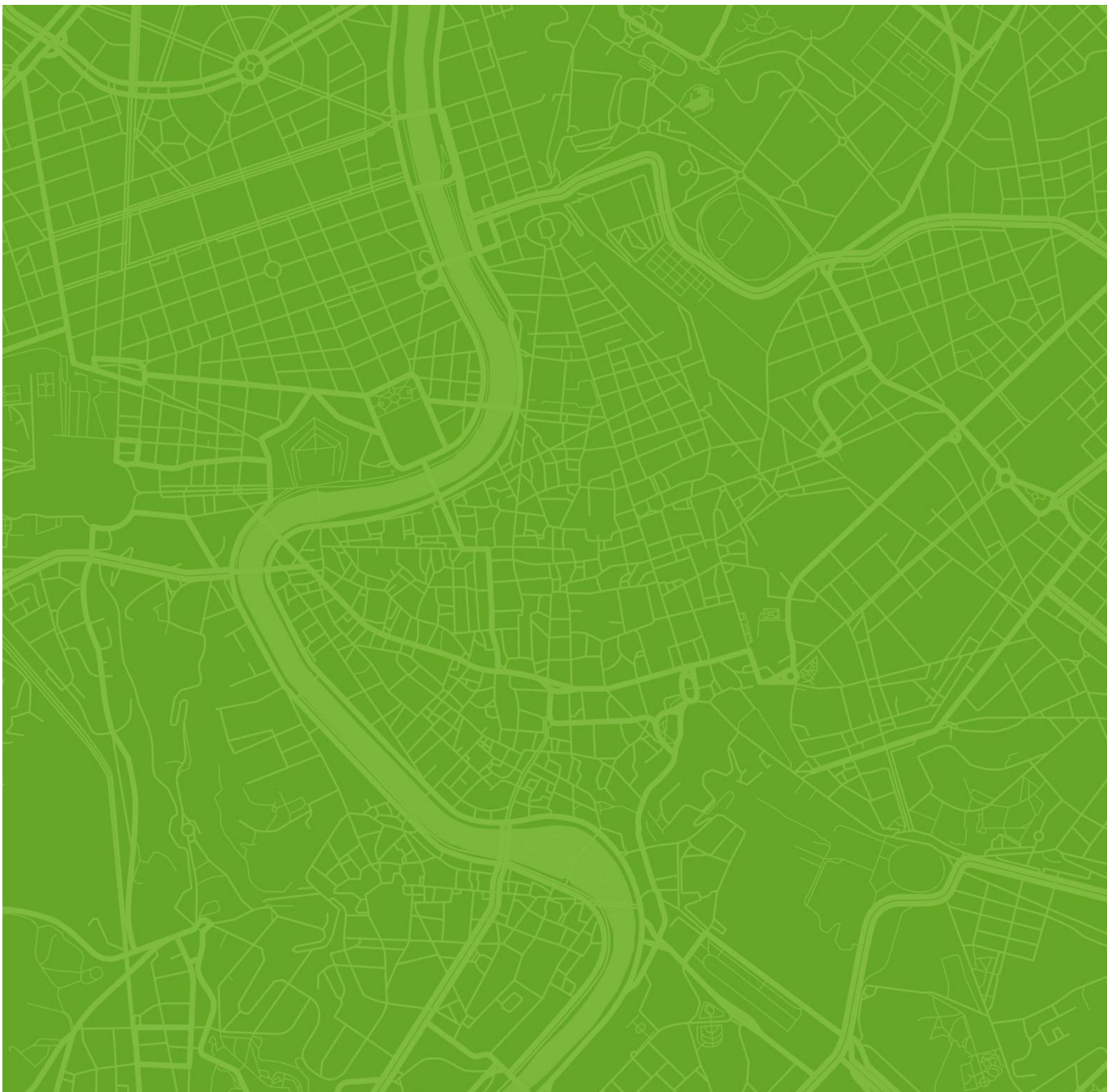


Winchester City Council

Winchester Local Plan
Appendices for the
Integrated Impact
Assessment of Strategic
Issues & Priorities Paper

Final report

Prepared by LUC, February 2021



Winchester City Council

Winchester Local Plan

Appendices for the Integrated Impact Assessment of Strategic Issues & Priorities Paper

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Appendix A

Consultation comments

A.1 The SA Scoping Report was subject to consultation from 8th July to 11th August 2020. **Table A.1** sets out the consultation comments received and how they have been addressed.

Table A.1: Comments received on the IIA Scoping Report and how they have been addressed

Respondent	Comment	Response
Environment Agency Solent and South Downs Area	States that there should be more distinction made between the water quality and water resources in SA objective 13: water resource. Suggests that the objective includes the protection and improvement of water quality across the district (environmental net gain). This also links to objective 14 and in particular SuDS wherein the Environment Agency tend to focus on managing the quantity of water through SuDS schemes but little focus on the quality of the water going back into the system. Policy makers should be seeking to minimise water use through delivering sustainable development in both residential and commercial development, and should be as bold as possible in policy making.	<p>The appraisal questions for SA objective 13: water resources have been updated to include (underlined and strikethrough text denotes changes to appraisal questions):</p> <ul style="list-style-type: none"> ■ SA 13.1: <u>Protect and</u> improve the water quality <u>across the District to promote environmental net gain and achieve nutrient neutrality of the District's rivers and inland water, including by preventing increased phosphorus loading on the River Itchen SAC?</u> ■ SA 13.2: Minimise inappropriate development in Source Protection Zones? ■ SA 13.3: <u>Preserve water flows of the District's rivers, including the River Itchen?</u> ■ SA 13.4: <u>Support development and design which would minimise the use of water in new development, including water use in line with Southern Water's Target 100 demand reduction programme as well as the recycling of greywater?</u> <p><i>The updates to these appraisal questions also reflect the comments received from Natural England which are detailed in this table below.</i></p>
Environment Agency Solent and South Downs Area	<p>Highlights that the Environment Agency produces monthly Water Situation Reports. In summary for July 2020 Solent and South Downs (SSD) had below average rainfall in July, receiving 69% (33mm) of the Long Term Average (LTA) (47mm). Monthly mean river flows across SSD ranged from notably low to normal. End of month groundwater levels ranged from notably low to above normal.</p> <p>States that the baseline/PPP review should reference the PfSH Integrated Water management Strategy and the Green Infrastructure Strategy and that catchment data explorer for water quality data should also be referenced.</p>	<p>The PPP review and baseline in Appendices C and D, respectively, have been updated to include reference to the details in the most up to date Environment Agency Water Situation Reports, the catchment data explorer for water quality data, the PfSH Integrated Water Management Strategy and the Green Infrastructure Strategy.</p>
Historic England	States that the Historic England advice notes Historic Environment in Local Plans, The Setting of Heritage Assets, The Historic Environment and Site Allocations in Local Plans	<p>The PPP review (in Appendix C) has been updated to include reference to the Historic England advice notes referred to as well as the European Convention on the Protection of Archaeological Heritage.</p>

Respondent	Comment	Response
	<p>and Tall Buildings should be included in the PPP review. The European Convention on the Protection of Archaeological Heritage should also be included.</p>	
<p>Historic England</p>	<p>States that the baseline for the IIA should make reference to the local list of heritage assets Winchester City Council is working on.</p>	<p>The difficulties in undertaking the IIA work highlighted in Chapter 2 states that the 'City Council does not currently have a List of Local Heritage at Risk; this is something that the Council's Heritage Team are hoping to prepare in due course'. Should this work become available, it will be used to inform the IIA work.</p>
<p>Historic England</p>	<p>Is supportive of the support the criteria set out in SA objective 11: historic environment, but that the scoping report is incomplete without the site assessment criteria which were being worked up when the scoping report was published. It should be demonstrated that work to bring forward site allocations has been informed by site assessment criteria in the SA. Would like to be consulted on the site assessment criteria. States that distance based criteria based on GIS is not appropriate for appraisal work relating to the historic environment and recommends that a heritage professional such as a conservation officer carries out the assessment in respect of the historic environment.</p>	<p>Historic England's recommendations on the approach to heritage impact assessment as part of the SA of site options are noted but this approach has yet to be agreed with the Council as site options have not yet been identified. Site assessment criteria will be developed for each SA objective in the SA framework in discussion with the Council, taking account of the best available evidence that is appropriate to the level of detail of a local plan.</p>
<p>Natural England</p>	<p>States that a distinction should be made with the terms climate change mitigation and adaptation.</p> <p>States that the impact climate change can have on agriculture from increased flooding and drought events could be recognised in relation to climate change.</p> <p>The importance of multi-functional green space in terms of climate change is also flagged, given that it contributes to resilient ecological networks and the Nature Recovery Network. In relation to this it is highlighted that the policies of the Local Plan can support the creation of Nature Recovery Network(s), can respond to sensitive biodiversity sites and habitats across the District to help with biodiversity net gain and addressing issues on the protected sites that will be exacerbated by climate change.</p> <p>Highlights that the SA explores the link between public health and wellbeing and access to the natural environment the SA objectives should seek to enhance green</p>	<p>The SA framework, presented in Table 3.2 of this report, already addresses climate change mitigation and adaption separately. SA objective 1 addresses the District's contribution to climate change through a reduction of greenhouse gas emissions, while SA objective 3 addresses the District's adaptation to unavoidable climate change.</p> <p>The SA does not make reference to climate change effects on agriculture since agricultural land management is not within the scope of the local plan.</p> <p>The SA framework now includes the following appraisal questions for SA objectives 4: health, SA objective 8: economic growth, and 9: biodiversity and geodiversity (underlined and strikethrough text denotes changes to appraisal questions):</p> <ul style="list-style-type: none"> ■ SA 4.2: Promote health and wellbeing by providing access to and maintaining, enhancing, connecting and creating multifunctional open spaces, green/blue infrastructure, <u>public rights of way</u>, recreation and sports facilities?

