and the 15th May 2003, and comprised 56 trial trenches and 104 test pits. The majority of the features revealed comprised isolated discreet features, including tree throws, pits, postholes, field system ditches and a possible postholes structure. Dating of the features was not conclusive but many of the ditches were thought to be related to Bronze Age and Medieval field systems identified at Heathrow Airport. Further prehistoric activity was recorded on the northern and southern areas of the site, including a Mesolithic wooden stake, and the probable site of a Bronze Age settlement.
- 3.4.10 Archaeological monitoring and evaluation at Lower Mill Farm, undertaken by Surrey County Archaeological Unit in advance of gravel extraction activities (SHER: ESE2073; ESE2074), led to the discovery of a small Neolithic settlement. Finds and features from the site indicated the settlement, comprising a small farmstead, was likely occupied from the end of the Neolithic into the early Bronze Age.

- 3.4.11 Archaeological investigations around the northern area of Route A are limited, with only three intrusive works recorded. Whilst limited, these works have demonstrated there is potential for archaeological remains dating to the prehistoric and, to a lesser extent, Roman eras.
- 3.4.12 An archaeological evaluation, undertaken by Thames Valley Archaeological Services (TVAS), is the closest of these investigations (BHER: EBC16327). The works were undertaken in 2018 in advance of a proposed golf course development, c.179m northwest of Route A's northern section. The investigation comprised 41 trial trenches and a watching brief, identified probable medieval isolated farmstead, with post-holes, pits, and ditches. Other ditches were also uncovered, although these were not dated. The works yielded a moderate collection of pottery and tile, overall. Some pieces of struck flint were also recovered, which were not believed to be indicative of significant activity.

3.5 Aerial, Cartographic and LiDAR Data

- 3.5.1 The proposed Site Routes are c.12km in length and, as such, run through a number of settlements and their associated infrastructure. Given the length of the routes and the amount of infrastructure and activity in the area, only features deemed most relevant to the proposed routes will be discussed below.

Cartographic

- 3.5.2 The earliest available mapping comprises six-inch OS maps 'Berkshire Sheet XXXII' (from 1881), 'Middlesex Sheet XIX' (from 1868), and 'Middlesex XIV' (from 1868). The maps depict the Site Routes as predominantly lying within agricultural land, woodland, trackways, and infrastructure associated with the settlements the routes run through (such as Staines-upon-Thames and Stanwell).
- 3.5.3 The southern section of Route A and the all of Route D runs through a Rifle Range, as depicted on the six-inch 1868 'Middlesex Sheet XIX' OS map.
- 3.5.4 The six-inch 1868 'Middlesex Sheet XIX' OS map also shows a curvilinear stream running through the southern section of Routes A & D, running between the London and Southwestern Railway line and the River Colne in an overall east-west direction. This stream is still present in current aerial and LiDAR imagery of the Site Routes.
- 3.5.5 The six-inch 1868 'Middlesex Sheet XIX' OS map also shows the site of Yeoveney Chapel, c.433m west of Route A. The chapel no longer exists; it has since been covered/destroyed with the development of the Wraysbury Reservoir.
- 3.5.6 The northern section of Route A can be seen running through a number of field boundaries, as depicted on the 1881 six-inch 'Buckinghamshire Sheet LVII' OS map. The field boundaries appear to correlate with a series of linear cropmarks seen in LiDAR imagery, as mentioned in 3.5.24.

- 3.5.7 The grounds of Richings Park can be seen in the six-inch 1881 'Berkshire Sheet XXXII' OS map, c.176m northwest of Route A.
- 3.5.8 The 1899 six-inch 'Middlesex Sheet XIX.SW' no longer depicts the aforementioned Rifle Range. Instead, it appears to have been move c.384m west of Route A. The map also shows the Staines Branch of the Great Western Railway running through the site of the former Rifle Range.
- 3.5.9 Brickworks are on the 1900 six-inch 'Buckinghamshire Sheet LVII.NW' OS map, to the immediate north of the northernmost end of Route A. The brickworks no longer exist and have since been replaced with the present day Iver North Treatment Works.
- 3.5.10 The Iver Sewage Works, and its associated Pump House, can be seen in the six-inch 1935 'Buckinghamshire Sheet LVI.NE'. The works lie in their current location, albeit on a smaller scale, c.66m east of Route A.

LiDAR

- 3.5.11 LiDAR imagery shows infrastructure associated with the settlements of Staines-upon-Thames, Stanwell Moor, Longford, and Iver (such as residential properties and roads). Heathrow airport, and its associated infrastructure, can be seen to the east of the Site route's centremost section, and large reservoirs, including the Wraysbury and King George VI Reservoirs, can be seen surrounding the southern section of the Site routes.
- 3.5.12 A field with possible ridge and furrows can be seen c.207m east of Route A's southern section.
- 3.5.13 Further ridge and furrows can be seen c.11m northwest of Route A, to the north of the A360.
- 3.5.14 An approximately 955m length of the southern section of Route A, to the west of the King George VI Reservoir, runs through an undeveloped field with extensive cropmarks. These predominantly comprise linear features, although some small clusters of circular pits can be seen in the southern part of the field, near Route A.
- 3.5.15 Amongst the aforementioned linear cropmarks, some of which appear to possibly be former field boundaries, are a series of large linear cropmarks (A) which cross Route A and run in an overall northeast-east to southwest-west direction. These (A) cropmarks appear to be made up of two parallel outer linear features, with a possible third also running parallel inside the two outer features. Similar shorter linear cropmarks (B) can be seen to link the former (A) cropmarks, running in an overall north-northwest to south-southeast direction. Further linking cropmarks (C), running in a northeast-southwest direction, can also be seen linking (A) cropmarks. The features appear to be

archaeological in origin and, given their shape and layout, are possibly representative of former trackways/roads.

- 3.5.16 A curvilinear cropmark can be seen c.10m east of the Route A's centremost section. The cropmark runs north-northeast to south-southwest, then turns westward to run northeast-east to southwest-west.
- 3.5.17 A possible curvilinear cropmark can be seen adjacent and to the west of the northern section of Route A, to the west of the Iver South SDW. The cropmark runs in an overall north-south direction, before turning eastward to run west-east.
- 3.5.18 A large oval cropmark can be seen c.138m northwest of Route A's northern section, to the north of the Iver South SDW. A smaller horseshoe shaped cropmark can be seen in the centre of the larger cropmark, with a number of small circular pits surrounding the horseshoe cropmark.
- 3.5.19 A smaller oval cropmark can be seen immediately southwest of the aforementioned large oval cropmark, c.125m northwest of the Route A. A series of small linear cropmarks can be seen within the small oval, running parallel to each other in a north-northeast to south-southwest direction.
- 3.5.20 Further linear cropmarks can be seen running through Route A's northern section, in the same field as the aforementioned oval cropmarks. These linear cropmarks appear to run in an overall northwest-southeast direction.
- 3.5.21 A small square field with extensive ridge and furrows can be seen c.96m north of the Route A's northern section, to the west of Old Slade Lane.
- 3.5.22 A linear earthwork can be seen to the east of Old Slade Lane, running in a northeast-east to southwest-west direction through the Route A's northern section.
- 3.5.23 To the north of this linear earthwork is a square earthwork, c.73m northwest of Route A. This square earthwork is divided into four quadrants by two linear earthworks, running north-south and east-west respectively.
- 3.5.24 A linear earthwork can be seen to the south of The Ridings, running in a north-northwest to south-southeast direction through the Route A's northern section.
- 3.5.25 A series of faint linear cropmarks can be seen to the east of The Ridings. The cropmarks appear to run in a northwest-west to southeast-east direction through Route A's northern section. The cropmarks appear to be former field boundaries, as mentioned in 3.5.5.
- 3.5.26 A large circular cropmark, with a smaller circular pit in the centre, can be seen within Route A's northern section, to the east of Thorney Lane South. The cropmarks correlate with Scheduled Monument 'Two concentric ditches showing as crop marks at Thorney' (List Entry: 1006944).

Aerial Imagery

- 3.5.27 The earliest available aerial imagery comprises RAF imagery, as available through the Historic England's Aerial Photo Explorer (APE), from 1936, which shows flooding around the Staines Reservoir Aqueduct and its environs. Infrastructure associated with the settlement of Staines-upon-Thames, such as residential properties and industrial buildings, can be seen in the image albeit on a smaller scale to the present day settlement (Historic England, 2024b).
- 3.5.28 Early aerial imagery of the Site Routes, predominantly comprising APE imagery from 1945-1947, depict the routes as lying predominantly within undeveloped fields, woodland, and trackways. Nearby settlements, including Staines-upon-Thames and Stanwell, can also be seen across the Site Routes (ibid, 2024b).
- 3.5.29 RAF imagery from 4th March 1944, as available through Historic England's Aerial Photo Explorer (APE), depicts a series of large linear features running across the field to the west of the King George VI Reservoir and through Route A's southern section. The features comprise two parallel outer linear cropmarks and an inner linear earthwork, which runs through the middle and parallel to the two outer cropmarks. These features appear to be the same as those seen in LiDAR imagery, in 3.5.14 (ibid, 2024b).
- 3.5.30 A series of parallel linear earthworks, likely ridge and furrow, can be seen in APE imagery from 1947, c.65m west of Route A's southern section. The earthworks run in a northeast-southwest direction and lie to the west of the King George VI Reservoir (ibid, 2024b).
- 3.5.31 A square cropmark can be seen in APE imagery from 18th January 1947, c.190m west of Route A. The cropmark appears to have another square cropmark in its centre, and two curvilinear cropmarks can be seen running east-west and northwest-southeast from the larger square's northwestern corner. These cropmarks lie within the current Wraysbury Reservoir, and were likely covered/destroyed during the development of the reservoir (ibid, 2024b).
- 3.5.32 The completed Staines Reservoirs and the construction of the King George VI Reservoir can be seen in APE imagery from 12th January 1946. Construction of the King George VI Reservoir can be seen to have been completed by 1961, as seen in APE imagery from 28th August 1961 (ibid, 2024b).
- 3.5.33 Google Earth imagery from 1999 shows the Iver North Water Treatment Works can be seen at the northernmost point of Route A. Imagery from this time also show the development of Heathrow airport, and the completed M25 and Wraysbury Reservoir.
- 3.5.34 Construction of Heathrow Airport appears to have been completed in Google Earth imagery from 2008.

- 3.5.35 Google Earth imagery from July 2013 shows a large circular cropmark c.4m west of the northern section of Route A. The cropmark, which can also be seen in LiDAR imagery (as mentioned in 3.5.25) has a smaller circular cropmark in its centre, and appears to correlate with Scheduled Monument ‘Two concentric ditches showing as crop marks at Thorney’ (List Entry: 1006944).
- 3.5.36 In addition to the above, GLHER also maps 142 cropmarks within the search area. Given the number of cropmarks, only those that directly cross the Site Routes, or lie directly adjacent to them, are discussed below. A full map of the cropmarks can be seen in Drawings 034 – 041.
- 3.5.37 There are 35 cropmarks mapped within, or directly adjacent to, the Site Routes. For clarity of discussion, these cropmarks are grouped together by time period in the below discussion.
- 3.5.38 Eleven cropmarks of probable prehistoric origin lie within Route D and the central and northern sections of Route A. These cropmarks likely date from between the Neolithic and Iron Age, and comprise ring ditches/ditched enclosures (ID: 142; 163; 164; 279; 425), drainage ditches/boundary ditches (ID: 390; 427; 429; 439; 442), and extractive/storage pits (ID: 165).
- 3.5.39 Within the northern and southern section of Route A lie six cropmarks and earthworks of probable medieval origin. These comprise ridge and furrows (ID: 70; 364), ditched enclosures (ID: 152; 443), and boundary ditches/trackways (ID: 277; 278).
- 3.5.40 Ten of the cropmarks recorded within the Site Routes relate to World War II infrastructure. The cropmarks within the central and northern sections of Route A are largely pertain to army settlement infrastructure, comprising barracks/army camps (ID: 271; 273), nursery gardens/glasshouses (ID: 274), and balloon mooring/storage sites (ID: 315). Conversely, the cropmarks and earthworks located within Route A’s southern section largely relate to defensive features, comprising anti-landing obstacles/drainage ditches (ID: 492; 494; 496; 506; 510) and a causeway (ID: 456).
- 3.5.41 A further eight cropmarks of probable post-medieval origin are recorded within the central and southern sections of the Site Routes, the majority of which lie within, or in close proximity to, Route D. These features comprise boundary ditches (ID: 391), drainage ditches (ID: 435; 461; 465; 466; 467), enclosures (ID: 440), and extractive pits (ID: 460).

3.6 Historic Landscape Characterisation (HLC)

- 3.6.1 The HLC report provided by the Buckinghamshire HER, Greater London HER, and Surrey HER shows that the Site Routes lie within the crossed boundaries of:

Route A

- Other Industry: Industrial complexes and factories (SHER: 390);

- Recreation: Major sports fields and complexes (SHER: 122);
- Extractive Industry: Active and disused gravel workings (SHER: 50);
- Valley Floor and Water Mains: Water meadows or common meadows (SHER: 104);
- Settlement Related: Post 1811 & pre-1940 settlement (small scale) (SHER: 124);
- Valley Floor and Water Management: Water meadows or common meadows (SHER: 48);
- Extractive Industry: Active and disused gravel workings (SHER: 365);
- Valley Floor and Water Management: Miscellaneous valley floor fields and pastures (SHER: 66);
- Open Countryside: Farmland (GLHER: 45);
- Enclosure (pre 18th Century Irregular) (BHER: HBC10337);
- Enclosure (20th Century) (BHER: HBC10335);
- Enclosure (pre 18th Century Irregular) (BHER: HBC10336);
- Enclosure (20th Century) (BHER: HBC10324);
- Communications: Motorways (BHER: HBC11833);
- Industrial (post 1885) (BHER: HBC10564).

Routes B & C

- Open Countryside: Farmland (GLHER: 45).

Route D

- Extractive Industry: Active and disused gravel workings (SHER: 365);

3.7 Site Visit

- 3.7.1 A walkover of the route was conducted on Wednesday 6th November 2024. Weather conditions were overcast with intermittent light rain.
- 3.7.2 The route was traversed from south to north.
- 3.7.3 The route extends from the Affinity Water Limited compound on the northern side of The Causeway (A308), crossing the River Thames northwards to Hollyhock Island (Plate 1).
- 3.7.4 A section runs approximately NNE-SSW through the western side of an open field within Lamas Recreation Ground (Plate 2). The Grade II Listed Building of 'The London Stone' (List Entry Number: 1187015) lies c.250m east, concealed from view by a line of mature trees between the rear of the properties fronting the river and the recreation ground.

- 3.7.5 At the junction with Staines Road (B376) the route turns eastwards and runs within the carriageway. This area comprises early to mid-20th Century residential housing on the northern side and a grass verge on the south with sporadic utilities installations and street furniture (Plate 3).



Plate 1: Affinity Water Limited compound on the northern side of The Causeway. Photograph taken facing northeast.



Plate 3: Lamas Road. Photograph taken facing northwest.

- 3.7.6 The route turns north-northeastwards to the immediate east of the A30/M25 flyover and runs in an easterly direction parallel to the Staines Reservoirs Aqueduct. The route lies within an area of low scrub and unmanaged vegetation. A narrow public footpath also runs parallel with the aqueduct (Plate 4).
- 3.7.7 An existing underpass for drainage provides route access beneath the A30 Staines By-Pass (Plate 5). Landscaping indicates some localised truncation. Further truncation was evident on the northern side of the bypass, through construction of a pond at the rear of residential properties fronting Moor Lane (Plate 6). This basin has been cut into the fields and is surrounded by a raised terrace, accessed via a public footpath which runs between land presently in use as paddocks. At the time of the walkover the basin was drained. Concrete kerbs within the raised bank suggest existing services or infrastructure.



Plate 4: Undeveloped land to the north of the aqueduct, through which the route runs. Photograph taken facing east.



Plate 5: View towards underpass beneath the A30. Photograph taken facing north-northeast.



Plate 6: Photograph of the basin / pond feature as seen from the surrounding raised bank. Photograph taken facing south-west towards the A30.

- 3.7.8 A drain was observed at the junction with Moor Lane and running water could be heard, indicative of buried utilities (Plate 7).
- 3.7.9 The route lies c.95m south of the Grade II Listed Building of 'Moor Cottage' (List Entry Number: 1187054). There is no intervisibility between the route and designated heritage asset from the south due to intervening built development (Plate 8).



Plate 7: Drain cover located near Moor Lane, c.35m southeast of the proposed route. Photograph taken facing west.



Plate 8: View of The White House (left of frame, behind hoarding) as seen from Moor Lane, north-west of the proposed route. Photograph taken facing northwest.

- 3.7.10 The walkover continued on the northeastern side of the railway line, accessed via a public footpath from Moor Lane which runs beneath the A30. The proposed route runs along the western side of Staines Moor. The Moor comprises open, undeveloped moorland populated by frequent scrub and low vegetation (Plates 9 & 10). The area was noted during the walkover as being wet, with frequent areas of standing water and small streams.
- 3.7.11 As a result of this, plus maintenance works being undertaken on existing pylons and presence of cattle and horses, only the southern part of the moor was subject to a walkover a photographic survey.



Plate 9: View of the southern end of Staines Moor, as viewed from a pedestrian underpass below the A30. Photograph taken facing north-northwest.



Plate 10: View across the western side of Staines Moor. Photograph taken facing north-northwest.

- 3.7.12 Towards the northern end of the King George VII Reservoir two route options are proposed, running to the east and west of an area of landfill, south of Beck Aggregates and Quarry. The area of Beck Aggregates has been subject to widespread disturbance consistent with quarrying.
- 3.7.13 The route continues northwards through unmanaged fields. Truncation and large-scale landscaping is evident through construction of Airport Way (A3113). Access was via a public footpath at the northern extent of Horton Road.
- 3.7.14 To the north of the A3133 there are three proposed route options, running through the west, centre and east of Heathrow Biodiversity Site. This area is managed green space, interspersed with matches of meadow, trees and wildflowers (Plate 11).



Plate 11: Southern end of the Heathrow Biodiversity Site, as viewed from pedestrian access north of Airport Way. Photograph taken facing north.

3.7.15 The proposed route converges to the north of the M25 slip road. At the northern end of the Heathrow Biodiversity Site the route passes c.160m east of the Grade II Listed Building 'Milestone at Madbridge' (List Entry Number: 1187016). Due to the undulating topography and mature vegetation screening the south side of Bath Road, the designated heritage asset was not visible from the route (Plate 12).



Plate 12: View of the route from an area of raised ground, looking towards Bath Road. Photograph taken facing north.

- 3.7.16 Sections of the route south of the Colnbrook By-Pass were recorded from a vantage point on the bypass. Here the route traverses a series of undeveloped and unmanaged fields, interspersed with small pockets of woodland. The bypass sits on a raised bank, considerably higher than the fields below, with the topography falling away to the east (Plates 13 & 14).
- 3.7.17 A concentration of Listed Buildings lies c.350m to the southwest, in the Mill Street area, unaffected by the proposed development.



Plate 13: View of the proposed route between the railway line in the west and M25 in the east. Photograph taken facing south-east.



Plate 14: Moss covered overgrown area to south of the Colnbrook Bypass. Photograph taken facing south-southeast.

- 3.7.18 Between the Colnbrook By-Pass and M4 motorway the route traverses open land to the southwest of Iver South SDW (Plate 15).



Plate 15: View across field between the A4 and M4, accessed via a pedestrian footpath from Old Slade Lane. Photograph taken facing north-west.

- 3.7.19 To the north of the M4 the route crosses a series of agricultural fields under low crop. Access was via public footpaths to the south of Old Slade Lane and east of The Poynings (Plates 16 & 17).



Plate 16: View across the agricultural fields to the north of the M4, as seen from Old Slade Lane / M4. Photograph taken facing northeast.



Plate 17: View looking across the northern end of the fields towards the proposed route on the eastern side. Photograph taken from The Poynings, facing northeast-east.

- 3.7.20 The Grade II Listed Building ‘The Tower Arms Public House’ (List Entry Number: 1164843) lies c.85m west of the proposed route at the junction of Thorney Lane South and Thorney Mill Lane.
- 3.7.21 Towards the northern end of the walkover the proposed route passes within c.30m of the Scheduled Monument ‘Two concentric ditches showing as crop marks at Thorney’ (List Entry Number: 1006944). This Scheduled Monument was observed as an area of slightly raised ground and patches of low vegetation, to the immediate north and east of which the ground drops away creating a terrace to the line of north-south dry channel at the base. Further slight variations in topography were observed in the immediate vicinity (Plates 18 & 19).
- 3.7.22 The route terminated at the Affinity Water Limited complex at Egham, running within an existing access road to the facility and neighbouring industrial estate.



Plate 18: View across Scheduled Monument (List Entry: 1006944) from the southeast side. Photograph taken facing northwest.



Plate 19: View across the Scheduled Monument from the north, looking southwards towards the raised terrace on which the designated heritage asset sits (in the centre and right of frame). Photograph taken facing southeast.

3.8 Summary

- 3.8.1 The majority of the route was subject to a walkover, visual inspection and photographic survey.
- 3.8.2 Several areas could not be fully walked due to ecological constraints, however, this is not considered to affect the conclusions reached below.
- 3.8.3 There was minimal intervisibility between the route and designated heritage assets within the vicinity, all of which were screened by vegetation and built development.
- 3.8.4 Construction of the reservoirs and numerous major roads in the area has resulted in extensive ground disturbance in places, likely impacting upon the archaeological deposits in these areas. However, there were also a number of undeveloped fields across the route, which have a higher potential for the survival of archaeological remains, should they be present.
- 3.8.5 The raised and varied topography in the immediate vicinity of the Scheduled Monument on land at Thorney Mill Lane suggests a high degree of preservation. The field in which it sits is presently in use as a paddock, beneficial to the preservation of the feature as opposed to more destructive ploughing practices.

4 Summary and Conclusion

- 4.1.1 Dalcour Maclaren was instructed by the client to undertake a DBA to support the installation of a new trunk main between Iver, SL0 9HL (NGR: TQ 04480 80204) to Egham, TW18 3AX (NGR: TQ 02279 71691).
- 4.1.2 This DBA of archaeological and heritage constraints has shown that there are no Designated Heritage Assets recorded by the BHER, GLHER, or SHER within the Site Routes.
- 4.1.3 This desk-based assessment of archaeological and heritage constraints has shown that there are no Designated Heritage Assets recorded by the Historic Environment Records for Buckinghamshire, Greater London and Surrey within the Site Routes.
- 4.1.4 There are two Listed Buildings within 100m of the Routes and the southern section of Route A lies c.228m west of the northwestern corner of 'Staines Conservation Area (CA)'.
- 4.1.5 Given that the works are to be installed entirely below-ground, it is considered that there would not be any significant impacts upon the identified Listed Buildings and the Staines CA in terms of their Setting.
- 4.1.6 Whilst the Site Routes do not encroach upon the Designated scheduled area, LiDAR and aerial imagery (as mentioned in 3.5.25 and 3.5.34, respectively) does record that the northern section of Route A is aligned through/directly adjacent to circular cropmarks which are likely associated with Scheduled Monument 'Two concentric ditches showing as crop marks at Thorney' (List Entry: 1006944).
- 4.1.7 There are five non-designated heritage assets of note recorded within, or directly adjacent to, the Site Routes, comprising:
- 'Staines to West Drayton Railway line (disused)' (SHER: MSE15385), within Route A;
 - 'Mid-19th-century railway line, Staines Moor, Staines' (SHER: MSE15384), within Route A;
 - Cropmarks of probably prehistoric monuments near 'Thorney: Tower Arms Hotel' (BHER: MBC773), within Route A;
 - 'Great Western Railway' (BHER: MBC24622), within Route A;
 - 'Ring ditches and sub rectangular ditch cropmarks, Staines' (SHER: MSE611), directly adjacent to Route D.
- 4.1.8 The cropmarks recorded alongside Route D (SHER: MSE611), in addition to other cropmarks recorded near the route, are reported to have been destroyed during previous gravel extraction.

- 4.1.9 The Site Route also runs through four areas noted for holding high archaeological potential, comprising:
- AHAP 'Later Prehistoric Settlement, Staines Moor, Stanwell' (SHER: SP018), within Route D and the southern section of Route A;
 - ANA 'Neolithic barrow, pits and ditches found by trial trenching and geophysical survey' (BHER: 8637), within Route A's northern section;
 - ANA 'Early 19th century Great Western Railway, built 1835-1841' (BHER: DBC9968), within the northernmost section of Route A;
 - APA 'Heathrow Area' (GLHER: 77820), within Route C and the central section of Route A.
- 4.1.10 These areas, overall, demonstrate there is archaeological potential for multi-period archaeological remains along the route. In particular, there appears to be significant potential for Neolithic and Bronze Age remains throughout the Site Routes (SHER: SP018; BHER: 8637; GLHER: 77820), moderate potential for Saxon remains within the central section of the route (GLHER: 77820), and significant potential for post-medieval remains associated with the Great Western Railway within the northernmost section of Route A.
- 4.1.11 Of additional note within these are mapped cropmarks within AHAP 'Later Prehistoric Settlement, Staines Moor, Stanwell' (SHER: SP018) and ANA 'Neolithic barrow, pits and ditches found by trial trenching and geophysical survey' (BHER: 8637) (Drawings 42 & 43).
- 4.1.12 With regards to AHAP (SHER: SP018), the Route is mapped as predominantly running through cropmarks, along the western border of the AHAP, associated with World War II defences, as well as some post-medieval drainage ditches and extraction pits. The presence of these post-medieval and wartime features may be indicative historic disturbance and potential removal of prehistoric remains associated with the AHAP, therefore somewhat lowering the overall archaeological potential for prehistoric remains along this western boundary of the AHAP. However, this is not definitive and it should still be considered that there is, at minimum, moderate potential for prehistoric remains and high potential for wartime/post-medieval remains along this section of the Route (Drawing 42).
- 4.1.13 Whilst Route A is not mapped as directly crossing any mapped cropmarks within prehistoric ANA (BHER: 8637), the cropmarks do confirm extensive prehistoric activity within the ANA, thereby supporting the notion that there is high archaeological potential for prehistoric remains in this area (Drawing 43).
- 4.1.14 It should also be noted that, whilst specific cropmarks have not been mapped within ANA (BHER: DBC9968) and APA 'Heathrow Area' (GLHER: 77820), this

does not mean that there is an absence of archaeological potential along these sections of the Route.

4.1.15

4.1.16 A review of the above has demonstrated there is archaeological potential along the Site Route's for multi-period assets, dating between the prehistoric and post-medieval eras, particularly for prehistoric remains.

4.1.17 Given the close proximity of a number of known prehistoric and post-medieval assets, and the wider potential for the presence of prehistoric to post-medieval archaeological remains along the Site Sites, it is recommended that a geophysical survey be undertaken as a form of archaeological evaluation.

4.1.18 This survey is recommended from a risk-management point of view as it would identify hitherto unidentified archaeological remains while recording their location, distribution, quantity and to an extent, level of preservation.

4.1.19 Upon completion of the geophysical survey, it is likely that archaeological evaluation in the form of trial trenching would be proportionate to characterise the archaeological resource and confirm the findings of the geophysical survey. This would take the form of trial trenches measuring 1.8m by 20 – 50m in length which would sample a percentage (usually between 1 – 4%) of the redline boundary to be agreed with the Local Planning Authority.

4.1.20 Upon completion of the trial trenching, the production of a suitable assessment report detailing the findings of the evaluation will be required; this will allow the Local Planning Authority to confirm whether further mitigation would be a proportionate response to the proposals.

4.1.21 The exception to this is the area around Scheduled Monument 'Two concentric ditches showing as crop marks at Thorney' (List Entry: 1006944). Given the high risk of the proposed works impacting features associated with the proposed monument, it is recommended that methodology changes are made to the proposed route, and that directional drilling is undertaken in this area so as to avoid impacting the scheduled monument or its associated features.

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APPENDIX 1
ASSESSMENT METHODOLOGY

Criteria for Assessing the Value of Heritage Assets	
Value (sensitivity)	Factors
Very High	<ul style="list-style-type: none"> World Heritage Sites (including nominated sites). Assets of acknowledged international importance. Structures inscribed as of universal importance as World Heritage Sites. Other buildings of recognised international importance. Assets that can contribute significantly to acknowledged international research objectives. World Heritage Sites inscribed for their historic landscape qualities. Historic landscapes of international value, whether designated or not. Extremely well-preserved historic landscapes with exceptional coherence, time-depth, or other critical factor(s).
High	<ul style="list-style-type: none"> Scheduled Ancient Monuments (including proposed sites). Undesignated assets of schedulable quality and importance. Grade I and Grade II* buildings; other buildings of exceptional significance. Grade I and Grade II* Registered Parks and Gardens. Conservation Areas containing very important buildings. Undesignated structures of clear national importance. Assets that can contribute significantly to acknowledged national research objectives. Designated historic landscapes of outstanding interest. Undesignated landscapes of outstanding interest. Undesignated landscapes of high quality and importance, and of demonstrable national value.
Medium	<ul style="list-style-type: none"> Designated and undesignated assets that contribute to regional research objectives. Grade II Listed Buildings. Historic (unlisted) buildings that can be shown to have exceptional qualities in their fabric or historical associations. Conservation Areas containing buildings that contribute significantly to its historic character. Historic Townscape or built-up areas with historic integrity in their buildings, or built settings (e.g. including street furniture and other structures). Designated special historic landscapes. Undesignated historic landscapes that would justify special historic landscape designation, landscapes of regional value.
Low	<ul style="list-style-type: none"> Undesignated assets of local importance. Assets compromised by poor preservation and/or poor survival of contextual associations. Assets of limited value, but with potential to contribute to local research objectives. 'Locally Listed' buildings. Historic (unlisted) buildings of modest quality in their fabric or historical association. Historic Townscape or built-up areas of limited historic integrity in their buildings, or built settings (e.g. including street furniture and other structures). Robust undesignated historic landscapes. Historic landscapes with importance to local interest groups. Historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations.
Negligible	<ul style="list-style-type: none"> Assets with very little or no surviving archaeological interest. Buildings of no architectural or historic note; buildings of an intrusive character. Landscapes with little or no significant historical interest.
Unknown	<ul style="list-style-type: none"> The importance of the resource has not been ascertained. Buildings with some hidden (i.e. inaccessible) potential for historic significance. The importance of the landscape resource has not been ascertained.

Factors in the Assessment of Magnitude of Impact to Heritage Assets	
Impact	Factors
Major	<ul style="list-style-type: none"> Change to most or all key archaeological elements, such that the resource is totally altered. Change to key historic building elements, such that the resource is totally altered. Change to most or all key historic landscape elements, parcels or components; extreme visual effects; gross change of noise or change to sound quality; fundamental changes to use or access; resulting in Comprehensive changes to setting.
Moderate	<ul style="list-style-type: none"> Changes to many key archaeological elements, such that the resource is significantly modified. Comprehensive changes to setting Change to key historic building elements, such that the resource is totally altered. Changes to the setting of an historic building, such that it is significantly modified. Changes to many key historic landscape elements, parcels or components; visual change to many key aspects of the historic landscape; noticeable differences in noise or sound quality; considerable changes to use or access; resulting in moderate
Minor	<ul style="list-style-type: none"> Changes to key archaeological elements, parts of the historic building or landscape asset is slightly altered. Slight changes to setting. Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed. Changes to few key historic landscape elements, parcels or components; slight visual changes to few key aspects of historic landscape; limited changes to noise levels or sound quality; slight changes to use or access; resulting in limited changes to historic landscape character.
Negligible	<ul style="list-style-type: none"> Very minor changes to archaeological materials or setting. Slight changes to historic building elements or setting that hardly affect it. Very minor changes to key historic landscape elements, parcels or components; virtually unchanged visual effects; very slight changes in noise levels or sound quality; very slight changes to use or access; resulting in a very small change to historic landscape character.
No change	<ul style="list-style-type: none"> No change. No change to fabric or setting. No change to elements, parcels or components; no visual or audible changes; no changes in amenity or community factors.

Significance of Effects Matrix					
Value (sensitivity)	Magnitude of Impact				
	No Change	Negligible	Minor	Moderate	Major
Negligible	Neutral	Neutral	Neutral or Slight	Neutral or Slight	Slight
Low	Neutral	Neutral or Slight	Neutral or Slight	Slight	Slight or Moderate
Medium	Neutral	Neutral or Slight	Slight	Moderate	Moderate or Large
High	Neutral	Slight	Slight or Moderate	Moderate or Large	Large or Very Large

Very high	Neutral	Slight	Moderate or Large	Large or Very Large	Very Large
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Descriptors of Significance of Effect Categories	
Value (sensitivity)	Factors
Very large	Only adverse effects are normally assigned this level of significance. They represent key factors in the decision-making process. These effects are generally, but not exclusively, associated with sites or features of international, national or regional importance that are likely to suffer a most damaging impact and loss of resource integrity. However, a major change in a site or feature of local importance may also enter this category.
Large	These beneficial or adverse effects are considered to be very important considerations and are likely to be material in the decision-making process.
Moderate	These beneficial or adverse effects may be important but are not likely to be key decision-making factors. The cumulative effects of such factors may influence decision-making if they lead to an increase in the overall adverse effect on a particular resource or receptor.
Slight	These beneficial or adverse effects may be raised as local factors. They are unlikely to be critical in the decision-making process but are important in enhancing the subsequent design of the project.
Neutral	No effects or those that are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error.

