

SDNP Heritage Impact Report

Southampton to Heathrow Aviation Fuel Pipeline Proposals, March 2018

Designated Features: Scheduled Monuments

Showstoppers:

Route Option S1b appears to pass through the Scheduled Monument of Ganderdown Farm (**32560**) at map ref 455988 127308 (Map_5 and Map_6). This is a nationally important site and any impact on it would only be considered by Historic England in wholly exceptional circumstances.

Route S1a_II may clip the southern edge of Chawton House Grade II Registered Park and Garden (Map_4). The map I have is very large scale and difficult to accurately geo-rectify, so the route may actually be a little further to the south avoid the park, but it would be worth checking that it does. If the route is marked as clipping the park, it would be an idea to move away and to the south.

In the vicinity:

Route S1a passes within 300 metres of Preshaw Wood (**HA548**) at map ref 458146 122752 (Map_2). It also passes within 190 metres of the medieval village of Lomer (**HA541**) at map ref. 459014 123651 (Map_2).

Route S1a_I passes within 130 metres of Bramdean Roman villa (**HA201**) at map ref. 462920 127982 (Map_3).

Route S1b passes within 200 metres of a Long Barrow at Longwood House (**12099**) at map ref 453621 124296 (Map_5).

Designated Features: Listed Buildings

Showstoppers:

None noted

In the vicinity:

Route S1a passes close to a number of Listed Buildings: Old Farmhouse (**121995**) and an associated Granary (**122007**) at Lower Preshaw Farm map ref. 456786 121996 (Map_1) and Lomer Farmhouse (**123644**) at map ref. 458971 123644 (Map_2).

Route S1b passes close to: A Barn at Baybridge Farmhouse (**123179**) at map ref.452837 123180 (Map_1) and Whiteflood Farmhouse (**123839**) at map ref. 453241 123838 (Map_5).

Undesignated Features

Route S1a from the south:

The route crosses a concentration of cropmarks that appear to represent a series of later prehistoric field systems, round barrows and potential settlements located to the north west of Street End (centred on map ref. 455352 120629, Map_1). A further concentration of cropmarks is located in the Preshaw Wood area to the north east (centred on map ref. 458134 122740, Map_2).

Where the route splits, Route S1a_I crosses a series of field systems at Broom Wood (centred on map ref. 460611 126276) and Joan's Acre (map ref. 461492 127050) (Map_3). The route then crosses an Iron Age settlement at Woodcote (**61829**, map ref. 462758 127880) (Map_3). Both routes cross another concentration of field systems and a Bronze Age barrow group at the northern end of the Park at map ref. 464229 129713 (Map_3).

Route S1a_II crosses scattered field systems in the far north of the Park around Southfield Copse at map ref. 469775 135615 (Map_4) and then an undated enclosure, which may be prehistoric in date, at Peck copse (map ref. 471717 137261, Map_4).

Route S1b from the south:

The route crosses the projected route of the Winchester to Wickham Roman road at map ref. 452504 121217 and an enclosure at Baybridge and a second one at Forest Copse (map ref. 454081 124307) (both Map_1). A concentration of cropmarks associated with a possible prehistoric field system is crossed at 454900 124932 and further north at Lane End Down (map ref. 455420 125900) (Both Map_5). This system also includes a large circular enclosure which is also thought to be prehistoric in origin (**126186**).

Where the route splits to the north, Route S1b_I crosses an Alert region of local and regional archaeological potential that contains a further Iron Age field system with a series of Lynchets located on Gander Down immediately to the north east of the route. Further field systems are located to the north with a possible Bronze Age round barrow site at Sevington Farm (map ref. 457117 129594) (Map_6). The route then crosses a series of water meadows within the floodplain of the River Itchen at the northern end of the Park (Map_6).

Route S1b crosses a less archaeologically busy route with occasional cropmarks suggesting some prehistoric activity, with a concentration of linear features indicative of a field system on a ridge at map ref. 457827 129170 (Map_6). The route then crosses the Itchen floodplain, encountering more water meadows before leaving the Park.

Expected Actions

Designated Heritage Assets

Ganderdown Farm (**32560**). This presents an overriding consideration for the proposal. The pipeline will need to be re-routed at this point, or Scheduled Monument Consent acquired for the work to be carried out. Consent, if granted (which would require convincing the Historic England Inspector), would certainly require extensive, intensive (and expensive) archaeological investigations in return.

