

M3 Junction 9 Improvement

Scheme Number: TR010055

6.3 Environmental Statement Appendix 6.8 – Archaeology and Heritage Outline Mitigation Strategy

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6.3 ENVIRONMENTAL STATEMENT - APPENDIX 6.8: ARCHAEOLOGY AND HERITAGE OUTLINE MITIGATION STRATEGY

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1 Introduction

- 1.1.1 This Archaeology and Heritage Outline Mitigation Strategy sets out the outline archaeological and heritage mitigation strategy for the M3 Junction 9 improvement Scheme (hereafter referred to as 'the Scheme') and has been informed by discussions with the Winchester City Council Archaeologist, the Assistant Inspector of Monuments at Historic England and members of the South Downs National Park Authority as the key cultural heritage stakeholders for the Scheme.
- 1.1.2 The aim of this Archaeology and Heritage Outline Mitigation Strategy is to provide a broad approach that should be taken to avoid / limit harm and mitigate impacts on above ground heritage assets and known and unknown buried archaeological remains (in line with the *National Policy Statement for National Networks (NPS NN, 2014)* and the *National Planning Policy Framework (NPPF 2021)*). This broad strategy will guide the evolving detailed design and construction stage mitigation planning during the detailed design and construction phases. The approach is intended to reduce the risk of finding substantial archaeological sites and features once construction has commenced, so reducing the risk of both harm and consequent programme delays.
- 1.1.3 Prior to construction the outline strategy would be developed into the Detailed Mitigation Strategy (based on this outline strategy) which is secured through the Development Consent Order Requirements and will be further discussed with the Winchester City Council Archaeologist and the nominated advisor to the South Downs National Park Authority.

2 Consultation and sources

- 2.1.1 This outline strategy has been prepared as a consultative document for Winchester City Council, Historic England, the South Downs National Park Authority and National Highways, as a guide to the Scheme delivery partners and has also been incorporated into the **Chapter 6 (Cultural Heritage)** of the **Environmental Statement (ES) (6.1, APP-047)** and the **first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3)** that will be submitted as part of the Development Consent Order (DCO) application. It has been prepared with reference to **Appendix 6.1 (Detailed Cultural Heritage Baseline)** of the **ES (6.3, APP-089)**; recent fieldwork carried out within the Application Boundary which included geophysical surveys (*Sumo Survey 2018; Sumo Surveys 2019; Headland 2021a*), trial trench evaluations (*Wessex Archaeology 2019; Headland 2021b*), and a watching brief (*Wessex Archaeology 2021*) on ground investigations (GI); and discussions with relevant stakeholders at the Scheme cultural heritage workshop (25 November 2020) and subsequent discussions in July-August 2021 following further evaluative works.
- 2.1.2 It was confirmed by the Winchester City Council Archaeologist that no further evaluative works were required to inform **Chapter 6 (Cultural Heritage)** of the **Environmental Statement (ES) (6.1, APP-047)** (email received 28 June 2021). It was also confirmed that no remains have been identified during the evaluative works which are of such high sensitivity that they warrant preservation in situ. The strategy for mitigation therefore consists of minimisation of impact through design and preservation by record (geoarchaeological and palaeoenvironmental sampling, pre-construct strip, map and record and watching brief during construction). The outline strategy set out in this document broadly outlines further work required during detailed design and construction and reflects the views of the relevant stakeholders as expressed in the heritage workshop in November 2020 and subsequent correspondence.