APPENDIX 2
BHER DATA

Designated Heritage Assets – Scheduled Monuments				
Asset Name	NHLE Number	HER Reference	Grade	NHLE Link
Two concentric ditches showing as crop marks at Thorney	1006944	DBC7172	N/A	https://historicengland.org.uk/listing/the-list/list-entry/1006944

Designated Heritage Assets – Listed Buildings				
Asset Name	NHLE Number	HER Reference	Grade	NHLE Link
STABLE RANGE AT THORNEY FARM	1124382	DBC1311	II	https://historicengland.org.uk/listing/the-list/list-entry/1124382
IVER COURT FARMHOUSE	1124404	DBC1331	II	https://historicengland.org.uk/listing/the-list/list-entry/1124404
THE TOWER ARMS PUBLIC HOUSE	1164843	DBC1714	II	https://historicengland.org.uk/listing/the-list/list-entry/1164843

Archaeological Notification Areas	
HER Reference	Name/Summary
DBC8637	Neolithic barrow, pits and ditches found by trial trenching and geophysical survey
DBC9337	Late Prehistoric settlement, pits and field system found by geophysics and excavation
DBC9339	Cropmarks of undated enclosures and pits
DBC9344	Site of Medieval manorial chapel of St Leonard
DBC9345	Cropmarks of undated farmstead and field system
DBC9346	Medieval farmstead found by trial trenching
DBC9852	Early 18th to 19th century gardens and park at Richings Park
DBC9945	Thorney Lane Bridge built 1835-8 as part of the Great Western Railway
DBC9968	Early 19th century Great Western Railway, built 1835-1841

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
MBC11575	STUBBS/STUDDS PIT, IVER	Twelve Lower to Middle Palaeolithic handaxes	Lower Palaeolithic to	500,000

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
		found at Stubbs or Studds Pit	Middle Palaeolithic	BC to 40,001 BC
MBC13309	IVER COURT FARMHOUSE	Late eighteenth century farmhouse at Iver Court Farm, possibly on site of a seventeenth century house popularly believed to be a manor house.	17 th Century to 18 th Century	1600 to 1799
MBC13588	RITCHINGS PARK, IVER	Enclosure of uncertain date and function seen on an aerial photograph at Richings Park	Unknown	Undated
MBC18188	'THE TOWER ARMS' PUBLIC HOUSE	Eighteenth century timber-framed inn called the Tower Arms, with later alterations and extensions.	18 th Century	1700 to 1799
MBC18189	STABLE RANGE AT THORNEY FARM	Eighteenth century stables at Thorney Farm, now converted to housing.	18 th Century to 21 st Century	1700 to 2099
MBC21493	RICHINGS PARK: canal	Stream in Richings Park converted to a canal circa 1717 being some 555 yards long and deep enough to carry a pleasure boat	18 th Century	1700 to 1799
MBC21775	Richings Park: formal gardens and park	Early eighteenth century formal gardens and park at Richings Park	18 th Century to 21 st Century	1700 to 2050
MBC23498	Grand Union Canal (Slough Arm)	Slough Arm of Grand Union Canal, opened in 1882	19 th Century to Modern	1800 to 1999
MBC24299	S OF RIDGEWAY TRADING ESTATE	Site of former gravel pit shown on twentieth century map south of the Ridgeway Trading Estate	20 th Century	1900 to 1999
MBC24301	NE OF LARBOURNE FARM	Site of former gravel pit shown on twentieth century maps south-east of Larbourne Farm	20 th Century	1900 to 1999

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
MBC24302	NE OF LARBOURNE FARM	Site of former gravel or sand pit shown on twentieth century maps north-east of Larbourne Farm	20 th Century	1900 to 1999
MBC24305	NW OF THE POYNINGS ROAD	Site of former gravel pit shown on twentieth century maps north-west of the Poynings Road	20 th Century	1900 to 1999
MBC24622	Great Western Railway	Great Western Railway designed by Isambard Kingdom Brunel and built in stages between 1835 and 1841.	19 th Century	1800 to 1899
MBC24624	Thorney Lane (Iver Lane) Bridge	Road overbridge designed by Isambard Kingdom Brunel, built 1835-8, extended in 1878 and 1914.	19 th Century to Modern	1800 to 1999
MBC24783	Iver Brickyards	Unlocated site of a Second World War heavy anti-aircraft battery at Iver Brickyards.	Modern	1939 to 1945
MBC2539	LARBOURNE FARM, THORNEY	Palaeolithic animal remains, an Egyptian statuette and Roman to medieval artefacts found in a gravel pit at Larbourne Farm, Thorney	Unknown	Undated
MBC2540	LARBOURNE FARM, THORNEY	Palaeolithic animal remains found in a gravel pit at Larbourne Farm, Thorney	Pleistocene to Middle Palaeolithic	2,000,000 BC to 40,001 BC
MBC2541	LARBOURNE FARM, THORNEY	Neolithic antler picks found in a gravel pit at Larbourne Farm, Thorney	Neolithic	4000 BC to 2351 BC
MBC2542	LARBOURNE FARM, THORNEY	Roman pottery found in a gravel pit at Larbourne Farm, Thorney	Roman	43 to 409
MBC2543	LARBOURNE FARM, THORNEY	Medieval pottery found in a gravel pit at Larbourne Farm, Thorney	Medieval	1066 to 1539

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
MBC2544	LARBOURNE FARM, THORNEY	Scatter of Roman and medieval artefacts found in excavation at gravel pit at Larbourne Farm	1 st Century Roman to Medieval	43 to 1539
MBC2545	LARBOURNE FARM, THORNEY	Animal remains of uncertain date found in excavation at gravel pit at Larbourne Farm	Unknown	Undated
MBC2546	LARBOURNE FARM, THORNEY	Neolithic worked flints found in excavation at gravel pit at Larbourne Farm	Neolithic	4000 BC to 2351 BC
MBC2547	LARBOURNE FARM, THORNEY	Roman bowl of jet or lignite found in excavation at gravel pit at Larbourne Farm	Roman	43 to 409
MBC2548	LARBOURNE FARM, THORNEY	Roman pottery sherds found in excavation at gravel pit at Larbourne Farm	Roman	43 to 409
MBC2549	LARBOURNE FARM, THORNEY	Roman tile fragments found in excavation at gravel pit at Larbourne Farm	Roman	43 to 409
MBC2550	LARBOURNE FARM, THORNEY	Medieval pottery found in excavation at gravel pit at Larbourne Farm	12 th Century to 13 th Century	1100 to 1299
MBC2551	LARBOURNE FARM, THORNEY	Possibly Roman skull found in a gravel pit at Larbourne Farm, Thorney	Roman?	43? to 409?
MBC2552	LARBOURNE FARM, THORNEY	Egyptian ushabti figurine found in a gravel pit at Larbourne Farm, Thorney	Early Iron Age to Middle Iron Age	600 BC to 300 BC
MBC25527	Iver Station	Iver Railway Station	Unknown	Undated
MBC2581	BELOW BELL WEIR LOCK	TANGED KNIFE, BLADE BENT & TIP MISSING, BUT THIS DAMAGE IS ANCIENT	Late Bronze Age	1000 BC to 701 BC
MBC2582	BELL WEIR	GREENSTONE AXE; FLATTENED SIDES	Neolithic	4000 BC to 2351 BC

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
MBC2583	BELL WEIR	LATE BRONZE AGE SWORD	Late Bronze Age	1000 BC to 701 BC
MBC2675	COLNE BROOK, NR IVER CT FM	Neolithic polished stone axe-head found in the Colne Brook	Neolithic	4000 BC to 2351 BC
MBC34433	Colnbrook Turnpike	The Colnbrook Turnpike Trust was set up in 1727 to manage the Bath Road from Cranford Bridge in Middlesex to Maidenhead Bridge, now the A4.	18 th Century to 19 th Century	1727 to 1899
MBC4320	THORNEY ISLAND	Late ninth century record of the Danes retreating to and being besieged at Thorney Island in 893	9 th Century	800 to 899
MBC4951	PARISH	Four fisheries recorded in Domesday in Iver, possibly linked with later fisheries	11 th Century	1086 to 1086
MBC4952	IVER	Sixteenth century record of fishery in Iver	16 th Century	1500 to 1599
MBC4954	COLNE BROOK	Two fourteenth century records of fishery on the Colnbrook	14 th Century	1300 to 1399
MBC5287	NEAR YEOVENEY LODGE, STAINES	Neolithic causewayed enclosure found near Staines	Early Neolithic	4000 BC to 3001 BC
MBC6190	ALONGSIDE M4 MOTORWAY AT SLADE LANE	ROMAN POTTERY FOUND BY CCS IN GAS PIPE TRENCH IN BLACK SILT AT A DEPTH OF 75CM ALONGSIDE M4 MOTORWAY	Early Neolithic to 5 th Century Roman	4000 BC to 409 AD
MBC6191	SLADE LANE	Some Romano-British sherds were discovered from the fill of the ditch for a gas pipe trench near Slade Lane, Iver	Roman	43 to 409
MBC6192	SLADE LANE: MWY 718-724	ROMAN POTTERY SCATTERS & PIT SAMPLED DURING MOTORWAY (M25/M4)	Roman	43 to 409

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
		CONSTRUCTION		
MBC6193	SLADE LANE: MWY 718-724	ROMAN TILE FOUND DURING MOTORWAY (M25/M40) CONSTRUCTION	Roman	43 to 409
MBC6194	SLADE LANE: MWY 718-724	ROMAN DAUB FOUND DURING MOTORWAY (M25/M4) CONSTRUCTION	Roman	43 to 409
MBC6195	SLADE LANE: MWY 718-724	FLAKE FOUND DURING MOTORWAY CONSTRUCTION (M25/M4)	Early Neolithic to Late Bronze Age	4000 BC to 701 BC
MBC6507	BED OF COLNE BROOK, 2 FURLONGS SW OF LARBOURNE FARM	SMALL THICK OVATE, LAY ON DARK SANDY MUD DREDGED FROM RIVER BED 440YDS SW OF LARBOURNE FARM	Palaeolithic	500,000 BC to 10,001 BC
MBC6590	IVER COURT FARM: REED'S PIT	Twentieth century gravel workings at Reed's Pit	20 th Century to Modern	1900 to 1945
MBC6591	IVER COURT FARM: REED'S PIT	Lower to Middle Palaeolithic Levallois flint flake found in gravel workings at Reed's Pit	Lower Palaeolithic to Middle Palaeolithic	500,000 BC to 40,001 BC
MBC6592	IVER COURT FARM: REED'S PIT	Lower to Middle Palaeolithic flint handaxe found in gravel workings at Reed's Pit	Lower Palaeolithic to Middle Palaeolithic	500,000 BC to 40,001 BC
MBC7175	RUNNYMEDE BRIDGE	LATE BA SETTLEMENT SITE	Late Bronze Age	1000 BC to 701 BC
MBC7176	RUNNYMEDE BRIDGE	FINDS FROM LATE BA SETTLEMENT SITE	Late Bronze Age	1000 BC to 701 BC
MBC7194	LARBOURNE FARM: IVER QUARRY	Neolithic to Bronze Age pair of ditches found in a gravel pit at Larbourne Farm	Early Neolithic to Late Bronze Age	4000 BC to 701 BC
MBC7195	LARBOURNE FARM: IVER QUARRY	Neolithic to bronze Age flints found in gravel pit at Larbourne Farm	Early Neolithic to Late Bronze Age	4000 BC to 701 BC
MBC7196	LARBOURNE FARM: IVER QUARRY	Bronze Age pottery sherd found in gravel pit at Larbourne Farm	Bronze Age	2350 BC to 701 BC

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
MBC7197	LARBOURNE FARM	Mesolithic flint cores and flakes found at Larbourne Farm	Mesolithic	10000 BC to 4001 BC
MBC7498	IVER	General parish information for Iver	Unknown	Undated
MBC756	THORNEY FARM	Iron Age to Roman settlement debris recorded in Thorney Farm gravel pit	Early Iron Age to 5 th Century Roman	700 BC to 409 AD
MBC757	THORNEY FARM	230 sherds of Early Iron Age pottery recorded in Thorney Farm gravel pit	Early Iron Age	700 BC to 401 BC
MBC758	THORNEY FARM	90 sherds of Late Iron Age and Roman pottery recorded in Thorney Farm gravel pit	Late Iron Age to 5 th Century Roman	100 BC to 409 AD
MBC759	THORNEY FARM	Early Iron Age metalwork recorded in Thorney Farm gravel pit	Early Iron Age	700 BC to 401 BC
MBC760	THORNEY FARM	Eight Iron Age to Roman pits recorded in Thorney Farm gravel pit	Early Iron Age to 5 th Century Roman	700 BC to 409 AD
MBC761	THORNEY FARM	Iron Age to Roman animal bones recorded in Thorney Farm gravel pit	Early Iron Age to 5 th Century Roman	700 BC to 409 AD
MBC762	THORNEY FARM	Roman hearth recorded in Thorney Farm gravel pit	Roman	43 to 409
MBC763	THORNEY FARM	Enclosure of uncertain date seen on aerial photograph at Thorney Farm	Unknown	Undated
MBC764	COSTAIN'S GRAVEL PIT	Late prehistoric ditch recorded in Costain's gravel pit	Late Prehistoric	4000 BC to 42 AD
MBC765	COSTAIN'S GRAVEL PIT	Four flint blades or flakes, possibly Mesolithic, recorded in Costain's gravel pit	Mesolithic?	10000 BC? to 4001 BC?

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
MBC773	THORNEY: TOWER ARMS HOTEL	Cropmarks of probably prehistoric monuments seen on aerial photographs and investigated using geophysical surveys near the Tower Arms Hotel	Late Prehistoric	4000 BC to 42 AD
MBC774	THORNEY: COSTAIN'S PIT	Neolithic flint scraper recorded in Costain's gravel pit	Neolithic	4000 BC to 2351 BC
MBC775	THORNEY: TOWER ARMS HOTEL	Late prehistoric double ring-ditches seen on aerial photographs near the Tower Arms Hotel	Late Prehistoric	4000 BC to 42 AD
MBC776	THORNEY: COSTAIN'S PIT	Neolithic pit recorded in Costain's gravel pit	Neolithic	4000 BC to 2351 BC
MBC777	THORNEY: COSTAIN'S PIT	Neolithic pottery recorded in Costain's gravel pit	Neolithic	4000 BC to 2351 BC
MBC778	THORNEY: COSTAIN'S PIT	Neolithic flint flakes recorded in Costain's gravel pit	Neolithic	4000 BC to 2351 BC
MBC779	THORNEY: COSTAIN'S PIT	Late prehistoric ditch recorded in Costain's gravel pit	Late Prehistoric	4000 BC to 42 AD
MBC780	THORNEY: COSTAIN'S PIT	Early Iron Age and Late Iron Age to Roman pottery sherds recorded in Costain's gravel pit	Early Iron Age to 5 th Century Roman	700 BC to 409 AD
MBC781	THORNEY: TOWER ARMS HOTEL	Three late prehistoric ditches in excavation near the Tower Arms Hotel	Late Prehistoric	4000 BC to 42 AD
MBC782	THORNEY: TOWER ARMS HOTEL	Late prehistoric pottery sherds found in excavation near the Tower Arms Hotel	Late Prehistoric	4000 BC to 42 AD
MBC783	THORNEY: TOWER ARMS HOTEL	35 Mesolithic to Neolithic flint flakes found in excavation near the Tower Arms Hotel	Early Mesolithic to Late Neolithic	10000 BC to 2351 BC

Archaeological Events		
HER Reference	Name/Summary	Organisation
EBC10993	Excavation by Celoria, F at Labourne Farm, Iver, between 01/07/1962 and 31/07/1962	Museum of London
EBC11	Approx 240' X 150' area surveyed. Chris Stanley's interpreted sketch plot filed in envelope file.	Middle Thames Archaeological & Historical Society
EBC16077	Water pipeline observed, no new information. Undertaken by Maureen Bennell & Daryl Stump for Cluttons Chartered Surveyors	Maureen Bennell & Daryl Stump for Cluttons Chartered Surveyors
EBC16181	Magnetic susceptibility, magnetometry and auger surveys carried out in February and March 1993 by Oxford Archaeotechnics on behalf of BCM of areas affected by proposed widening of M25.	Oxford Archaeotechnics
EBC16327	An evaluation was carried out in advance of the proposed golf course development and took the form of 41 trial trenches and a watching brief whilst a new ditch was dug. A moderate collection of pottery and tile was recovered (51 sherds of pottery and 3 p	Thames Valley Archaeological Services (TVAS)
EBC17749	Desk-based Assessment around Thorney Golf course	RSK
EBC18080	The survey identified the double ring-ditched scheduled monument. However, the north-eastern portion of the monument appears to have been damaged or removed by a modern trackway. A series of prehistoric ditched enclosures have also been identified in clo	Wessex Archaeology
EBC18109	Desk-based assessment centred on land at Thorney Lane South, Iver	Wessex Archaeology
EBC18140	Trial trench evaluation recovered finds from the Mesolithic to the Early Iron Age from a number of features. The geoarchaeological survey identified Pleistocene and Holocene sediments	Wessex Archaeology

APPENDIX 3
GLHER DATA

Asset Name	NHLE Number	Grade	NHLE Link
KING'S BRIDGE	1080299	II	https://historicengland.org.uk/listing/the-list/list-entry/1080299
MILESTONE AT MADBRIDGE	1187016	II	https://historicengland.org.uk/listing/the-list/list-entry/1187016

Archaeological Priority Areas		
HER Reference	Name	Significance
77530	Stanwell Cursus	The Stanwell Cursus is considered a nationally important site, though it is currently undesignated. Its length and the association with other cursuses and Neolithic features make it particularly unusual.
77820	Heathrow Area	The extensive archaeological work that has taken place in this area has already provided significant evidence for continued use of an entire landscape. The large scale area that is encompassed could enable questions to be asked at a landscape level, rather than purely site level. It makes it possible to establish patterns of settlement, movement and agricultural practice and to see whether there are particular settlement types that are predominant in different periods, or whether there has always been a variety of settlement types. The Neolithic and late Bronze

Archaeological Priority Areas		
HER Reference	Name	Significance
		Age landscapes are particularly significant, as is the amount of Saxon activity that has been recorded in the area given its typical rarity.

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
151656	Bath Road (Georgian Milestone)	Early 18th Century milestone, This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.	Georgian	1741
117632	Longford Moor (Tudor Findspot)	SKILLET HANDLE FOUND BY West London Archaeological Field Group DURING FIELD WALK.	Tudor	1485 to 1600
103278	Wraysbury River West Of (Prehistoric Enclosure)	COMPLEX OF INTERSECTING RECTANGULAR & SUBRECTANGULAR ENCLOSURES SEEN IN CROPMARKS.	Prehistoric	500,000 BC to 42 AD
117450	George Cross Gravel pit (Prehistoric Findspot)	A Prehistoric flake was found in a scree resting against the site of a gravel pit, A Prehistoric flake was found in a scree resting against the site of a gravel pit. (1)	Prehistoric	500,000 BC to 42 AD
114708	Longford (Field System & Ditch of Uncertain Date)	FAINT LINEAR DITCHES POSSIBLY A FIELD SYSTEM. EXTANT.	Uncertain	None
142112	Perry Oaks Drive (Water Channel of Uncertain Date)	Evaluation by S. Hoad for Museum of London Archaeology Service in connection with Heathrow Terminal 5 north-western entrance,	Uncertain	None

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
		September 1993; site code NEW 93. A stream channel of unknown date was found; otherwise only modern material		
124711	Airport Way (Enclosure of Uncertain Date)	Complex of features including rectangular enclosures (and linear features 052406, pits 052407 and ring ditches 052408), visible on aerial photographs. Transferred from Surrey SMR following boundary changes effective from 1/4/94. Site now destroyed by gravel extraction	Uncertain	None
110852	Airport Way (Linear Feature of Uncertain Date)	Complex of features including linear features (and rectangular enclosures 052405, pits 052407 and ring ditches 052408), visible on aerial photographs. Transferred from Surrey SMR following boundary changes effective from 1/4/94. Site now destroyed by gravel extraction	Uncertain	None
99795	Hillingdon (Pit of Uncertain Date)	Complex of features including pits (and rectangular enclosures 052405, linear features 052406, and ring ditches 052408), visible on aerial photographs. Transferred from Surrey SMR following boundary changes effective from 1/4/94. Site now destroyed by gravel extraction	Uncertain	None

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
125922	Airport Way (Ring Ditch of Uncertain Date)	Complex of features including ring ditches (and rectangular enclosures 052405, linear features 052406 and pits 052407), visible on aerial photographs. Transferred from Surrey SMR following boundary changes effective from 1/4/94. Site now destroyed by gravel extraction	Uncertain	None
100754	Bath Road (Post Medieval Boundary Marker)	Post marking the boundary of the duty payable area under the London Coal and Wine Duties (Continuance) Act, 1861. The Act redefined the boundary, corresponding to that of the Metropolitan Police District, at which duty was payable on goods entering London	Post-medieval	1540 to 1900
104260	Bath Road (Post Medieval Boundary Marker)	Post marking the boundary of the duty payable area under the London Coal and Wine Duties (Continuance) Act, 1861. The Act redefined the boundary, corresponding to that of the Metropolitan Police District, at which duty was payable on goods entering London	Post-medieval	1540 to 1900
149612	Pear Tree Farm (Water Channel of Uncertain Date)	An undated water channel was identified at Pear Tree Farm, Hillingdon in 1994 by the Museum of London Archaeology Service., An undated water channel was identified at Pear	Uncertain	None

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
		Tree Farm, Hillingdon in 1994 by the Museum of London Archaeology Service		
141305	Pear Tree Farm (Post Medieval Pit & Post Hole)	Post Medieval pits and post holes were located at Pear Tree Farm, Longford during an evaluation by Museum of London Archaeology in 1994., Post Medieval pits and post holes were located at Pear Tree Farm, Longford	Post-medieval	1540 to 1900
130066	Heathrow Airport (Pre-Conquest Barn)	The hamlet of Perry, or Perry Oaks, was first mentioned in 1337 and existed until 1949. Some references to the settlement of Southcote may actually have referred to Perry as the hamlet of Southcote existed from at least 1265 in the vicinity of Perry	Pre-Conquest to 20 th Century	1001 to 1949
122979	Bath Road (Late Medieval Settlement)	The settlement of Longford was in existence by 1337 along the Bath Road. It originally comprised of 30 houses and has since expanded., The settlement of Longford was in existence by 1337 along the Bath Road. At this time, there were 30 houses in Longford	Late medieval to Georgian	1337 to 1800
102140	Bath Road Longford (Medieval Bridge)	Moor Bridge, or High Bridge, existed by the C15 th . It was rebuilt or repaired in 1652, when it was called Middlebridge. Replaced in 1809	Medieval; Post-medieval	1066 to 1539; 1540 to 1900

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
137774	Accomodation Lane West (Post Medieval Waste Disposal Site)	Site of landfill taken from British Geological Survey data supplied to the Environment Agency. It is not known whether this site was made or worked land, and the date of infill is unknown, although all of are 19 th /20 th Century date	Post-medieval	1540 to 1900
134337	Accomodation Lane East (Post Medieval Waste Disposal Site)	Site of landfill taken from British Geological Survey data supplied to the Environment Agency. It is not known whether this site was made or worked land, and the date of infill is unknown, although all of are 19 th /20 th Century date	Post-medieval	1540 to 1900
108165	Accommodation Lane East (Late 20th Century Waste Disposal Site)	North of the Colnbrook Bypass is the Accommodation Lane East Landfill site., North of the Colnbrook Bypass is the Accommodation Lane East Landfill site. It was opened in December 1973 and closed in December 1982	Late 20 th Century	1973 to 1982
131645	Stanwell Moor Road (Late 20th Century Waste Disposal Site)	At Accommodation Road East and the Stanwell Moor Road is the site of modern Landfill. At Accommodation Road East and the Stanwell Moor Road is the site of modern Landfill. It was opened on the 31 st December 1972 and closed on the 31 st December 1973	Late 20 th Century	1972 to 1973

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
115542	Old Bath Road South of (Post Medieval Waste Disposal Site)	Site of landfill taken from British Geological Survey data supplied to the Environment Agency. It is not known whether this site was made or worked land, and the date of infill is unknown, although all of are 19 th /20 th Century date	Post-medieval	1540 to 1900
133846	Old Bath Road South of (Post Medieval Waste Disposal Site)	Site of landfill taken from British Geological Survey data supplied to the Environment Agency. It is not known whether this site was made or worked land, and the date of infill is unknown, although all of are 19 th /20 th Century date	Post-medieval	1540 to 1900
113219	Willow Piggeries (Mid 20th Century Waste Disposal Site)	North of the Colnbrook Bypass is the Willow Piggeries which is open the site of a modern landfill, North of the Colnbrook Bypass is the Willow Piggeries which is open the site of a modern landfill. The site was opened in 1940 and closed December 1980	Mid 20 th Century to Late 20 th Century	1940 to 1980
133186	Horton Road (Post Medieval Waste Disposal Site)	Site of landfill taken from British Geological Survey data supplied to the Environment Agency. It is not known whether this site was made or worked land, and the date of infill is unknown, although all of are 19 th /20 th Century date	Post-medieval	1540 to 1900
144525	Stanwell Cursus (Early Neolithic Cursus)	The Neolithic Stanwell Cursus was identified over a period of	Early Neolithic to Middle Bronze Age	4000 BC to 1501 BC

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
		investigations starting in the 1980's and continuing through to 1999		
126115	Heathrow Airport and Perry Oak Sludge Works (Bronze Age Field System and Settlement)	A large scale middle Bronze Age settlement and field system has been identified at Heathrow Airport and the Perry Oaks Sludge Works through successive investigations	Early Bronze Age to Late Bronze Age	2200 BC to 1100 BC
143999	Heathrow Airport (Late Iron Age Boundary Ditch, Pit, Round House (Domestic) & Rectilinear Enclosure)	A late Iron Age to Roman farmstead and associated features has been located at Perry Oaks Sludge Works by successive excavations on the site from 1969 to 1999. The site was found to comprise a number of buildings, some of which originated in the middle Iron Age	Late Iron Age to Roman	100 BC to 409 AD
144394	Perry Oaks Sludge Works (Tudor Water Channel)	Post Medieval activity is limited in the area of Heathrow Airport and Perry Oaks Sludge Works. Excavations in the 1990s on the site have shown ditches and field systems area present in small numbers on the site. A potential quarry was located on the site	Post-medieval	1540 to 1900
146811	Perry Oaks Sludge Disposal Works (Mid 20th Century Sewage Works)	The Perry Oakes Sludge Works is a 1934 construction which was subjected to a photographic survey by Framework Archaeology in 2000., The Perry Oakes Sludge Works is a 1934 construction which was subjected to a	Mid 20 th Century to 21 st Century	1934 to 2010

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
		photographic survey by Framework Archaeology		
99954	Bedfont Court Estate (Early 20th Century House)	A 1930's interwar Council Housing Estate at Bedfont Court was recorded in 2003 by Framework Archaeology, by which time the estate comprised of 16 extant cottages, all built in one phase to one design	Early 20 th Century to 21 st Century	1930 to 2005
114628	Bedfont Court (Bronze Age Pit, Post Hole, Ditch, Trackway & Field System)	A Bronze Age or Medieval field system was located at Bedfont Court during a number of phases of evaluation by Framework Archaeology in 2002-3., A Bronze Age or Medieval field system was located at Bedfont Court during a number of phases of evaluation by	Bronze Age; Medieval	2200 BC to 701 BC; 1066 to 1539
94803	Bedfont Court (Neolithic Palaeochannel & Pit)	A palaeochannel and Neolithic pits were identified at Bedfont Court during an evaluation by Framework Archaeology in 2002-3., A palaeochannel and Neolithic pits were identified at Bedfont Court during an evaluation by Framework Archaeology in 2002-3	Neolithic	4000 BC to 2201 BC
136219	Bedfont Court (Mesolithic Post Hole)	Mesolithic postholes were located at Bedfont Court during an evaluation in 2002-3 by Framework Archaeology., Mesolithic postholes were located at Bedfont Court during an evaluation in 2002-3 by Framework Archaeology	Mesolithic	10,000 BC to 4001 BC

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
136601	Bedfont Court (Post Medieval Enclosure)	Post Medieval ditches and a path were located on Bedfont Court during an evaluation by Framework Archaeology in 2002-3., Post Medieval ditches and a path were located on Bedfont Court during an evaluation by Framework Archaeology in 2002-3	Post-medieval	1540 to 1900
148695	Bedfont Court (Bronze Age Ditch)	Bronze Age settlement site was located at Bedfont Court during an evaluation by Framework Archaeology between 2002-3., Bronze Age settlement site was located at Bedfont Court during an evaluation by Framework Archaeology between 2002-3	Bronze Age	2200 BC to 701 BC
126582	Bedfont Court (Early Iron Age Structure)	An Iron Age hurdle was located at Bedfont Court during an evaluation by Framework Archaeology in 2002-3., An Iron Age hurdle was located at Bedfont Court during an evaluation by Framework Archaeology in 2002-3	Early Iron Age to Middle Iron Age	800 BC to 400 BC
146887	King's Bridge (Georgian Bridge)	King's Bridge on Bath Road, Longford is a Grade II listed structure built in 1834., 1. 5018 BATH ROAD (South Side) LONGFORD	Georgian	1834

Archaeological Events		
HER Reference	Name/Summary	Organisation
158228	Watching Brief at Bedfont Court	

Archaeological Events		
HER Reference	Name/Summary	Organisation
167485	Watching Brief at Proposed Mineral Extraction Site, Bedfont Court	
169222	Trial Trench at Heathrow Airport - Stockpiling and Processing Area	Framework Archaeology
160263	Desk Based Assessment at Western Rail Link to Heathrow	Oxford Archaeology
165786	Geotechnical Test Pit at Western Rail Link to Heathrow	Wessex Archaeology
170937	Open Area Excavation at Stanwell Moor Road	Department of Greater London Archaeology
168720	Trial Trench at Heathrow Airport	Museum of London Archaeology Service
165186	Trial Trench at Perry Oaks Sludge Works - Heathrow Airport	Museum of London Archaeology Service
169321	Open Area Excavation at Heathrow Airport - Perry Oaks Sludge Works	Museum of London Archaeology Service
169079	Auger Survey at Prospect Park - British Airways Combined Business Centre	Wessex Archaeology
159687	Trial Trench at Pear tree Farm	Museum of London Archaeology Service
165395	Photographic Survey at Perry Oaks Disposal Works	Framework Archaeology
160634	Excavation at Perry Oaks Sludge Works - Heathrow Airport	Framework Archaeology
166628	Building Survey at Bedfont Court Estate	Framework Archaeology
155338	Desk Based Assessment at Heathrow Terminal 5	BAA
158328	Desk Based Assessment at Heathrow Airport-Terminal 5	Museum of London Archaeology Service
214143	Geotechnical Monitoring at Heathrow	N/A

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
69	RIDGE AND FURROW	Surviving section of ridge and furrow, visible as undulations in Lidar elevation data. Furrows oriented northeast-southwest, with a spacing of approximately 11m. Originally extended further to southwest and southeast, but these sections now levelled.	MEDIEVAL

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
70	RIDGE AND FURROW	Ridge and furrow, visible as undulations in LIDAR elevation data. Furrows oriented east-west with furrows spaced approximately 10m apart. Two fields separated by a more pronounced bank that may represent a boundary.	MEDIEVAL
79	RIDGE AND FURROW	Ridge and furrow, visible as undulations in Lidar data and in aerial photographs. Furrows spaced approximately 7m apart and oriented north-south. Remaining portion of a larger expanse of ridge and furrow that extended to the north but which has been levelled.	MEDIEVAL
81	RIDGE AND FURROW	Levelled section of ridge and furrow, visible in aerial photographs until 1990. Furrows oriented northeast-southwest, with a spacing of approximately 11m. Portion of ridge and furrow remains visible to the immediate northeast as undulations in Lidar imagery.	MEDIEVAL
82	RIDGE AND FURROW	Levelled section of ridge and furrow, visible in aerial photographs until 1990. Furrows oriented northeast-southwest, with a spacing of approximately 11m. Portion of ridge and furrow remains visible as undulations in Lidar imagery.	MEDIEVAL
83	RIDGE AND FURROW	Ridge and furrow, visible in aerial photographs but northern section largely levelled and southern half destroyed by road construction in 1970s. Furrows oriented approximately north-south and spaced approximately 7m apart.	MEDIEVAL / POST-MEDIEVAL
84	RIDGE AND FURROW	Ridge and furrow, visible in aerial photographs but appears to have been levelled by 1970s. Furrows oriented approximately north-south and spaced approximately 6-7m apart.	MEDIEVAL / POST-MEDIEVAL
126	DITCHED ENCLOSURE / BOUNDARY DITCH	Multiple linear and curvilinear ditched features are visible as cropmarks on vertical aerial photographs of 1988-89. The interpretation is complicated by the presence of 20th C land drains also showing as cropmarks, as well as the variable tone.	BRONZE AGE / IRON AGE / UNCERTAIN
127	DITCHED ENCLOSURE / BOUNDARY DITCH	Multiple linear and curvilinear ditched features are visible as cropmarks on vertical aerial photographs of 1988-89. The interpretation is complicated by the presence of 20th C land drains also showing as cropmarks, as well as the variable tone.	BRONZE AGE / IRON AGE / UNCERTAIN
128	DITCHED ENCLOSURE / BOUNDARY DITCH	Multiple linear and curvilinear ditched features are visible as cropmarks on vertical aerial photographs of 1988-89. The interpretation is complicated by the presence of 20th C land drains also showing as cropmarks, as well as the variable tone.	BRONZE AGE / IRON AGE / UNCERTAIN
129	DITCHED ENCLOSURE / BOUNDARY DITCH	Multiple linear and curvilinear ditched features are visible as cropmarks on vertical aerial photographs of 1988-89. The interpretation is complicated by the presence of 20th C land drains also showing as cropmarks, as well as the variable tone.	BRONZE AGE / IRON AGE / UNCERTAIN

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
130	DITCHED ENCLOSURE / BOUNDARY DITCH	Multiple linear and curvilinear ditched features are visible as cropmarks on vertical aerial photographs of 1988-89. The interpretation is complicated by the presence of 20th C land drains also showing as cropmarks, as well as the variable tone.	BRONZE AGE / IRON AGE / UNCERTAIN
131	DITCHED ENCLOSURE / BOUNDARY DITCH	Multiple linear and curvilinear ditched features are visible as cropmarks on vertical aerial photographs of 1988-89. The interpretation is complicated by the presence of 20th C land drains also showing as cropmarks, as well as the variable tone.	BRONZE AGE / IRON AGE / UNCERTAIN
142	RING DITCH & D SHAPED ENCLOSURE	Two possible ditched enclosures are visible as cropmarks on vertical aerial photographs of the 1940s. The nearby HER records cited may refer to these features, as no cropmark features were visible at those precise locations.	NEOLITHIC / BRONZE AGE / IRON AGE
143	DITCHED ENCLOSURE / DRAINAGE DITCH	Several fragments of linear and curvilinear ditches are visible as cropmarks on vertical aerial photographs of the 1940s. As noted in the HER record, it is not certain that there was quarrying in this precise spot, although it may have later been covered.	BRONZE AGE / IRON AGE / UNCERTAIN
144	RING DITCH / CIRCULAR ENCLOSURE	An incomplete circular ditched enclosure is faintly visible on vertical aerial photographs of the 1940s as a cropmark. This field had been quarried-away by 1966. Function unknown. Measures approximately 30m in diameter.	NEOLITHIC / BRONZE AGE / IRON AGE
145	FIELD SYSTEM / DITCHED ENCLOSURE	Multiple linear (and some slightly curvilinear) ditches are visible as cropmarks on vertical aerial photographs of the 1940s and 1962. Several possible pits are also visible as cropmarks. These features appear to be a continuation of the others.	BRONZE AGE / IRON AGE / UNCERTAIN
146	PIT / WELL	Multiple linear (and some slightly curvilinear) ditches are visible as cropmarks on vertical aerial photographs of the 1940s and 1962. Several possible pits are also visible as cropmarks. These features appear to be a continuation of the others.	BRONZE AGE / IRON AGE / UNCERTAIN
147	DITCHED ENCLOSURE	Two possible partial ditched enclosures are visible as cropmarks on vertical aerial photographs of the 1940s. This field appeared to have been subject to gravel extraction (HER MRM17593) by 1962, having become by that point a lake.	NEOLITHIC / UNCERTAIN
148	DITCHED ENCLOSURE	Two possible partial ditched enclosures are visible as cropmarks on vertical aerial photographs of the 1940s. This field appeared to have been subject to gravel extraction (HER MRM17593) by 1962, having become by that point a lake.	NEOLITHIC / UNCERTAIN
149	DITCHED ENCLOSURE	Two possible partial ditched enclosures are visible as cropmarks on vertical aerial photographs of the 1940s. This field appeared to have been subject to gravel extraction (HER MRM17593) by 1962, having become by that point a lake.	NEOLITHIC / UNCERTAIN