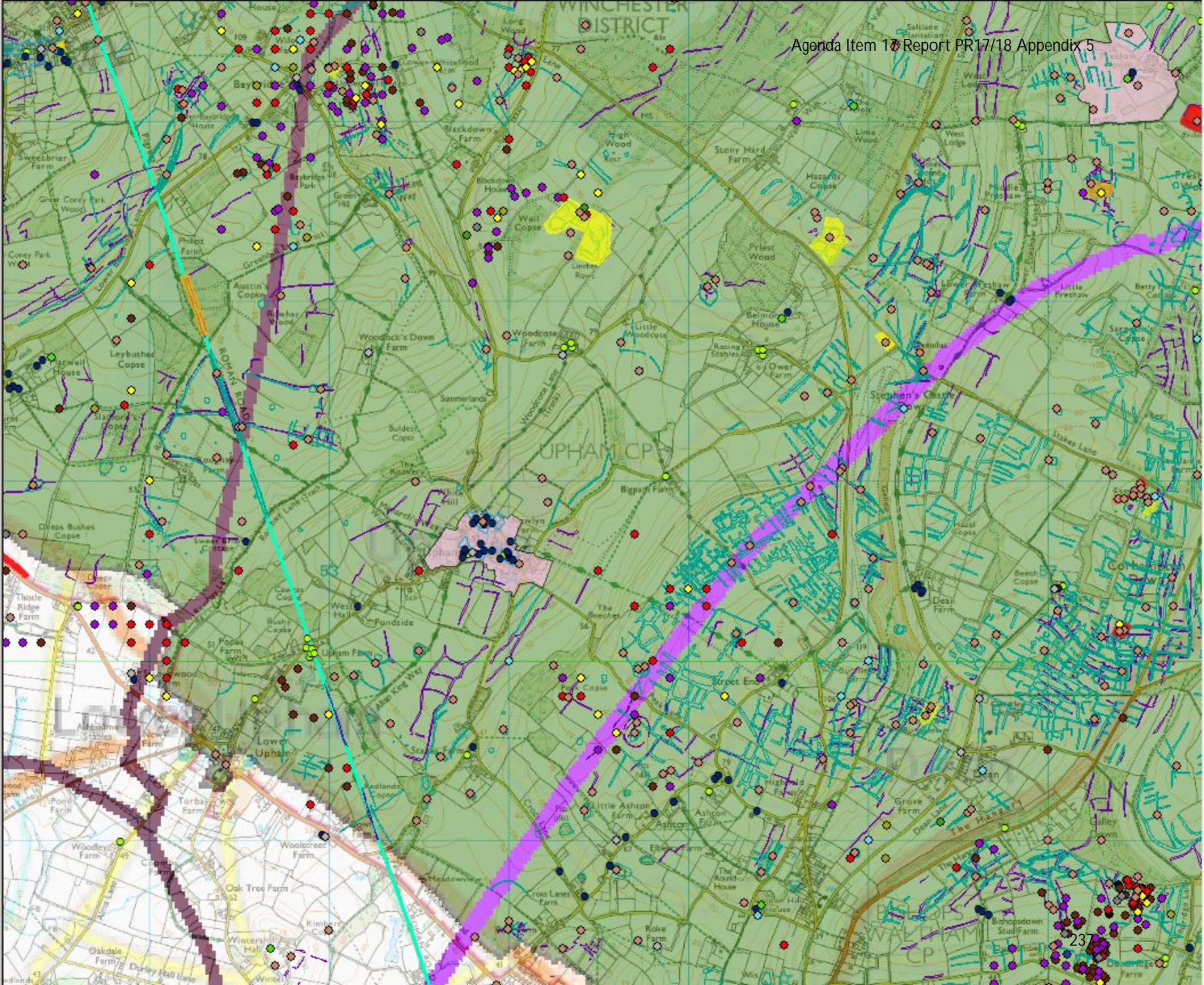
Works will have a temporary impact upon the setting some Scheduled Monuments and Listed Buildings that are located close to the route. This would not require any Scheduled Monument Consent or Listed Building Consent, but would such impacts would be a material consideration at the planning stage.