Respondent	Comment	Response
	<p>infrastructure and ecological connectivity across the district that is managed for people and nature. In addition, the SA objectives should protect and enhance public rights of way (PROW) and access and recreation.</p> <p>States that the SA should include objectives for the need to maintain and enhance investment into the area's critical natural and green infrastructure assets (e.g. Sites of Importance to Nature Conservation (SINCs), National Park, footpath network, visitor centres, Nature Parks etc.) as a means for supporting the wider economy.</p>	<ul style="list-style-type: none"> ■ <u>SA 8.6: Support the District's critical natural and green infrastructure assets as a means to promote the area as an attractive location for new business and to encourage growth in tourism?</u> ■ SA 9.2: Conserve and enhance <u>green infrastructure and</u> ecological networks, including not compromising future improvements in habitat connectivity?
Natural England	<p>States that the environmental assessment of the plan (SA and HRA) should also consider any detrimental impacts on the natural environment as a result of air pollution. Additional nitrogen emissions as a result of increased traffic generation, which can be damaging to the natural environment. These impacts can be assessed using traffic projections and the 200m distance criterion followed by local Air Quality modelling where required.</p>	<p>To avoid the 'double counting' of effects, the SA framework considers the potential for air pollution separately to the biodiversity objective through SA objective 2: air quality. The site assessment criteria will consider the potential for new development to have impacts on nearby biodiversity sites by reference to SSSI Impact Risk Zones for nationally/internationally designated sites and a proximity based approach based on professional judgement for locally designated sites. In addition, the findings of the HRA will inform the biodiversity findings of the SA and will reflect any potential for air quality issues to result at European sites as a result of development.</p>
Natural England	<p>Given the scale of the water quality issues, with particular regards to the River Itchen Special Area of Conservation (SAC) and the coastal European designated sites in the Solent, it is suggested that the distinct impacts relating to water resources and water quality are separated into separate sections within the SA within the key sustainability issues. The Key Sustainability Issues mention watercourses in relation to the Water Framework Directive, however it is advised that the SA also clearly outlines that development coming through the local plan period must be compliant with the Habitats Regulations and the Wildlife and Countryside Act 1981, and that assessment will be required against the condition status of SSSIs and conservation objectives of international sites.</p> <p>States that the SA should include objectives that seek to preserve water quality and flows on the Itchen and to ensure that local plan and windfall development within the District will not increase the phosphorus loading on the River Itchen SAC. Impacts on the</p>	<p>The table of key issues in the SA report has now been amended to separately address issues relating to water resources and those relating to water quality and to highlight the need for compliance with the Habitats Regulations and Wildlife and Countryside Act.</p> <p>The SA framework now includes the following appraisal questions for SA objectives 13: water resources (underlined and strikethrough text denotes changes to appraisal questions):</p> <ul style="list-style-type: none"> ■ SA 13.1: <u>Protect and improve the water quality across the District to promote environmental net gain and achieve nutrient neutrality of the District's rivers and inland water, including by preventing increased phosphorus loading on the River Itchen SAC?</u> ■ SA 13.2: Minimise inappropriate development in Source Protection Zones? ■ SA 13.3: <u>Preserve water flows of the District's rivers, including the River Itchen?</u>

Respondent	Comment	Response
	<p>Itchen SAC/SSSI from poor water quality of surface run-off during construction and operational phases will also require consideration under the Habitats Regulations.</p> <p>States that the SA should ensure the issue of water resources and the impacts of abstraction and drought on protected sites including the River Itchen SAC is considered and include objectives for policy to set strict requirements for water consumption and encourage use of greywater recycling and efficient appliances. The target set out in the comment is for all new development to adopt a higher standard of water efficiency of 100 litres/per person/day including external water use and re-use in line with Southern Water's Target 100 demand reduction programme.</p>	<ul style="list-style-type: none"> ■ SA 13.4: <u>Support development and design which would minimise the use of water in new development, including water use in line with Southern Water's Target 100 demand reduction programme as well as the recycling of greywater?</u> <p><i>The updates to these appraisal questions also reflect the comments received from the Environment Agency which are detailed in earlier this table.</i></p> <p>The findings of the HRA will inform the biodiversity findings of the SA and will reflect the potential for effects in relation to water quality and quantity on European sites as a result of development.</p>
Natural England	<p>Highlights the 5.6km zone of influence for the Solent and Southampton Water Special Protection Areas (SPA), which is covered by the Solent Recreation Mitigation Partnership (SRMP) strategic solution and the 20km zone of influence for the New Forest. The report should include objectives for protecting these sites from developments contributing to increased recreational disturbance. The SA objectives should also recognise protection for biodiversity/geodiversity sites or landscape areas, distinguishing between international, national and local sites.</p>	<p>In drafting appraisal criteria for site options and determining the significance of their effects (to be included in the next iteration of the SA report), consideration will be given to distinguishing between international, national and local biodiversity sites. The HRA will take these zones of influence into account as appropriate and the HRA findings will also be cross referenced in the SA.</p> <p>In addition, the SA framework now includes the following appraisal questions for SA objective 9: biodiversity (underlined and strikethrough text denotes changes to appraisal questions):</p> <ul style="list-style-type: none"> ■ SA 9.1: Conserve and enhance designated and undesignated ecological assets within and outside the District, <u>including the Solent and Southampton Water and New Forest designated sites, and seek to promote</u> measurable biodiversity net gain? ■ <u>SA 9.3: Support appropriate interactions for members of public with nature and limit the potential for the adverse effects of increased recreational disturbance?</u>
Natural England	<p>States that the SA should refer to the NPPF requirement for new development to demonstrate net gain for biodiversity and the Environment Bill which will make it mandatory for development to provide at least 10% net gain. We suggest the SA includes objectives for the consideration of net gain for biodiversity for all aspects of the</p>	<p>The SA framework through SA appraisal question 9.1 seeks to promote the achievement of measurable biodiversity net gain. Chapter 3 (Sustainability context) of this report highlights the Environment Bill and the requirement that this bill would bring into effect for development to provide at least 10% net gain. In addition, this has now been given</p>

Respondent	Comment	Response
	plan and development types, including transport proposals, housing and community infrastructure.	more prominence in the Key Issues section of the SA report under the biodiversity heading.
Natural England	SA should set out a strategic/landscape approach to ecological networks and include an objective for planning positively for the creation, protection, enhancement and management of networks of biodiversity.	The SA framework through seeks to conserve and enhance green infrastructure and ecological networks and to promote improvements in habitat connectivity.
Natural England	The SA should consider the protection given to protected landscapes and should refer to and/or reflect National Park management plan objectives and South Downs National Park Local Plan as we would want to see the character of protected landscapes conserved and enhanced	Appendix C of this report sets out the review of plans, policies and programmes. This includes the National Park management plan and an overview of the objectives of that plan. An overview of the South Downs National Park Local Plan is also included in the section 'Surrounding Development Plans' of that appendix.
South Downs National Park Authority	<p>States the scope of the proposed SA framework is appropriate. However, there should be more emphasis on the landscape sensitivity within and bordering Winchester City. The City is in close proximity to the National Park and is extremely sensitive with a lot of cultural landscape.</p> <p>Appreciates that the adopted South Downs Local Plan is referenced and highlights that a suite of SPDs and TANs are being progressed.</p> <p>States that Chapter 3 (Sustainability context) is appropriately comprehensive and is pleased to see the inclusion of the National Park in Figure 3.33 (National Parks). Highlights that the mapping could include Landscape Character Areas and Dark Night Skies in Winchester.</p> <p>States that issue of the setting of the National Park should be isolated in its own appraisal question. It would also welcome more recognition of landscape sensitivity in areas bordering the National Park, and the need for scale of development to be appropriate to the landscape context and make best use of previously developed land.</p> <p>Suggests that views should be included alongside Dark Night Skies and Tranquillity. The consultee would also welcome the addition of communities into SA 10.2, alongside non designated landscape and settlements.</p>	<p>The IIA highlights the potential sensitivities of the setting of the National Park in relation to Winchester through the key sustainability issues in Table 3.1 and also the issue of access to the park from the City.</p> <p>The IIA report contains a large number of maps (33 in total) and the topics covered is considered appropriate.</p> <p>Support for use of previously developed land is already addressed by appraisal question SA 12.1: Promote the re-use of previously development land?</p> <p>The appraisal questions for SA objective 10: landscape have been updated to include (underlined and strikethrough text denotes changes to appraisal questions):</p> <ul style="list-style-type: none"> ■ SA 10.1: Protect and enhance the District's sensitive and special landscapes; including the setting, tranquillity and dark skies of the South Downs National Park? ■ <u>SA 10.2: Protect and enhance the setting, views, tranquillity and dark skies of the South Downs National Park?</u> <p>SA 10.3: Conserve and enhance the character and distinctiveness of the District's non-designated landscapes and settlements and communities?</p>

Appendix A
Consultation comments
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Respondent	Comment	Response
		SA 10.4: Promote visually attractive development with high quality design, layout and appropriate and effective landscaping <u>with a scale of development appropriate to the sensitivity of the landscape?</u>
South Downs National Park Authority	The SA should also recognise the importance of making best use of previously developed land.	The SA framework set out in Table 3.2 of this report addresses the promotion of the development of previously developed land through SA objective 12.

Appendix B

Equalities Impact Assessment

B.1 This appendix presents the findings of an assessment of the likely effects of the Winchester Local Plan on equality issues.

B.2 The requirement to undertake formal Equalities Impact Assessment (EqIA) of plans was introduced in the Equality Act 2010 but was abolished in 2012 as part of a Government bid to reduce bureaucracy. Despite this, authorities are still required to have regard to the provisions of the Equality Act, namely the Public Sector Duty which requires public authorities to have due regard for equalities considerations when exercising their functions.

B.3 In fulfilling this duty, many authorities still find it useful to produce a written record of equalities issues having been specifically considered. That is the purpose of this report.

B.4 The Equality Act 2010 identifies nine 'protected characteristics' and seeks to protect people from discrimination on the basis of these characteristics. They are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

B.5 There are three main duties set out in the Equality Act 2010, which public authorities including Winchester City Council must have due regard to in exercising their functions:

- To eliminate discrimination, harassment, victimisation and other conduct that is prohibited.
- To advance equality of opportunity between persons who share relevant protected characteristics and persons who do not share it.
- To foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

B.6 When undertaking EqIA for other plans and policy documents Winchester City Council has decided to extend the characteristics which have been considered as part of the appraisal to include those groups which might also be particularly affected by contents of the document. This approach has also been taken for the EqIA of the Winchester Local Plan with consideration also given to the potential effects in relation to the following groups:

- People on low incomes
- People on benefits
- Unemployed people
- Young and adult carers
- People living in deprived areas/rural areas
- People with poor literacy and/or numeracy

The Winchester Local Plan

B.7 As described in the main body of the SA Report (August 2020), the Strategic Issues & Priorities (SIP) Document and associated consultation questions, set out a number of potential options. These include the plan objectives, policies options relating to specific topic areas and growth options for the distribution of development in the plan area.