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
150	DITCHED ENCLOSURE / CAUSEWAYED ENCLOSURE / HENGE	A substantial curvilinear segmented ditch is visible as cropmarks on vertical aerial photographs of the 1940s. This is an enormous feature, with the ditch sections measuring up to 10m wide. It is possible it is a fragment of a Neolithic causewayed enclosure.	NEOLITHIC
151	FIELD SYSTEM / DITCHED ENCLOSURE	Interconnecting linear ditches are visible on vertical aerial photographs of 1962 as cropmarks. Site later obliterated by quarrying and construction - now a lake and the M4. Possible partial enclosures, or field system predating the one extant in the 20 th century.	MEDIEVAL / UNCERTAIN
152	DITCHED ENCLOSURE / FIELD SYSTEM	Interconnecting linear ditches are visible on vertical aerial photographs of 1962 as cropmarks. Not aligned with existing field boundaries. Perhaps part of a ditched enclosure, or an earlier field system. Tentative medieval date suggested in the absence.	MEDIEVAL / UNCERTAIN
153	DITCHED ENCLOSURE / RECTILINEAR ENCLOSURE	A ditched rectilinear enclosure is visible as cropmarks on vertical aerial photographs of 1966. Not recorded on historic OS maps. Approx. 85m by 45m. There are HER records for finds dating from the Neolithic to the Roman period alongside the M4, approx.	ROMAN / MEDIEVAL / POST-MEDIEVAL
154	DITCHED ENCLOSURE / FIELD SYSTEM	A collection of intercutting and interconnecting ditches is visible as cropmarks in the south-western corner of a field, on vertical aerial photographs of 1962. This area had been subject to gravel quarrying by 1966, and is now cut by a re-routed watercourse.	MEDIEVAL / POST MEDIEVAL / UNCERTAIN
155	DITCHED ENCLOSURE / FIELD SYSTEM	A collection of intercutting and interconnecting ditches is visible as cropmarks in the south-western corner of a field, on vertical aerial photographs of 1962. This area had been subject to gravel quarrying by 1966, and is now cut by a re-routed watercourse.	MEDIEVAL / POST MEDIEVAL / UNCERTAIN
156	DITCHED ENCLOSURE / FIELD SYSTEM	A collection of intercutting and interconnecting ditches is visible as cropmarks in the south-western corner of a field, on vertical aerial photographs of 1962. This area had been subject to gravel quarrying by 1966, and is now cut by a re-routed watercourse.	MEDIEVAL / POST MEDIEVAL / UNCERTAIN
157	DITCHED ENCLOSURE / FIELD SYSTEM	A collection of intercutting and interconnecting ditches is visible as cropmarks in the south-western corner of a field, on vertical aerial photographs of 1962. This area had been subject to gravel quarrying by 1966, and is now cut by a re-routed watercourse.	MEDIEVAL / POST MEDIEVAL / UNCERTAIN
158	DITCHED ENCLOSURE / FIELD SYSTEM	A collection of intercutting and interconnecting ditches is visible as cropmarks in the south-western corner of a field, on vertical aerial photographs of 1962. This area had been subject to gravel quarrying by 1966, and is now cut by a re-routed watercourse.	MEDIEVAL / POST MEDIEVAL / UNCERTAIN

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
159	DITCHED ENCLOSURE / FIELD SYSTEM	A collection of intercutting and interconnecting ditches is visible as cropmarks in the south-western corner of a field, on vertical aerial photographs of 1962. This area had been subject to gravel quarrying by 1966, and is now cut by a re-routed watercourse.	MEDIEVAL / POST MEDIEVAL / UNCERTAIN
160	DITCHED ENCLOSURE / FIELD SYSTEM	A collection of intercutting and interconnecting ditches is visible as cropmarks in the south-western corner of a field, on vertical aerial photographs of 1962. This area had been subject to gravel quarrying by 1966, and is now cut by a re-routed watercourse.	MEDIEVAL / POST MEDIEVAL / UNCERTAIN
161	DITCHED ENCLOSURE / FIELD SYSTEM	A collection of intercutting and interconnecting ditches is visible as cropmarks in the south-western corner of a field, on vertical aerial photographs of 1962. This area had been subject to gravel quarrying by 1966, and is now cut by a re-routed watercourse.	MEDIEVAL / POST MEDIEVAL / UNCERTAIN
162	BOUNDARY DITCH / RECTILINEAR ENCLOSURE	Linear cropmarks are visible on vertical aerial photographs of 1962. One forms a right-angle, and may represent part of a ditched enclosure. Medieval or post-medieval date is tentative, and it is also possible that these features may be associated with others.	MEDIEVAL / POST MEDIEVAL / UNCERTAIN
163	DITCHED ENCLOSURE / RECTILINEAR ENCLOSURE	Cropmarks of interconnecting linear ditches, as well as a ditched circular enclosure, are visible on vertical aerial photographs of 1966, 1988-9, and 2017. Originally noted by Bucks Co Museum, and later confirmed as cut features by geophysical survey.	NEOLITHIC / BRONZE AGE / UNCERTAIN
164	RING DITCH / DOUBLE DITCHED ENCLOSURE	Cropmarks of interconnecting linear ditches, as well as a ditched circular enclosure, are visible on vertical aerial photographs of 1966, 1988-9, and 2017. Originally noted by Bucks Co Museum, and later confirmed as cut features by geophysical survey.	NEOLITHIC / BRONZE AGE / UNCERTAIN
165	EXTRACTIVE PIT / STORAGE PIT	Cropmarks of interconnecting linear ditches, as well as a ditched circular enclosure, are visible on vertical aerial photographs of 1966, 1988-9, and 2017. Originally noted by Bucks Co Museum, and later confirmed as cut features by geophysical survey.	NEOLITHIC / BRONZE AGE / UNCERTAIN
177	DRIVE	A possible former driveway to the now lost medieval manor house (HER 0024101000) is partially visible on lidar as intermittent stretches of almost fully-levelled parallel linear banks. Several further lengths are visible on vertical aerial photographs.	MEDIEVAL / POST-MEDIEVAL
257	BOMB CRATER	A probable WWII bomb crater is visible as an earthwork on vertical aerial photographs of 1945. This area has since been quarried-away.	SECOND WORLD WAR
261	DESERTED SETTLEMENT	An area of deserted settlement - perhaps a small village or a farmstead has been highlighted on vertical aerial photographs	MEDIEVAL / UNCERTAIN

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
		of 1969 by a light dusting of snow. Perhaps cleared upon creation of the parkland to the north-west.	
262	DESERTED SETTLEMENT	An area of deserted settlement - perhaps a small village or a farmstead has been highlighted on vertical aerial photographs of 1969 by a light dusting of snow. Perhaps cleared upon creation of the parkland to the north-west.	MEDIEVAL / UNCERTAIN
263	DESERTED SETTLEMENT	An area of deserted settlement - perhaps a small village or a farmstead has been highlighted on vertical aerial photographs of 1969 by a light dusting of snow. Perhaps cleared upon creation of the parkland to the north-west.	MEDIEVAL / UNCERTAIN
264	DESERTED SETTLEMENT	An area of deserted settlement - perhaps a small village or a farmstead has been highlighted on vertical aerial photographs of 1969 by a light dusting of snow. Perhaps cleared upon creation of the parkland to the north-west.	MEDIEVAL / UNCERTAIN
266	NISSEN HUT / BARRACKS / WOMENS LAND ARMY CAMP	A large group of Nissen Huts and other military buildings (including an emergency water supply tank) are visible on vertical aerial photographs of the early 1940s. This could be a military camp for the Langley Airfield (HER 0852500000).	SECOND WORLD WAR
267	MILITARY BUILDING / WOMENS LAND ARMY CAMP	A large group of Nissen Huts and other military buildings (including an emergency water supply tank) are visible on vertical aerial photographs of the early 1940s. This could be a military camp for the Langley Airfield (HER 0852500000).	SECOND WORLD WAR
268	MILITARY BUILDING / WOMENS LAND ARMY CAMP	A large group of Nissen Huts and other military buildings (including an emergency water supply tank) are visible on vertical aerial photographs of the early 1940s. This could be a military camp for the Langley Airfield (HER 0852500000).	SECOND WORLD WAR
269	NISSEN HUT / BARRACKS / WOMENS LAND ARMY CAMP	A large group of Nissen Huts and other military buildings (including an emergency water supply tank) are visible on vertical aerial photographs of the early 1940s. This could be a military camp for the Langley Airfield (HER 0852500000).	SECOND WORLD WAR
270	EMERGENCY WATER SUPPLY	A large group of Nissen Huts and other military buildings (including an emergency water supply tank) are visible on vertical aerial photographs of the early 1940s. This could be a military camp for the Langley Airfield (HER 0852500000).	SECOND WORLD WAR
271	ROAD / WOMENS LAND ARMY CAMP	A large group of Nissen Huts and other military buildings (including an emergency water supply tank) are visible on vertical aerial photographs of the early 1940s. This could be a military camp for the Langley Airfield (HER 0852500000).	SECOND WORLD WAR
272	ROAD / WOMENS LAND ARMY CAMP	A large group of Nissen Huts and other military buildings (including an emergency water supply tank) are visible on vertical aerial photographs of the early 1940s. This could be a military camp for the Langley Airfield (HER 0852500000).	SECOND WORLD WAR

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
273	BARRACKS / WOMENS LAND ARMY CAMP	A large group of Nissen Huts and other military buildings (including an emergency water supply tank) are visible on vertical aerial photographs of the early 1940s. This could be a military camp for the Langley Airfield (HER 0852500000).	SECOND WORLD WAR
274	NURSERY GARDEN / GLASSHOUSE	Historic OS maps of 1932 show two large glasshouses at this location, of a market-gardening scale. Wartime aerial photographs of the early 1940s show that the addition of further large-scale glasshouses had more than doubled the capacity of this nursery.	SECOND WORLD WAR
275	BARRACKS / WOMENS LAND ARMY CAMP	A large group of Nissen Huts and other military buildings (including an emergency water supply tank) are visible on vertical aerial photographs of the early 1940s. This could be a military camp for the Langley Airfield (HER 0852500000).	SECOND WORLD WAR
276	NURSERY GARDEN	Historic OS maps of 1932 show two large glasshouses at this location, of a market-gardening scale. Wartime aerial photographs of the early 1940s show that the addition of further large-scale glasshouses had more than doubled the capacity of this nursery.	SECOND WORLD WAR
277	BOUNDARY DITCH / TRACKWAY	A linear bank flanked on its southern side by a bank is visible as cropmarks on vertical aerial photographs of 1940 and 1962. Now cut by the M25, and its eastern end lies within the north-western corner of a golf course.	MEDIEVAL / POST- MEDIEVAL
278	BOUNDARY BANK / TRACKWAY	A linear bank flanked on its southern side by a bank is visible as cropmarks on vertical aerial photographs of 1940 and 1962. Now cut by the M25, and its eastern end lies within the north-western corner of a golf course.	MEDIEVAL / POST- MEDIEVAL
279	DITCHED ENCLOSURE	A collection of linear ditch segments are faintly visible as cropmarks on vertical aerial photographs of 1940. This may be related to the possible Neolithic or Bronze Age ditched enclosures and double-ditched ring ditch approximately 90m to the south.	NEOLITHIC / BRONZE AGE / UNCERTAIN
299	BARRAGE BALLOON MOORING / BARRAGE BALLOON SITE	The site of a barrage balloon mooring is visible on vertical aerial photographs of 1942, as a large circular enclosure adjacent to rows of Nissen Huts and other buildings. The balloon is clearly visible in the air above it.	SECOND WORLD WAR
300	BARRAGE BALLOON MOORING / BARRAGE BALLOON SITE	The site of a barrage balloon mooring is visible on vertical aerial photographs of 1942 as a substantial circular enclosure within a park / sports ground. It is adjacent to a bowling green.	SECOND WORLD WAR
301	DESERTED SETTLEMENT	An area of deserted settlement - perhaps a small village or a farmstead has been highlighted on vertical aerial photographs of 1969 by a light dusting of snow. Perhaps cleared upon creation of the parkland to the north-west.	MEDIEVAL / UNCERTAIN

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
302	DESERTED SETTLEMENT	An area of deserted settlement - perhaps a small village or a farmstead has been highlighted on vertical aerial photographs of 1969 by a light dusting of snow. Perhaps cleared upon creation of the parkland to the north-west.	MEDIEVAL / UNCERTAIN
303	DESERTED SETTLEMENT	An area of deserted settlement - perhaps a small village or a farmstead has been highlighted on vertical aerial photographs of 1969 by a light dusting of snow. Perhaps cleared upon creation of the parkland to the north-west.	MEDIEVAL / UNCERTAIN
315	BARRAGE BALLOON MOORING / BARRAGE BALLOON SITE	The site of a barrage balloon mooring is visible on vertical aerial photographs of 1945. Protecting Langley Airfield and aircraft factory to the west. No balloon visible in this shot - this site appears to be disused at this point.	SECOND WORLD WAR
323	BOUNDARY DITCH / RECTILINEAR ENCLOSURE	Linear cropmarks are visible on vertical aerial photographs of 1962. One forms a right-angle, and may represent part of a ditched enclosure. Medieval or post-medieval date is tentative, and it is also possible that these features may be associated with.	MEDIEVAL / POST MEDIEVAL / UNCERTAIN
355	STOCK ENCLOSURE	Sub-rectangular feature, visible as earthwork in LIDAR imagery. Situated on a rise in the elevation, this feature may represent the outline of an enclosure, possibly for animals, set on higher, drier ground. North west corner is cut by WWII glider defences.	POST-MEDIEVAL / TWENTIETH Century
356	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with earthwork remains still visible in lidar DTM. Probably anti-landing defences to prevent the landing of aircraft such as gliders.	SECOND WORLD WAR
357	STOCK ENCLOSURE	Sub-rectangular feature visible as depression in LIDAR imagery. Form and position on higher elevation suggestive of an enclosure, possibly for animals. Dating difficult but probably of post-medieval origin.	POST-MEDIEVAL
358	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with earthwork remains still visible in lidar DTM. Probably anti-landing defences to prevent the landing of aircraft such as gliders.	SECOND WORLD WAR
359	DRAINAGE DITCH / ENCLOSURE	Large network of interconnecting linear ditches visible as earthworks in Lidar DTM data and aerial imagery. Low elevation and wetland nature of land along with layout and nature of features strongly suggests the features to be a network of drainage ditches.	POST-MEDIEVAL / TWENTIETH Century
360	DRAINAGE DITCH	Linear features visible as earthworks in LIDAR data. Probable part of network of drainage ditches across Staines moor, or drainage associated with A30. Truncated or terminates at southern end by A30.	POST-MEDIEVAL / TWENTIETH Century

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
362	ENCLOSURE	Rough sub-oval feature visible as cropmark or earthwork in aerial photograph. Approximately 18x14m. Within a landscape showing signs of agricultural use, the feature probably represents the remains of a livestock enclosure.	POST-MEDIEVAL
363	DRAINAGE DITCH	Interconnecting linear ditches visible as earthworks in aerial photographs and LIDAR elevation data. The layout and nature of features suggests them to be part of the network of drainage ditches seen across Staines Moor.	POST-MEDIEVAL / TWENTIETH Century
364	RIDGE AND FURROW	Ridge and furrow, visible as undulations in LIDAR elevation data. Furrows oriented east-west with furrows spaced approximately 10m apart. Two fields separated by a more pronounced bank that may represent a boundary.	MEDIEVAL / POST-MEDIEVAL
365	RIDGE AND FURROW	Surviving section of ridge and furrow, visible as undulations in Lidar elevation data. Furrows oriented northeast-southwest, with a spacing of approximately 11m. Originally extended further to southwest and southeast, but these sections now levelled.	MEDIEVAL / POST-MEDIEVAL
388	HOLLOW WAY	Linear depressions visible in 1940s aerial imagery. No corresponding features or field boundaries shown in historic maps. Possible remains of hollow way between building platforms.	MEDIEVAL
389	BOUNDARY BANK	Possible bank visible in 1940s aerial imagery. Purpose unclear but respects northern field boundary and may be the remains of a field boundary bank. Feature levelled by development around 1971.	MEDIEVAL
390	DRAINAGE DITCH / BOUNDARY DITCH	Orthogonally intersecting linear features visible as cropmarks in aerial photographs from 1962. Possibly indicating a system of drainage ditches, field boundaries or rectilinear enclosures. In same location as rectilinear ditch system of unknown date.	NEOLITHIC / BRONZE AGE / IRON AGE / ROMAN
391	BOUNDARY DITCH / BOUNDARY FENCE	Linear features visible as cropmarks in aerial photographs from 1962. Arrangement appears to respect, and possibly relate to, existing field boundaries and may represent the position of former field boundaries. No corresponding field boundaries are shown.	POST-MEDIEVAL
422	BOMB CRATER	Circular feature visible as earthworks or cropmarks in aerial photographs from 1962. Form and size consistent with WWII bomb craters. Appears to form part of a group of three running north-south. Feature destroyed by gravel extraction in the 1980s.	SECOND WORLD WAR
423	BOMB CRATER	Circular feature visible as earthworks or cropmarks in aerial photographs from 1962. Form and size consistent with WWII bomb craters. Appears to form part of a group of three running north-south. Destroyed by gravel extraction in the 1980s.	SECOND WORLD WAR
424	BOMB CRATER	Circular feature visible as earthworks or cropmarks in aerial photographs from 1962. Form and size consistent with WWII	SECOND WORLD WAR

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
		bomb craters. Appears to form part of a group of three running north-south. Feature destroyed by gravel extraction in the 1980s.	
425	ENCLOSURE	Linear features visible as cropmarks in aerial photographs. Could be interpreted as the remains of three sides of a rectangular enclosure. In same location as Surrey HER record (Monument 610) for linear ditches and ring ditches, but no further information.	BRONZE AGE / IRON AGE / POST- MEDIEVAL / UNCERTAIN
426	BOMB CRATER	Circular feature visible in aerial photographs from 1962. Shape and size is consistent with a WWII bomb crater. Feature destroyed by gravel extraction in the 1980s.	SECOND WORLD WAR
427	DRAINAGE DITCH / ENCLOSURE	Interconnecting linear features, visible as cropmarks or earthworks in aerial photographs. Possible remnants of drainage channels, enclosures or field boundaries. A Bronze Age or Iron Age settlement was excavated at this location.	BRONZE AGE / IRON AGE / POST- MEDIEVAL / UNCERTAIN
428	DRAINAGE DITCH / ENCLOSURE	Linear feature visible as cropmarks in aerial photographs. Exact purpose not possible to determine from aerial photographs alone, but possibly drainage or boundary ditches like those found elsewhere within the immediate landscape.	BRONZE AGE / IRON AGE / POST- MEDIEVAL / UNCERTAIN
429	DRAINAGE DITCH / ENCLOSURE	Interconnecting linear features, visible as cropmarks or earthworks in aerial photographs. Possible remnants of drainage channels, enclosures or field boundaries. A Bronze Age or Iron Age settlement was excavated at this location.	BRONZE AGE / IRON AGE / POST- MEDIEVAL / UNCERTAIN
430	DRAINAGE DITCH / ENCLOSURE	Straight linear feature, visible as cropmark or earthwork in aerial photographs. Difficult to determine purpose, but possible section of drainage channels or enclosures. A Bronze Age or Iron Age settlement was excavated at this location.	BRONZE AGE / IRON AGE / POST- MEDIEVAL / UNCERTAIN
431	FIELD BOUNDARY	Linear feature visible as cropmark in aerial photographs. Possibly truncated on eastern end by C20 development. On the western end the feature terminates at or merges with former field boundary visible on C19 OS maps.	POST- MEDIEVAL
432	DRAINAGE DITCH / FIELD BOUNDARY	Linear feature visible as cropmark in aerial photographs. Possibly truncated on eastern side by C20 development. Exact purpose difficult to determine from aerial photographs alone, but possibly part of a drainage or boundary ditch.	POST- MEDIEVAL
435	DRAINAGE DITCH	Linear features showing as cropmarks or earthworks in aerial photographs. Predominantly orthogonal arrangement intersected by another diagonal linear feature. Probably forms part of a network of drainage ditches across Staines Moor.	POST- MEDIEVAL / TWENTIETH Century
439	DRAINAGE DITCH / ENCLOSURE	Interconnecting linear features visible as cropmarks or earthworks in aerial photographs. Features connect	BRONZE AGE / IRON AGE /

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
		orthogonally with a size and form that may represent drainage channels or field boundaries. A Bronze Age or Iron Age settlement was excavated at the same location.	POST-MEDIEVAL / UNCERTAIN
440	ENCLOSURE / FIELD BOUNDARY	Irregular linear feature visible as cropmark or earthwork in aerial photographs. A Bronze Age or Iron Age settlement was excavated at this location in the 1980s, so the features could be enclosures related to this settlement (Surrey HER Monument 646).	POST-MEDIEVAL
441	DRAINAGE DITCH / ENCLOSURE	Straight linear feature, visible as cropmark or earthwork in aerial photographs. Difficult to determine purpose, but possible section of drainage channels or enclosures. A Bronze Age or Iron Age settlement was excavated at this location.	BRONZE AGE / IRON AGE / POST-MEDIEVAL / UNCERTAIN
442	DRAINAGE DITCH / ENCLOSURE	Two straight, parallel linear features, visible as cropmarks or earthworks in aerial photographs. Possible sections of drainage channels or field enclosures. A Bronze Age or Iron Age settlement was excavated at this location.	BRONZE AGE / IRON AGE / POST-MEDIEVAL
443	FIELD SYSTEM / DRAINAGE DITCH	Linear features visible as intersecting linear ditches in aerial photographs. Arrangement appears to form rectangular enclosures broken by the county ditches to the southwest. Arrangement appears well planned and would be consistent with field boundaries.	MEDIEVAL / POST-MEDIEVAL
454	DRAINAGE DITCH / FIELD BOUNDARY	Shallow linear ditch, curving to the west at southern end, visible in aerial photographs. Appears in line with drainage ditches or field boundaries to the west and probably related with same function. Destroyed with creation of lake in 1990s.	POST-MEDIEVAL
455	BOUNDARY BANK	Slightly pronounced bank between fields of ridge and furrow. Approximately 12-13m in width. May represent a boundary bank of contemporary period as ridge and furrow.	MEDIEVAL
456	CAUSEWAY	Parallel linear features visible as earthworks in aerial photographs and as narrow ditches in Lidar data. Features are well defined in 1947 aerial photograph suggesting a 20th Century, possibly World War II, construction. Appears to form a bridge or causeway.	TWENTIETH Century / SECOND WORLD WAR
457	DRAINAGE DITCH / ENCLOSURE	Linear feature visible as cropmarks or earthworks in aerial photographs. Possibly fragment of drainage ditch or enclosure boundary similar to those found across Staines Moor.	POST-MEDIEVAL
458	DRAINAGE DITCH / ENCLOSURE	Intersecting linear feature visible as cropmarks or earthworks in aerial photographs. Possibly fragment of drainage ditches or enclosure boundaries similar to those found across Staines Moor.	POST-MEDIEVAL
459	DRAINAGE DITCH	Parallel linear features, visible as cropmarks or earthworks in aerial photographs. Probably part of network of drainage ditches found across Staines Moor.	POST-MEDIEVAL

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
460	EXTRACTIVE PIT	Large sub-oval feature visible as depression in LIDAR elevation data. Approximately 16x13m. Probably extractive pit of unknown date, probably post-medieval.	POST-MEDIEVAL / UNCERTAIN
461	DRAINAGE DITCH	Parallel linear features, visible as narrow ditches in Lidar elevation data. Probably part of drainage network found across Staines Moor.	POST-MEDIEVAL
462	DRAINAGE DITCH	Linear feature visible as ditch in LIDAR elevation data. Probably part of the network of drainage ditches found across Staines Moor.	POST-MEDIEVAL / TWENTIETH Century
463	DRAINAGE DITCH	Linear feature visible as cropmark or earthwork in aerial photographs. Forms two right angles and probable represents part of the network of drainage ditches across Staines Moor.	POST-MEDIEVAL / TWENTIETH Century
465	DRAINAGE DITCH	Intersecting linear features visible as earthwork or cropmark in aerial photographs. Probable section of drainage network found across Staines Moor.	POST-MEDIEVAL / TWENTIETH Century
466	DRAINAGE DITCH	Intersecting linear features visible as earthwork or cropmark in aerial photographs. Probable section of drainage network found across Staines Moor.	POST-MEDIEVAL / TWENTIETH Century
467	DRAINAGE DITCH	Linear feature visible as earthwork or cropmark in aerial photographs. Probable section of drainage network found across Staines Moor.	POST-MEDIEVAL / TWENTIETH Century
475	DRAINAGE DITCH	Linear features visible as earthwork or cropmark in aerial photographs. Probable sections of drainage network found across Staines Moor.	POST-MEDIEVAL / TWENTIETH Century
476	DRAINAGE DITCH	Linear feature visible as earthwork or cropmark in aerial photographs. Probable section of drainage network found across Staines Moor.	POST-MEDIEVAL / TWENTIETH Century
477	DRAINAGE DITCH	Linear feature visible as earthwork or cropmark in aerial photographs. Probable section of drainage network found across Staines Moor.	POST-MEDIEVAL / TWENTIETH Century
489	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
490	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
491	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
492	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
493	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
494	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
495	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
496	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
497	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
498	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
499	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
500	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
501	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
503	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
504	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
505	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
506	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
507	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
508	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
509	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
510	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
511	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
512	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
513	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
514	ANTI LANDING OBSTACLE / DRAINAGE DITCH	Set of two parallel ditches with a bank running between, clearly visible on aerial photographs from 1946 and with some earthwork remains still visible in lidar data. Forms part of a network of identical structures across Staines Moor in the early 1940s.	SECOND WORLD WAR
518	RIDGE AND FURROW	Ridge and furrow, visible as undulations in Lidar data and in aerial photographs. Furrows spaced approximately 7m apart and oriented north-south. Remaining portion of a larger expanse of ridge and furrow that extended to the north, but which has been levelled.	MEDIEVAL / POST-MEDIEVAL
519	RIDGE AND FURROW	Ridge and furrow, visible in aerial photographs but northern section largely levelled and southern half destroyed by road construction in 1970s. Furrows oriented approximately north-south and spaced approximately 7m apart.	MEDIEVAL / POST-MEDIEVAL
520	RIDGE AND FURROW	Ridge and furrow, visible in aerial photographs but appears to have been levelled by 1970s. Furrows oriented approximately north-south and spaced approximately 6-7m apart.	MEDIEVAL / POST-MEDIEVAL
539	SPOIL HEAP / NON ANTIQUITY	Roughly square feature visible in aerial photographs from 1947 and 1950. Exact nature of feature is difficult to determine from photographs but appears to comprise an	TWENTIETH Century

Cropmarks/Ridge and Furrows			
Object ID	Name	Summary	Date
		approximately square feature with rounded corners measuring approximately 60x65m.	
552	RIDGE AND FURROW	Levelled section of ridge and furrow, visible in aerial photographs until 1990. Furrows oriented northeast-southwest, with a spacing of approximately 11m. Portion of ridge and furrow remains visible to the immediate northeast as undulations in Lidar imagery.	MEDIEVAL / POST-MEDIEVAL
553	RIDGE AND FURROW	Levelled section of ridge and furrow, visible in aerial photographs until 1990. Furrows oriented northeast-southwest, with a spacing of approximately 11m. Portion of ridge and furrow remains visible as undulations in Lidar imagery.	MEDIEVAL / POST-MEDIEVAL

APPENDIX 4

SHER DATA

Designated Heritage Assets - Listed Buildings				
Asset Name	NHLE Number	HER Reference	Grade	NHLE Link
Bronze Age settlement, W of Runnymede Bridge	1003807	DSE6588	N/A	https://historicengland.org.uk/listing/the-list/list-entry/1003807

Designated Heritage Assets - Listed Buildings				
Asset Name	NHLE Number	HER Reference	Grade	NHLE Link
THE LONDON STONE	1187015	DSE1834	II	https://historicengland.org.uk/listing/the-list/list-entry/1187015
CHURCH OF ST MARY	1187031	DSE1846	II*	https://historicengland.org.uk/listing/the-list/list-entry/1187031
RAILINGS AND GATE PIERS TO NOS 96 TO 100 AND 104	1187032	DSE1847	II	https://historicengland.org.uk/listing/the-list/list-entry/1187032

Designated Heritage Assets - Listed Buildings				
Asset Name	NHLE Number	HER Reference	Grade	NHLE Link
114, CHURCH STREET	1187033	DSE1848	II	https://historicengland.org.uk/listing/the-list/list-entry/1187033
MOOR COTTAGE	1187054	DSE1866	II	https://historicengland.org.uk/listing/the-list/list-entry/1187054
CORNER HALL	1204729	DSE2479	II	https://historicengland.org.uk/listing/the-list/list-entry/1204729
OLD OAK COTTAGE	1204906	DSE2496	II	https://historicengland.org.uk/listing/the-list/list-entry/1204906
Former Staines West Station	1205094	DSE2509	II	https://historicengland.org.uk/listing/the-list/list-entry/1205094
COAL TAX POST OUTSIDE COUNTIES END	1028955	DSE408	II	https://historicengland.org.uk/listing/the-list/list-entry/1028955
THE CROFT	1298897	DSE4105	II	https://historicengland.org.uk/listing/the-list/list-entry/1298897
111 AND 113, CHURCH STREET	1298927	DSE4115	II	https://historicengland.org.uk/listing/the-list/list-entry/1298927
GEORGE HAWKINS TOMB IN ST MARY'S CHURCHYARD	1298928	DSE5650	II	https://historicengland.org.uk/listing/the-list/list-entry/1298928
BOUNDARY WALL OF DUNCROFT HOUSE	1187056	DSE6208	II	https://historicengland.org.uk/listing/the-list/list-entry/1187056
DUNCROFT HOUSE	1298900	DSE6215	II	https://historicengland.org.uk/listing/the-list/list-entry/1298900
YEOVANEY MANOR LODGE (NORTH WING,SOUTH WING, COACH HOUSE AND PINEAPPLE CAPPED GATE PIER)	1204925	DSE6288	II	https://historicengland.org.uk/listing/the-list/list-entry/1204925

Areas of High Archaeological Potential / County Sites of Archaeological Importance		
HER Reference	Area Type	Name/Summary
RU002	CSAI	Bronze Age Settlement, West of Runnymede Bridge, Egham
RU021	AHAP	Medieval causeway and possible route of London - Silchester Roman Road
RU024	AHAP	Egham Historic Core and Petter's Sports field multi-period site

Areas of High Archaeological Potential / County Sites of Archaeological Importance		
HER Reference	Area Type	Name/Summary
RU063	AHAP	Possible Roman Industrial Activity, adjacent The Causeway, Staines
SP016	AHAP	Staines Historic Core and site of Roman Town
SP018	AHAP	Later Prehistoric Settlement, Staines Moor, Stanwell
SP019	AHAP	Stanwell Moor Powder Mills, Staines Moor, Stanwell
SP043	AHAP	Neolithic or Bronze Age activity site, south Airport Way, Stanwell
SP047	AHAP	Saxon enclosure, Moor Lane, Staines

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
10378	COAL TAX POST OUTSIDE COUNTRIES END, River Park Avenue, Egham	Coal and Wine Tax Post, circa 1861 constructed of metal circa 4 feet high with City of London shield on front. Listed at Grade II in 1986.	19 th Century	1801 to 1900
10710	THE LONDON STONE, Ashby Recreation Ground, Staines	Re-used, probably 17 th century. Set on its present plinth 1826. It consists of a short panelled pillar-altar	13 th Century to 19 th Century	1201 to 1900
10711	MILESTONE AT MADBRIDGE, Bath Road, Colnbrook	Milestone. Dated 1741, recut and now triangular, front corners chamfered	18 th Century to 19 th Century	1701 to 1900
10726	ST MARY'S CHURCH, Church Street, Staines	Present buff brick church 1828, as also most of its red brick tower (see vying tablets on west and south fronts, the latter late 18th century ascribing it to Inigo Jones. Architect John Burges Watson.	18 th Century to 21 st Century	1701 to 2050
10727	RAILINGS AND GATE PIERS TO NOS 96 TO 100 AND 104, Church Street, Staines	Cast-iron spear headed railings to front with urn-capped standards and dog-leg stanchions	19 th Century to 20 th Century	1801 to 2000
10728	114 CHURCH STREET, Staines	Timber framed house	18 th Century	1701 to 1800
10749	MOOR COTTAGE, Moor Lane, Staines	Timber framed house	17 th Century	1601 to 1700

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
10750	BOUNDARY WALL OF DUNCROFT HOUSE, Vicarage Road, Staines	Probably 18 th century, about 5 ft high. Brick with toothed brick cornice and chamfered capping	18 th Century	1701 to 1800
10772	CORNER HALL, 115 CHURCH STREET, Staines	Vicarage	18 th Century	1701 to 1800
10781	OLD OAK COTTAGE, 311 HITHERMOOR ROAD, Stanwell	Probably 17 th century with 20 th century pastiche. Two storeys, timber-framed and rendered with tiled roof	17 th Century to 20 th Century	1601 to 2000
10784	YEOVENY MANOR LODGE (NORTH WING, SOUTH WING, COACH HOUSE AND PINEAPPLE CAPPED GATE PIER) AND YEOVENY MANOR LODGE, Moor Lane, Staines	Early 19 th century. Two storeys. Stucco. Flanking set back slender pilaster strips	19 th Century	1801 to 1900
10807	THE CROFT, 281 HITHERMOOR ROAD, Stanwell	Late 17 th century with mid 18 th century remodelling. Two storeys and attic	17 th Century to 20 th Century	1601 to 2000
10810	DUNCROFT HOUSE, Vicarage Road, Staines	Main section appears early 18 th century, enlarged 1893 (see date) in Jacobean style	17 th Century to 20 th Century	1601 to 2000
10826	111 AND 113 CHURCH STREET, Staines	Late 18 th century/early 19 th century. Two storeys, brick	18 th Century to 19 th Century	1701 to 1900
10827	GEORGE HAWKINS TOMB IN ST MARY'S CHURCHYARD, Church Street, Staines	The more notable of the chest tombs. G Hawkins died 1761	18 th Century	1701 to 1800
14218	Landing stage, Woodhaw, Egham	In the 19 th century this was the name of building that lay immediately south from an arm of the Thames that surrounded the island of Tinsey	Medieval; Post-medieval	1066 to 1539; 1540 to 1900
15281	Bronze Age enclosure, Church Lammas, Staines	Rectangular stock enclosure excavated in 1991. Bounded by a ditch on three sides with a small entrance in both the north and east sides. Finds indicated a Middle to Late Bronze Age date.	Bronze Age	2500 BC to 701 BC
15282	Medieval Yeoveney Mill site: Lower Mill Farm, Stanwell	References to Yeoveney Mill in the medieval accounts of Westminster Abbey	13 th Century	1201 to 1300