3 Outline mitigation strategy

3.1 Scheme wide considerations

- 3.1.1 The broad approach outlined below will continue to evolve during detailed design. The design and construction team will aim to minimise intrusive footprint, depth and method of intrusive ground investigation and construction works wherever practicable in order to reduce impact on known and unknown archaeological assets. The placement of gantries, lighting and signage will be considered carefully and located to limit indirect impacts upon cultural heritage receptors. In addition, design of all surfacing and resurfacing will aim to reduce noise and will have a heritage benefit.
- 3.1.2 Different elements of the Scheme construction will involve different types of intrusive works. The ground to be affected by the Scheme will have been subjected to different levels of previous disturbance. As such, it is suggested that different parts of the Scheme, as detailed below, will be subject to individual detailed approaches to mitigation. However, in general a holistic landscape approach will be taken underpinned by research agendas such as the Hampshire Archaeological Strategy (Hampshire County Council 2012) and the Solent-Thames Research Framework (Hey and Hind, 2014).
- 3.1.3 It is assumed that traditional construction techniques will be used but should non-traditional techniques such as lime stabilisation for temporary compounds be employed then the agreed strategy will need to be revised with intensive pre-construct intrusive evaluation then required.
- 3.1.4 All areas requiring archaeological investigations will be subject to one or more Written Scheme of Investigation (WSI) which will need to be consulted on with the Winchester City Council Archaeologist, and the nominated advisor to the South Downs National Park where relevant, prior to work commencing. All WSIs should be drafted with consideration to the final Soil Management Plan.
- 3.1.5 Sufficient time will be provided within the Scheme programme to allow pre-construct archaeological works to be carried out.
- 3.1.6 Removal of topsoil, subsoil and modern overburden will be carried out with a machine equipped with a toothless ditching bucket under constant archaeological supervision as a first step in investigation by pre-construct strip-map-sample.
- 3.1.7 Watching briefs, where required, will be constant unless an intermittent watching brief has been agreed with the Winchester City Council Archaeologist, and the South Downs National Park Authority representative, where relevant, or it has been agreed that the watching brief can be abandoned based on the archaeological findings.

3.2 Ground investigation works

3.2.1 An archaeological watching brief was carried out on machine excavated trial pits during a programme of ground investigation (GI) / site investigation (SI) works (Wessex Archaeology 2021). Should further phases of GI or SI be required during detailed design then it is likely that an archaeological / geoarchaeological watching brief will be required. The GI/ SI plans should be reviewed by the project archaeologist to assess the need for mitigation. It is unlikely that archaeological monitoring will be required for any boreholes or hand excavated inspection pits but the stratigraphic logs generated should be archaeologically reviewed to further inform the evolving mitigation strategy.

3.3 Main works area

3.3.1 The main works area will include the existing M3 Junction 9, the area to the north of Junction 9 between the A34 and M3, and an area to the east of the M3. The area between the A34 and M3 and a strip along the eastern side of the M3 has been subject to two phases of geophysical survey beyond the existing highway footprint (Sumo Surveys 2018, 2019) and two phases of evaluation trial trenching (Wessex Archaeology 2019; Headland Archaeology 2021b). Archaeological remains identified so far include surviving remains of a ring ditch, prehistoric pit, several undated linear features and an eighteenth to nineteenth century building. A pre-construct strip map and sample programme is next required in these areas of permanent highways work, landscaping (both cut and fill where existing overburden is to be removed / a strip is required), attenuation features and utility diversions within previously undisturbed areas. Due to potential impacts upon archaeological remains from compression a pre-construct strip, map and sample programme may be required on areas proposed for fill and where overburden is not to be removed. This will be discussed and agreed with the Winchester City Council Archaeologist, and the South Downs National Park Authority representative where relevant, once construction details and methodology are confirmed (anticipated to be at or by the end of Stage 5).

3.3.2 Intrusive groundworks are proposed within existing areas of highway or directly adjacent to existing highways that have not been possible to evaluate, such as construction of the new central reservation, subways, lighting, gantries and the new area of tree planting by the Spitfire Link. Due to the limited footprint of these intrusive works, the archaeological response required will be limited and it is also likely that these areas will have been previously impacted to some degree. The detailed design and construction methodology of these elements should be reviewed, once available, against the previous impacts with the requirement for further targeted monitoring (probable watching brief) discussed with the Winchester City Council Archaeologist and the South Downs National Park Authority representative.

3.4 New foot and cycle bridge

- 3.4.1 The Scheme will involve a new pedestrian foot and cycle bridge across the River Itchen. Construction is expected to involve pilling within an area of raised palaeoenvironmental potential. Archaeological investigations here should consist of specialist boreholes taken for geoarchaeological analysis. A robust palaeoenvironmental assessment and analysis programme should be driven by a geoarchaeological agenda. The results should be interpreted by a relevant specialist within the context of geoarchaeological and palaeoenvironmental assessments which have been carried out in the wider environs including recent investigations within the city itself.
- 3.4.2 The new bridge will be located adjacent to the A34 within an area of dense trees. In order to gain access and construct the bridge an area of trees will need to be removed and the ground levelled. Any such intrusive groundworks will provide the opportunity to record and sample the floodplain and dryland edge sequence and as such will be subject to monitoring, the scale and scope of which will need to be consulted with the Winchester City Council Archaeologist once construction details and methodology are confirmed.