B.8 The purpose of the Local Plan is to guide development in the District up to 2038. Strategic planning is only one of the functions of Winchester City Council, so it is not expected that the Local Plan alone would address all of the duties of the Equalities Act.

Method

B.9 The SIP document has been reviewed to consider the likely impacts of the policy options on each of the nine protected characteristics from the Equality Act 2010 as well as the additional groups of relevance listed above. For each protected characteristic and group, consideration has been given to whether options considered for inclusion in the Local Plan are compatible or incompatible with the three main duties set out in the Equality Act 2010.

B.10 Where relevant, the justification text makes reference to relevant sub-groups within the protected characteristics and groups which might be most influenced by the policy option appraised. For example, the protected characteristic 'age' includes people over 65, as well as infants and young children.

B.11 A colour coded scoring system has been used to show the effects that the Local Plan Preferred Options document is likely to have on each protected characteristic, as shown below.

Score	Likely Effect
+	Positive
0	Neutral
-	Negative

B.12 Note that the criteria applied to the appraisal of site options as part of the EqIA differ from the criteria to be applied to the appraisal of sites as part of the Sustainability Appraisal in the main SA Report; therefore, the effects identified will not always be the same across the two assessments.

Table B.1: EqIA of options in SIP document

Section of the SIP document	Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation	People on Low Incomes	People on Benefits	Unemployed People	Young and Adult Carers	People Living in Deprived Areas / Rural Areas	People with Poor Literacy and / or Numeracy
Local Plan Vision	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
The Local Plan Vision from the adopted Local Plan is to be reviewed and updated in the new Local Plan. The new Vision will be appraised through the SA and EqIA when it is drafted.															
Carbon Neutrality Objective	+	+	0	0	+	0	0	0	0	0	0	0	0	+	0
Older people and younger people can be the more susceptible to poor air quality than other groups in the District. People with disabilities relating to cardiovascular and respiratory conditions and pregnant women are also particularly vulnerable to air pollution. It is likely that achieving carbon neutrality in the District will require a reduced reliance on travel by private vehicles powered by fossil fuels. This change is likely to benefit air quality in the plan area. Therefore, positive effects are identified in relation to age (including those over 65, infants and young children), disability (including those with long term health problems) and pregnancy and maternity . Parts of Winchester Town (including parts of St Luke ward and St John and All Saints ward) are amongst the most deprived in the plan area. The more central parts of Winchester suffer from higher levels of congestion which can affect air quality. Positive effects are therefore also identified in relation to people living in deprived areas/rural areas .															
Environmental Objectives	+	+	0	0	+	0	0	0	0	0	0	0	0	+	0
The environmental objectives seek to ensure the creation of healthy communities and that the health and well-being agenda is met. These types of provisions are likely to benefit much of the community at new developments. Ensuring that communities are connected and easily accessible will have particularly positive effects in relation to age (including those over 65) and disability (including those with physical impairments, sensory impairments and long-term health problems). Furthermore, reducing the number of places that experience poor air quality in the District is likely to benefit groups that are particularly susceptible to air pollution including older people, infants, people with disabilities and pregnant women. Therefore, positive effects are identified for this element of the environmental objectives in relation to age (including those over 65, infants and young children), disability (including those with long term health problems) and pregnancy and maternity . Parts of Winchester Town (including parts of St Luke ward and St John and All Saints ward) are amongst the most deprived in the plan area. The more central parts of Winchester suffer from higher levels of congestion which can affect air quality. Positive effects are therefore also identified in relation to people living in deprived areas/rural areas .															
Economic Objectives	+	+	0	0	+	0	0	0	0	+	+	+	0	+	0
Older people and younger people can be the more susceptible to poor air quality than other groups in the District. People with disabilities relating to cardiovascular and respiratory conditions and pregnant women are also particularly vulnerable to air pollution. It is likely that reducing the need to travel to work will result in a reduced reliance on travel by private vehicles powered by fossil fuels. This change is likely to benefit air quality in the plan area. Therefore, positive effects are identified in relation to age (including those over 65, infants and young children), disability (including those with long term health problems) and pregnancy and maternity . Encouraging opportunities for high-quality, well-paid employment is likely to help provide access to jobs for a high number of residents thereby addressing unemployment in the plan area. Through the economic objectives this includes support for an appropriate level of local as well as rural economic growth to support the District's needs. The objectives also support an approach to economic development which reflects the realities of the impacts of the Covid-19 pandemic which should help to support economic recovery for much of the community. Increasing the proportion of residents in employment in the plan area is likely to help															

Section of the SIP document		Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation	People on Low Incomes	People on Benefits	Unemployed People	Young and Adult Carers	People Living in Deprived Areas / Rural Areas	People with Poor Literacy and / or Numeracy
<p>reduce the need for some to claim benefits and help reduce deprivation in the plan area. Positive effects are therefore identified in relation to people on low incomes, people on benefits, unemployed people and people living in deprived areas/ rural areas. The support these objectives provide in terms of access to superfast broadband is likely to further benefit economic growth in the plan area as well as access to employment opportunities. They could also help to address social isolation and thereby strengthen the positive effects already highlighted across many of the protected characteristics.</p>																
Social Objectives		+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
<p>The social objectives seek to promote a more cohesive local community in which individuals can successfully participate in activities of daily life. This should help to address issues of social isolation, which have been found to be more frequent in the urban areas of Winchester. This objective is likely to benefit much of the community at new developments with particular support for the protected characteristics in terms of ensuring the built environment meets a variety of needs. Positive effects are identified across all protected characteristics. The sustainable and low carbon modes of transport in the plan area is likely to be of benefit to local air quality. Given the susceptibility of certain groups to air pollution particular positive effects are identified in relation to age (including those over 65, infants and young children), disability (including those with long term health problems) and pregnancy and maternity. Parts of Winchester Town (including parts of St Luke ward and St John and All Saints ward) are amongst the most deprived in the plan area. The more central parts of Winchester suffer from higher levels of congestion which can affect air quality. Positive effects are therefore also identified in relation to people living in deprived areas/rural areas. The creation of more walkable neighbourhoods in the plan area is also likely to be of particular benefit to older people (age) and those with disabilities (disability) in the plan area.</p>																
Growth Options	Option 1	+/-?	+/-?	+	0	+/-?	+	+	0	+	+	+	+	0	+	0
	Option 2	+	+	+	0	+	+	+	0	+	+	+	+	0	+/-	0
	Option 3	+/-	+/-	+/-	0	+/-	+/-	+/-	0	+/-	+/-	+/-	+/-	0	+/-	0
	Option 4	-	-	-	0	-	-	-	0	-	-	-	-	0	+/-	0
<p>The options considered for the distribution of development in the plan area will have implications for new and existing residents in the plan area in terms of access to services and facilities and employment opportunities as well as air quality. It is also likely that providing new development in or close to areas which are currently identified as experiencing higher levels deprivation could help to address these issues by promoting regeneration.</p> <p>Option 2 would focus development to the areas of the District which provide access to the highest number of existing and planned services and facilities and sustainable transport links at Winchester Town. This option is therefore likely to benefit air quality in the plan area and therefore positive effects are identified in relation to age (including those over 65, infants and young children), disability (including those with long term health problems), pregnancy and maternity and people living in deprived areas/rural areas. Negative effects are expected in combination for people living in deprived areas/rural areas, for Option 2, considering the potential to intensify existing air quality issues within central parts of Winchester Town, by focusing much of the new development at these areas. These parts of the District presently contain the areas of highest deprivation in Winchester. This option is also likely to provide residents with access to community buildings such as faith buildings and therefore positive effects are identified in relation to religion or belief. By supporting the vitality and viability of Winchester Town this option could help to promote informal interactions between residents and support community cohesion. Benefits are therefore also likely in terms of supporting social tolerance in the plan area and positive effects are expected in relation to gender reassignment, race and sexual orientation. Supporting the viability of the largest town centre in the plan area and providing development at locations which are well related to employment areas is likely to help provide some residents who are unemployed and/or are required to claim benefits as well as those who are currently on lower incomes with opportunities for higher paying jobs. Positive effects are therefore also expected for option 2 in relation to people on low incomes, people on benefits and unemployed people.</p>																