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
15284	Neolithic/Early Bronze Age farmstead, Lower Mill Farm, Stanwell	Excavation by Surrey County Archaeological Unit in advance of gravel extraction found features and finds suggestive of a small farmstead occupied from the end of the Neolithic into the Early Bronze Age.	Neolithic to Bronze Age	4000 BC to 701 BC
15378	19 th -century shooting butt, Staines Moor, Staines	Earthwork representing a butt from former shooting ranges of 19 th -century date.	19 th Century	1801 to 1900
15379	19 th -century quarry from shooting stand construction, Staines Moor, Staines	Earthwork remains of quarry used for the construction of 19 th -century shooting butt.	19 th Century	1801 to 1900
15380	Post-medieval causeway: Staines Moor	An earthwork causeway leading to the River Colne from one of the moor entrances. Probably post-medieval	Post-medieval	1540 to 1900
15381	20 th century Moor Keepers house: Staines Moor	An early 20 th century brick built house, Moor Lodge. Originally built for the Moor Keeper	20 th Century	1901 to 2000
15382	Animal pound, Staines Moor	A timber animal pound. Used originally for the impounding of stray cattle and horses	Post-medieval	1540 to 1900
15383	Cattle Bridge, Staines	The original bridge was used for cattle access to Staines Moor. It consists of three bridges built at different times	19 th Century	1801 to 1900
15384	Mid-19 th -century railway line, Staines Moor, Staines	Line of the 1848 Windsor, Staines and South Western Railway (later Southern Region). Still in regular use.	19 th Century	1801 to 1900
15385	Staines to West Drayton Railway line (disused)	Surrey section of the dismantled railway line from West Staines to West Drayton via Yeoveney. Built in 1885, closed to passengers in 1965. Exists in some places as an earthwork embankment but the tracks have been removed.	Victorian to Late 20 th Century	1885 to 1981

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
16891	Hounslow to Basingstoke Milestone, west of Staines Bridge, Staines	100m West of Staines Bridge, at Sainsbury's Roundabout off Causeway	Post-medieval	1540 to 1900
19775	RIVERNOOK (DEMOLISHED), Staines	The site of this house and garden is uncertain, but a description recorded by Thomas Mawson may refer to a house c.1890 by Thomas Collcutt	19 th Century	1801 to 1900
19798	WATER PUMP (DEMOLISHED), Old Bath Road, Colnbrook	One of two cast iron hand operated pumps erected by Colnbrook Turnpike Trust for watering the road to lay the dust in dry periods	19 th Century	1801 to 1900
19806	RAILWAY POST, Wraysbury Road, Staines	Railway post. Approximately 3m high, a cast iron obelisk	Post-medieval	1540 to 1900
19842	CHURCH ISLAND FERRY, Staines	A simple, floating, rectangular steel box moved manually on a steel cable from Church Island in the Thames to the riverbank. A footbridge also exists for easy access	20 th Century	1901 to 2000
19843	BIFFEN'S BOATYARD (DEMOLISHED), Staines	Site of a boat yard was founded in 1880. Operated until 1989 under the name of Biffen's. Subsequently redeveloped for offices.	19 th Century to 20 th Century	1801 to 2000
19844	TOM TAYLOR'S BOATYARD (DEMOLISHED), Staines	Boat yard near Staines Bridge established around 1898. This site was sold in 1980 and subsequently redeveloped for offices.	19 th Century to 20 th Century	1801 to 2000
19847	STANWELL UPPER MILL, Stanwell	Water mill situated on a bridge over the River Colne	18 th Century to 20 th Century	1701 to 2000
19858	STANWELL LOWER MILL (DEMOLISHED), Stanwell	Corn mill on the River Colne a few hundred metres downstream from Stanwell Upper Mill	19 th Century	1801 to 1900
19860	STANWELL POWDER MILL (DEMOLISHED), Stanwell	A gunpowder mill operating in the late 18 th century	18 th Century to 20 th Century	1701 to 2000
19864	DRINKING FOUNTAIN AND CATTLE TROUGH, Staines	Metropolitan drinking fountain and cattle trough in Staines Market Square from	19 th Century	1801 to 1900

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
		1883 to the 1950s when it was moved to Moor Lane opposite The Swan		
19869	Site of Gardams Wharf, Staines	Wharf. This was the site of a wharf handling coal, stone and other materials started by William Ashby in 1911	19 th Century to 20 th Century	1801 to 2000
19931	War Memorial, Postal Delivery Office Runnymede House, Egham	War memorial in the form of a metal plaque on a wooden backboard	20 th Century	1901 to 2000
19933	War Memorial, St Pauls Church, Egham Hythe	War memorial in the form of an oak pulpit within the church	20 th Century	1901 to 2000
1995	Neolithic jadeite axe, Staines Moor, Stanwell	A butt fragment from a jadeite axe found while field walking on gravel at Staines Moor.	Neolithic	4000 BC to 2201 BC
20762	First World War Memorial Tablet, St Marys Church, Staines	First World War memorial in the form of a white marble tablet with black inscription. Additional names have been inscribed below the original tablet	20 th Century	1901 to 2000
20766	War Memorial, St Marys Church, Staines	War memorial in the form of an octagonal marble plaque with a metal frame. The inscription reads: In honour and in loving memory of Humphrey Jasper Cholmeley of the Queen's Royal West Surrey (...) elder son of Mountague Francis and Mabel Adye Cholmele	20 th Century	1901 to 2000
21071	Negative Evidence, Runnymede to Ashford Gas Pipeline	N/A	N/A	N/A
21231	Staines Water Treatment Works, The Causeway, Staines	Water Treatment works of 1880s onwards	Post-medieval	1540 to 1900
21277	Stanwell Moor Gunpowder Works	The site of a Gunpowder Works at Stanwell Moor	18 th Century	1701 to 1800
21545	Site of Coach and Horses Inn, Egham	A small two storey inn	18 th Century	1701 to 1800
21548	Upper Palaeolithic flint implements, Glanty Roundabout, Egham	Several Upper Palaeolithic flint implements found during trench digging	Upper Palaeolithic	40,000 BC to 10,001 BC

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
		before the construction of the M25		
21549	Iron Age pottery and finds, Glanty Roundabout, Egham	During an excavation of a trench beside the storm drain North of Glanty Roundabout, several Iron Age pottery sherds were recovered, including some rims and bases and a few decorated rim fragments	Iron Age	800 BC to 42 AD
21550	Neolithic pottery and associated finds, Runnymede Bridge, Egham	Finds of an archaeological nature were made during the construction of Runnymede Bridge	Neolithic	4000 BC to 2201 BC
21871	Willow Farm, Staines	Site of an historic farmstead.	Unknown	Undated
21872	Calcutts Farm, Stanwell	Site of an historic farmstead	Unknown	Undated
21874	Lower Mill Farm, Stanwell	Site of an historic farmstead	Unknown	Undated
22633	Undated ridge and furrow, Staines	Ridge and furrow, oriented northeast-southwest, noted during an excavation for the Staines By-Pass Channel in 1995. These features are still visible as earthworks on Lidar.	Post-medieval	1540 to 1900
MSE22883	Post Medieval Roadside ditch, Tamesis 1, The Glanty, Egham	Archaeological evaluation carried out by Museum of London Archaeology (MOLA) at Tamesis 1, The Glanty, Egham. Five evaluation trenches were excavated. The evaluation revealed natural sands and gravels largely truncated by 20th century development. The on	Post-medieval	1540 to 1900
MSE22938	Negative Evidence, 1 The Causeway, Staines	An archaeological watching brief was undertaken by Pre-Construct Archaeology during geotechnical investigations at The Causeway, Staines following a commission by Concept Consultants. No finds or features of archaeological significance were found.	N/A	N/A

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
2307	Late Bronze Age site, Runnymede Bridge, Egham	Runnymede Bridge, Egham. Various episodes of excavation including trial trenching, salvage and controlled excavation in advance of the M25 construction between 1972-80	Late Bronze Age	1000 BC to 701 BC
MSE23119	Roman Ditches and Post Holes, Land East of Hawthorn Road, Staines.	A series of north-east/south-west aligned Roman ditches, one of which seems to have had an associated fence-line running along the ditch bottom, excavated during an archaeological evaluation	1 st Century to 2 nd Century	1 AD to 200 AD
MSE23120	Pit and metal smithing, Land East of Hawthorn Road, Staines	A pit containing evidence of smithing activity in the form of hammerscale was excavated by Archaeology South-East during an archaeological evaluation on land east of Hawthorn Road, Staines in 2017	Romano-British	43 to 409
MSE23161	Yeoveney/Runemede Range Station, Staines Moor, Staines	Yeoveney or Runemede Range was a single platform halt built in 1872 to serve the new rifle ranges being used by the Volunteers (later Territorial Army). The halt closed in May 1962 due to cost of repair. It was operated by the Great Western Railway	Victorian to Mid 20 th Century	1892 to 1962
MSE23251	Former Poyle Halt, near Lintell's Bridge, Slough	Opened in 1927 as Stanwell Moor & Poyle Halt with a single wooden shelter. Changed to Poyle for Stanwell Moor later that year. Closed in 1965	Early 20 th Century to Mid 20 th Century -	1927 to 1965
MSE23793	Negative evidence, 1 The Causeway, Staines	No archaeological remains were encountered during an archaeological evaluation at 1 The Causeway, Staines in May and June 2019	N/A	N/A
2412	Beaker-period occupation, Staines Moor, Staines	Beaker occupation found at the site of the causeway	Beaker	2800 BC to 1800 BC

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
		camp in excavations between 1961-63		
2413	Early Roman occupation, Staines Moor, Staines	Roman occupation of the 1 st century AD overlying site of Neolithic causewayed camp excavated in 1961-63	1 st Century	1 AD to 100 AD
MSE24271	Staines and Egham Gasworks, The Causeway, Staines on Thames	A mid 19 th to 20 th century gasworks. The Staines and Egham Gas Light & Coke Co. was a non-statutory Co. set up in 1833. The company changed its name to the Staines and Egham District Gas & Coke Co. and gained statutory powers in 1871	Industrial Revolution to Mid 20 th Century	1833 to 1955
2645	Neolithic site, Runnymede Bridge, Egham	Neolithic material, including pottery, bone and antler, and flints, uncovered at various times between 1959 and 1984. Features found in 1980 included a midden deposit containing Neolithic occupational debris and fragments of human bone	Neolithic	4000 BC to 2201 BC
2921	Roman Material: north of The Causeway, Staines	Roman material found north of The Causeway, Staines. Part of Roman Staines, HER 807	Romano-British	43 to 409
2924	Medieval building remains, Hithermore Gravel Pit, Staines	Remains of medieval buildings and stratified deposits dating to circa 1250-1350, believed to represent the remains of a mill and dye works or hamlet belonging to Yeoveney Manor, together with rubbish deposits excavated in 1982	Medieval; Post-medieval	1066 to 1539; 1540 to 1900
2933	Roman Road section: Egham	Continuation of Roman road found in a drainage trench in car park of The Coach and Horses, on the Glanty roundabout, Egham	Romano-British	43 to 409
2939	Iron Dagger (Date Uncertain): Egham	Iron dagger, point missing. Found on causeway, Egham	Unknown	Undated

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
3681	Corporation of London Tax Post, River Park Avenue, Egham	Type 2e on south bank of the Thames, outside "Counties End", River Park Road	19 th Century	1801 to 1900
3727	London-Silchester Roman Road	This road was probably the most important thoroughfare from London to the western parts of the Province	Romano-British	43 to 409
3867	Corporation Of London Tax Post	Type 2. On east bank of Wyradisbury River 200 yds north of Madbridge	19 th Century	1801 to 1900
3868	Corporation Of London Tax Post	Type 2e. On south bank of stream at north east corner of grounds of Poyle County Infants School	19 th Century	1801 to 1900
3870	Corporation Of London Tax Post	Type 2e On west bank of Wyradisbury River 200 yds north of Madbridge	19 th Century	1801 to 1900
4221	Probable Middle Iron Age Settlement Site, Lower Mill Farm, Stanwell	Three interlinked ring gullies sampled in a rescue excavation for Surrey County Council. Several sherds of associated pottery were recovered, and the site was suggested to have been a Middle Iron Age settlement site.	Middle Iron Age	400 BC to 101 BC
4222	Medieval pottery, Lower Mill Farm, Stanwell	Scattered medieval pottery recovered during site watching and rescue excavation for Surrey County Council	Medieval	1066 to 1539
4309	Prehistoric worked flints, Lower Mill Farm, Stanwell	Archaeological observation of gravel extraction in 1988/89 revealed some worked flints	Prehistoric	500,000 BC to 42 AD
5002	Negative evidence, Lower Colne Improvement Scheme, Staines	No features or finds of archaeological significance were revealed during an evaluation by Thames Valley Archaeological Services. Peat deposits uncovered and sampled for further study	N/A	N/A
5003	Upper Palaeolithic flint-knapping and animal	Concentration of Upper Palaeolithic material, including unusually lengthy	Upper Palaeolithic	40,000 BC to 10,001 BC

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
	dismemberment site, Church Lammas, north-west Staines	flint blades and animal bones, identified during an archaeological watching brief on mineral extraction works by Surrey County Archaeological Unit in late 1994		
5004	Undated field systems, Church Lammas, Staines	Ditches of two successive field systems, both undated, revealed during an excavation by Surrey County Archaeological Unit in 1994.	Early Bronze Age	2500 BC to 1501 BC
5005	Post-medieval rectilinear stock enclosure, Church Lammas, north-west Staines	A watching brief on mineral extraction works was carried out by SCAU	Post-medieval	1540 to 1900
5037	Mesolithic worked flints, The Close, Vicarage Road, Staines	Small assemblage of Mesolithic flints recovered during archaeological evaluation by AOC in advance of residential redevelopment	Mesolithic	10,000 BC to 4001 BC
5038	Neolithic pottery, The Close, Vicarage Road, Staines	Evaluation by AOC in advance of residential redevelopment revealed a number of features, including a possible cultivation mark containing a sherd of mid to late Bronze Age pottery	Neolithic	4000 BC to 2201 BC
5039	Early Bronze Age pottery and mid to late Bronze Age features, The Close, Vicarage Road, Staines	Evaluation by AOC in advance of residential redevelopment revealed a number of features, including a possible cultivation mark containing a sherd of mid to late Bronze Age pottery	Early Bronze Age to Middle Bronze Age	2500 BC to 1001 BC
5040	Early Iron Age shallow pit, The Close, Vicarage Road, Staines	Evaluation by AOC in advance of residential redevelopment revealed a number of features, including a possible cultivation	Early Iron Age	800 BC to 401 BC

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
		mark containing a sherd of mid to late Bronze Age pottery		
5041	Romano-British features - possible settlement boundary, The Close, Vicarage Road, Staines	Evaluation by AOC in advance of residential redevelopment revealed a number of features, including a possible cultivation mark containing a sherd of mid to late Bronze Age pottery	Romano-British	43 to 409
5042	13 th /14 th century medieval ditch, The Close, Vicarage Road, Staines	Evaluation by AOC in advance of residential redevelopment revealed a number of features, including a possible cultivation mark containing a sherd of mid to late Bronze Age pottery	14 th Century	1301 to 1400
5043	Undated features, including a large square enclosure, The Close, Vicarage Road, Staines	Evaluation by AOC in advance of residential redevelopment revealed a number of features, including a possible cultivation mark containing a sherd of mid to late Bronze Age pottery	Unknown	Undated
5059	Ditch date unknown, Lower Mill Farm, Stanwell Moor	Evaluation by SCAU on a site proposed for mineral extraction in the vicinity of a previously excavated Iron Age site	Unknown	Undated
5060	Negative evidence, Lower Mill Farm, Stanwell Moor	An archaeological watching brief on the stripping of part of an area intended for mineral extraction noted no features or finds of archaeological interest	N/A	N/A
5061	Bronze Age pottery, Hithermoor Pit, Stanwell Moor	Evaluation by SCAU of an area proposed for mineral extraction (and a flood relief channel) identified a silty deposit containing	Bronze Age	2500 BC to 701 BC

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
		worked flint, sherds of prehistoric (probably Bronze Age) pottery and a couple of sherds of Roman pottery, which overlay a buried river channel		
5062	Prehistoric worked flint, Hithermoor Pit, Stanwell Moor	Evaluation by SCAU of an area proposed for mineral extraction (and a flood relief channel) identified a silty deposit containing worked flint, sherds of prehistoric (probably Bronze Age) pottery and a couple of sherds of Roman pottery, which overlay a buried river channel	Prehistoric	500,000 BC to 42 AD
5063	Roman pottery, Hithermoor Pit, Stanwell Moor	Evaluation by SCAU of an area proposed for mineral extraction (and a flood relief channel) identified a silty deposit containing worked flint, sherds of prehistoric (probably Bronze Age) pottery and a couple of sherds of Roman pottery, which overlay a buried river channel	Romano-British	43 to 409
5064	Bronze Age pit and pottery, Stanwell Diversion Channel	Evaluation by TVAS of the area proposed for a flood relief channel adjacent to the River Colne	Bronze Age	2500 BC to 701 BC
5100	Neolithic to Medieval redeposited finds, Hithermoor Pit, Stanwell	Watching brief by Surrey County Archaeological Unit, during the construction of a lake at Hithermoor Pit, Stanwell	Prehistoric; Romano-British; Medieval	500,000 BC to 42 AD; 43 AD to 409 AD; 1066 AD to 1539 AD
5283	Prehistoric axe-trimmed wood, Land east of River Park Avenue, Egham	A watching brief by Surrey County Archaeological Unit was carried out during groundworks for redevelopment in 1994	Prehistoric	500,000 BC to 42 AD
5326	Negative evidence, The Glanty Loop, The Causeway, Egham	Archaeological evaluation by SCAU on the site of RAC's proposed new headquarters	N/A	N/A

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
5334	Neolithic worked flints, Land south of The Causeway, Egham	Residual Neolithic flints recovered in an archaeological evaluation by Wessex Archaeology	Neolithic	4000 BC to 2201 BC
5335	Residual Bronze Age flints, Land south of The Causeway, Egham	Archaeological evaluation by Wessex revealed a truncated ditch of probably mid to late Iron Age date, and a second, undated ditch	Bronze Age	2500 BC to 701 BC
5336	Mid/Late Iron Age ditch (truncated), Land south of The Causeway, Egham	Archaeological evaluation by Wessex revealed a truncated ditch of probably mid to late Iron Age date, and a second, undated ditch	Iron Age	800 BC to 42 AD
5343	Negative evidence, Unit 1, Causeway Estate, Egham	Archaeological evaluation by SCAU prior to industrial redevelopment	N/A	N/A
5365	Prehistoric burnt and struck flint, Orbis Development, Lovett Road, Egham	Prehistoric burnt and struck flints were recovered from disturbed deposits in an archaeological evaluation by Surrey County Archaeological Unit following demolition of a warehouse.	Prehistoric	500,000 BC to 42 AD
5373	Prehistoric finds and features, Yeoveney Lodge, M25 Junctions 12 to 15	Archaeological evaluation by the Oxford Archaeological Unit along the line of proposed link roads beside the M25	Prehistoric; Late Iron Age	500,000 BC to 42 AD; 100 BC to 42 AD
5374	Waterlogged deposits of uncertain date, Cambridge Kennels, M25 Junctions 12 to 15, Staines	Waterlogged deposits of uncertain date, including worked wood and ditches.	Unknown	Undated
605	Rectangular ditched enclosure cropmarks, Staines	Rectangular ditched enclosure visible as cropmarks on aerial photographs, shallow ditch visible on ground	Unknown	Undated
606	Ring ditch cropmark, Staines	Ring ditch visible as cropmarks on aerial photographs	Unknown	Undated
607	Ring ditches cropmarks, Staines	Ring ditches visible as cropmarks on aerial photographs	Unknown	Undated

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
608	Ring ditch cropmarks, Staines	Ring ditch visible as cropmarks on aerial photographs	Unknown	Undated
609	Ring ditch cropmarks, Staines	Ring ditch visible as cropmarks on aerial photographs	Unknown	Undated
610	Linear ditches and ring ditch cropmarks, Staines	Linear ditches and ring ditch visible as cropmarks on aerial photographs. Partly destroyed by gravel extraction.	Unknown	Undated
611	Ring ditches and sub rectangular ditch cropmarks, Staines	Ring ditches and sub rectangular ditch visible as cropmarks on aerial photographs	Unknown	Undated
615	Rectilinear ditch system and ring ditch cropmarks, Stanwell	Rectilinear ditch system and ring ditch(es) visible as cropmarks on aerial photographs	Unknown	Undated
632	Enclosure and ditch feature cropmarks, Stanwell	Complex of rectangular enclosures, ditches, pits and ring ditches visible as cropmarks on aerial photographs	Unknown	Undated
635	Sub-rectangular enclosure and ring ditch cropmarks, Stanwell	Sub-rectangular enclosure, ring ditch visible as cropmarks on aerial photographs	Unknown	Undated
641	Intersecting linear ditch cropmarks, Stanwell	Intersecting linear ditches visible as cropmarks on aerial photographs	Unknown	Undated
646	Bronze Age/Iron Age settlement, Staines Moor, Staines	Bronze Age or Iron Age enclosure excavated in the 1980s but not published	Bronze Age; Iron Age	2500 BC to 701 BC; 800 BC to 42 AD
6883	Anti Aircraft Battery, Airport Way, Stanwell	DEFENCE SITE : ANTI AIRCRAFT BATTERY	Second World War	1939 to 1945
764	Site of Yeoveney Chapel, Staines	The site of a possible chapel pre-dating the 19th century. It is mentioned as already dilapidated in a written account of parishes of Middlesex in 1800. Its location is marked with a cross on the 6 inch and the	Post-medieval	1540 to 1900

Non-Designated Heritage Assets				
HER Reference	Name	Summary	Period	Date
		1st Edition 1:2500 Ordnance Survey map, alt		
765	Egham Causeway - 13 th -Century thoroughfare, Egham	Causeway constructed by Thomas de Oxenford in the time of Henry III (1216-72).	13 th Century	1201 to 1300
766	"London Stone" - Boundary Stone, probably 17 th century, Staines	The stone was erected to mark the western limits of the jurisdiction of the City of London over the Thames	13 th Century; 19 th Century	1201 to 1300; 1801 to 1900
774	Early Neolithic Causewayed Enclosure, Yeoveney Lodge, Staines	Causewayed camp. Excavated in 1961-3 after its discovery as markings on an aerial photograph. Windmill Hill pot sherds and flints found within the interior	Early Neolithic	4000 BC to 3001 BC
793	Cropmarks, Staines	Possible Roman crop/soil markings visible on aerial photographs	Romano-British	43 to 409
809	Prehistoric ditches, Egham	Prehistoric ditches. The exact location of this site is uncertain because there is a discrepancy between the grid-references given in various sources	Prehistoric; Iron Age	500,000 BC to 42 AD; 800 BC to 42 AD

Archaeological Events		
HER Reference	Name/Summary	Organisation
ESE1008	An Archaeological Evaluation at the ORBIS Development, Lovett Road, Egham	Surrey County Archaeological Unit
ESE1112	An Archaeological Excavation at The Close, Vicarage Road, Staines	AOC Archaeology Group
ESE1144	A Desk-based Archaeological Assessment of the ORBIS Development, Lovett Road, Egham	BroadwayMalyan Cultural Heritage
ESE1145	An Archaeological Evaluation at the proposed ORBIS Development, Lovett Road, Egham	Surrey County Archaeological Unit
ESE1250	An Archaeological Watching Brief on mineral extraction at Hithermore Pit, Stanwell Moor	Surrey County Archaeological Unit
ESE1316	A preliminary Archaeological Assessment of the proposed development on the Quadra, The Causeway, Egham	Surrey County Archaeological Unit

Archaeological Events		
HER Reference	Name/Summary	Organisation
ESE1319	The Causeway, Egham: Archaeological Evaluation Report Phase 2	Wessex Archaeology
ESE1320	The Causeway, Egham: Archaeological Evaluation Report	Wessex Archaeology
ESE1321	The Causeway, Egham: Archaeological Desk-Based Assessment	Wessex Archaeology
ESE1328	An Archaeological Evaluation of the proposed development on the Glanty Loop, The Causeway, Egham	Surrey County Archaeological Unit
ESE1458	An Archaeological Impact Assessment of The Close, Vicarage Road, Staines, Surrey	AOC Archaeology Group
ESE1459	An Archaeological Excavation at The Close, Vicarage Road, Staines, Surrey	AOC Archaeology Group
ESE1460	An Archaeological Evaluation at The Close, Vicarage Road, Staines, Surrey	AOC Archaeology Group
ESE1467	An Archaeological Evaluation of Lower Colne Improvement Scheme, Stanwell Moor Channel, Surrey	Thames Valley Archaeological Services
ESE1468	An Archaeological Evaluation at Duncroft, Staines	Surrey County Archaeological Unit
ESE1469	An Archaeological Excavation at Duncroft, Staines	Surrey County Archaeological Unit
ESE1470	An Archaeological Watching Brief at Duncroft, Staines	Surrey County Archaeological Unit
ESE149	Iver to Egham Trunk Main: An Archaeological Desk-Based Assessment and Walkover Survey	Cluttons
ESE1565	A Preliminary Archaeological Assessment of proposed development on the Glanty Loop, The Causeway, Egham	Surrey County Archaeological Unit
ESE15840	TAMESIS 1 The Glanty, Egham: Historic Environment Assessment	Rougemont Property Consultant Ltd
ESE15854	Historic Environment Assessment Number 1 The Causeway Staines TW18	Museum of London Archaeology Service (MoLAS)
ESE15861	TAMESIS 1, The Glanty, Egham: Archaeological Evaluation	Museum of London Archaeology Service (MoLAS)
ESE15927	Archaeological watching brief at 1 The Causeway, Staines	Pre-Construct Archaeology Ltd
ESE16069	Archaeological Desk Based Assessment, 31 The Causeway, Staines, Surrey	Orion Heritage Ltd

Archaeological Events		
HER Reference	Name/Summary	Organisation
ESE161	Hitachi/Omega Express site, The Glanty, Staines: Archaeological Desk-Based Assessment	Hertfordshire Archaeological Trust
ESE16157	Archaeological Evaluation, Land to The East of Hawthorn Road, Staines, TW18 3BP	Archaeology South-East
ESE162	Hitachi/Omega Express site, The Glanty, Staines, Archaeological Desk-Based Assessment	Hertfordshire Archaeological Trust
ESE1648	A Preliminary Archaeological Assessment of the proposed development at Duncroft, Staines	Surrey County Archaeological Unit
ESE16511	1 The Causeway, Staines: Archaeological Trial Trench Evaluation	Museum of London Archaeology Service (MoLAS)
ESE1656	An Archaeological Evaluation of Land at Duncroft, Moor Lane, Staines	Surrey County Archaeological Unit
ESE1657	An Archaeological Watching Brief at Lower Mill Farm, Stanwell Moor, Surrey	Surrey County Archaeological Unit
ESE1658	An Archaeological Evaluation at Lower Mill Farm, Stanwell Moor, Surrey	Surrey County Archaeological Unit
ESE1659	An Archaeological Evaluation at Hithermoor Pit, Stanwell Moor, Surrey	Surrey County Archaeological Unit
ESE16738	Staines Causeway Business Park, Staines: Desk Based Assessment	CgMs Consulting
ESE1795	An Archaeological Evaluation on the Lower Colne Improvement Scheme, Staines	Thames Valley Archaeological Services
ESE1799	An Archaeological Desk Top assessment on the Lower Colne Improvement Scheme, Staines	Thames Valley Archaeological Services
ESE1823	Archaeological Observations of Test Pits at the River Park Development, The Causeway, Egham, Surrey	Surrey County Archaeological Unit
ESE2054	A Preliminary Archaeological Assessment of the Proposed River Park Development, Egham	Surrey County Archaeological Unit
ESE2073	Archaeological Evaluation at Lower Mill Farm, Stanwell, Surrey	Surrey County Archaeological Unit
ESE2074	A Late Neolithic to Early Bronze Age Farmstead at Lower Mill Farm, Stanwell	Surrey County Archaeological Unit
ESE2323	Bronze Age Enclosure at Church Lammas, near Staines	Surrey County Archaeological Unit
ESE2692	An Archaeological Impact Assessment at the OPUS Sites, Staines	Wessex Archaeology

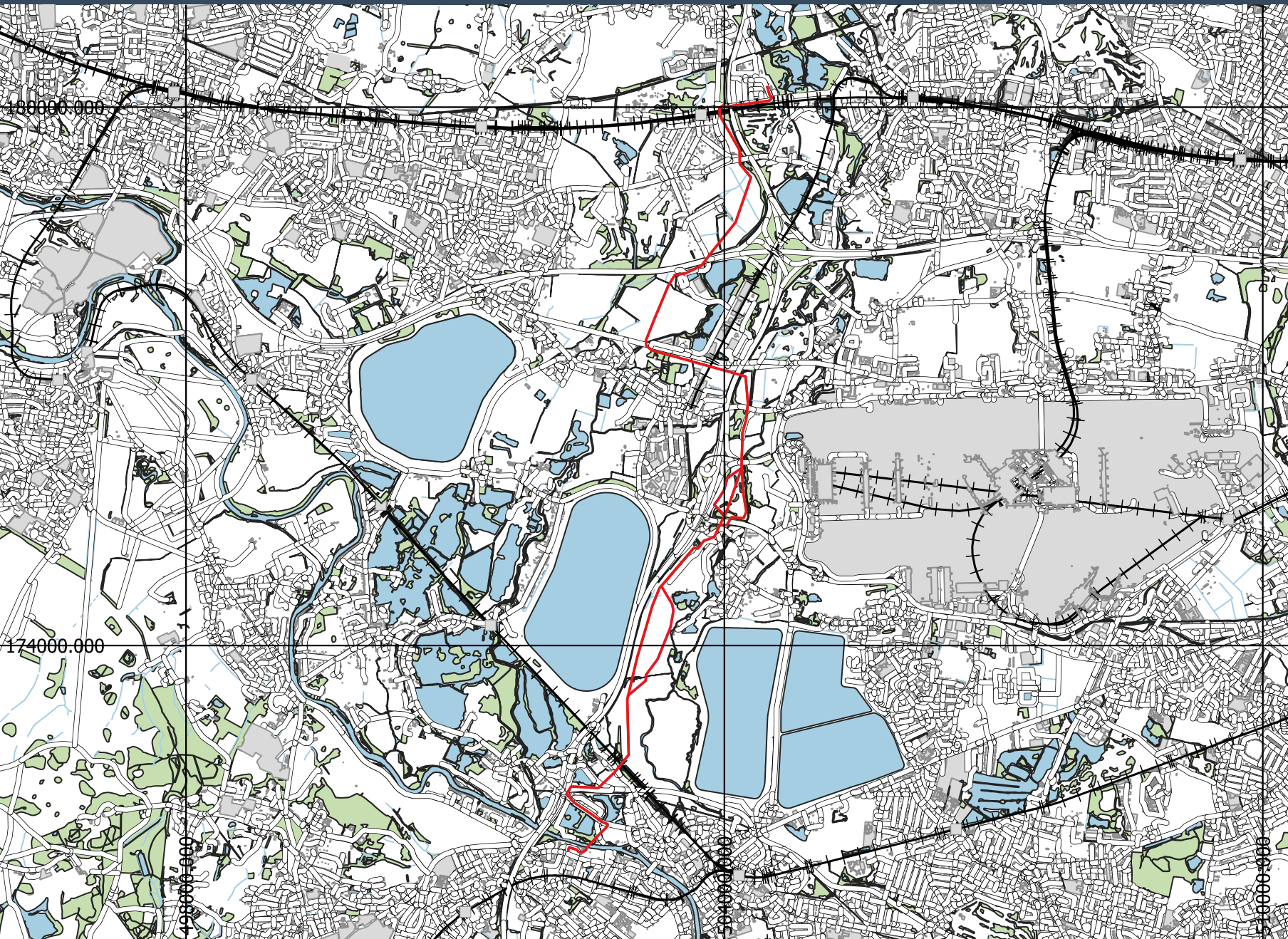
Archaeological Events		
HER Reference	Name/Summary	Organisation
ESE2977	Staines Industrial Estate	Museum of London Archaeology Service (MoLAS)
ESE3228	Greater London Council Research Memorandum: The Archaeology of the Colne Valley Park	GLC
ESE3233	A Desk based assessment of land at Hithermoor Quarry, Surrey	John Samuels Archaeological Consultants
ESE3234	A desk based assessment of land at Hithermoor Quarry, Surrey	John Samuels Archaeological Consultants
ESE636	Evaluation of Staines Moor for designation as an area of historic landscape value	Archaeological Consultant
ESE7828	Hythe Community Primary School, Thorpe Road, Staines: Archaeological Trial Trench Evaluation	Surrey County Archaeological Unit

DRAWINGS

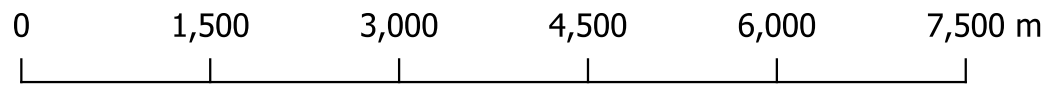
IVER TO EGHAM TRUNK MAIN

SCHEME NO.24004343_DRAWING NO.001

SITE LOCATION



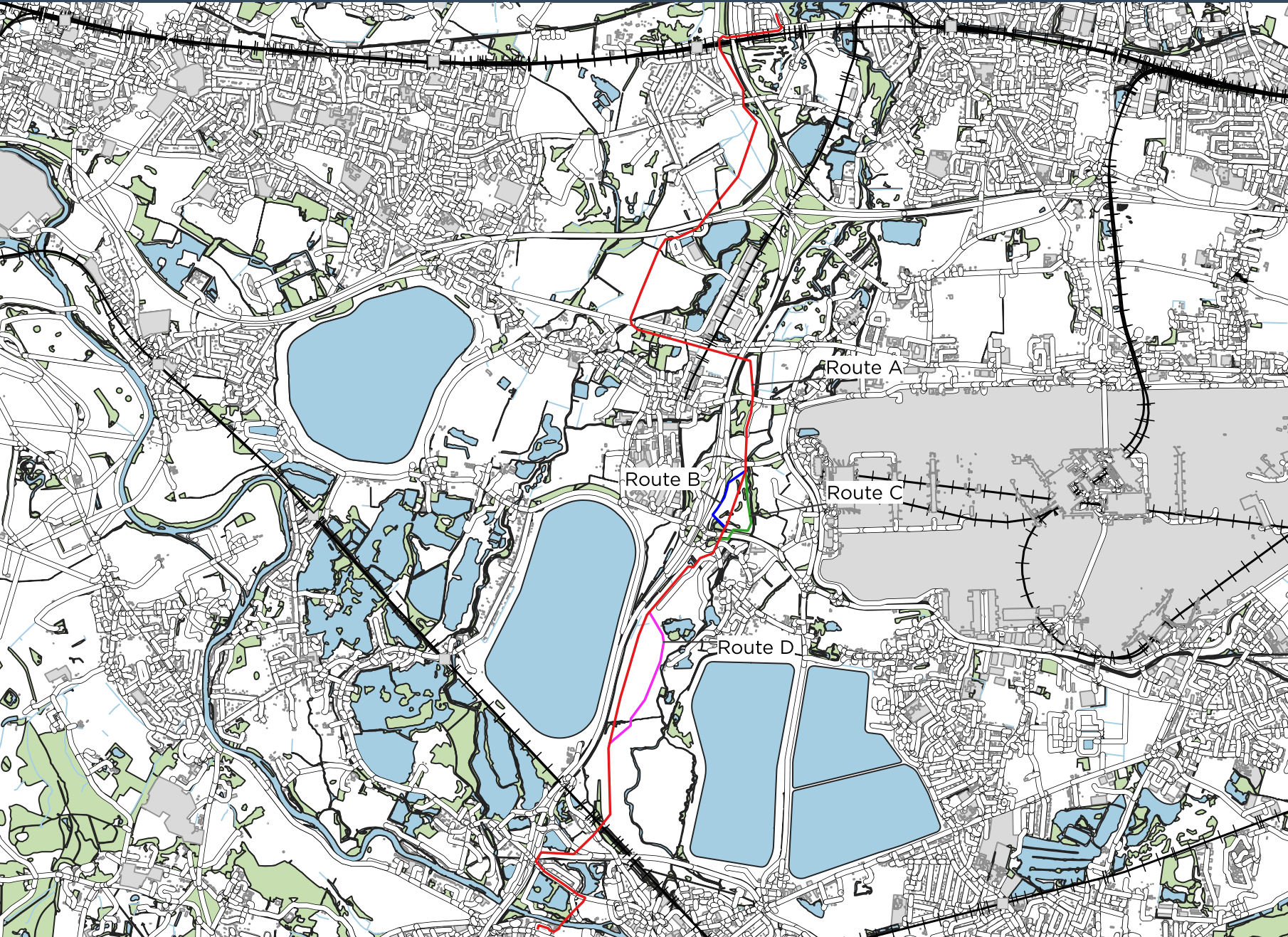
Key:
— Site Route



Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 60,000





Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D



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Created By: Ruth Tipton
Created Date: November 2024