3.5 Landscaping and environmental mitigation

- 3.5.1 An area of landscaping and environmental mitigation is proposed on the eastern side of the M3. The geophysical survey (Headland Archaeology 2021a) has identified a number of linear anomalies of certain and possible archaeological origin in this area. This includes prehistoric and post-medieval / modern field boundaries. Removal of topsoil prior to deposition / landscaping in these areas will result in the exposure and damage or removal of any remains present and as such a pre-construct archaeological strip map and sample exercise is required to record any archaeological remains present, with excavation of any significant features exposed during this exercise.

3.6 Temporary compounds

- 3.6.1 Several compounds will be required for the duration of the works including the A33/A34 construction compound, the Junction 9 material storage area and construction compound and the central construction compound, see **Figure 2.1 in Chapter 2 (The Scheme and its Surroundings – Figures) (Part 1 of 4)** of the **ES (6.2, APP-061)**. Previous geophysical survey (Sumo Surveys 2019) and trial trenching (Headland Archaeology 2021b) has demonstrated the archaeological potential of the A33/A34 construction compound. Known remains of a prehistoric settlement and later Roman activity, excavated during the construction of the M3 are known within the central construction compound and remains of this were detected during the recent geophysical survey (Headland Archaeology 2021a). Due to the archaeological potential and the potential impact from the creation of the temporary compounds, a pre-construct strip, map and sample exercise is required to record any archaeological remains which might be damaged or removed. The full extent of the mitigation areas will

be established once the requirements for the compounds, the construction methodology and intrusive footprint is known.

- 3.6.2 The Junction 9 material storage area will be located within the existing gyratory roundabout. Once the construction methodology of the compound is known it should be compared against previous impacts to assess whether or not further archaeological monitoring is required.

3.7 Other associated works

- 3.7.1 Other intrusive groundworks proposed for the Scheme include new bridleway and cycleway / footpath routes, infiltration and attenuation features (between the A34 and Winnall industrial estate and utility diversions through previously disturbed areas. It has not been feasible to evaluate these areas, all of which are likely to have been disturbed to some degree. The detailed design and construction methodology of these elements will be reviewed, once available, against the previous impacts with the requirement for any targeted monitoring discussed with the Winchester City Council Archaeologist.

4 Post excavation

- 4.1.1 A detailed post-excavation programme should follow the archaeological investigations outlined above. This should include specialist assessment and analysis of finds and environmental samples (including boreholes, monolith samples, bulk samples, and targeted spot samples), dating and reporting that pulls together the results of the pre-submission evaluation work, pre-construct archaeological work, watching brief and palaeoenvironmental programme. The final results should be suitably published at different levels including academic and more user friendly and publicly accessible formats.
- 4.1.2 Where previously excavated archaeological features, such as the prehistoric settlement within the central construction compound and the ring ditch within the main works, are investigated, opportunities should be sought to examine archive material with up-to-date techniques, such as isotope analysis, where relevant in order to add value to and bring better coherence and understanding to the new investigations.

5 Additional opportunities

- 5.1.1 The finds and documentary records that form the archives of the Scheme will need to be deposited with a local repository which are currently under financial pressure and have limited capacity for further material. In order to make the material publicly available the detailed mitigation package will allow for deposition of the archive, either at a local repository with sufficient space or explore the possibility of contributing to a cultural collecting infrastructure fund. Digital archiving of data and reports is also required (e.g. ADS / OASIS). Archiving options will be explored further during detailed design and outlined within- thea Detailed Mitigation Strategy and any subsequent Written Schemes of Investigation(/s) to be discussed and agreed with the Winchester City Council Archaeologist, and ~~where relevant~~ the South Downs National Park Authority representative, where relevant.
- 5.1.2 Further enhancement is outlined within the **first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3)**. These enhancement opportunities, including any future management and/–or maintenance–of, will be explored further during detailed design and outlined within the Detailed Mitigation Strategy and Written Schemes of Investigation(/s). These will–to be discussed and agreed with the Winchester City Council Archaeologist and ~~where relevant~~ the South Downs National Park Authority representative, where relevant.

6 References

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