Section of the SIP document	Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation	People on Low Incomes	People on Benefits	Unemployed People	Young and Adult Carers	People Living in Deprived Areas / Rural Areas	People with Poor Literacy and / or Numeracy
<p>Similar effects to those identified for option 2, are expected across many of the protected characteristics for option 1. This option would see development distributed broadly in line with the existing functions of settlements in the plan area. This would include a relatively high level of development at Winchester Town as the largest settlement in the District. This option could also support a proportion of development at the other larger settlements which allow for access to a range of services and facilities at which locations the viability of existing centres could be supported and social integration promoted. The high level of development this option would provide in the South Hampshire Urban Areas would, however, mean that a proportion of development would have to be delivered to currently unknown and less developed locations in the south of the District. While this option could strengthen links to the larger settlements and employment and services outside of the District to the south, it is likely to promote out commuting to the detriment of air quality. Therefore, the positive effects identified for the protected characteristics age, disability and pregnancy and maternity are combined with uncertain negative effects. The precise location of development within the south of the District and its relationship with the larger settlements to the south of the District where services and facilities and jobs are likely to be most accessible, is presently unknown. Therefore, uncertainty is now attached to the positive effects identified for the protected characteristics reassignment, race, religion or belief, sexual orientation, people on low incomes, people on benefits and unemployed people. This option is less likely to intensify existing air quality issues within central parts of Winchester Town which are amongst the most deprived in the District and therefore a positive effect alone is identified for people living in deprived areas/rural areas.</p> <p>Option 3 would provide much of the new development at a strategic allocation or new settlement in the District. Regardless of this element of development location, in the longer term there is potential to establish a relatively self-contained strategic allocation (potentially as an extension to an existing settlement) or settlement which provides residents with access to essential services and facilities and employment. The ability of the new development to be self-sustaining is likely to occur in the longer term and there are likely to be particular challenges in terms of fostering community cohesion when creating this size of development from scratch. Where a new development of this size is provided as an urban extension there could be implications for existing community networks within the settlement it adjoins. Residents at a new settlement are likely to need to travel longer distances to access some services and facilities at its early stages. Furthermore, these options are considered less likely to help address the higher levels of deprivation which currently exist in Winchester Town. Therefore, mixed positive and negative effects are identified for the protected characteristics age, disability, pregnancy and maternity, people living in deprived areas/rural areas, religion or belief, gender reassignment, race and sexual orientation.</p> <p>Option 4 would result in a more dispersed distribution of development in the plan area, with the rural settlements accommodating a larger proportion of overall development. Winchester Town would still accommodate a relatively large proportion of development through this option. This option would help to prevent the stagnation of rural services in the plan area and could support community cohesion in this manner. Through this option, however, many residents would have to travel longer distances to access a wider range of services and facilities as well as employment opportunities. It would support the viability of Winchester Town Centre, but would provide less development in the south of the District. The increased potential for air pollution, reduced access for residents to certain services and facilities and employment opportunities means that negative effects are identified for the protected characteristics age, disability, pregnancy and maternity, religion or belief, gender reassignment, race and sexual orientation. This option would most directly help to address rural deprivation and therefore a positive effect is identified in relation to people living in deprived areas/rural areas. A negative effect is identified in combination for this protected characteristic given that the high level of development at Winchester Town could intensify air quality issues at this location.</p>															
Topic 1: Carbon neutrality	+	+	+	0	+	+	0	0	+	+	0	0	0	+	0
<p>Older people and younger people can be the more susceptible to poor air quality than other groups in the District. People with disabilities relating to cardiovascular and respiratory conditions and pregnant women are also particularly vulnerable to air pollution. Option 1.3 (Intervention Areas) could help to secure the provision of new footpaths and cycle lanes in 'climate intervention areas' which could help to reduce air pollution in the plan area.</p> <p>Therefore, positive effects are identified for Topic 1 in relation to age (including those over 65, infants and young children), disability (including those with long term health problems) and pregnancy and maternity. Parts of Winchester Town (including parts of St Luke ward and St John and All Saints ward) are amongst the most deprived in the plan area. The more central parts of Winchester suffer from higher levels of congestion which can affect air quality. Positive effects are therefore also identified in relation to people living in deprived areas/rural areas.</p>															

Section of the SIP document	Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation	People on Low Incomes	People on Benefits	Unemployed People	Young and Adult Carers	People Living in Deprived Areas / Rural Areas	People with Poor Literacy and / or Numeracy
<p>By providing residents with space for more informal interactions which might otherwise not occur in the District, community cohesion may be promoted through option 1.10a (Grow your own) and option 1.10b (Community gardens). Benefits are therefore likely in terms of supporting social tolerance in the plan area and positive effects are expected in relation to gender reassignment, race and sexual orientation. Option 1.10b may also have particular positive effects in terms of the health and well-being of people on low incomes as it may provide them with access to healthier food sources which they might otherwise not be able benefit from.</p>															
Topic 2: Biodiversity and the natural environment	+	+	0	0	+	-	0	0	0	-	0	0	0	+	0
<p>Older people and younger people can be the more susceptible to poor air quality than other groups in the District. People with disabilities relating to cardiovascular and respiratory conditions and pregnant women are also particularly vulnerable to air pollution. Option 2.13 (Green Infrastructure) is likely to help promote travel by active modes thereby reducing reliance on travel by private vehicles powered by fossil fuels. The provision of large-scale green infrastructure is also likely to benefit air quality in the plan area by removing pollutants and controlling their distribution across the plan area. Therefore, positive effects are identified in relation to age (including those over 65, infants and young children), disability (including those with long term health problems) and pregnancy and maternity. Parts of Winchester Town (including parts of St Luke ward and St John and All Saints ward) are amongst the most deprived in the plan area. The more central parts of Winchester suffer from higher levels of congestion which can affect air quality. Positive effects are therefore also identified in relation to people living in deprived areas/rural areas.</p> <p>However, the green belt designation proposed under option 2.20 could potentially result in homes not being delivered where they are needed, especially since 40% of the District is already located in the South Downs National Park where large scale housing development is unlikely to be appropriate. This could disadvantage different groups of people, with negative effects identified in relation to race (including gypsies and travellers) and people on low incomes.</p>															
Topic 3: Conserving and enhancing the historic environment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<p>The options relating to 'Topic 3: Conserving and enhancing the historic environment' do not include any direct or indirect references to any of the protected characteristics against which they have been assessed. Negligible effects have therefore been recorded for all protected characteristics.</p>															
Topic 4: Homes for all	+/-	+/-	0	0	+	+/-	0	0	0	+/-	0	0	0	+	0
<p>Option 4.6 (Student Accommodation / Houses in Multiple Occupation) is expected to help meet the housing needs of students in the plan area. This is likely to help meet the needs of younger people in the plan area and therefore positive effects are identified in relation to age (including those between the ages of 16 to 21). Options 4.7a and 4.7b (Specialised Housing), 4.8a and 4.8b (Self Build / Custom Housing) as well as option 4.10c (Affordable Homes), could go some way to meeting the needs for specialist housing in the plan area, such as older people, people with disabilities and gypsies and travellers. Therefore, there is potential to strengthen the positive effects identified in relation to age (including those over 65) and for additional positive effects to result in relation to disability (including people with physical impairment, people with sensory impairment and people with long-term health problems) and race (including gypsies and travellers). However, these effects are mixed with negative effects because although Option 4.7a (Specialised Housing) promotes the delivery of specialised housing, it promotes the delivery of specialised housing across separate sites, which could prevent different groups of people from mixing and exacerbate problems associated with social discrimination.</p>															

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<p>The provision of new affordable homes in the plan area is likely to help people with lower incomes. Options 4.10a and 4.10b would both help to address this issue to varying degrees. Option 4.10b could result in some areas accommodating lower levels of affordable housing but achieving faster delivery rates and ensuring that a larger number of schemes remain viable in these areas. Positive effects are expected for both options in relation to people on low incomes, although the positive effect expected for option 4.10b is likely to be combined with a negative effect.</p> <p>Older people and younger people can be more susceptible to poor air quality than other groups in the District. People with disabilities relating to cardiovascular and respiratory conditions and pregnant women are also particularly vulnerable to air pollution. Option 4.9 (Climate change measures in new homes) is likely to help promote travel by more sustainable modes thereby reducing reliance on travel by private vehicles powered by fossil fuels. Therefore, this option could result in the strengthening of the positive effects identified in relation to age (including those over 65, infants and young children) and disability (including those with long term health problems). Furthermore, additional positive effects could result in relation to pregnancy and maternity. Parts of Winchester Town (including parts of St Luke ward and St John and All Saints ward) are amongst the most deprived in the plan area. The more central parts of Winchester suffer from higher levels of congestion which can affect air quality. Positive effects are therefore also identified in relation to people living in deprived areas/rural areas.</p>															
Topic 5: Creating a vibrant economy	+	+	+	0	+	+	0	0	+	+	+	+	+	+	0
<p>Many of the options relating to 'Topic 5: Creating a vibrant economy' are likely to improve access to jobs for a high number of residents thereby addressing unemployment in the plan area. Increasing the proportion of residents in employment in the plan area is likely to help reduce the need for some to claim benefits and help reduce deprivation in the plan area. The issues are likely to be positively addressed by ensuring the viability of town centres (options 5.1a, 5.1b and 5.1c (Town Centres)) and protecting existing employment sites (options 5.2a and 5.2b (Existing Employment Sites)). The employment needs of a wider section of the District's population are likely to be met by ensuring appropriate levels of rural employment growth which would meet local needs as supported by options 5.3a, 5.3b, 5.3c and 5.3d (Rural Employment Sites), options 5.5a and 5.5b (Rural Tourism and Leisure) and option 5.9 (Employment to meet local needs)). Supporting home working (option 5.4) is likely to help encourage entrepreneurship and should provide greater flexibility for residents in employment which may also have benefits in terms of health and wellbeing. Positive effects are therefore identified in relation to people on low incomes, people on benefits, unemployed people, and people living in deprived area/ rural areas. The improved level of flexibility which home working may provide residents may also benefit young and adult carers.</p> <p>Supporting the vitality and viability of the town centres in the plan area could help to promote informal interactions between residents and support community cohesion. Benefits are therefore also likely in terms of supporting social tolerance in the plan area and positive effects are expected in relation to gender reassignment, race and sexual orientation.</p> <p>Additional benefits are likely to result from options which could limit air pollution as development is occupied in the plan area. Encouraging home working (option 5.4) could have particularly positive effects in relation to age (including those over 65, infants and young children), disability (including those with long term health problems) and pregnancy and maternity considering these groups higher susceptibility to poor air quality. Parts of Winchester Town (including parts of St Luke ward and St John and All Saints ward) are amongst the most deprived in the plan area. The more central parts of Winchester suffer from higher levels of congestion which can affect air quality. Those options which could help to limit increases in air pollution are likely to help strengthen the positive effects already identified in relation to people living in deprived areas/rural areas.</p>															
Topic 6: Promoting sustainable transport	+/-	+/-	0	0	+	0	0	0	0	+	+	+	0	+	0
<p>Older people and younger people can be the more susceptible to poor air quality than other groups in the District. People with disabilities relating to cardiovascular and respiratory conditions and pregnant women are also particularly vulnerable to air pollution. Many of the options relating to 'Topic 6: Promoting sustainable transport' are expected to help reduce the need to travel by private vehicle powered by fossil fuels. This includes consideration for new park and ride facilities (option 6.4 (Park and Ride)) and including further detail in Travel Plans (option 6.7 (Travel Plans)) as well as support for development in locations well served by</p>															