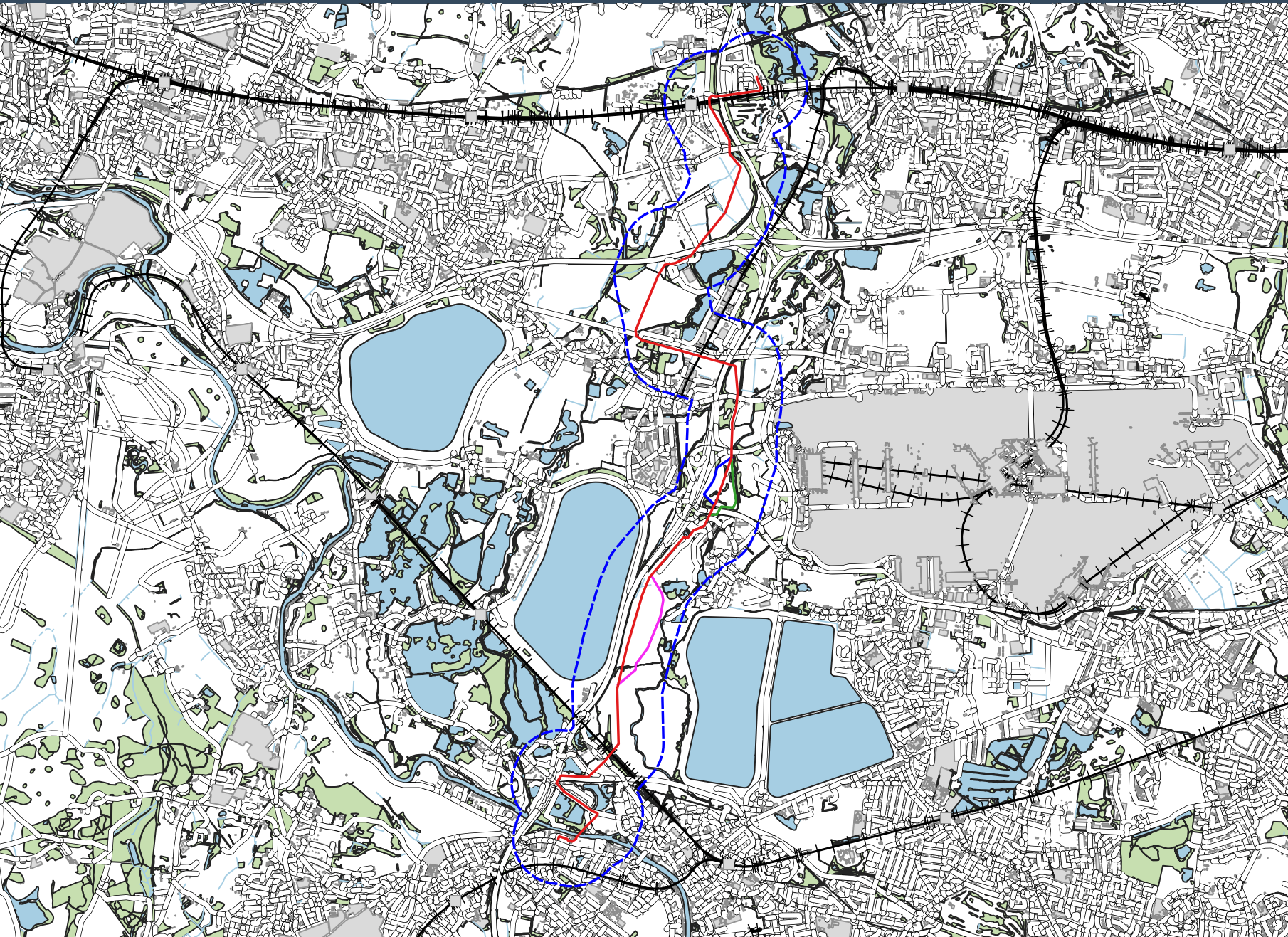
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EGHAM TO IVER TRUNK MAIN

SCHEME NO.24004343_DRAWING NO.003

SEARCH AREA



Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D
- Search Area



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Created By: Ruth Tipton
Created Date: November 2024

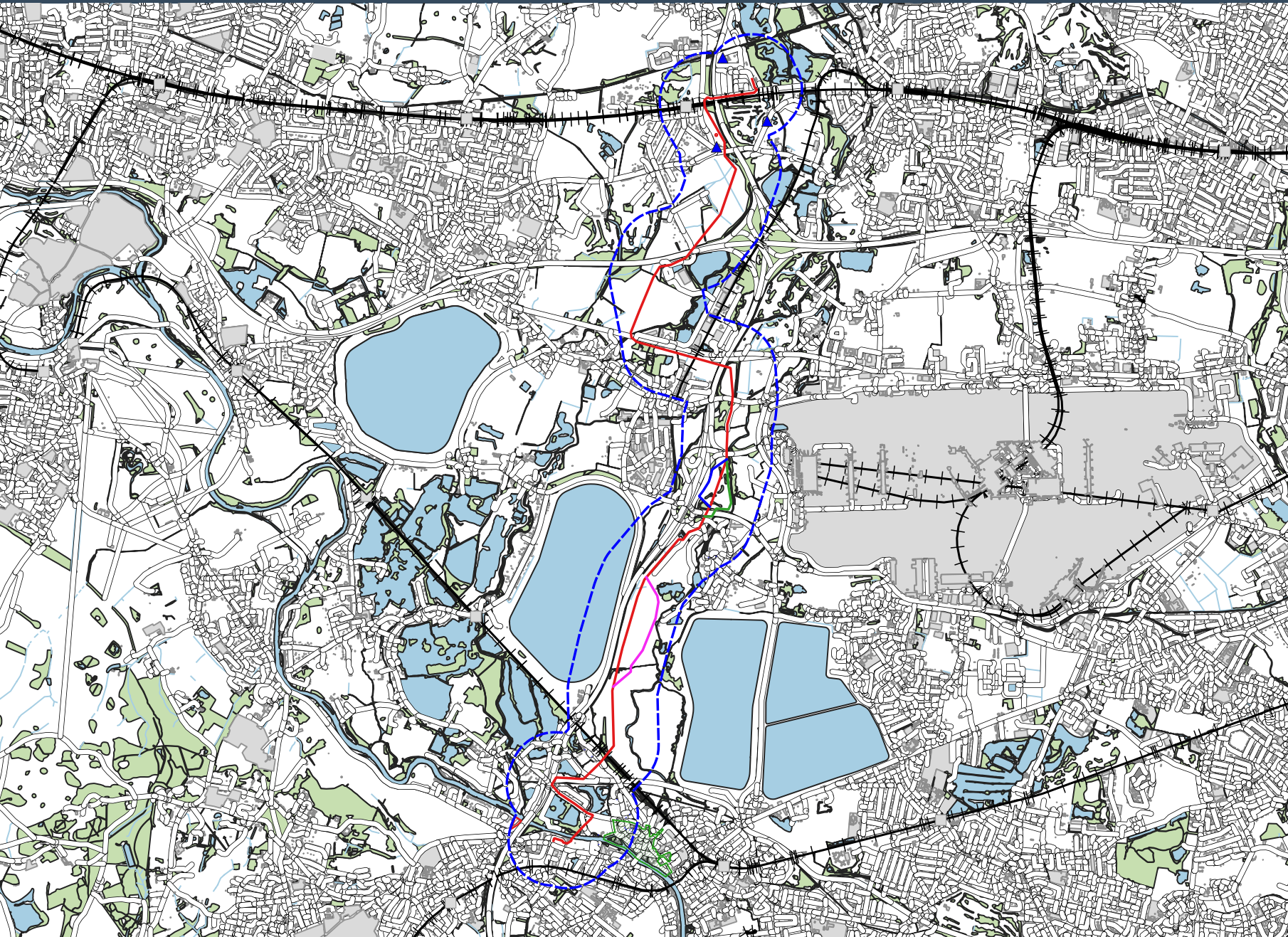
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EGHAM TO IVER TRUNK MAIN

SCHEME NO.24004343_DRAWING NO.004

DESIGNATED HERITAGE ASSETS (OVERVIEW)



Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D
- - - Search Area
- ▨ Scheduled Monument
- ▲ Listed Building
- ▨ SHER Conservation Area



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Created By: Ruth Tipton
Created Date: November 2024

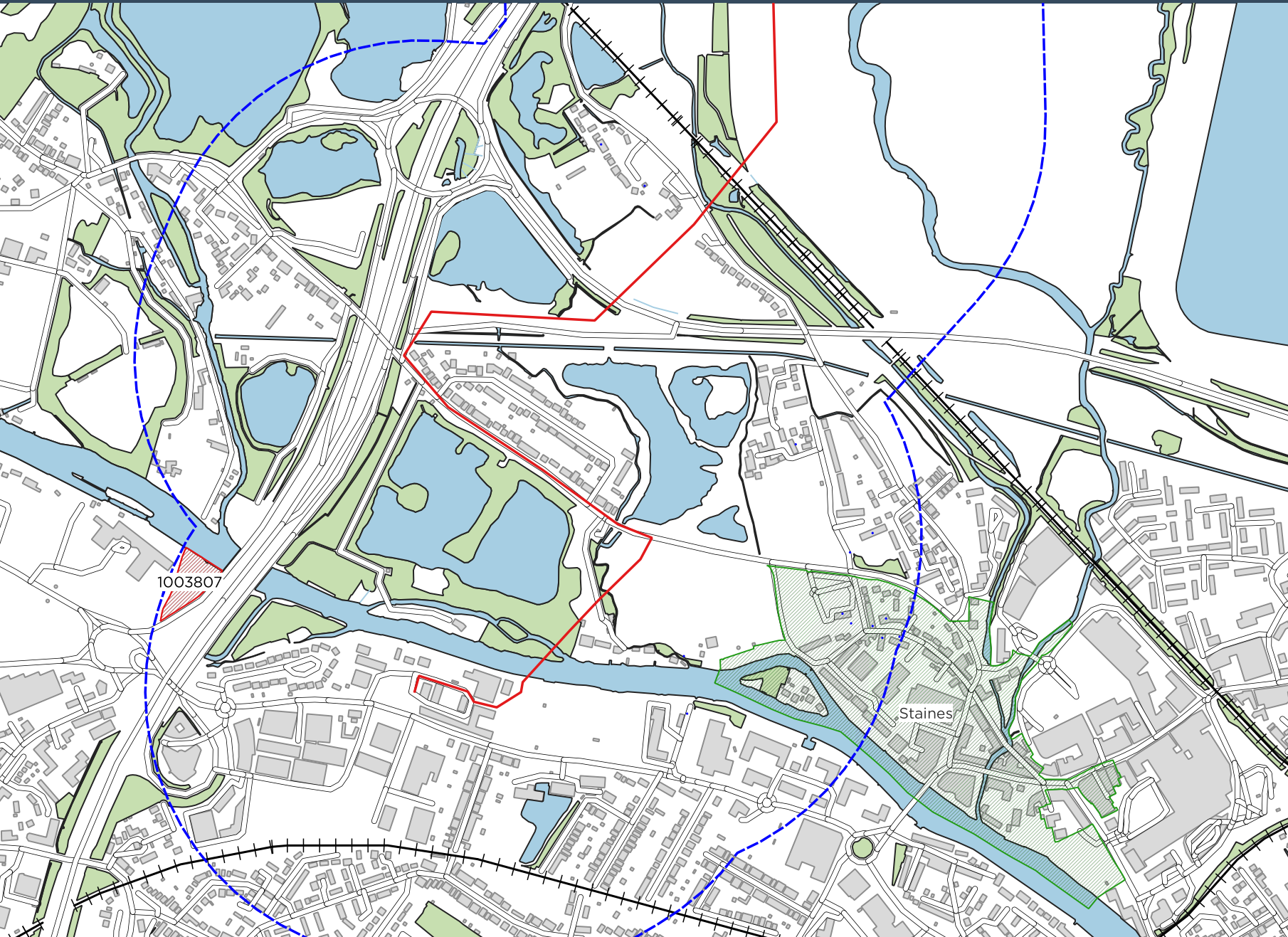
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IVER TO EGHAM TRUNK MAIN

SCHEME NO.24004343_DRAWING NO.005

DESIGNATED HERITAGE ASSETS (1/6)



Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D
- ▭ Search Area
- ▨ Scheduled Monument
- ▲ Listed Building
- ▨ SHER Conservation Area



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Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 10,000





Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D
- - - Search Area
- ▨ Scheduled Monument
- ▲ Listed Building
- ▨ SHER Conservation Area

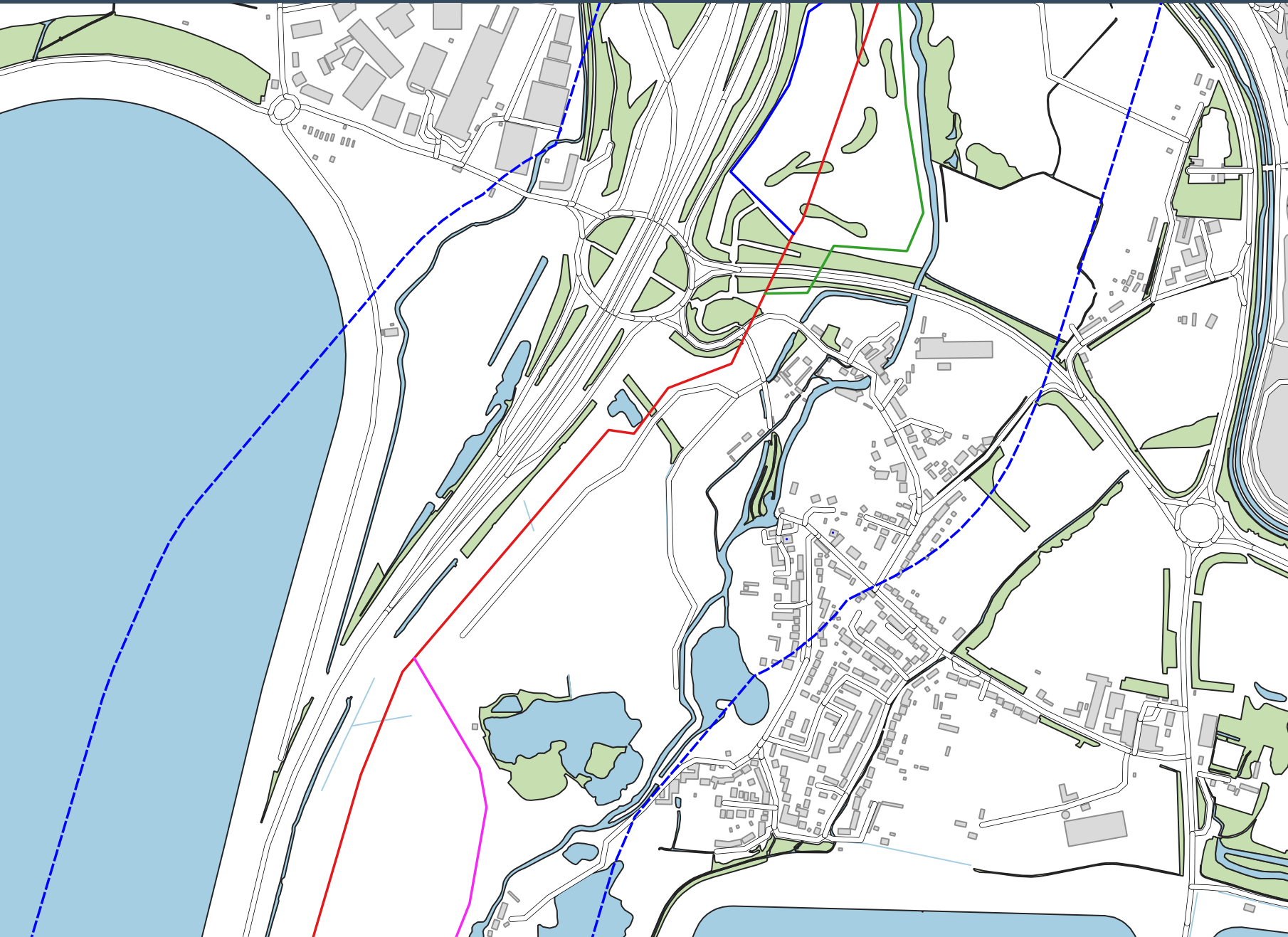


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Created By: Ruth Tipton
Created Date: November 2024

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Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D
- Search Area
- Scheduled Monument
- ▲ Listed Building
- SHER Conservation Area



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Created By: Ruth Tipton
Created Date: November 2024

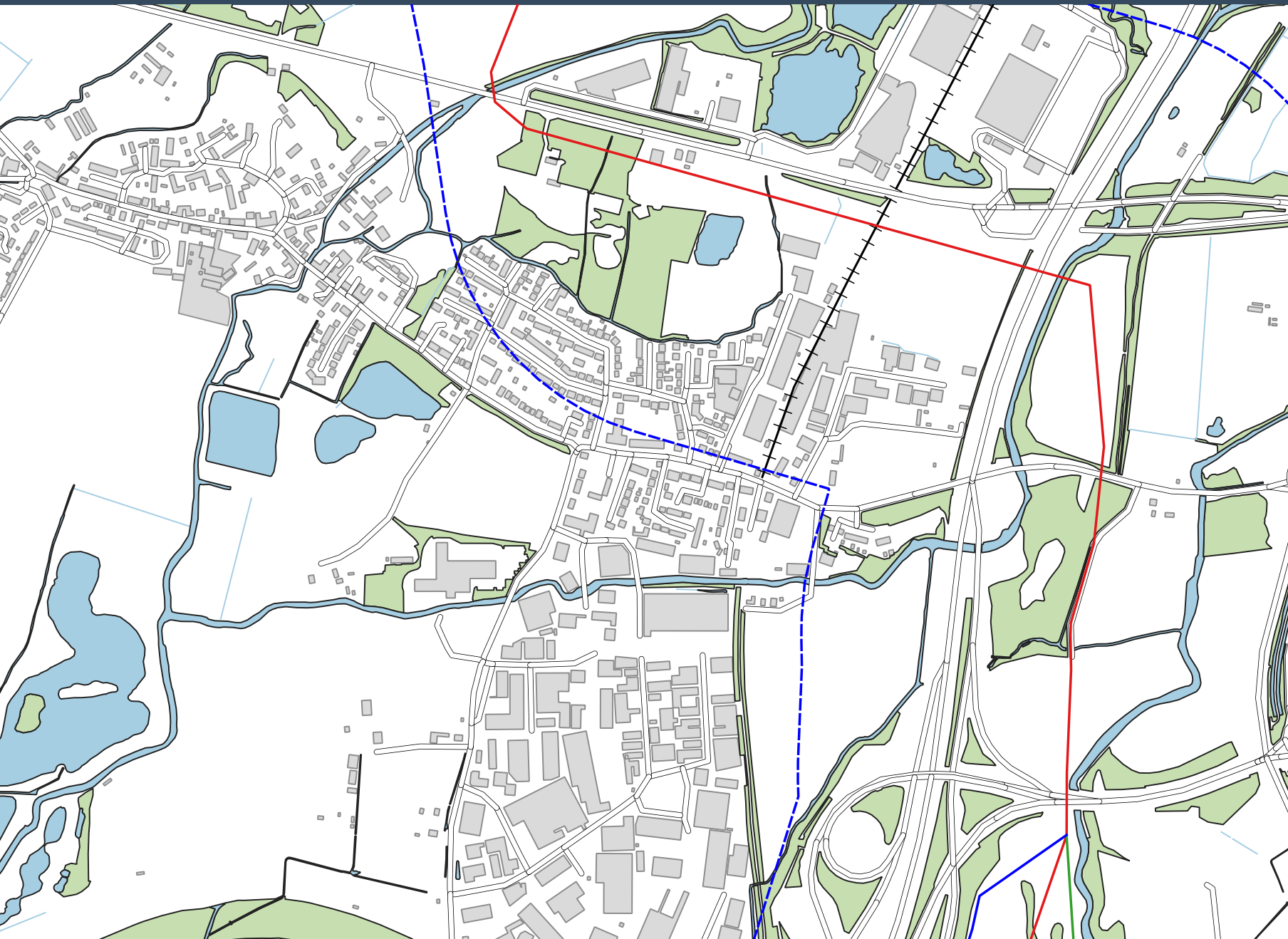
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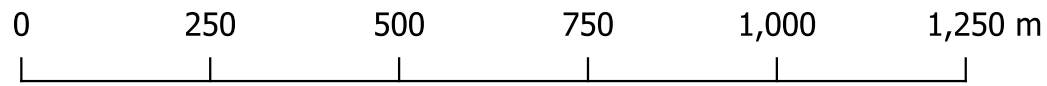
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DESIGNATED HERITAGE ASSETS (4/6)



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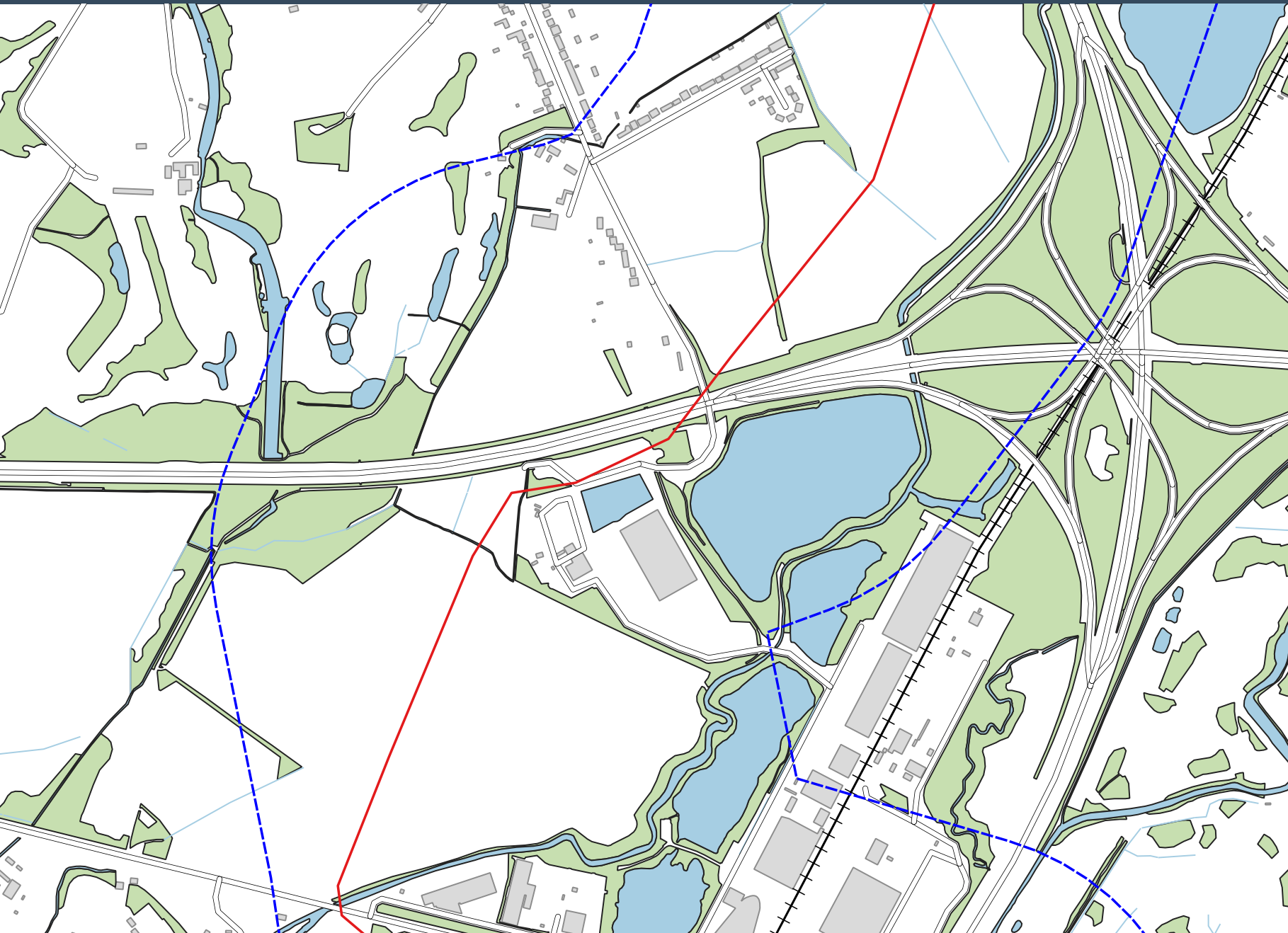
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- Site Route D
- - - Search Area
- ▨ Scheduled Monument
- ▲ Listed Building
- ▨ SHER Conservation Area



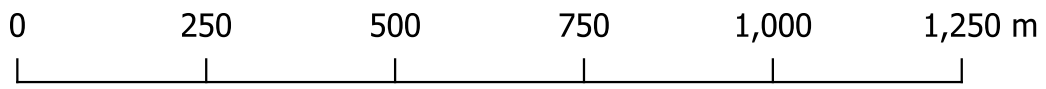
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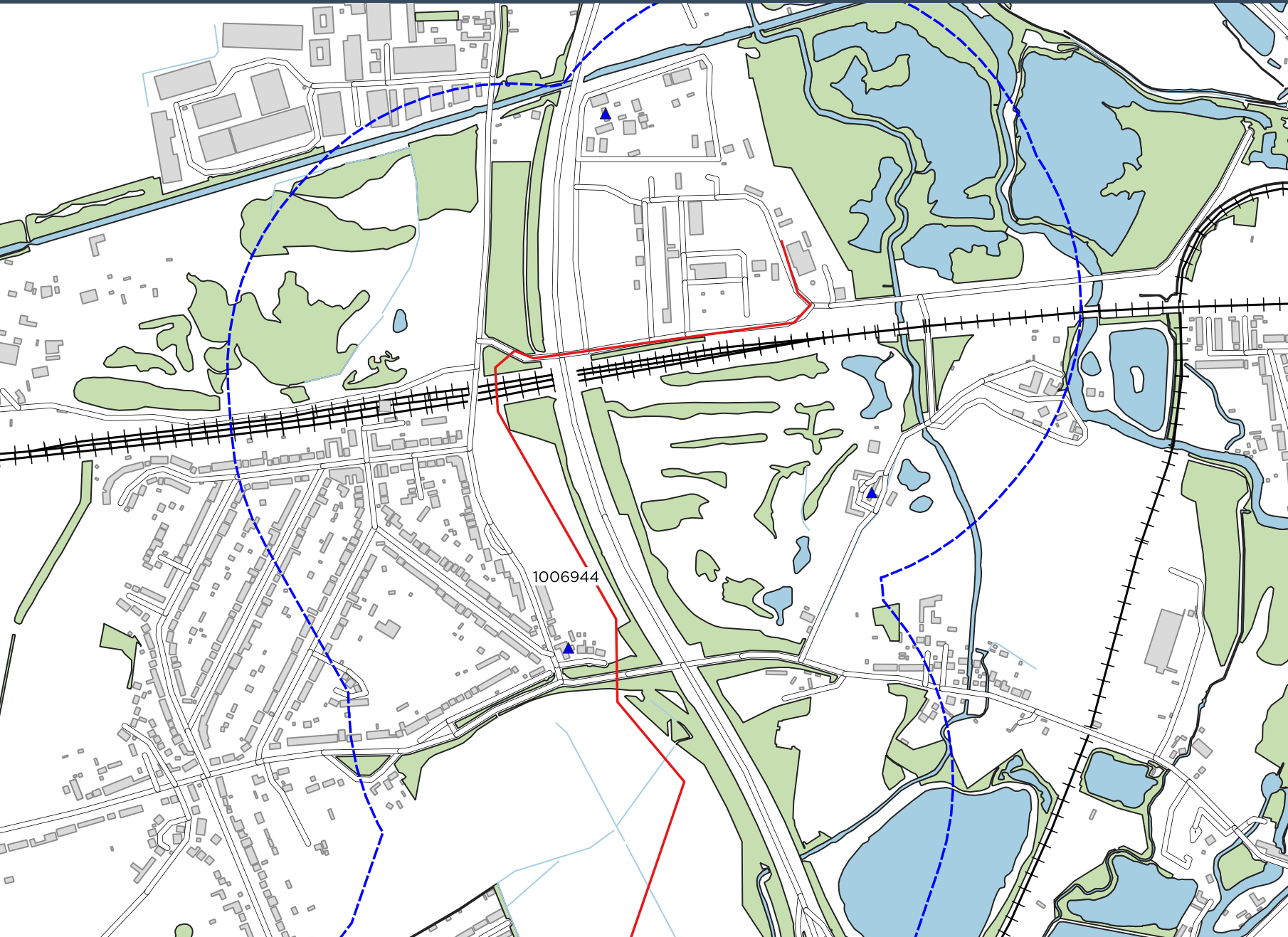
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 - Site Route B
 - Site Route C
 - Site Route D
 - Search Area
 - Scheduled Monument
 - Listed Building
 - SHER Conservation Area



Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 10,000





Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D
- Search Area
- Scheduled Monument
- Listed Building
- SHER Conservation Area



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Created By: Ruth Tipton
Created Date: November 2024

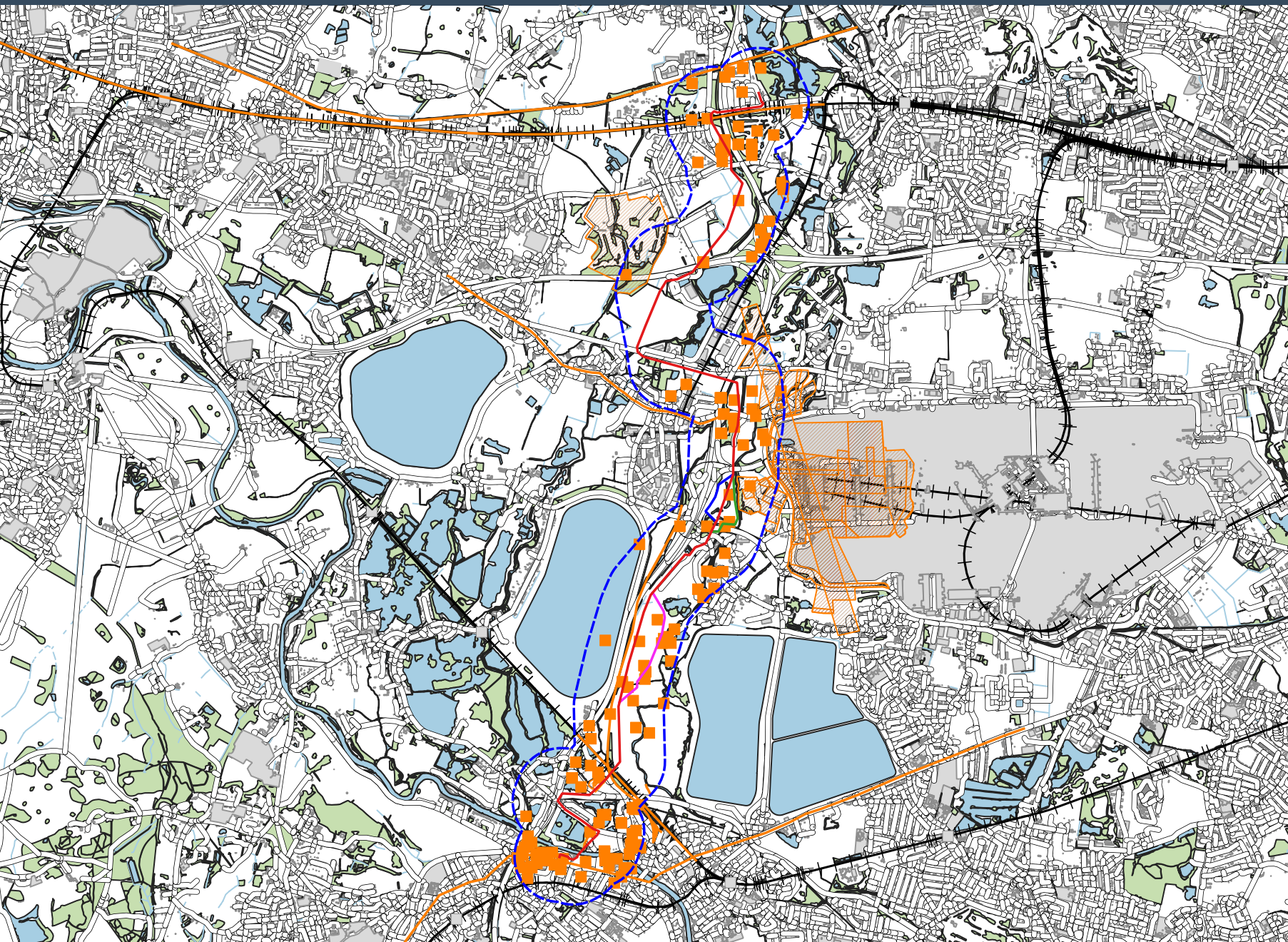
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EGHAM TO IVER TRUNK MAIN

SCHEME NO.24004343_DRAWING NO.011

NON-DESIGNATED HERITAGE ASSETS (OVERVIEW)



Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D
- - - Search Area
- HER Monument Point
- HER Monument Line
- ▨ HER Monument Polygon