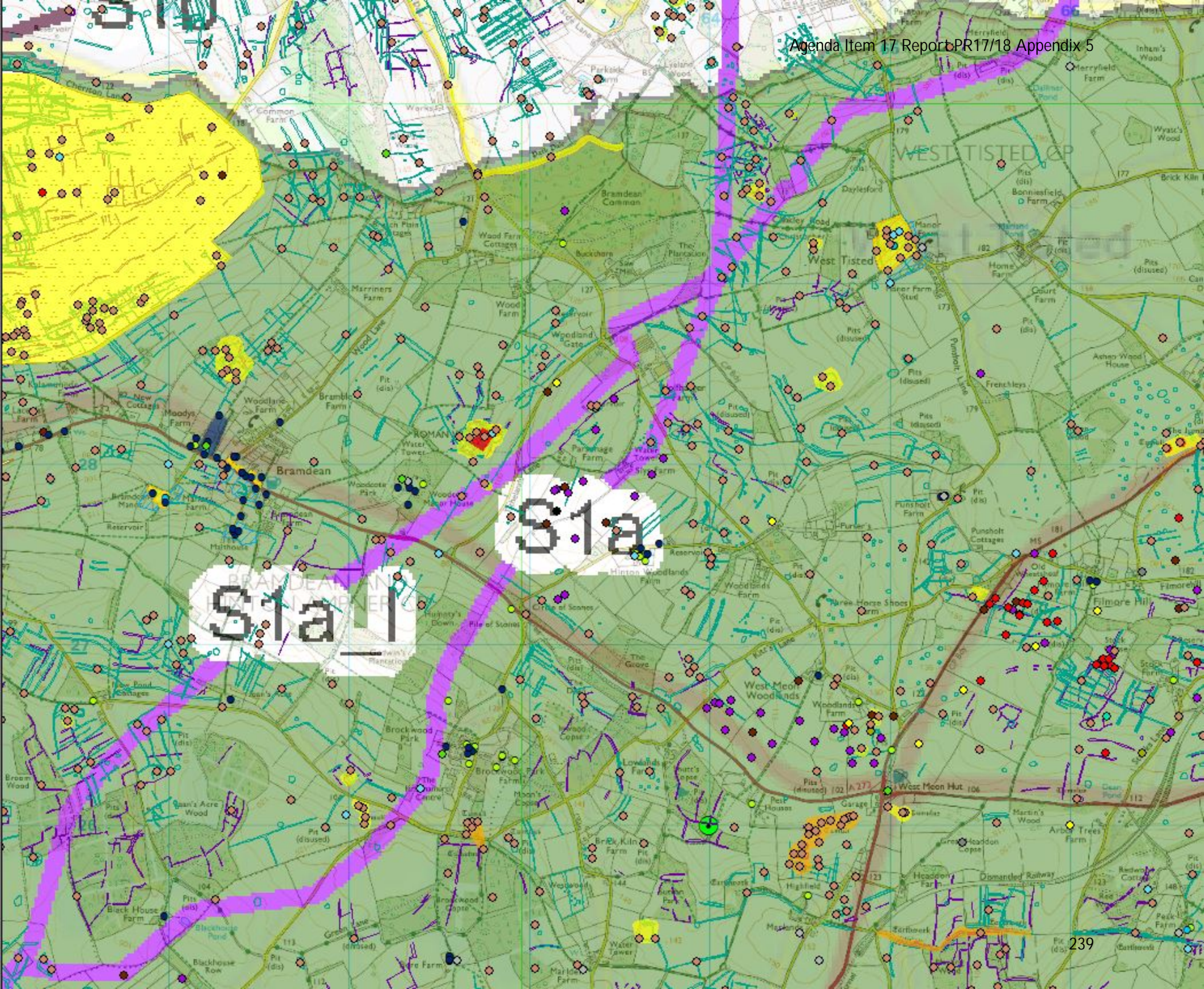
If Route S1a_II did need to pass through Chawton Park Grade II Registered Park and Garden, then Historic England would need to be consulted and the need for the route to cross the park be justified. Any impacts on the park would be likely to be temporary, unless of course works required the removal of landscape features such as tree lines.