Section of the SIP document	Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation	People on Low Incomes	People on Benefits	Unemployed People	Young and Adult Carers	People Living in Deprived Areas / Rural Areas	People with Poor Literacy and / or Numeracy
<p>existing walking, cycling and public transport (option 6.15 (Sustainable transport)). Additionally, there is support for cycle parking and storage (option 6.8 (Cycle Parking) and option 6.13 (Bike storage facilities)), in addition to electric vehicle charging points (option 6.11 (EV Charging)). Therefore, positive effects are identified in relation to age (including those over 65, infants and young children), disability (including those with long term health problems), pregnancy and maternity, people on low incomes, people on benefits and unemployed people. Parts of Winchester Town (including parts of St Luke ward and St John and All Saints ward) are amongst the most deprived in the plan area. The more central parts of Winchester suffer from higher levels of congestion which can affect air quality. Positive effects are therefore also identified in relation to people living in deprived areas/rural areas.</p> <p>Options 6.3 and 6.5 (Parking Standards and Central Car Parks) could result in loss of car parking in the plan area in certain circumstances. This could make parts of the District less accessible, particularly for older people and people with mobility issues. Therefore, the positive effects identified in relation to age (including those over 65) and disability (including people with physical impairments and people with long term health problems) are likely to be combined with negative effects.</p>															
Topic 7: Low carbon infrastructure and local plan viability	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<p>The options relating to 'Topic 7: Low carbon infrastructure and local plan viability' do not include any direct or indirect references to any of the protected characteristics against which they have been assessed. A negligible effect has therefore been recorded for all protected characteristics.</p>															
Topic 8: Delivery and success of the local plan	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<p>No options have been set out for appraisal through 'Topic 8: Delivery and success of the local plan'. Options for this topic will be appraised through the SA and EqlA when they are drafted or incorporated into the SA monitoring framework as relevant.</p>															
Topic 9: Living well	+	+	+	0	+	+	0	0	+	+	+	+		+	
<p>Older people and younger people can be more susceptible to poor air quality than other groups in the District. People with disabilities relating to cardiovascular and respiratory conditions and pregnant women are also particularly vulnerable to air pollution. Option 9.1 promotes active travel, reducing reliance on travel by private vehicles powered by fossil fuels and related air pollution.</p> <p>Therefore, positive effects are identified for Topic 9 in relation to age (including those over 65, infants and young children), disability (including those with long term health problems), pregnancy and maternity, people on low incomes, people on benefits and unemployed people. Parts of Winchester Town (including parts of St Luke ward and St John and All Saints ward) are amongst the most deprived in the plan area. The more central parts of Winchester suffer from higher levels of congestion which can affect air quality. Positive effects are therefore also identified in relation to people living in deprived areas/rural areas.</p> <p>Community cohesion may be promoted through option 9.1 because 15 minute neighbourhoods are likely to encourage more informal interactions between people living within the same neighbourhood, which would not otherwise occur in the District. Benefits are therefore likely in terms of supporting social tolerance in the plan area and positive effects are expected in relation to gender reassignment, race and sexual orientation.</p>															

Appendix C

Review of plans, policies and programmes

International Plans and Programmes of Most Relevance for the Local Plan

C.1 United Nations Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters (the 'Aarhus Convention') (1998) - Establishes a number of rights of the public (individuals and their associations) with regard to the environment. The Parties to the Convention are required to make the necessary provisions so that public authorities (at national, regional or local level) will contribute to these rights to become effective.

C.2 United Nations Declaration on Sustainable Development (Johannesburg Declaration) (2002) - Sets broad framework for international sustainable development, including building a humane, equitable and caring global society aware of the need for human dignity for all, renewable energy and energy efficiency, sustainable consumption and production and resource efficiency.

C.3 European Environmental Noise Directive (2002) - Sets out a hierarchy for the avoidance, prevention and reduction in adverse effects associated with environmental noise, including noise generated by road and rail vehicles, infrastructure, aircraft and outdoor, industrial and mobile machinery.

C.4 European Nitrates Directive (1991) - Identifies nitrate vulnerability zones and puts in place measures to reduce water pollution caused by the introduction of nitrates.

C.5 European Urban Waste Water Directive (1991) - Protects the environment from the adverse effects of urban waste water collection, treatment and discharge, and discharge from certain industrial sectors.

C.6 European Air Quality Framework Directive (1996) and Air Quality Directive (2008) - Put in place measures for the avoidance, prevention, and reduction in harmful effects to human health and the environment associated with ambient air pollution and establish legally binding limits for the most common and harmful sources of air pollution.

C.7 European Drinking Water Directive (1998) - Protects human health from the adverse effects of any contamination of water intended for human consumption by ensuring that it is wholesome and clean.

C.8 European Landfill Directive (1999) - Prevents and reduces the negative effects on the environment from the landfilling of waste by introducing stringent technical requirements for waste and landfills.

C.9 European Water Framework Directive (2000) - Protects inland surface waters, transitional waters, coastal waters and groundwater.

C.10 European Waste Framework Directive (2008) - Sets out the waste hierarchy requiring the reduction of waste production and its harmfulness, the recovery of waste by means of recycling, re-use or reclamation and final disposal that does not harm the environment, including human health.

C.11 European Industrial Emission Directive (2010) - Lays down rules on integrated prevention and control of pollution arising from industrial activities. It also lays down rules designed to prevent or, where that is not practicable, to reduce emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of protection of the environment taken as a whole.

C.12 European Floods Directive (2007) - A framework for the assessment and management of flood risk, aiming at the reduction of the adverse consequences for human health, the environment, cultural heritage and economic activity.

C.13 European Energy Performance of Buildings Directive (2010) - Aims to promote the energy performance of buildings and building units. Requires the adoption of a standard methodology for calculating energy performance and minimum requirements for energy performance.

C.14 United Nations Paris Climate Change Agreement (2015) - International agreement to keep global temperature rise this century well below 2 degrees Celsius above pre-industrial levels.

C.15 International Convention on Wetlands (Ramsar Convention) (1976) - International agreement with the aim of conserving and managing the use of wetlands and their resources.

C.16 European Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) (1979) - Aims to ensure conservation and protection of wild plant and animal species and their natural habitats, to increase cooperation between contracting parties, and to regulate the exploitation of those species (including migratory species).

C.17 International Convention on Biological Diversity (1992) - International commitment to biodiversity conservation through national strategies and action plans.

C.18 European Habitats Directive (1992) - Together with the Birds Directive, the Habitats Directive sets the standard for nature conservation across the EU and enables all 27 Member States to work together within the same strong legislative framework in order to protect the most vulnerable species and habitat types across their entire natural range within the EU. It also established the Natura 2000 network.

C.19 European Birds Directive (2009) - Requires the maintenance of all species of naturally occurring birds in the wild state in the European territory at a level which corresponds in particular to ecological, scientific and cultural requirements, while taking account of economic and recreational requirements.

C.20 United Nations Declaration on Forests (New York Declaration) (2014) - Sets out international commitment to cut natural forest loss by 2020 and end loss by 2030.

C.21 United Nations (UNESCO) World Heritage Convention (1972) - Promotes co-operation among nations to protect heritage around the world that is of such outstanding universal value that its conservation is important for current and future generations.

C.22 European Convention for the Protection of the Architectural Heritage of Europe (1985) - Defines 'architectural heritage' and requires that the signatories maintain an inventory of it and take statutory measures to ensure its protection. Conservation policies are also required to be integrated into planning systems and other spheres of government influence as per the text of the convention.

C.23 European Convention for the Protection of the Archaeological Heritage of Europe (1992) – This revised convention makes the conservation and enhancement of the archaeological heritage one of the goals of urban and regional planning. It sets guidelines for the funding of excavation and research work and publication of research findings. It also deals with public access, in particular to archaeological sites, and educational access to be undertaken to develop public awareness of the value of archaeological heritage.

C.24 European Landscape Convention (2002) - Promotes landscape protection, management and planning. The Convention is aimed at the protection, management and planning of all landscapes and raising awareness of the value of a living landscape.

National Plans and Programmes (beyond the NPPF) of Most Relevance for the Local Plan

Climate change adaption and mitigation

C.25 Defra, The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting: Making the country resilient to a changing climate (2018) - sets out the strategy for adapting both to the climate change that is already evident, and that which we might see in the future.

Department for Transport, Decarbonising Transport: Setting the Challenge (2020) - sets out the strategic priorities for a new Transport Decarbonisation Plan (TDP), to be published later in 2020, will set out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050. This document acknowledges that while there have been recently published strategies¹ to reduce greenhouse gas emissions in individual

¹ These have not been summarised in this Scoping Report, since the upcoming TDP will supersede them to some extent: the Road to Zero strategy, Maritime 2050 and the Clean Maritime Plan, the Aviation 2050 Green Paper and forthcoming net zero aviation consultation and Aviation Strategy, the Cycling and Walking

transport modes, transport as a whole sector needs to go further and more quickly, therefore the TDP will take a coordinated, cross-modal approach to deliver the transport sector's contribution to both carbon budgets and net zero.

C.26 Defra and the Environment Agency, Understanding the risks, empowering communities, building resilience: The National Flood and Coastal Erosion Risk Management Strategy for England (2011) - sets out the national framework for managing the risk of flooding and coastal erosion. It sets out the roles for risk management authorities and communities to help them understand their responsibilities. An update to the document (Draft National Flood and Coastal Erosion Risk Management Strategy for England, 2019) was published for consultation up to July 2019.

C.27 Ministry of Housing, Communities and Local Government, National Planning Policy for Waste (NPPW) (2014) - sets out a number of key planning objectives. It requires that local planning authorities help deliver sustainable development through measures including driving waste management up the waste hierarchy; ensuring that waste management is considered alongside other spatial planning concerns; and providing a framework in which communities can take more responsibility for their own waste.

C.28 Defra, Waste Management Plan for England (2013) - sets out the measures for England to work towards a zero waste economy.

C.29 HM Government, The Clean Growth Strategy (2017) - sets out the approach of the government to secure growth of the national income while cutting greenhouse gas emissions. The key policies and proposals of the Strategy sit below a number of overarching principles: acceleration of clean growth including through recommendations for private and public investment to meet carbon budgets; providing support to improve business and industry energy efficiency; improving energy efficiency in the housing stock including through low carbon heating; accelerating the shift to low carbon transport; delivering clean, smart, flexible power; enhancing the benefits and value of our natural resources; leading in the public sector to meet emissions targets; and ensure Government leadership to drive clean growth.