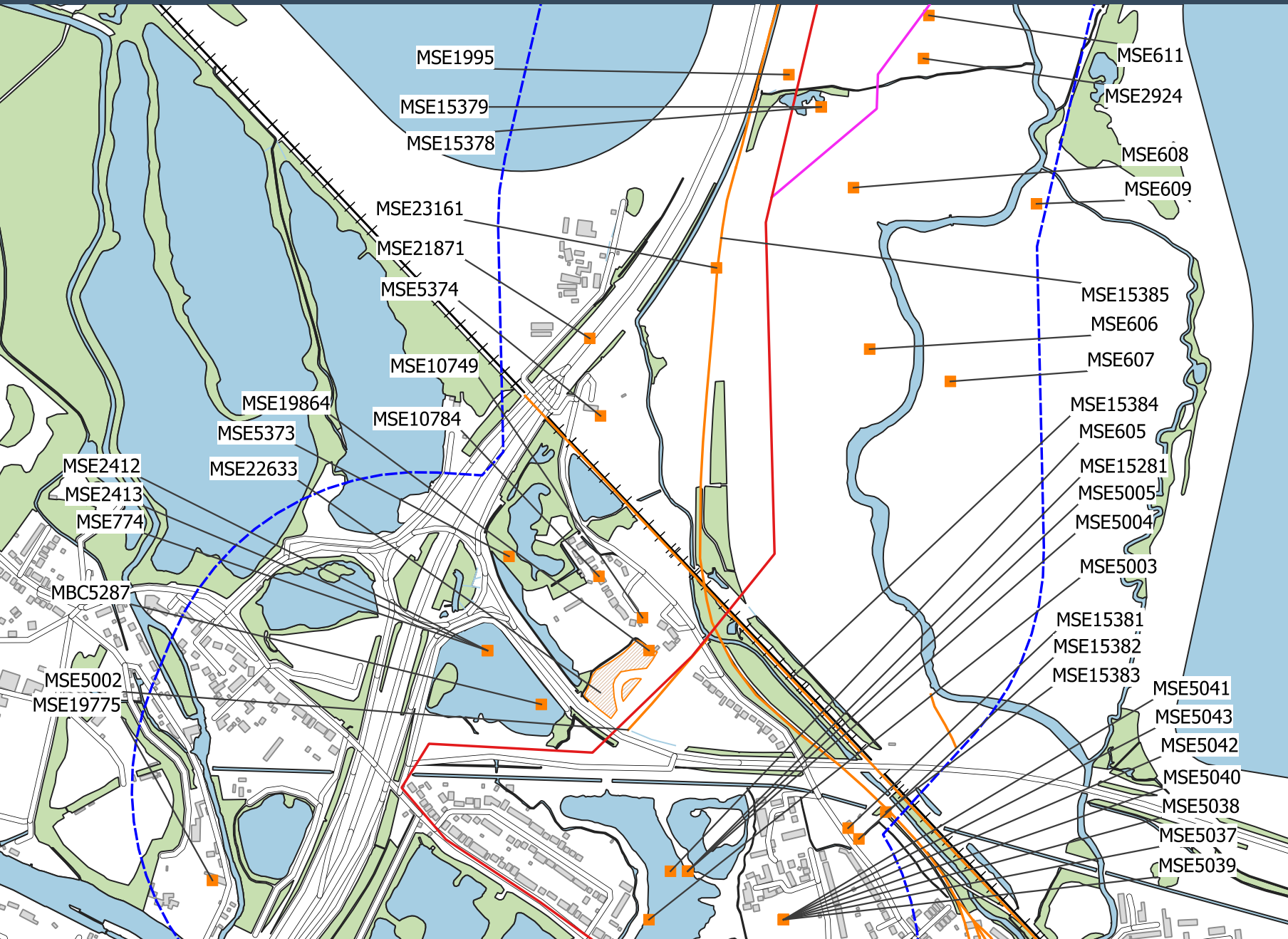


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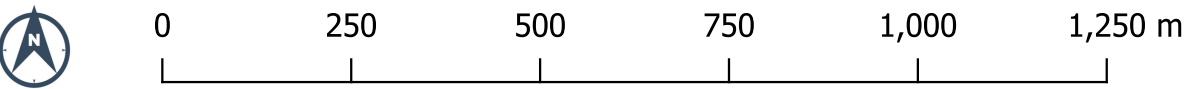
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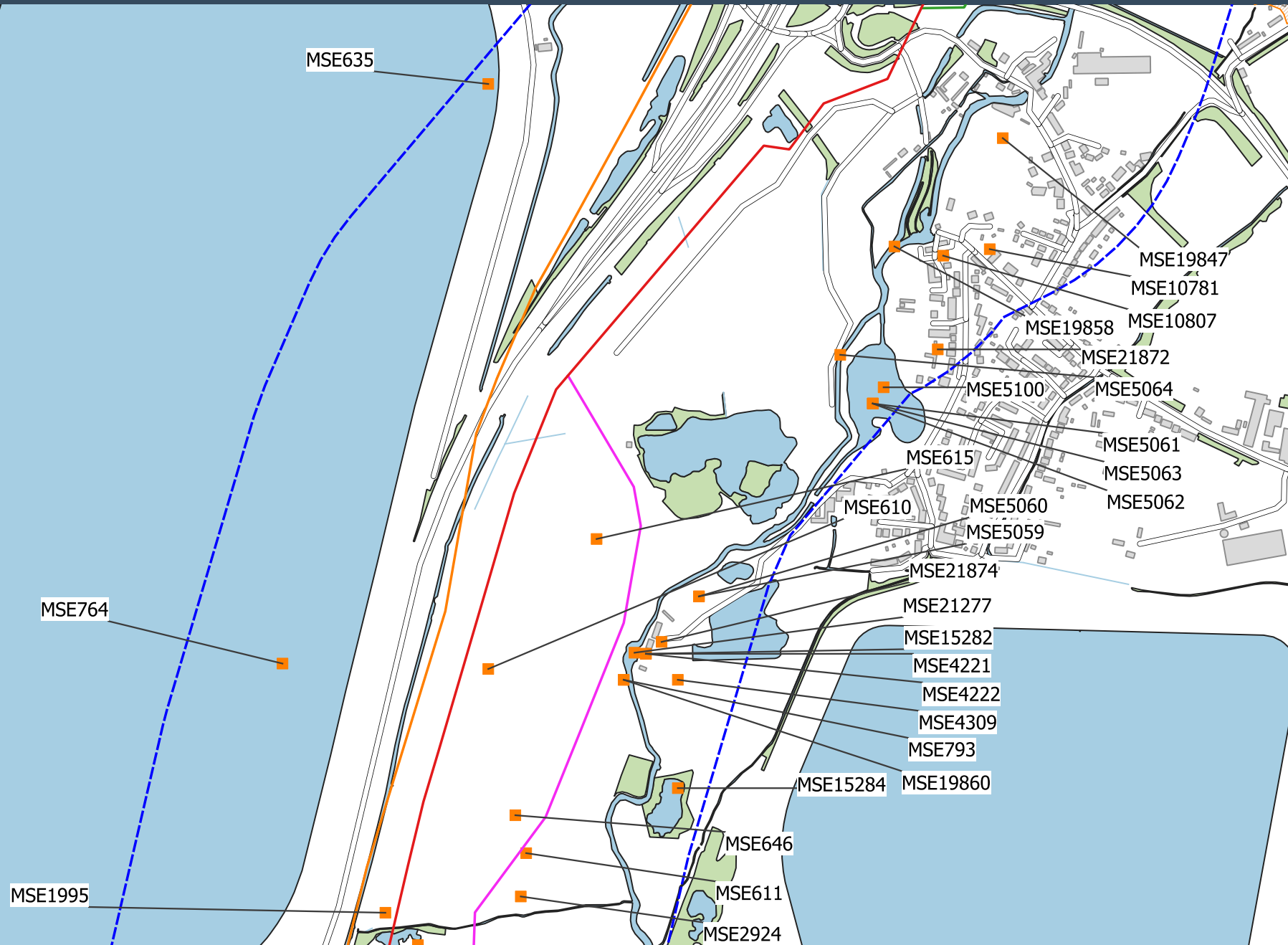
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 - ▨ HER Monument Polygon



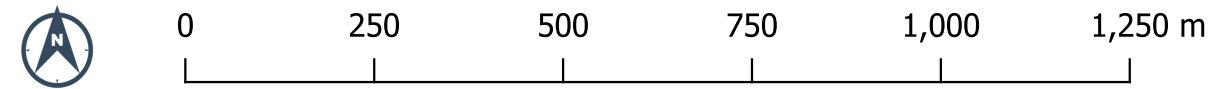
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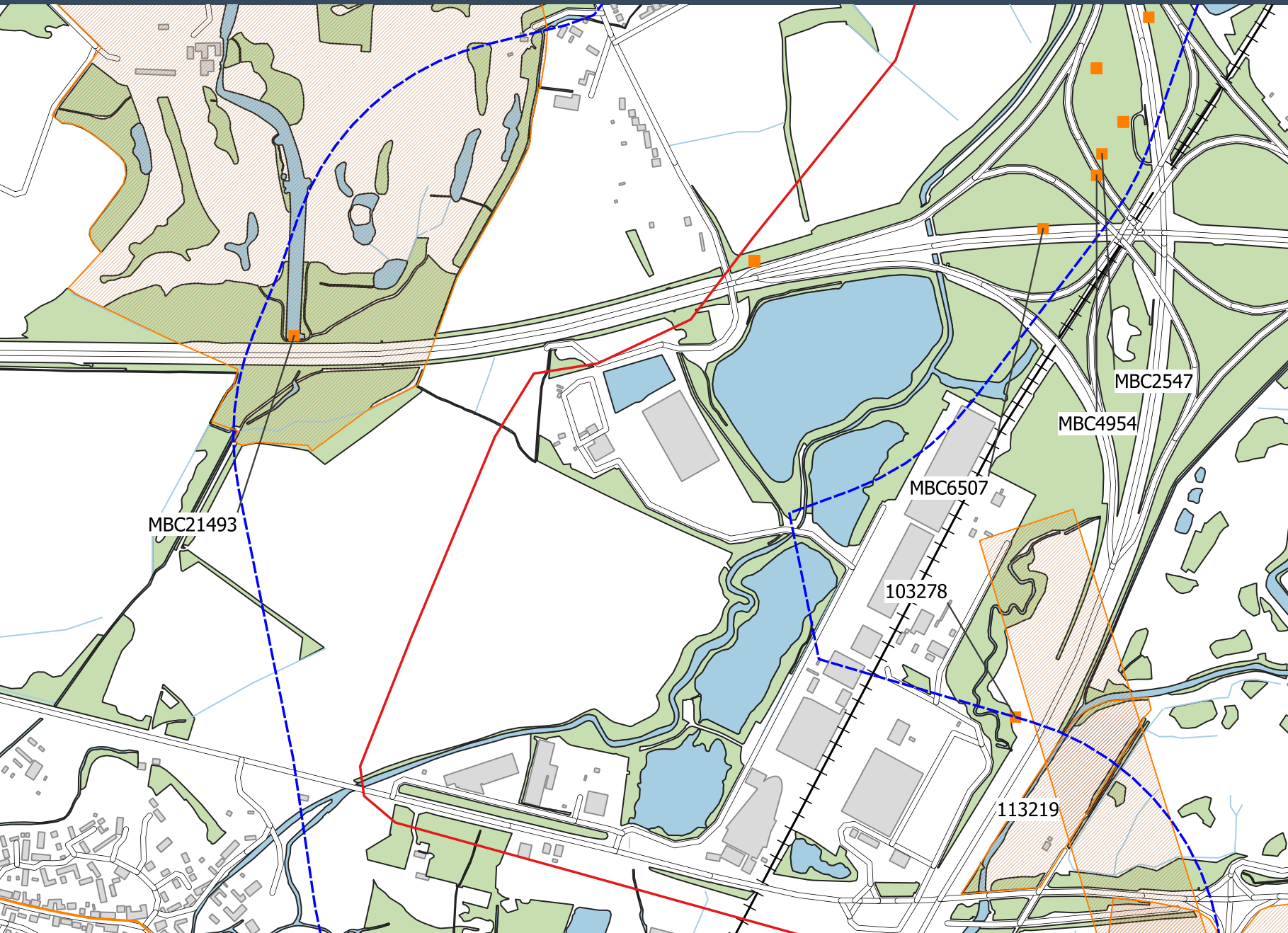
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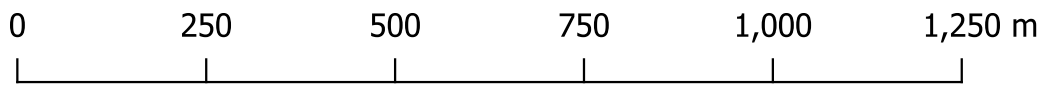
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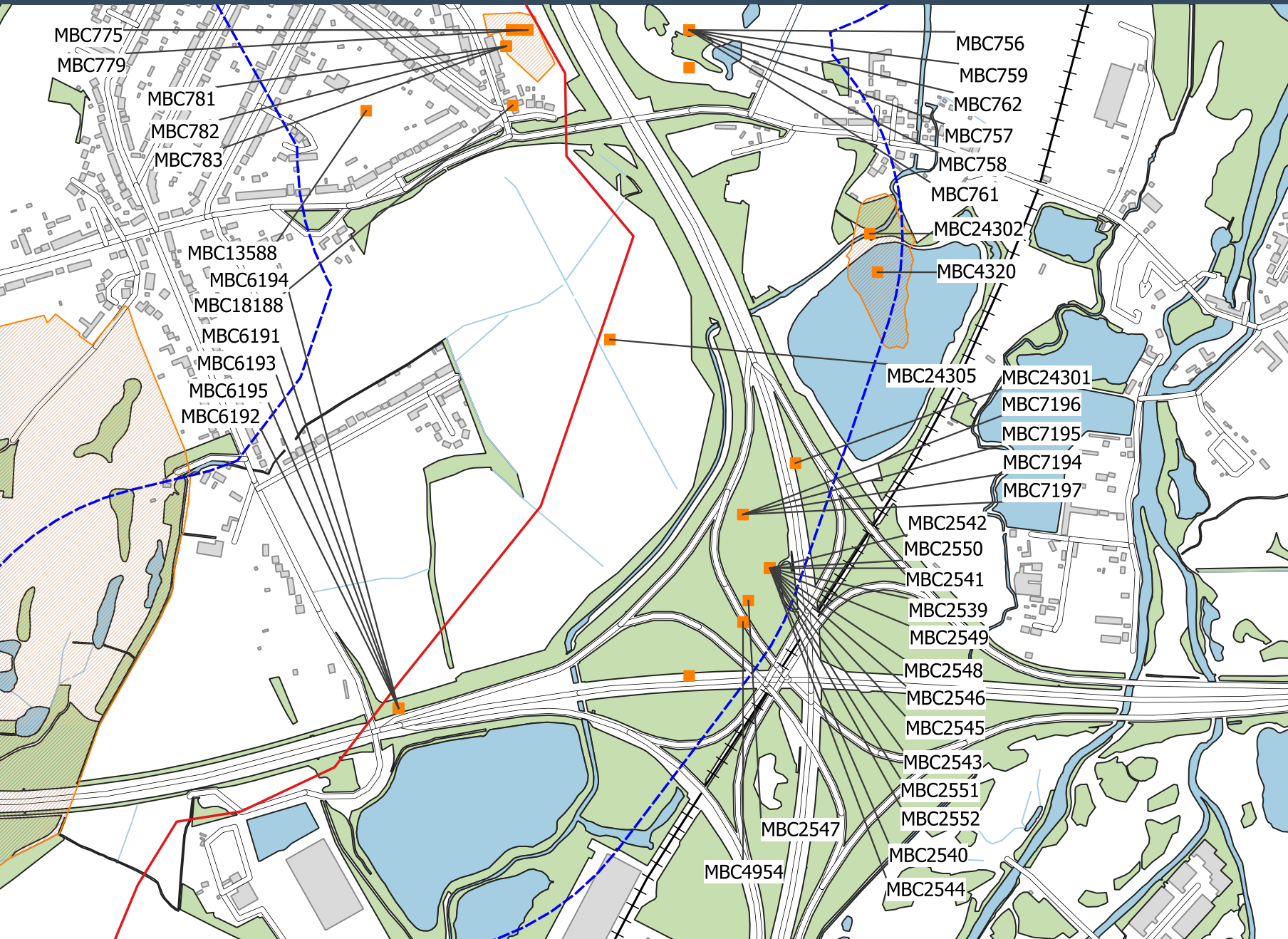
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 - HER Monument Polygon



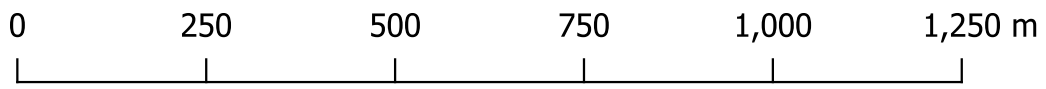
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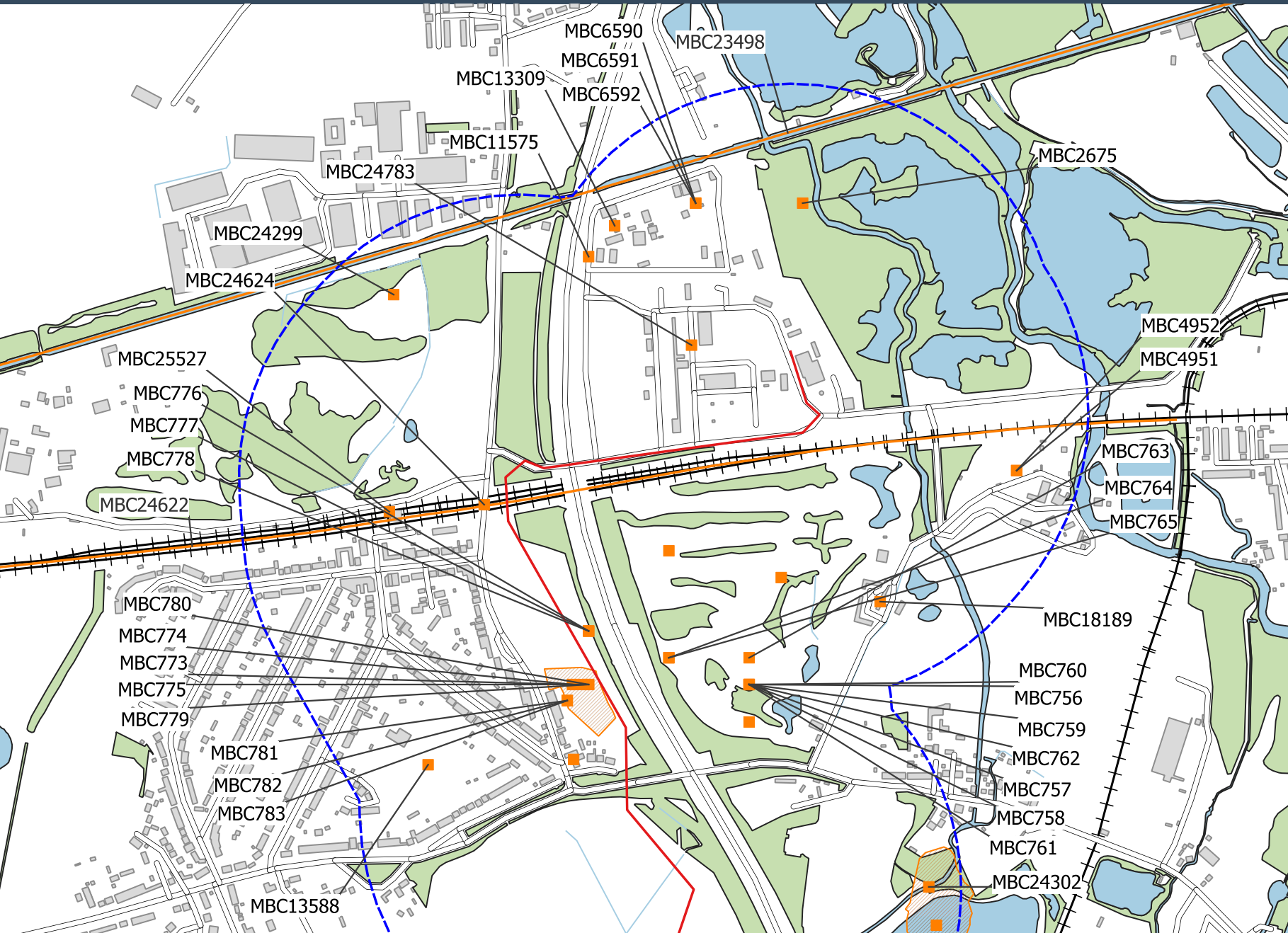
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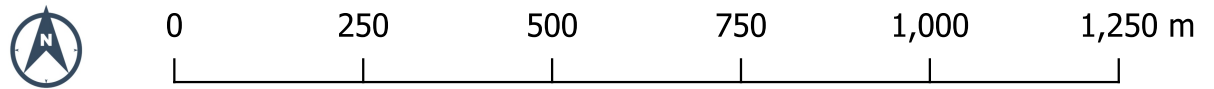
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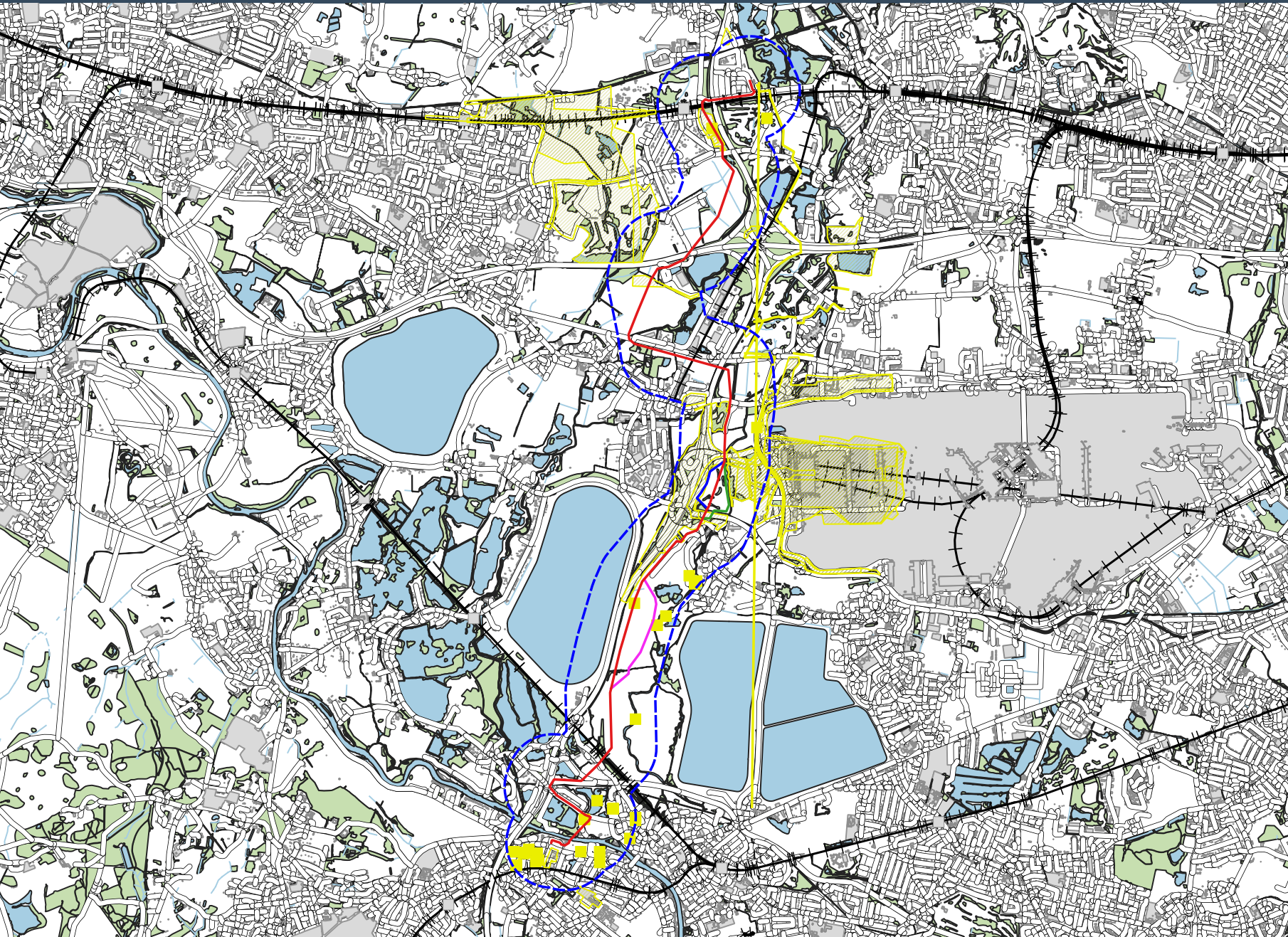
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EGHAM TO IVER TRUNK MAIN

SCHEME NO.24004343_DRAWING NO.020 PREVIOUS ARCHAEOLOGICAL WORKS (OVERVIEW)



Key:

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- Site Route C
- Site Route D
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- HER Event Point
- HER Event Line
- ▨ HER Event Polygon

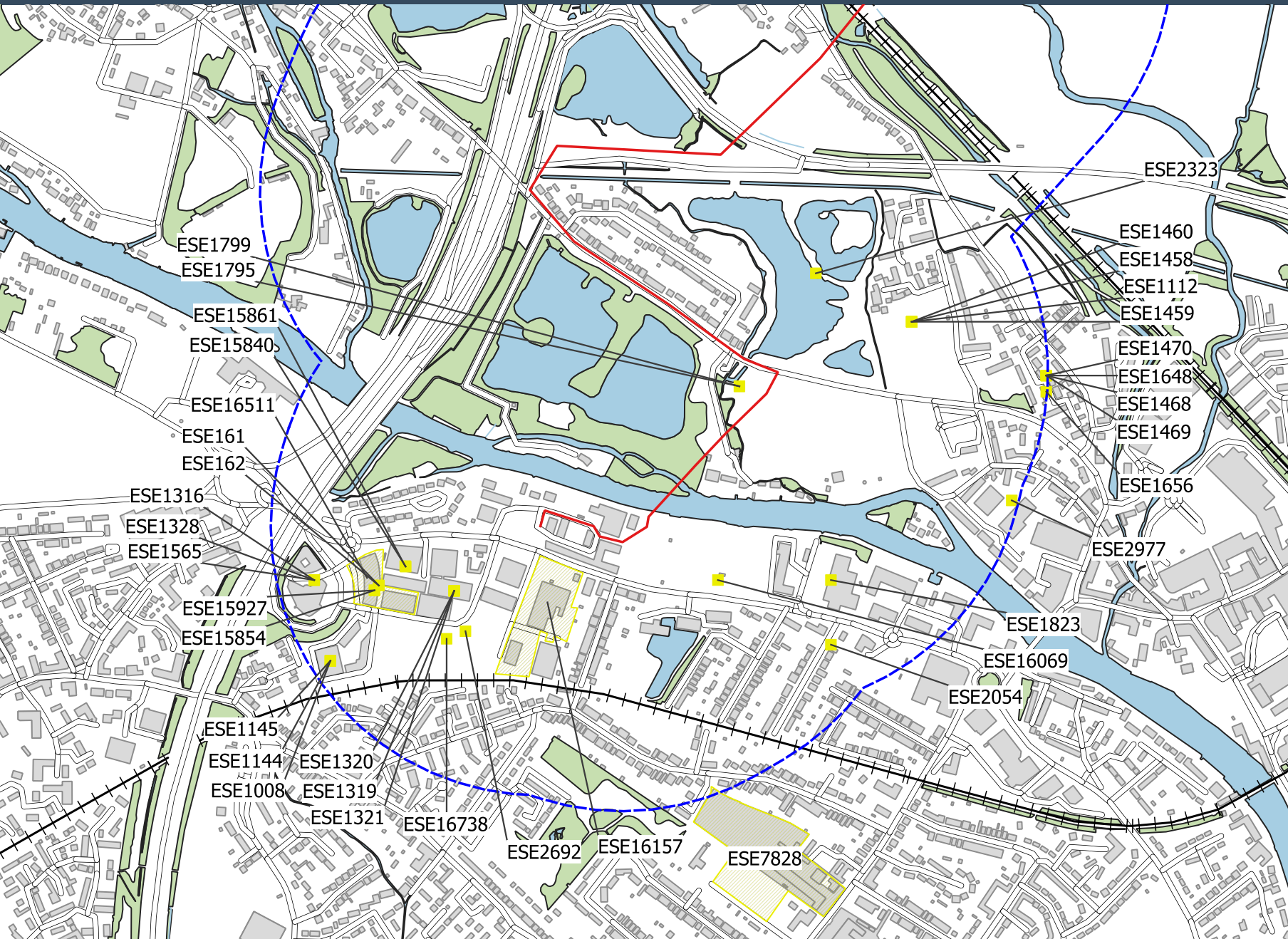


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Created Date: November 2024

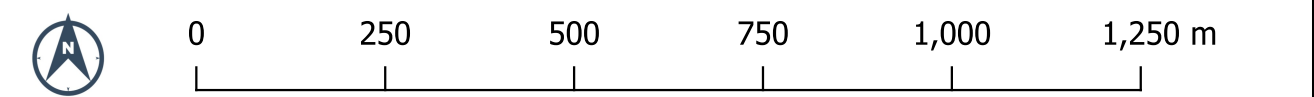
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Key:

- Site Route A
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- ▭ Search Area
- HER Event Point
- HER Event Line
- ▨ HER Event Polygon



Created By: Ruth Tipton
Created Date: November 2024

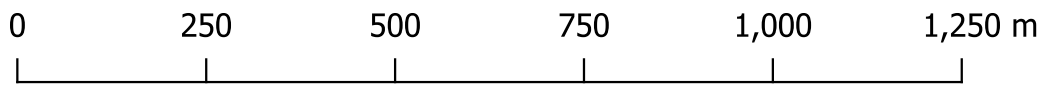
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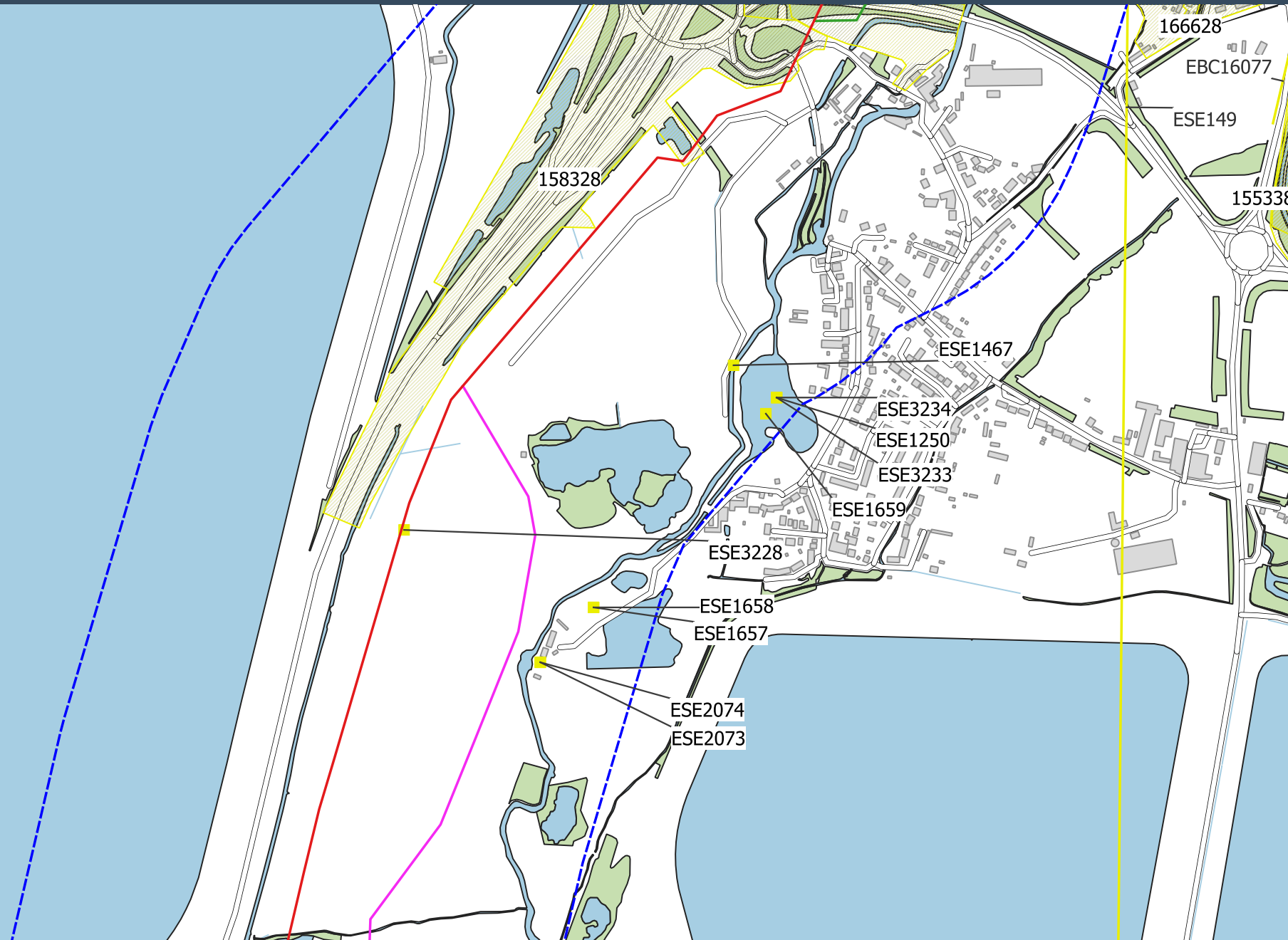
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- - - Search Area
- HER Event Point
- HER Event Line
- ▨ HER Event Polygon



Created By: Ruth Tipton
Created Date: November 2024

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Key:

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- HER Event Polygon

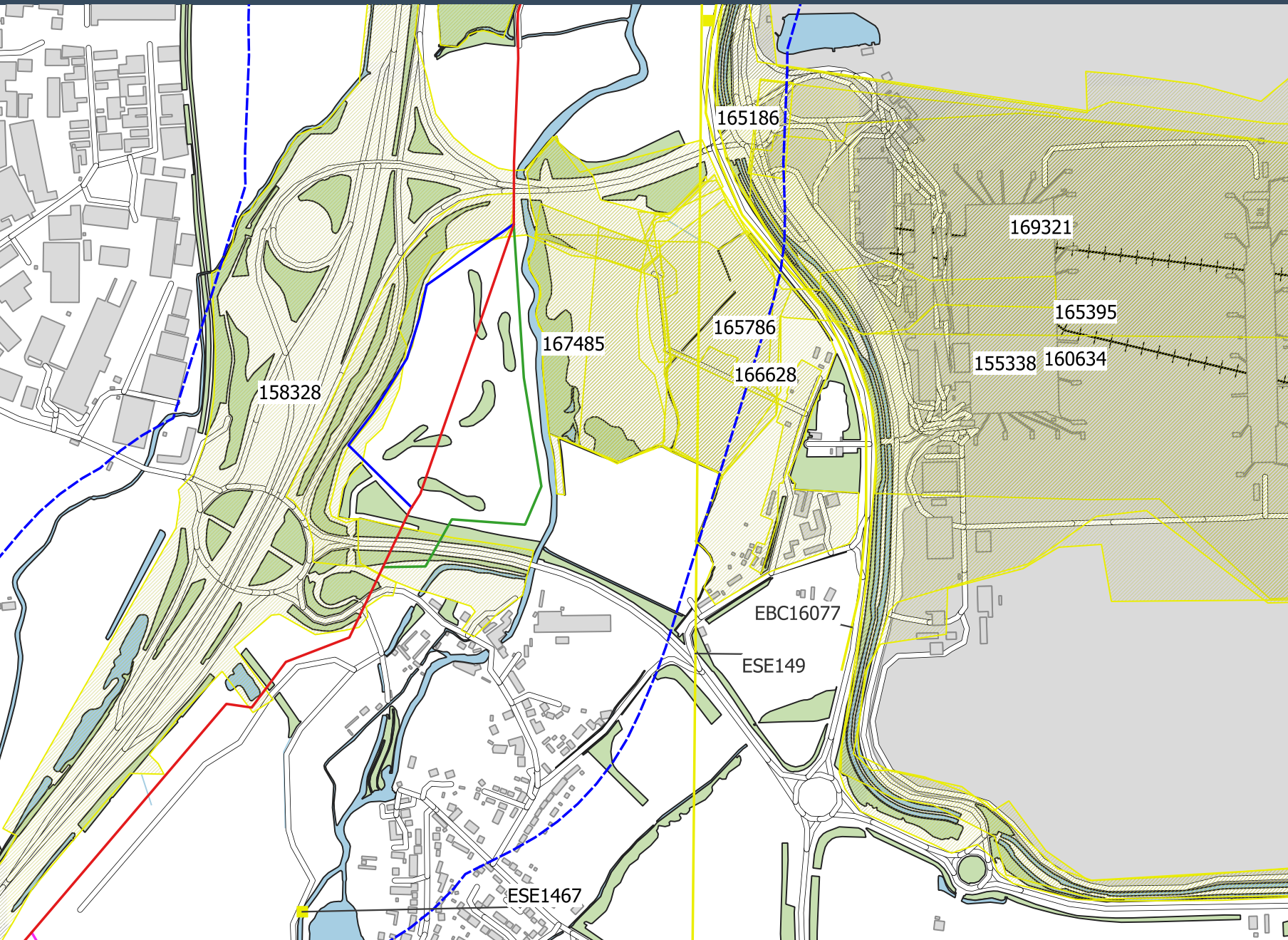


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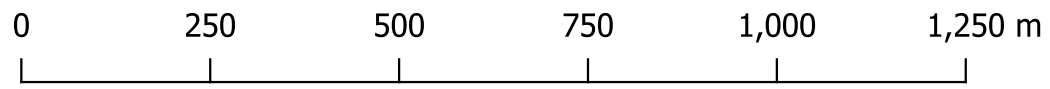
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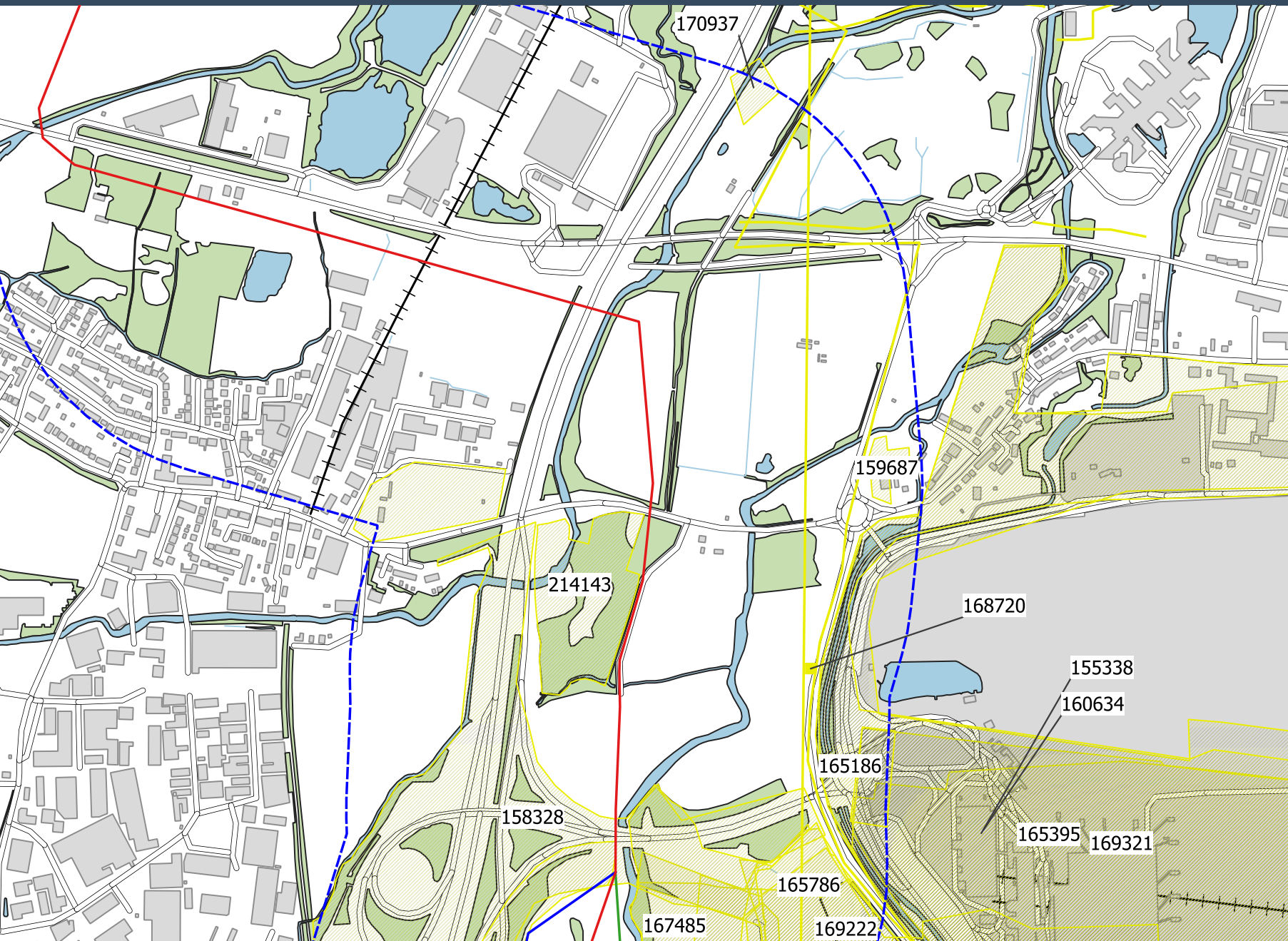
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- Site Route D
- Search Area
- HER Event Point
- HER Event Line
- HER Event Polygon



Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 10,000





Key:

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- Site Route D
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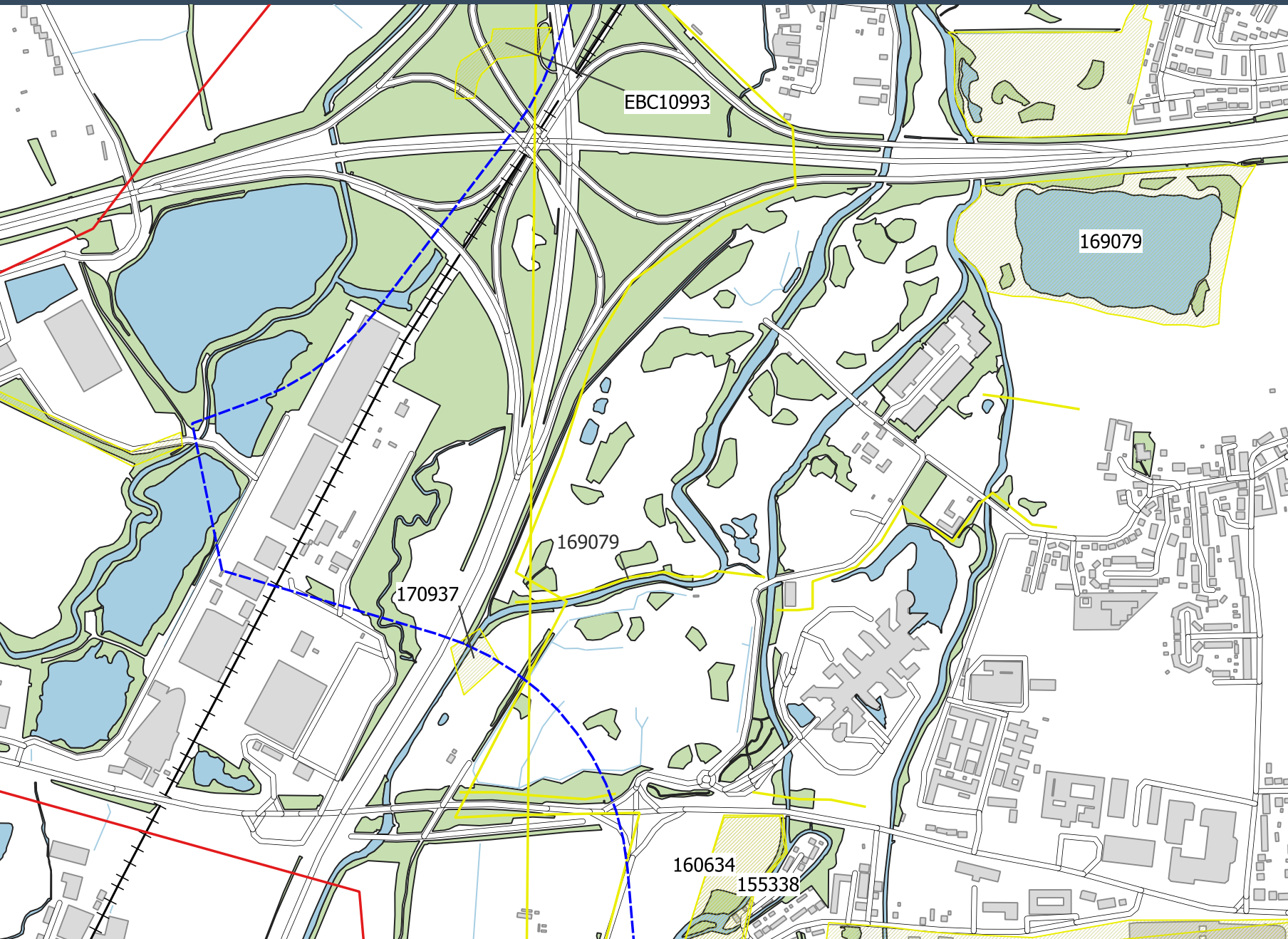


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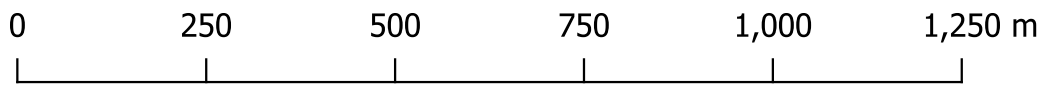
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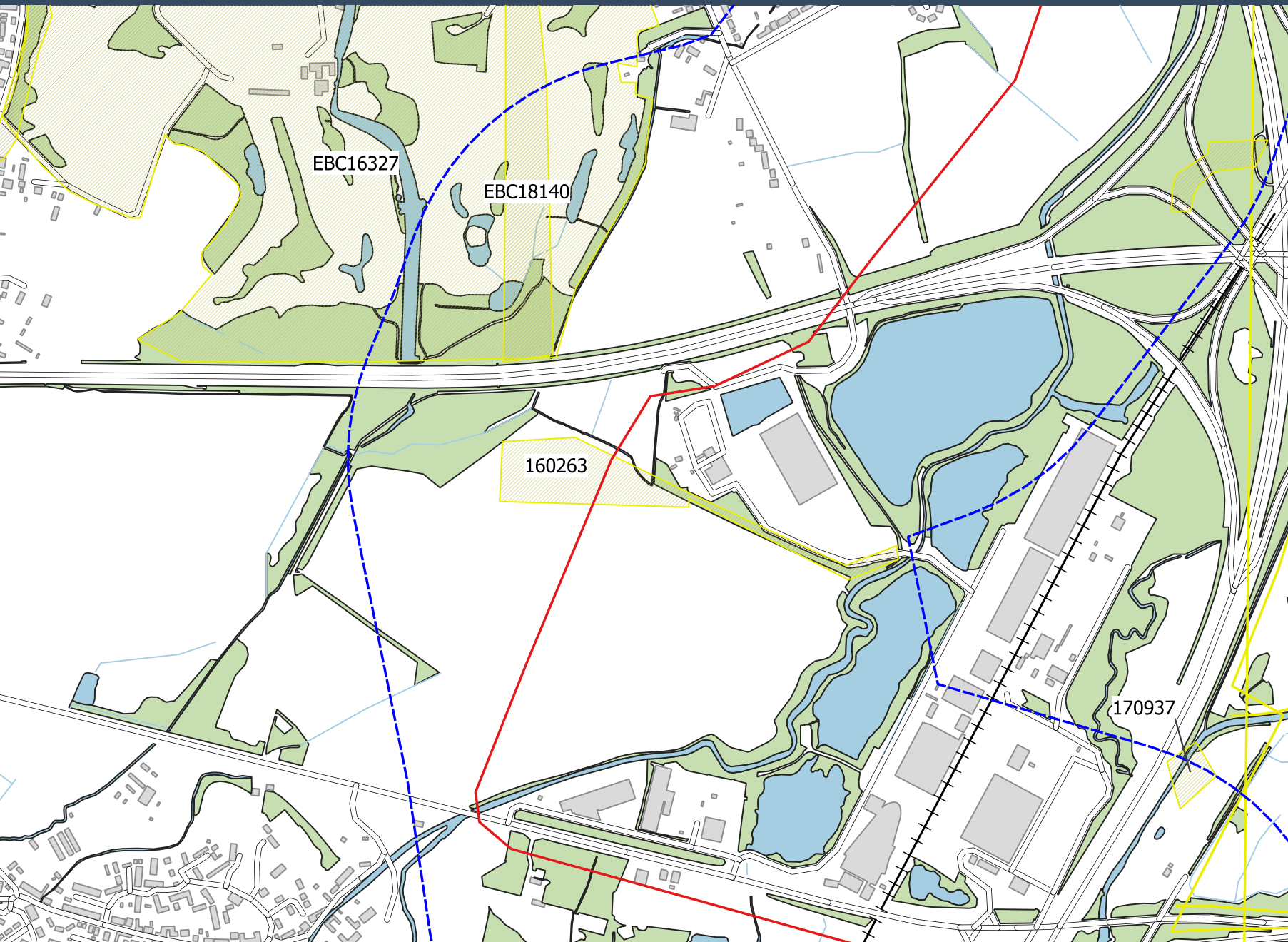
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- - - Search Area
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- HER Event Line
- ▨ HER Event Polygon



Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 10,000





Key:

- Site Route A
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- HER Event Polygon

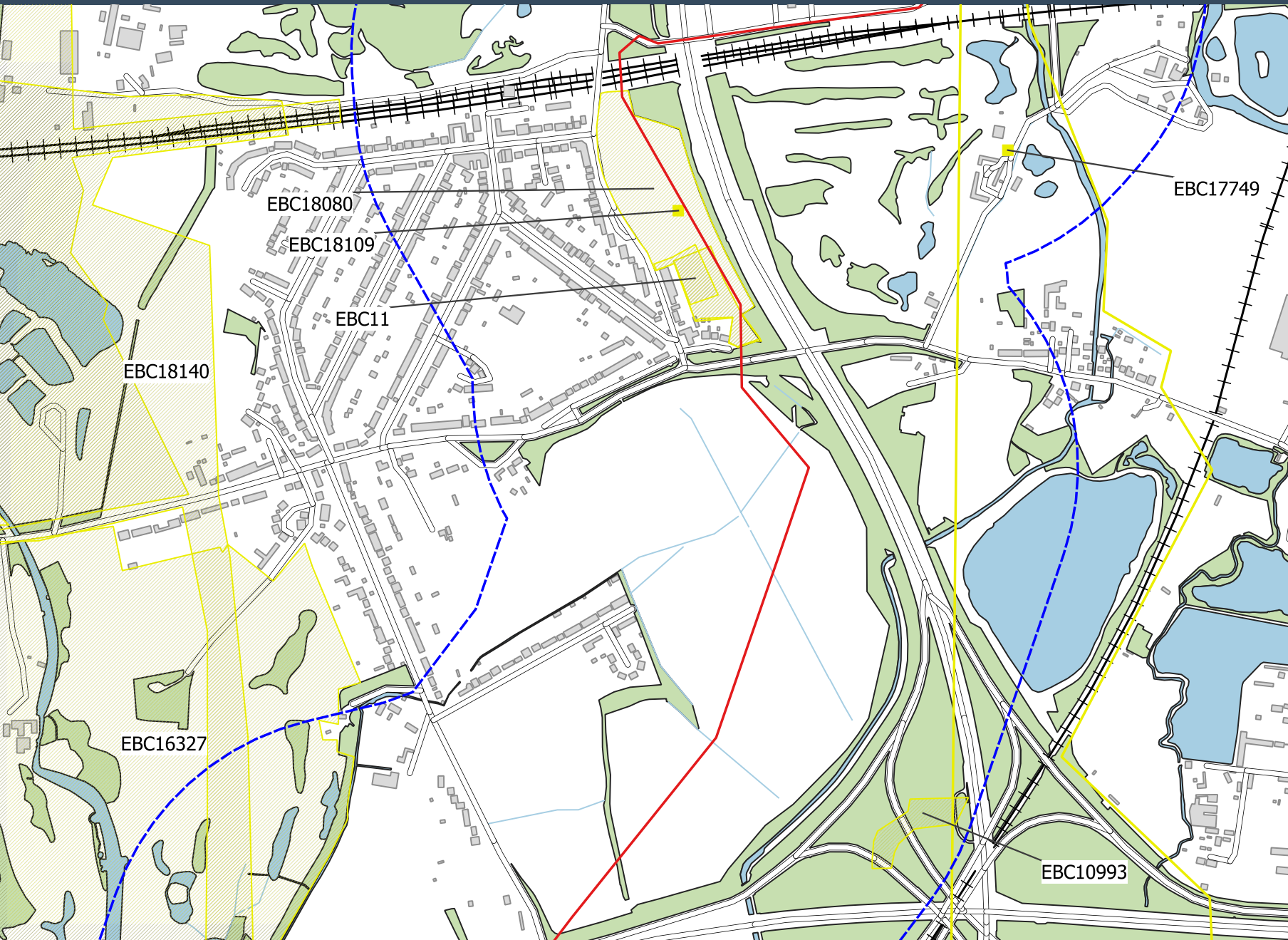


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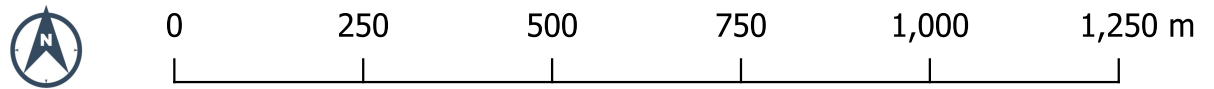
Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 10,000





- Key:
- Site Route A
 - Site Route B
 - Site Route C
 - Site Route D
 - Search Area
 - HER Event Point
 - HER Event Line
 - HER Event Polygon

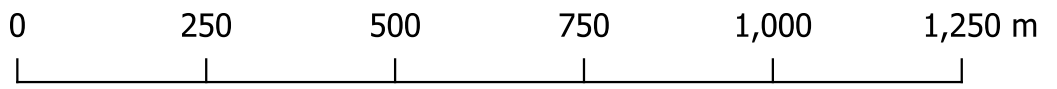


Created By: Ruth Tipton
Created Date: November 2024
Scale: 1 : 10,000





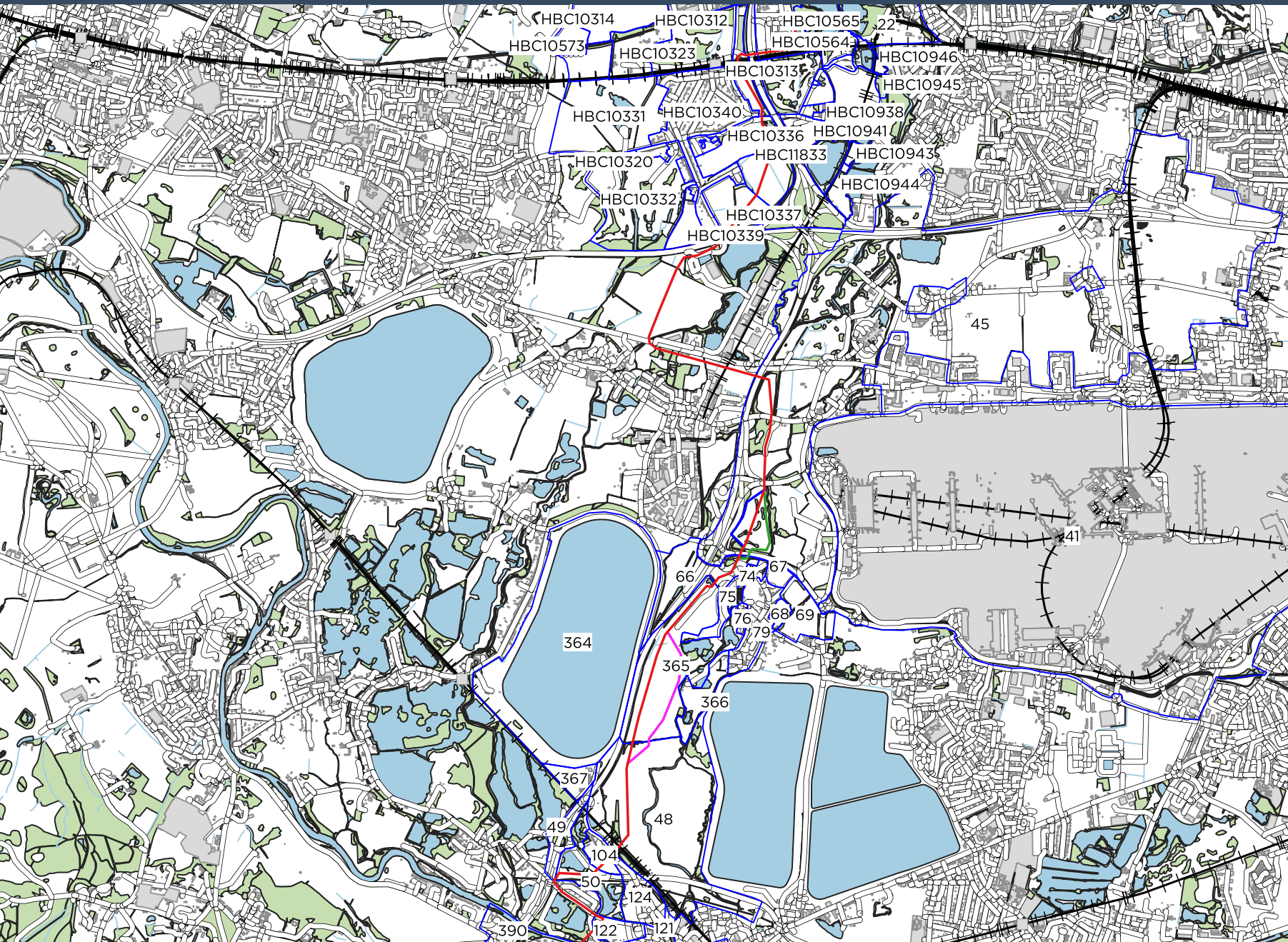
- Key:
- Site Route A
 - Site Route B
 - Site Route C
 - Site Route D
 - Search Area
 - HER Event Point
 - HER Event Line
 - HER Event Polygon



Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 10,000





Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D
- HLC Polygon



0 1,250 2,500 3,750 5,000 6,250 m

Created By: Ruth Tipton
Created Date: November 2024

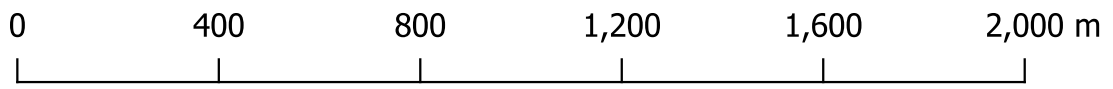
Scale: 1 : 50,000





Key:

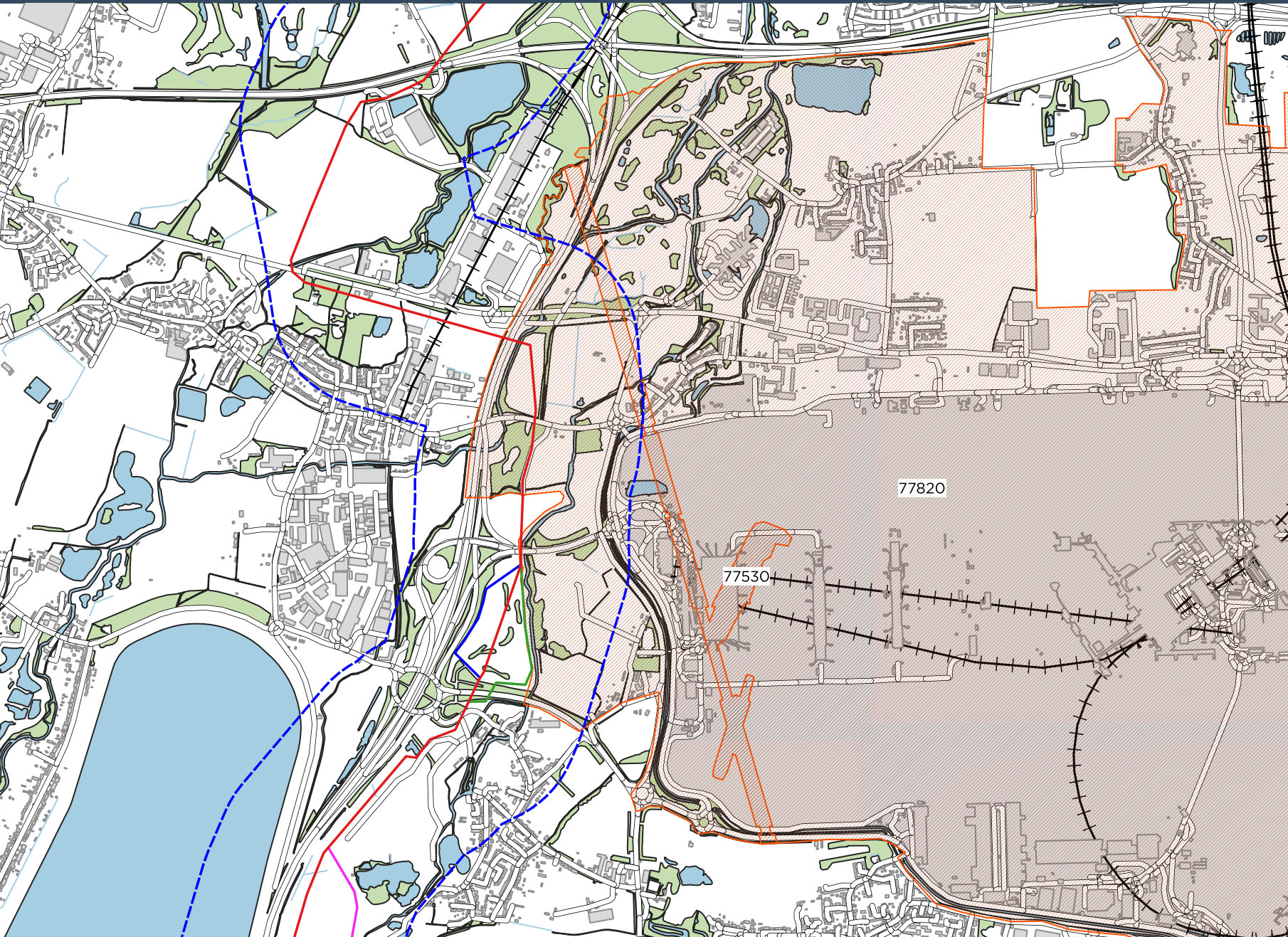
- Site Route A
- Site Route B
- Site Route C
- Site Route D
- - - Search Area
- ▨ BHER ANA Polygon



Created By: Ruth Tipton
Created Date: November 2024

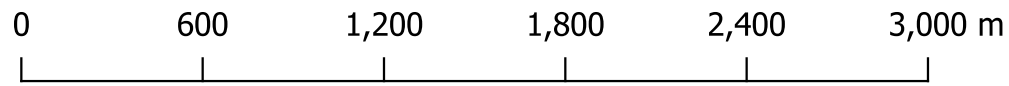
Scale: 1 : 15,000





Key:

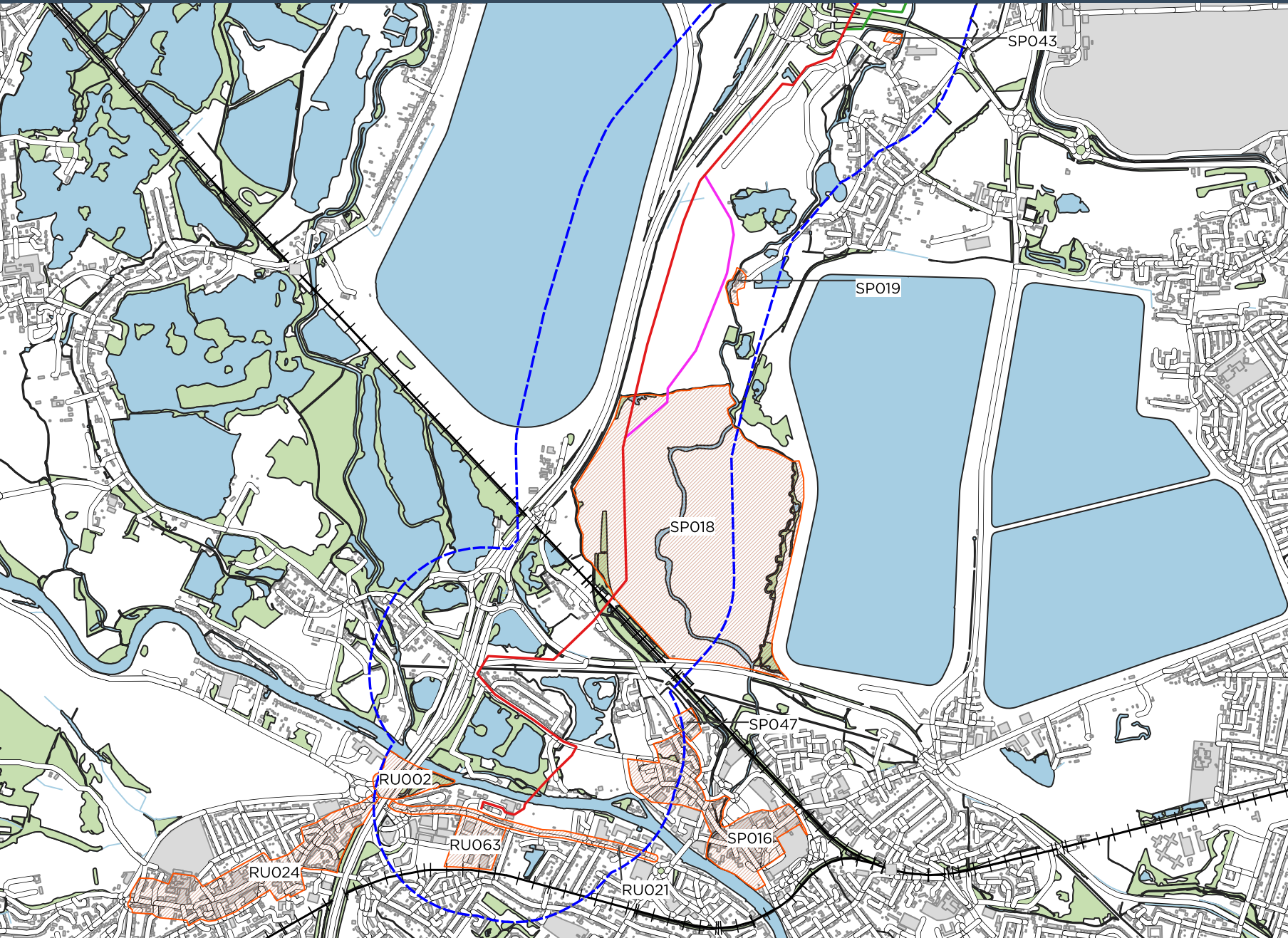
- Site Route A
- Site Route B
- Site Route C
- Site Route D
- - - Search Area
- ▨ GLHER APA Polygon



Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 25,000





Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D
- - - Search Area
- ▨ SHER AHAP Polygon

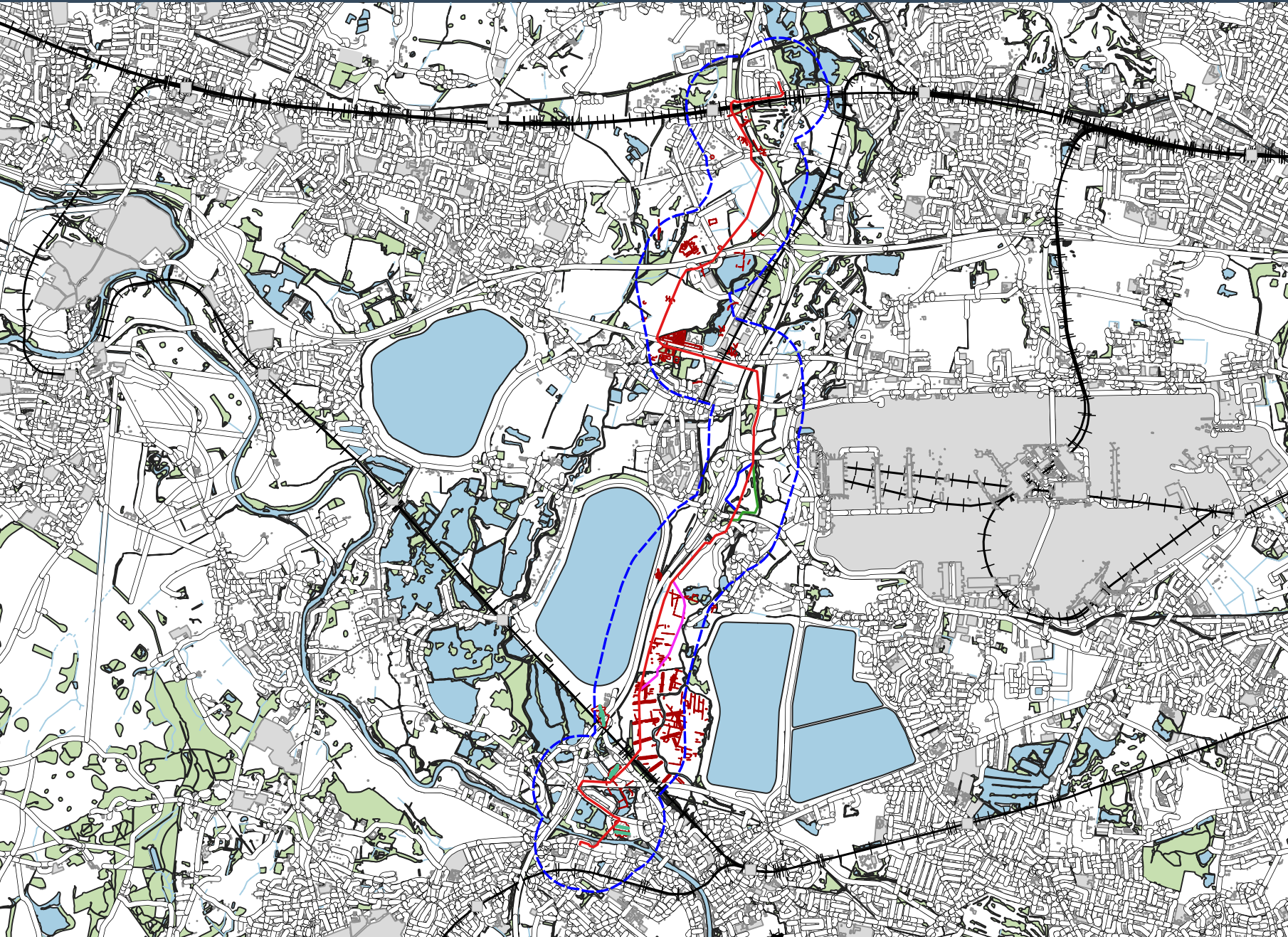


0 600 1,200 1,800 2,400 3,000 m

Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 25,000





Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D
- - - Search Area
- Ridge and Furrow
- ▨ Cropmark