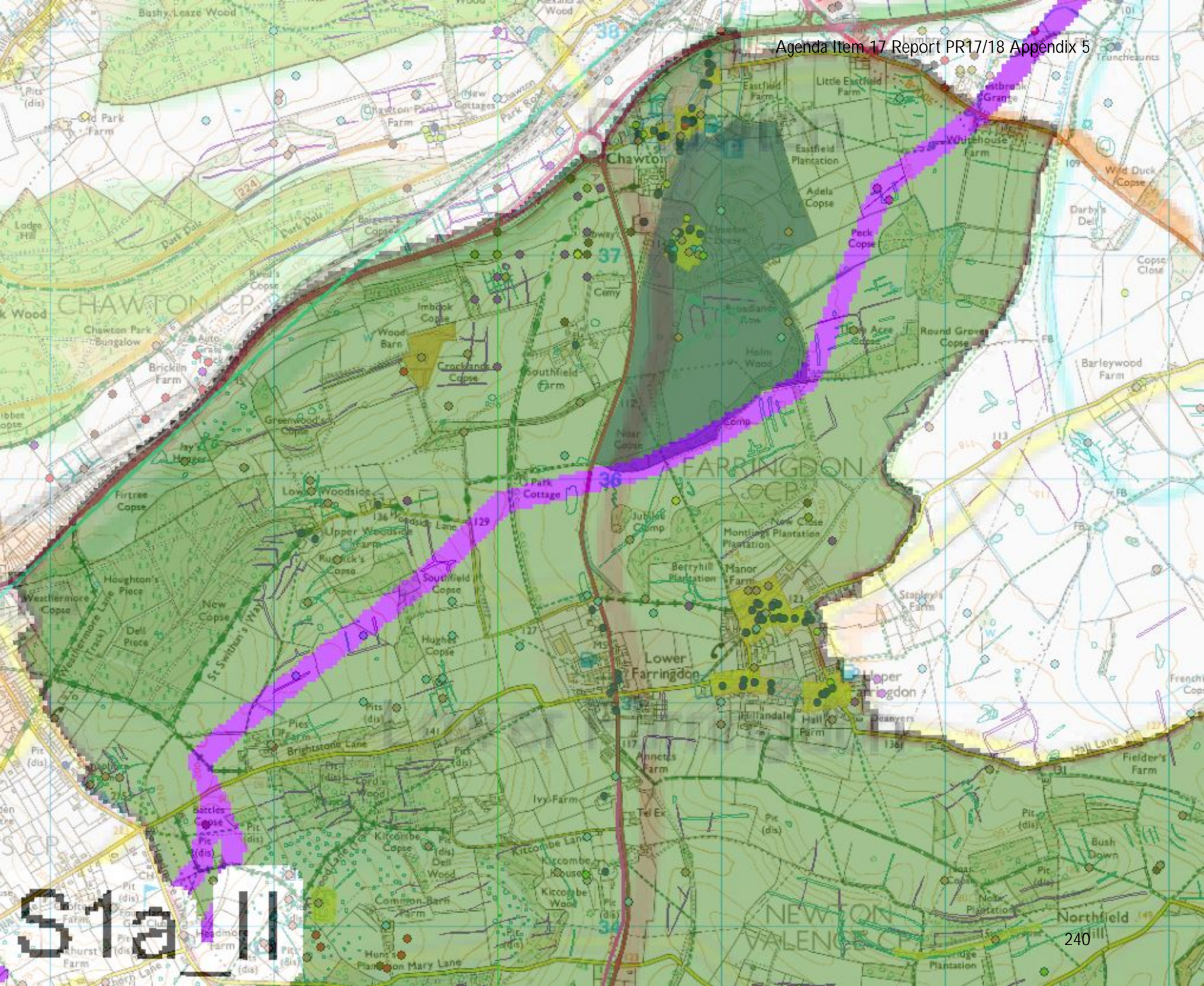
Undesignated Heritage Assets

The general archaeological potential along all of the routes within the Park is good to high and I would expect that the cultural heritage chapter of the forthcoming EIA has reached a similar conclusion. Having established this potential, with a large number of prehistoric field systems, funerary sites and possible settlements located along the routes, it is clear that the stripping of topsoil along the pipeline easement would expose many archaeological features and that where the pipe trench crosses these features, the impact upon them would be severe.

I would expect to see a draft programme for a series of archaeological assessments along the chosen route. This would include a geophysical survey of the route, the results of which could then be used to target a series of trial trenches to be excavated along the easement, (along with a general spread of trenches within areas deemed as 'blank' by the geophysics results). The results of this trial trenching could then be used to fully assess the archaeological potential of the route and the impact of the development. This potential could then be mitigated via a series of excavations at sites of particular value. This fieldwork would then be followed up by a programme of post-excavation assessment and ultimately the publication of the results for public consumption. Any archaeological work carried out within the Park would also require an element of public engagement.







Scale 1:10,000