Health and well-being

C.30 Public Health England, PHE Strategy 2020-25 - identifies PHE's priorities upon which to focus over this five-year period to protect people and help people to live longer in good health.

C.31 HM Government, Laying the foundations: a housing strategy for England (2011) - aims to provide support to the delivery of new homes and to improve social mobility.

C.32 Ministry of Housing, Communities and Local Government, Planning Policy for Traveller Sites (2015) - to be read in conjunction with the NPPF, this policy document sets out the Government's planning policy for Traveller sites to ensure fair and equal treatment for Travellers.

Environment (biodiversity/geodiversity, landscape and soils)

C.33 Defra, A Green Future: Our 25 Year Plan to Improve the Environment (2018) - sets out goals for improving the environment over the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. The gov.uk website notes that the 25 Year Plan sits alongside two other important government strategies: the Industrial Strategy and Clean Growth Strategy (the former summarised in the Economic growth section below, the latter under Climate Change above).

C.34 Defra, Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011) - Guides conservation efforts in England up to 2020 by requiring a national halt to biodiversity loss, supporting healthy ecosystems and establishing ecological networks.

C.35 Defra, Biodiversity offsetting in England Green Paper (2013) - sets out a framework for biodiversity offsetting. Offsets are conservation activities designed to compensate for residual losses.

C.36 Defra, Safeguarding our Soils – A Strategy for England (2009) - Sets out how England's soils will be managed sustainably. It highlights those areas which Defra will prioritise and focus attention in tackling degradation threats, including:

better protection for agricultural soils; protecting and enhancing stores of soil carbon; building the resilience of soils to a changing climate; preventing soil pollution; effective soil protection during construction and; dealing with contaminated land.

Historic environment

C.37 The Heritage Alliance, Heritage 2020 - sets out the historic environment sector's plan for its priorities between 2015 and 2020.

C.38 Historic England, Corporate Plan 2018-2021 - contains the action plan which sets out how the aims of the corporate plan will be delivered. The plan includes priorities to demonstrate how Historic England will continue to work towards delivering the heritage sector's priorities for the historic environment.

C.39 Historic England, Sustainability Appraisal and Strategic Environmental Assessment: Historic England Advice Note 8 (2016) - sets out Historic England's guidance and expectations for the consideration and appraisal of effects on the historic environment as part of the Sustainability Appraisal/Strategic Environmental Assessment processes.

C.40 Historic England, The Historic Environment and Site Allocations in Local Plans (2015)² – sets out historic England's guidance and advice to support Local Plan site allocations process in implementing historic environment legislation, the relevant policy in the National Planning Framework and the related guidance given in the Planning Practice Guide.

C.41 Historic England, The Setting of Heritage Assets (2015)³ – sets out Historic England's guidance on managing change within the setting of heritage assets, including archaeological remains and historic buildings, sites, areas and landscapes.

C.42 Historic England, The Historic Environment in Local Plans (2015)⁴ – sets out Historic England's guidance in implementing historic environment policy in the National Planning Policy Framework and the related guidance given in the National Planning Practice Guide.

C.43 Historic England, Tall Buildings (2015)⁵ – sets out historic Environment's guidance for people involved in planning and designing tall buildings to ensure that they are delivered in a sustainable and successful manner.

Water and air

C.44 Environment Agency, Managing Water Abstraction (2016) - is the overarching document for managing water resources in England and Wales and links together the abstraction licensing strategies.

C.45 Defra, Water White Paper (2012) - Sets out the Government's vision for the water sector including proposals on protecting water resources and reforming the water supply industry. It states outlines the measures that will be taken to tackle issues such as poorly performing ecosystem, and the combined impacts of climate change and population growth on stressed water resources.

C.46 Defra, Clean Air Strategy (2019) - sets out the comprehensive action that is required from across all parts of government and society to meet goals relating to ensuring cleaner air. This is to be underpinned by new England-wide powers to control major sources of air pollution, in line with the risk they pose to public health and the environment, plus new local powers to take action in areas with an air pollution problem. The UK has set stringent targets to cut emissions by 2020 and 2030.

Economic growth

C.47 HM Government, Industrial Strategy: building a Britain fit for the future (2017) - sets out a long-term policy framework for how Britain will be built to be fit for the future in terms of creating successful, competitive and open economy. It is shaped around five 'foundations of productivity' – the essential attributes of every successful economy: Ideas (the world's most innovative economy); People (good jobs and greater earning power for all; Infrastructure (a major upgrade to the UK's

² Historic England (2015) The Historic Environment and Site Allocations in Local Plans [online] Available at: <https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/heag074-he-and-site-allocation-local-plans/>

³ Historic England (2015) The Setting of Heritage Assets [online] Available at: <https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/heag180-gpa3-setting-heritage-assets/>

⁴ Historic England (2015) The Historic Environment in Local Plans [online] Available at: <https://historicengland.org.uk/images-books/publications/gpa1-historic-environment-local-plans/gpa1/>

⁵ Historic England (2015) Tall Buildings [online] Available at: <https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/heag037-tall-buildings/>

infrastructure); Business Environment (the best place to start and grow a business); Places (prosperous communities across the UK).

C.48 Infrastructure and Projects Authority, National Infrastructure Delivery Plan 2016-2021 - brings together the Government's plans for economic infrastructure over this five year period with those to support delivery of housing and social infrastructure.

C.49 LEP Network, LEP Network Response to the Industrial Strategy Green Paper Consultation (2017) - seeks to ensure that all relevant local action and investment is used in a way that maximises the impact it has across the Government's strategy. Consultation responses set out how the 38 Local Enterprise Partnerships will work with Government using existing and additional resources to develop and implement a long-term Industrial Strategy.

Transport

C.50 Department for Transport, The Road to Zero (2018) - sets out new measures towards cleaner road transport, aiming to put the UK at the forefront of the design and manufacturing of zero emission vehicles. It explains how cleaner air, a better environment, zero emission vehicles and a strong, clean economy will be achieved. One of the main aims of the document is for all new cars and vans to be effectively zero emission by 2040.

Sub-National Plans and Programmes of Most Relevance for the Local Plan

C.51 Enterprise M3 Local Enterprise Partnership (LEP) Strategic Economic Plan (SEP) 2018 – 2030 (2018)⁶ - The SEP aims to deliver 4% growth rate per year to 2030. The five growth priorities for the area are set out as:

- Digital and data technologies;
- The clean growth economy;
- High value sectors for a globally facing economy;
- enterprise and innovation for scaling up high productivity SMEs; and
- skills for high value, high growth economy.

C.52 These priorities are underpinned by two major stimulants of growth for the area: digital and data technologies and the clean growth economy.

C.53 The Solent LEP SEP 2014-20 (2014)⁷ - Seeks to unlock it to unlock £2.88 billion of investment in the area between 2014 and 2020. Targets for the period are included in the document for this period for job creation (15,500 jobs), housing (24,000 homes up to 2026) and GVA from the baseline of £24 billion (£30 billion). The economic strategy for the LEP sets out clear objectives:

- Maximise the economic impact of the economic assets;
- Unlock critical employment;
- Provide new housing to support new workforce;
- Ensure people have right skills to enter employment;
- Provide effective support to SMEs; and
- Unlock innovation led growth.

C.54 Hampshire Local Transport Plan (2013)⁸ - The plan addresses the County Council's priorities and strategic objectives for improving the transport network across Hampshire, including by encouraging the use of sustainable transport modes.

C.55 Hampshire County Council Walking Strategy (2016)⁹ - This strategy outlines the overall aspiration to support walking across the County. It provides a framework to support the development of local walking strategies, and outlines funding priorities and opportunities.

⁶ Enterprise M3 LEP (2018) A Strategic Economic Plan for the Enterprise M3 Area 2018 – 2030 [online] Available at: <https://www.enterprisem3.org.uk/sites/default/files/2020-02/Strategic%20Economic%20Plan%202018.pdf>

⁷ Solent LEP: Solent Strategic Economic Strategy (2014) Transforming Solent [online] Available at: https://solentlep.org.uk/media/1332/solent_strategic_economic_plan.pdf

⁸ Hampshire County Council (2013) Hampshire Local Transport Plan 2011-2031 [pdf] Available at: <http://documents.hants.gov.uk/transport/HampshireLTPPartALongTermStrategy2011-2031RevisedApril2013.pdf>

⁹ Hampshire County Council (2016) Hampshire County Council Walking Strategy [pdf] Available at: <https://www.hants.gov.uk/get-decision-document?documentId=16315&file=Hampshire%20Walking%20Strategy%20-%20Appendix%202.pdf&type=pdf>

C.56 Hampshire County Council Cycling Strategy (2015)¹⁰ - This strategy outlines the overall aspiration to support cycling across the County. It provides a framework to support the planning and development of cycling measures, and outlines funding priorities and opportunities.

C.57 Hampshire Countryside Access Plan 2015–2025 (2015)¹¹ - The countryside access plan seeks to improve access to and within the countryside.

C.58 Hampshire’s Highway Asset Management Strategy (2018)¹² - This strategy serves as a basis for the development of detailed asset management planning and its implementation. There are six main objectives outlined within the Asset Management Strategy:

- Safety: To provide a safe network where accidents and injuries to road users are kept to a minimum.
- Condition: To monitor and maintain network condition and deliver long term solutions.
- Accessibility: To maintain and where possible improve accessibility for all by minimising disruption and avoiding restrictions on the network.
- Customers: To provide customers with accurate and prompt responses to all enquiries and highway related services.
- Value for Money: To continue to improve highway asset management practices and use our limited resources efficiently.
- Sustainability: To promote whole life solutions and reduce waste by increasing the use of recycled materials.

C.59 Partnership for Urban South Hampshire (PUSH) Spatial Position Statement (2016)¹³ - The document sets out the level and distribution of development in the PUSH area over the period from 2011 to 2034, and the infrastructure investment which is needed to support it. The PUSH area includes the unitary authorities of Portsmouth, Southampton and the Isle of Wight; Hampshire County Council and the district authorities of Eastleigh, East Hampshire, Fareham, Gosport, Havant, New Forest, Test Valley and Winchester. Parts of East Hampshire, New Forest and Test Valley Districts as well as much of Winchester to the north of Bishops Waltham fall outside of the PUSH area.