0 1,500 3,000 4,500 6,000 7,500 m

Created By: Ruth Tipton
Created Date: November 2024

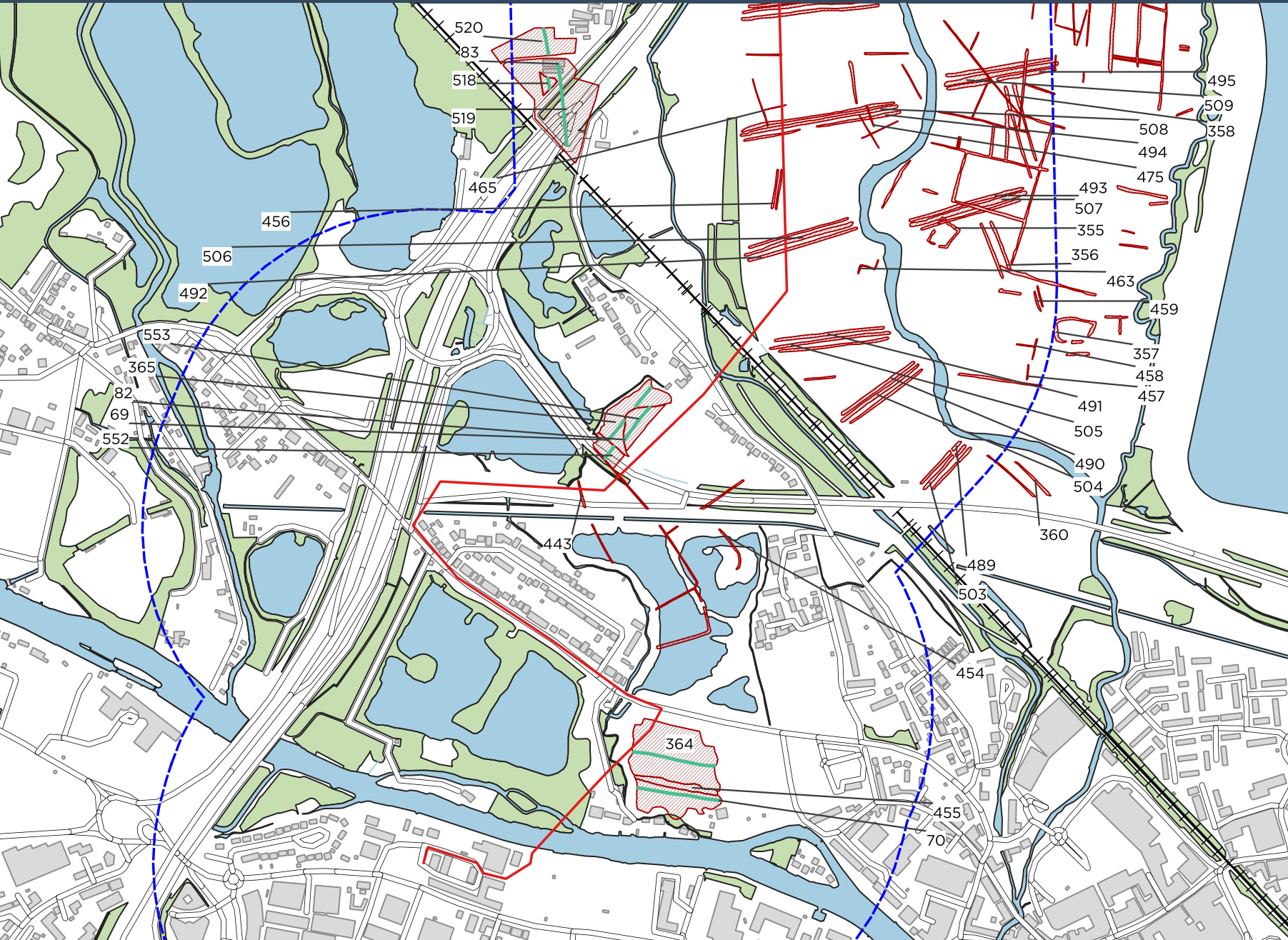
Scale: 1 : 60,000



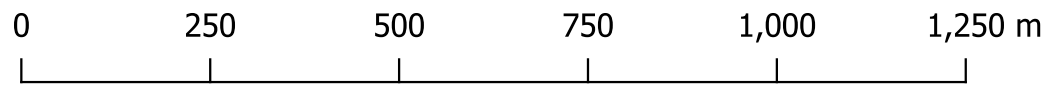
EGHAM TO IVER TRUNK MAIN

SCHEME NO.24004343_DRAWING NO.035

CROPMARKS (1/7)



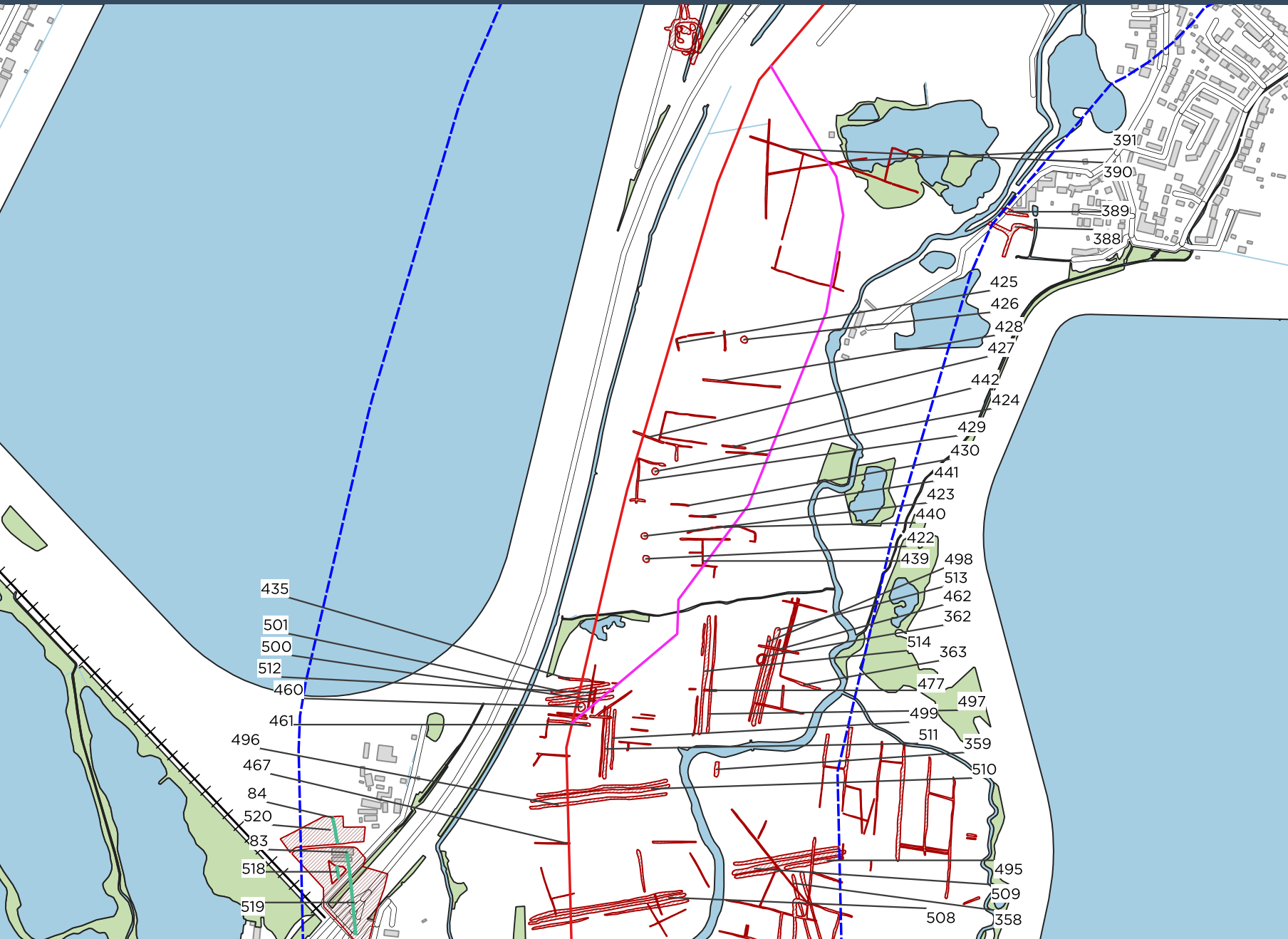
- Key:
- Site Route A
 - Site Route B
 - Site Route C
 - Site Route D
 - Search Area
 - Ridge and Furrow
 - ▨ Cropmark



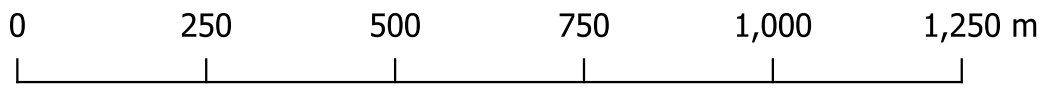
Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 10,000





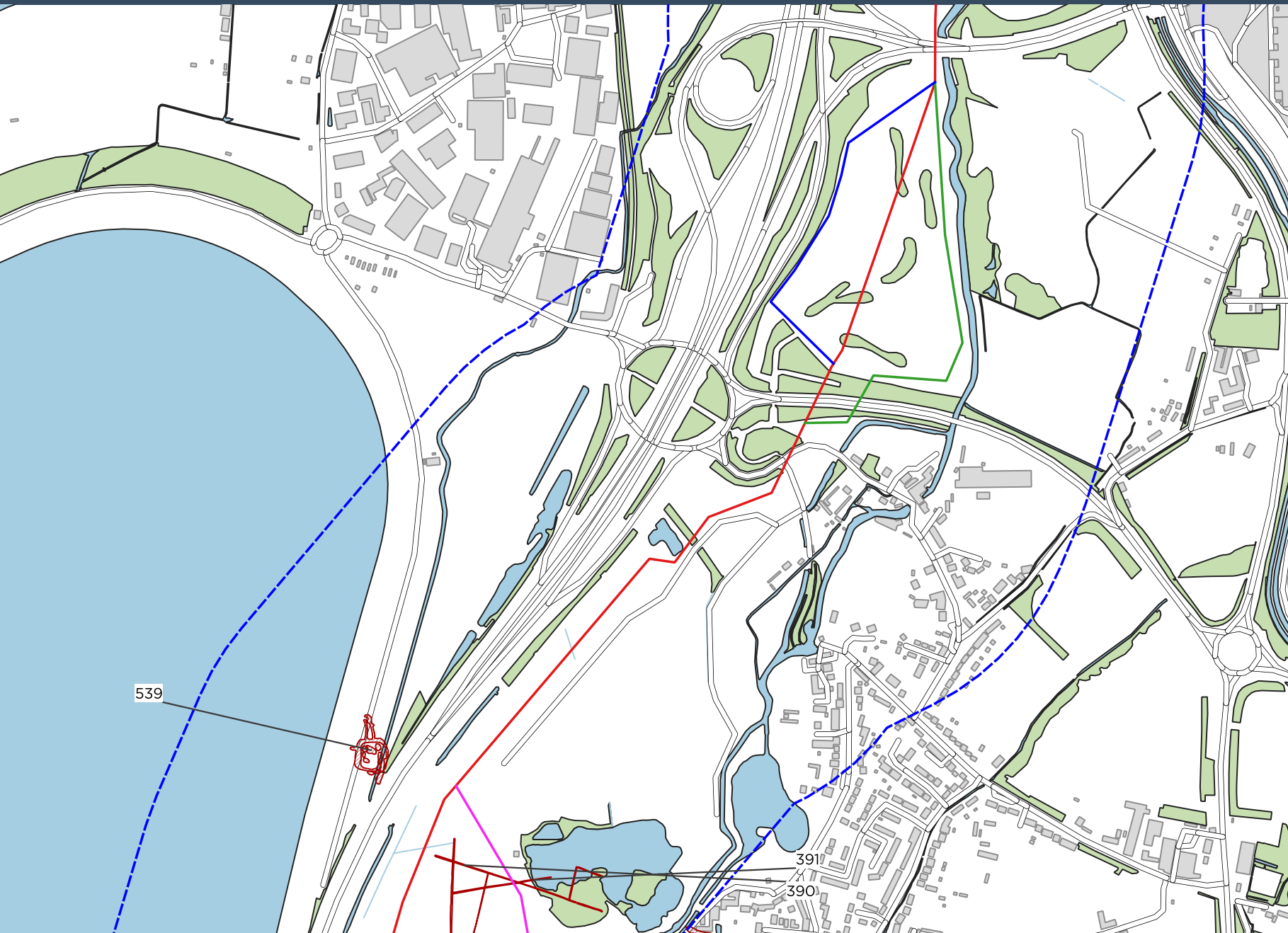
- Key:
- Site Route A
 - Site Route B
 - Site Route C
 - Site Route D
 - Search Area
 - Ridge and Furrow
 - Cropmark



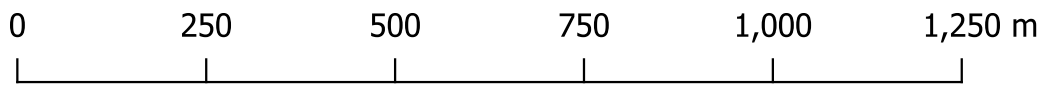
Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 10,000





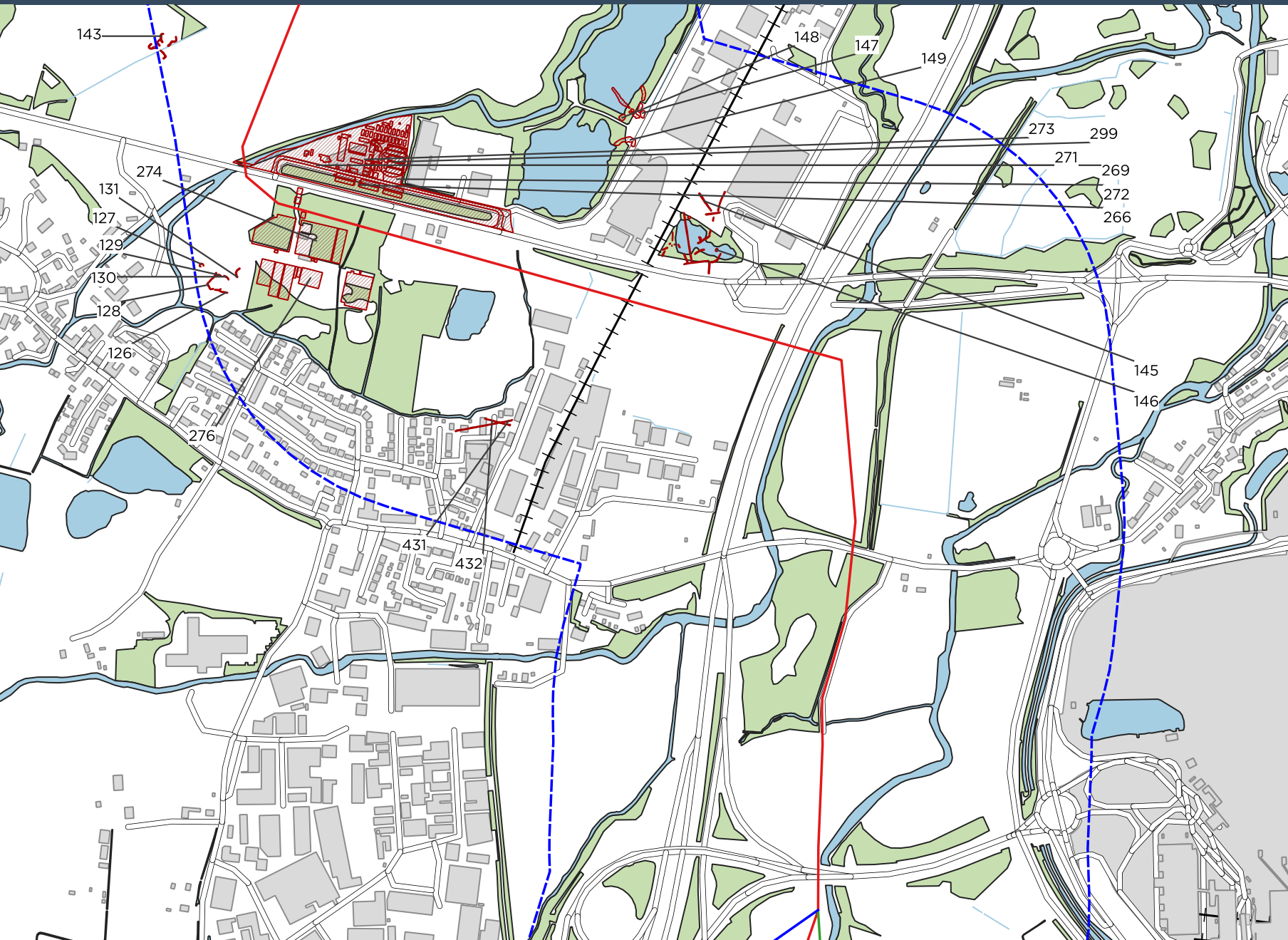
- Key:
- Site Route A
 - Site Route B
 - Site Route C
 - Site Route D
 - Search Area
 - Ridge and Furrow
 - Cropmark



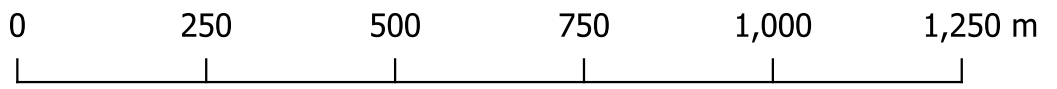
Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 10,000





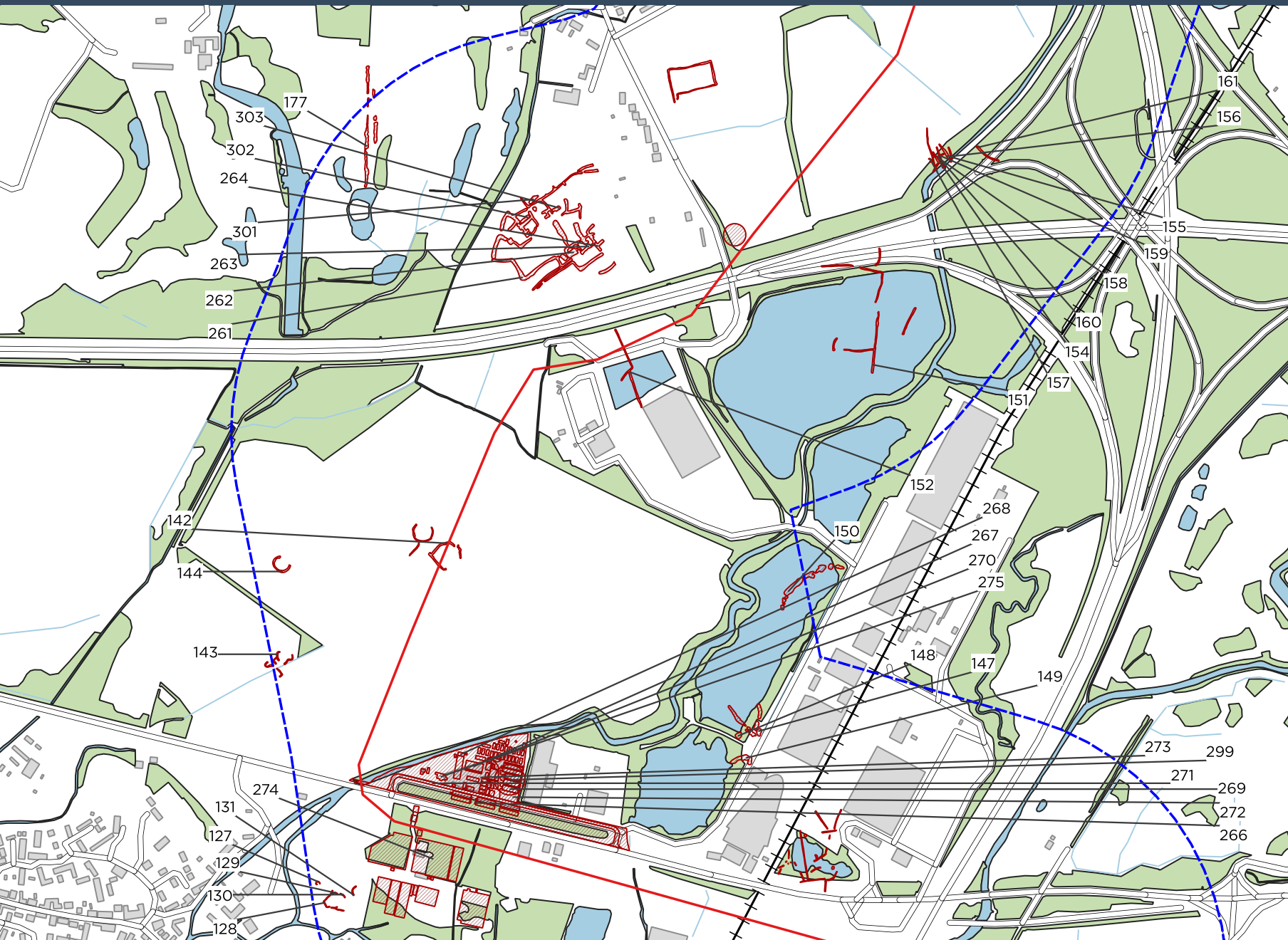
- Key:
- Site Route A
 - Site Route B
 - Site Route C
 - Site Route D
 - Search Area
 - Ridge and Furrow
 - Cropmark



Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 10,000





Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D
- - - Search Area
- Ridge and Furrow
- ▨ Cropmark

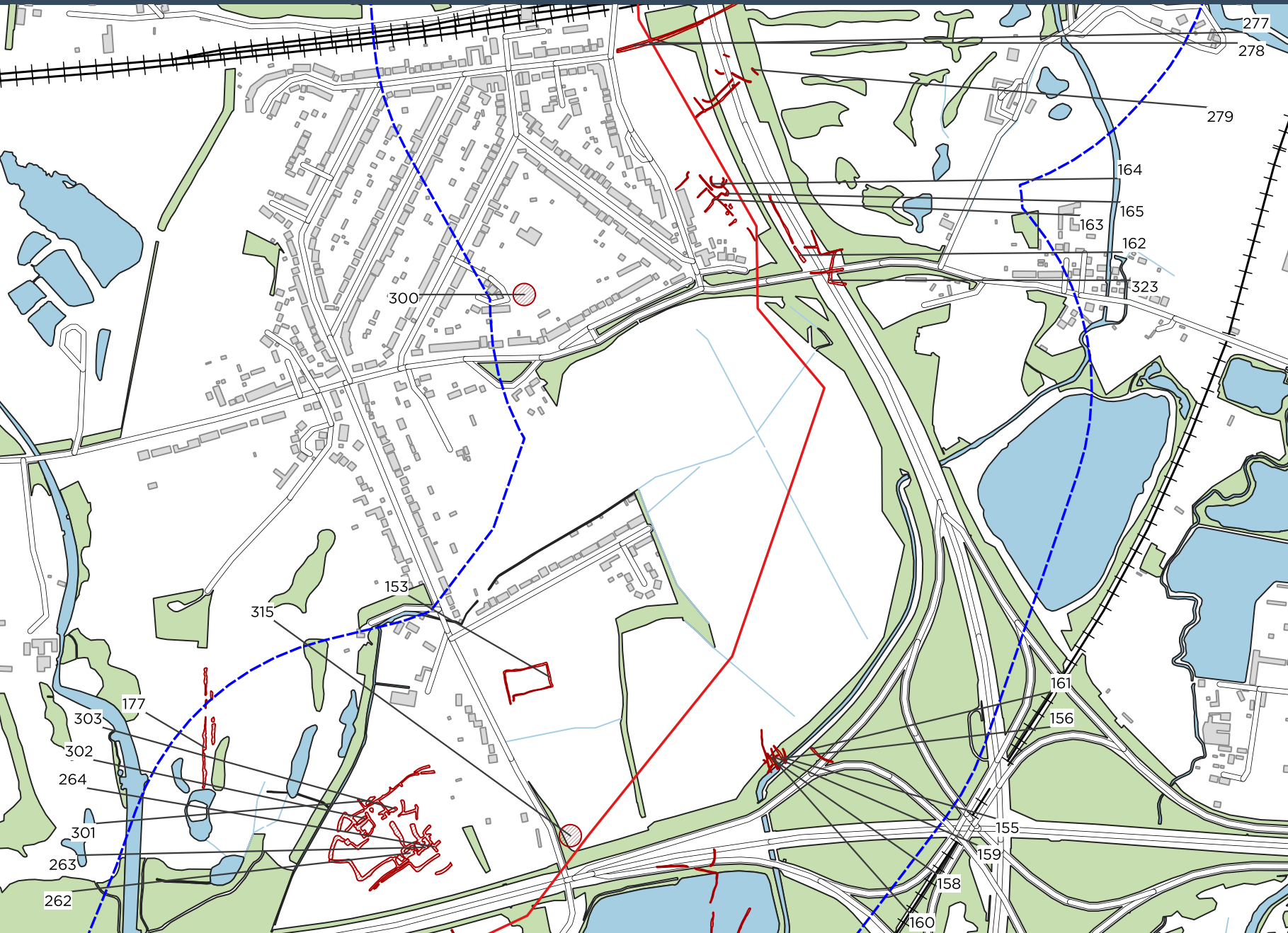


0 250 500 750 1,000 1,250 m

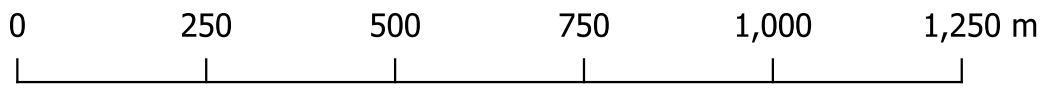
Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 10,000





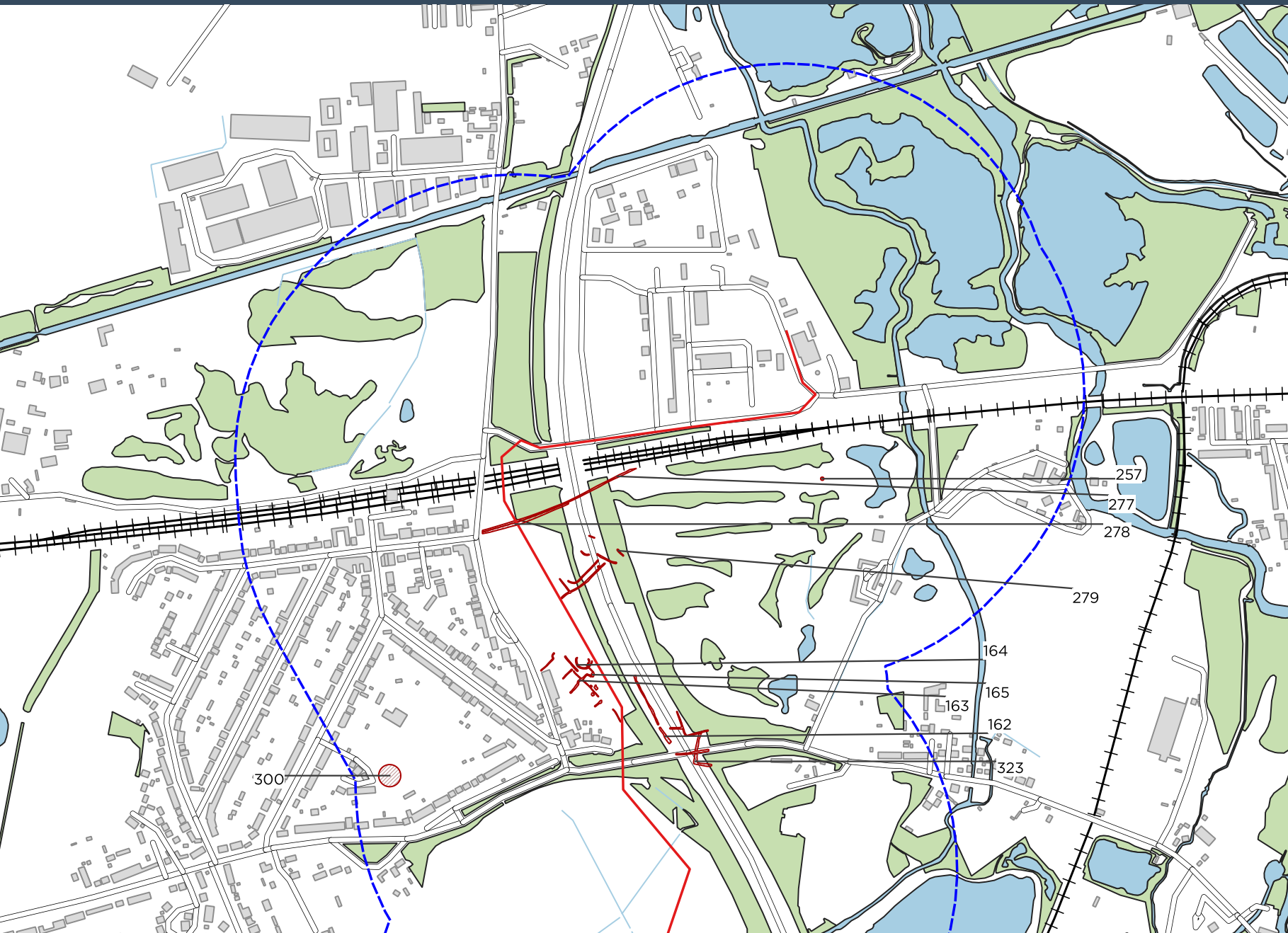
- Key:**
- Site Route A
 - Site Route B
 - Site Route C
 - Site Route D
 - Search Area
 - Ridge and Furrow
 - Cropmark



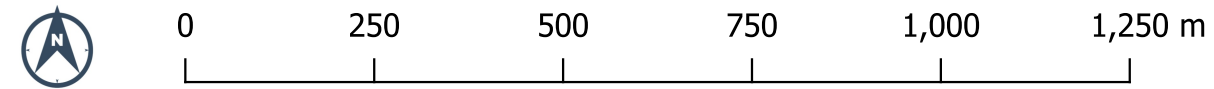
Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 10,000





- Key:
- Site Route A
 - Site Route B
 - Site Route C
 - Site Route D
 - Search Area
 - Ridge and Furrow
 - Cropmark



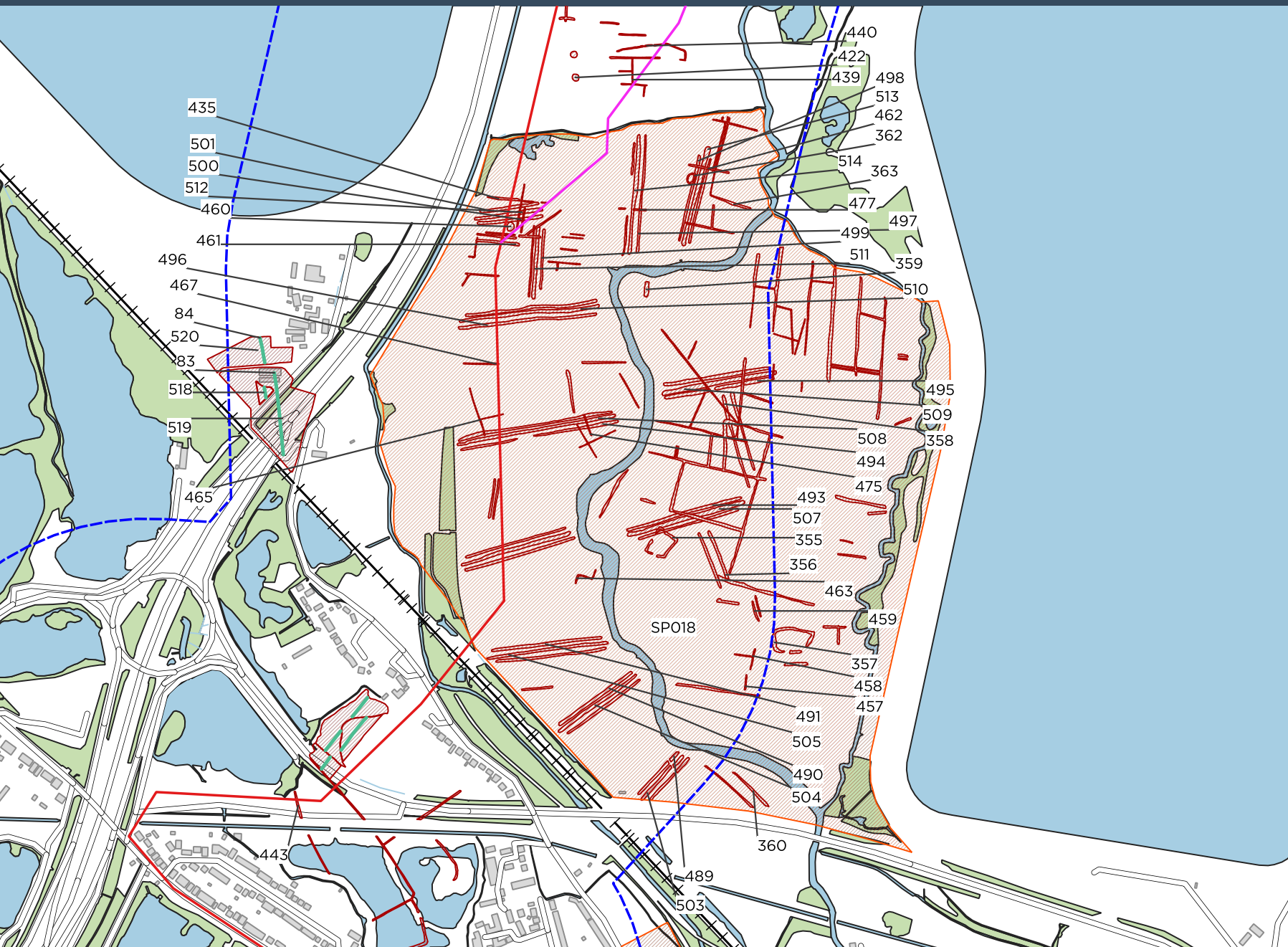
Created By: Ruth Tipton
Created Date: November 2024

Scale: 1 : 10,000



IVER TO EGHAM TRUNK MAIN

SCHEME NO.24004343_DRAWING NO.042 CROPMARKS WITHIN PREHISTORIC AHAP (SHER: SP018)



Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D
- Search Area
- SHER AHAP Polygon
- Ridge and Furrow
- Cropmark



0 250 500 750 1,000 1,250 m

Created By: Ruth Tipton
Created Date: June 2025

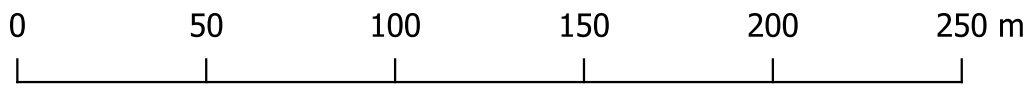
Scale: 1 : 10,000





Key:

- Site Route A
- Site Route B
- Site Route C
- Site Route D
- Search Area
- BHER ANA Polygon
- Cropmark



Created By: Ruth Tipton
Created Date: June 2025

Scale: 1 : 2,000





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