C.60 Partnership for Urban South Hampshire (PUSH) Integrated Water Management Study (2018)¹⁴ – The document assesses any implications from the planned growth in the region for the water resource and water quality environment. It identifies the impacts on water quality in receiving water courses from future housing growth, clarifies if future housing growth will impact on the WFD objectives, ensures that future housing will be in line with the needs of the Habitats Directive for Designated Areas and the Urban Wastewater Treatment Directive for Sensitive Areas, models the potential future discharge permit standards and identifies any significant impacts on protected areas and designated sites and cumulative impacts within the catchment.

C.61 Partnership for Urban South Hampshire (PUSH) Green Infrastructure Strategy (2017 – 2034)¹⁵ – The GI Strategy has been prepared jointly by the Partnership for Urban South Hampshire and in parallel to the Spatial Position Statement. This document sets the vision and framework for the delivery of an integrated network of strategic GI across the South Hampshire sub-region.

C.62 Hampshire Minerals and Waste Plan (2013)¹⁶ - The Minerals and Waste Plan sets the vision and direction – the amounts, broad locations and priorities – for future mineral extraction and waste management in Hampshire. It will guide the more specific locations for any new quarries and waste facilities, including sites for recycling and composting facilities, treatment

¹⁰ Hampshire County Council (2015) Hampshire County Council Cycling Strategy [pdf] Available at: <http://documents.hants.gov.uk/transport-strategy-documents/HampshireCyclingStrategy.pdf>

¹¹ Hampshire County Council (2015) Hampshire Countryside Access Plan 2015-2025 [pdf] Available at: <http://documents.hants.gov.uk/countryside/HampshireCountrysideAccessPlan2015-2025.pdf>

¹² Hampshire County Council (2018) Hampshire’s Highway Asset Management Strategy [online] Available at: <http://documents.hants.gov.uk/highways/ManagementStrategy.pdf>

¹³ Partnership for Urban South Hampshire (2016) PUSH Spatial Position Statement [online] Available at: <https://www.push.gov.uk/wp-content/uploads/2018/05/PUSH-Spatial-Position-Statement-2016.pdf>

¹⁴ Partnership for Urban South Hampshire (2018) Integrated Water Management study [online] Available at: <https://www.push.gov.uk/wp-content/uploads/2018/07/IWMS-Appendix-1.pdf>

¹⁵ Partnership for Urban South Hampshire (2017) South Hampshire Green Infrastructure Strategy [online] Available at: <https://www.push.gov.uk/wp-content/uploads/2018/07/Item-8-Appendix-2-Green-Infrastructure-Strategy-2017-34.pdf>

¹⁶ Hampshire County Council (2013) Hampshire Minerals and Waste Plan [online] Available at: <http://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

plants, and any possible new landfill sites in the future. Its vision is 'Protecting the environment, maintaining communities and supporting the economy'. Objectives include:

- Safeguarding Hampshire's mineral resources.
- Meeting the demand for new minerals.
- Helping to deliver an adequate supply of minerals and mineral-related products to support new development, deliver key infrastructure projects and provide the everyday products.
- Protecting and enhancing valued landscapes.

C.63 Hampshire Local Flood Risk Management Strategy (2013)¹⁷ - The Hampshire Flood Risk Management Strategy (LFRMS) has been produced by Hampshire County Council as Lead Local Flood Authority (LLFA). The Flood Water Management Act places a legal duty on each LLFA to produce a LRMS and this document creates a framework around which flood risk management will be undertaken by the LLFA.

C.64 Hampshire Public Health Strategy 2016-2021 (2016)¹⁸ - The strategy outlines how Hampshire County Council will seek to deliver improved health and wellbeing outcomes for everyone in the County, driven by individual choice and with less dependency on health and social care provision.

C.65 Draft Hampshire Health and Wellbeing Strategy 2019-2024 (2019)¹⁹ - Hampshire County Council consulted upon the draft strategy up to February 2019. The strategy sets out the vision and key priorities for the Hampshire Health and Wellbeing Board which brings together partners from local government, the NHS, other public services, and the voluntary and community sector. The priorities of the strategy are improved mental health and emotional resilience, improved physical activity ensuring key element of health services work well together in Hampshire.

C.66 South East River Basin District River Basin Management Plan (2015)²⁰ - The management plan provides a framework for protecting and enhancing the benefits provided by the water environment

C.67 Test and Itchen: Catchment Flood Management Plan (2009)²¹ - The management plan aims to promote more sustainable approaches to managing flood risk.

C.68 Biodiversity Action Plan for Hampshire (1998)²² - The document provides an evidence base and framework for the protection and conservation of threatened species and habitats across Hampshire. The BAP includes 13 Habitat Plans, three Topic Action Plans, and 28 Species Plans.

C.69 South Downs National Park Management Plan 2020-2025 (2019)²³ - The Partnership Management Plan sets out the overarching five-year strategy for the management of the South Downs National Park. The key objectives set out in the document are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area;
- To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public; and
- To seek to foster the social and economic wellbeing of the local communities within the National Park in pursuit of our purposes.

¹⁷ Hampshire County Council (2013) Local Flood Risk Management Strategy [online] Available at: <http://documents.hants.gov.uk/flood-water-management/LFRMSdocument.pdf>

¹⁸ Hampshire County Council (2016) Hampshire Public Health Strategy 2016-2021 [online] Available at: <https://documents.hants.gov.uk/public-health/TowardsahealthierHampshireastrategyforimprovingthepublicshealth2016-2021.pdf>

¹⁹ Hampshire County Council (2019) Draft Hampshire Health and Wellbeing Strategy 2019-2024 [online] Available at: <https://documents.hants.gov.uk/consultation/draftstrategy-hwb-hampshire-2019-24.pdf>

²⁰ Environment Agency (2015) South East River Basin District River Basin Management Plan [online] Available at: <https://www.gov.uk/government/publications/south-east-river-basin-district-river-basin-management-plan>

²¹ Environment Agency (2009) Test and Itchen: Catchment Flood Management Plan [online] Available at: <https://www.gov.uk/government/publications/test-and-itchen-catchment-flood-management-plan>

²² Hampshire Biodiversity Partnership (1998) Biodiversity Action Plan for Hampshire [online] Available at: <http://www.hampshirebiodiversity.org.uk/action.html>

²³ South Downs Partnership (2019) 2020-2025 South Downs Partnership Management Plan [online] Available at: <https://www.southdowns.gov.uk/partnership-management-plan/>

C.70 Winchester District Economic Strategy 2010 – 2020 (2010)²⁴ - The Winchester District Economic Strategy (WDES) sets out a framework to enhance economic prosperity within the District. It sets out the vision of the economy which addresses the needs of the industry, residents and visitors.

C.71 Winchester High Quality Places Supplementary Planning Document (SPD) (2015)²⁵ - The SPD applies to the area of Winchester District which lies outside the South Downs National Park and supports the design policies in the Winchester District Local Plan Part 1. It identifies design criteria against which planning applications in the area will be assessed and provides further detailed design guidance to encourage high quality design which considers local distinctiveness and sustainable design principles.

C.72 Winchester Movement Strategy (2019)²⁶ - The Strategy was developed by Winchester City Council in collaboration with Hampshire County Council. It is a joint policy document that sets out an agreed vision and long-term priorities for travel and transport improvements in Winchester over the next 30 years. It is supported by an Action Plan that guides delivery of the Strategy. The Strategy sets out three key priorities:

- reduce city centre traffic;
- support healthier lifestyle choices; and
- invest in infrastructure to support sustainable growth.

C.73 Winchester experiences high levels of private car use for journeys to work. Traffic congestion accordingly impacts the reliability of bus services and demands further investments in road infrastructure. In this regard, the Winchester Movement Strategy aims to deliver:

- increased capacity of Park and Ride facilities;
- bus priority measures on key radial routes into the city centre;
- new bus partnerships with bus operators across the city;
- traffic demand management;
- re-allocation of road space to improve pedestrian and cycle provisions;
- enhance public realm in the city centre;
- better management of deliveries of goods to the city centre;
- an integrated approach to transport and land use planning;
- enhanced capacity of M3 highway;
- enhanced primary road network capacity; and
- consider introducing a charging zone.

C.74 The Strategy sets out long-term priorities for improvements of travel and transport infrastructure within Winchester over the next 30 years. The key issues identified by the Strategy are the city centre traffic levels caused mainly by private cars, air quality and health issues and inappropriate transport infrastructure that hinders economic potential of the District

C.75 Winchester Climate Emergency Carbon Neutrality Action Plan: 2020 - 2030²⁷ - The Action Plan sets out how the Council aims to achieve carbon neutrality and includes:

- Actions it will take to reduce/eliminate or offset its own carbon emissions;
- Actions it can take to support and help others; individuals, businesses, agencies and organisations, to make changes so that the District becomes carbon neutral; and
- Actions that promote climate resilience including biodiversity; waste and recycling, planning and development; and commerce and economy.

²⁴ Winchester City Council (2010) Winchester District Economic Strategy 2010 – 2020 [online] Available at: <https://www.winchester.gov.uk/assets/attach/1692/Economic-Strategy-FINAL-17-5-11web.pdf>

²⁵ Winchester City Council (2015) Winchester High Quality Places Supplementary Planning Document (SPD) [online] Available at: <https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2011-2036-adopted/supplementary-planning-documents-spds/high-quality-places-spd-adopted>

²⁶ Winchester City Council (2019) Winchester movement Strategy [online] Available at: <https://www.hants.gov.uk/aboutthecouncil/haveyoursay/consultations/winchestermovementstrategy>

²⁷ Winchester City Council (2020) Winchester Climate Emergency Carbon Neutrality Action Plan: 2020 – 2030 [online] Available at: <https://www.winchester.gov.uk/assets/attach/20539/Carbon%20Neutrality%20Plan.pdf>

Surrounding Development Plans

C.76 Test Valley Borough Local Plan 2011-2029 (2016)²⁸ - To the west, Test Valley Borough Council has adopted the Test Valley Borough Local Plan 2011-2029 which makes provision for the development of a minimum of 10,584 dwellings. The plan also seeks to provide additional employment land to support the local and sub regional economy, including through the protection existing strategic employment sites and where appropriate all other employment sites within the Borough. Extensions to existing employment sites and new employment sites are proposed at the University of Southampton Science Park (1.5ha), the new neighbourhood at Whitenap in Romsey (6.0ha), Bargain Farm in Nursling (2.0ha) and Walworth Business Park (11.0ha).

C.77 The Borough Council has started preparing the new Local Plan for the period up to 2036, with consultation undertaken on the Issues and Options document in September 2018.

C.78 Basingstoke and Deane Local Plan 2011 to 2029 (2016)²⁹ - To the north, Basingstoke and Deane Borough Council has adopted the Basingstoke and Deane Local Plan 2011-2029 which will make provision to meet 15,300 dwellings and associated infrastructure. Greenfield sites are allocated through the plan to provide approximately 7,705 dwellings over the plan period and the plan also aims to support the creation of 8,100 to 12,600 jobs.

C.79 The Borough Council has taken the decision to update the current adopted Local Plan and the Issues and Options consultation is due to take place in Autumn 2020.

C.80 East Hampshire District Local Plan: Joint Core Strategy (2014)³⁰ - To the east, East Hampshire District Council has adopted the East Hampshire District Local Plan which make provision for a minimum increase of 10,060 dwellings for the plan period 2011 to 2028. The Local Plan also allocates new employment land at the settlements of Whitehill and Bordon (9.5ha), Alton (7.0ha), Petersfield (3.0ha) and Horndean (2.0ha). In 2016, the District Council adopted the Local Plan (Part 2): Housing and Employment Allocations³¹ to identify specific sites to meet the individual housing and employment targets set out in the Joint Core Strategy.

C.81 Preparation of the new Local Plan for East Hampshire has begun which cover the period up to 2016. Consultation on the Draft Local Plan³² took place in March 2019. The Draft Local Plan sets out to deliver an annual housing requirement of 508 homes between 2017 and 2028 and 608 homes between 2029 and 2036. Furthermore, to meet the economic growth requirements of the District 50ha of employment land is also to be delivered between 2017 and 2036.

C.82 South Downs National Park Local Plan (2019)³³ - The South Downs National covers land within the local authority areas of Winchester in the west to Eastbourne in the west. The policies of the South Downs Local Plan replaced all the saved Local Plan, Core Strategy and Joint Core Strategy policies inherited by the National Park Authority when it came to act as the local planning authority in April 2011, other than those policies relating to minerals and waste. The South Downs Local Plan makes overall provision for approximately 4,750 net additional homes between 2014 and 2033. Areas which are to see substantial amounts of housing growth include Fernhurst (220 homes), Lewes (875 homes) and Petersfield (805 homes). The allocation of new employment land for the plan period will support the development of offices (5.3ha), industrial uses (1.8ha) and small-scale warehousing (3.2ha). As 40% of the district is covered by the SNDPA there needs to be a close synergy between the SDNPA Local Plan and the Council's emerging Local Plan.

C.83 Havant Borough Core Strategy (2011)³⁴ - To the south east, the adopted Local Plan for Havant District comprises the Core Strategy and Allocation Plan³⁵. The Core Strategy seeks to achieve the delivery of a net total of 6,300 new dwellings, as well as 162,000 sqm of new employment floorspace between 2006 and 2026. The Allocations Plan allocates land to help deliver the development requirements for housing and employment from 2013 to 2026 set out in the Core Strategy.

²⁸ Test Valley Borough Council (2016) Test Valley Borough Local Plan 2011-2029 [online] Available at: <https://www.testvalley.gov.uk/assets/attach/2446/Adopted-Local-Plan-2011-2029.pdf>

²⁹ Basingstoke and Deane Borough Council (2016) Basingstoke and Deane Local Plan 2011 to 2029 [online] Available at: <https://www.basingstoke.gov.uk/content/doclib/1592.pdf>

³⁰ East Hampshire District Council (2014) East Hampshire District

Local Plan: Joint Core Strategy [online] Available at: <https://www.easthants.gov.uk/adopted-local-plan>

³¹ East Hampshire District Council (2016) East Hampshire District Local Plan (Part 2): Housing and Employment Allocations [online] available at: <https://www.easthants.gov.uk/adopted-local-plan>

³² East Hampshire District Council (2019) Draft Local Plan 2017-2036 [online] Available at: <https://www.easthants.gov.uk/draft-local-plan>

³³ South Downs National Park Authority (2019) South Downs National Park Local Plan

³⁴ Havant Borough Council (2011) Havant Borough Core Strategy [online] Available at: <https://www.havant.gov.uk/local-plan-core-strategy>

³⁵ Havant Borough Council (2014) Havant Borough Local Plan (Allocations) [online] Available at: <https://www.havant.gov.uk/local-plan-core-strategy>

C.84 Preparation of the new Havant Local Plan started in 2016. The Pre-Submission Havant Borough Local Plan 2036³⁶ was consulted on between February and March 2019. The new Local Plan makes provision for the delivery of about 10,231 net new homes and 96,759 net sqm of employment floorspace over the new plan period (2016 and 2036).

C.85 The Portsmouth Plan (2012)³⁷ - To the south east, Portsmouth City Council has adopted the Portsmouth Plan which replaced a large number of policies in the Portsmouth City Local Plan. The Plan is supplemented by Area Action Plans for Somerstown and North Southsea (2012) and Southsea Town Centre (2007). The Plan sets out the delivery of an additional 7,117 to 8,387 homes in the city between 2010 and 2027. A total target of 243,000 sqm of employment and employment generating uses is to be promoted to allow for sustainable economic growth up to 2027.

C.86 Portsmouth City Council has started the process of drafting a new Local Plan with consultation undertaken on the Issues and Options document in July 2017 and on relevant supporting evidence base documents in February 2019.

C.87 Fareham Local Plan Part 1: Core Strategy (2011)³⁸ - To the south, the Local Plan for Fareham Borough comprises the Local Plan Part 1: Core Strategy, Local Plan Part 2: Development Sites and Policies and the Local Plan Part 3: The Welborne Plan. The Core Strategy sets out to deliver 3,729 dwellings between 2006 and 2026. It also provides a minimum economic development floorspace target of 41,000 sqm for this period. The Local Plan Part 2³⁹ sets out the Council's approach to managing and delivering development identified in the Core Strategy up to 2026, except for the area covered by The Welborne Plan⁴⁰. The Welborne Plan sets out how the new community of Welborne should take shape over the period up to 2036. Development proposals at Welborne are to deliver approximately 6,000 dwellings, phased to enable completion by 2036, and approximately 20 hectares of land for employment development, phased for completion by 2041.

C.88 The Borough Council has started the process of producing the Fareham Draft Local Plan 2036⁴¹ and consultation on the Draft Local Plan was undertaken between January to March 2020. The housing requirement for Fareham set out in the document stands at a minimum of 520 dwellings per annum, however, this is subject to change as the plan progresses.

C.89 Eastleigh Borough Local Plan 2016-2036 (2018)⁴² - Eastleigh Borough lies to the south west of Winchester District. The Eastleigh Borough Council Local Plan was submitted to the Secretary of State for independent examination in October 2018. Once adopted the new Local Plan will replace the currently adopted Eastleigh Borough Local Plan Review (2001-2011). For the new plan period between 2016 and 2036 the Borough Council is to promote a minimum of 14,580 new dwellings and 144,050 sqm (net) of new employment development for delivery.

Partnership for South Hampshire (PFSH)

C.90 Some of the authorities in southern Hampshire are unlikely to be able fully to meet their own development needs, particularly where they are already largely urbanised or expansion is limited by The Solent or other constraints. The City Council is a member of the Partnership for South Hampshire (PFSH), which is developing a strategy and producing a Statement of Common Ground aimed at meeting the needs of the sub-region. The work being carried out to develop this strategy includes assessments of potential areas for strategic-scale development, economic studies and transport assessments. Therefore, it is expected that the PFSH will develop a strategy to meet the needs of southern Hampshire as a whole.

³⁶ Havant Borough Council (2019) Pre-Submission Draft Havant Borough Local Plan 2036 [online] Available at: <https://www.havant.gov.uk/pre-submission-havant-borough-local-plan-2036-pdf-118-mb>

³⁷ Portsmouth City Council (2012) The Portsmouth Plan [online] Available at: <https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

³⁸ Fareham Borough Council (2011) Fareham Local Plan Part 1: Core Strategy [online] Available at: <https://www.fareham.gov.uk/pdf/planning/CoreStrategyAdopted.pdf>

³⁹ Fareham Borough Council (2015) Fareham Local Plan Part 2: Development Sites and Policies [online] Available at: <https://www.fareham.gov.uk/PDF/planning/LP2DSPAadopted.pdf>

⁴⁰ Fareham Borough Council (2015) Local Plan Part 3: The Welborne Plan [online] Available at: <https://www.fareham.gov.uk/PDF/planning/LP3WelborneAdopted.pdf>

⁴¹ Fareham Borough Council (2020) Draft Fareham Local Plan 2036 [online] Available at: https://www.fareham.gov.uk/planning/local_plan/localplansupplementconsultation.aspx

⁴² Eastleigh Borough Council (2018) Eastleigh Borough Local Plan 2016-2036 [online] Available at: <https://www.eastleigh.gov.uk/media/3484/final-local-plan-document-june-2018-print.pdf>

Appendix D

Baseline information

Climate Change Mitigation and Adaptation

D.1 Climate change presents a global risk, with a range of different impacts that are likely to be felt within Winchester across numerous receptors. The 2018 Intergovernmental Panel on Climate Change (IPCC) identified a reduced timeframe to act to keep world temperature rises to 1.5 degrees Celsius before 2050 in line with the Paris Agreement⁴³.

D.2 The Tyndall Centre⁴⁴ has undertaken work to calculate the 'fair' contribution of local authorities towards the Paris Climate Change Agreement. Based on the analysis undertaken the following recommendations have been made for Winchester:

- The District should stay within a maximum cumulative carbon dioxide emissions budget of 5.2 million tonnes (MtCO₂) for the period of 2020 to 2100. It should be noted that at 2017 carbon dioxide emission levels, Winchester would use this entire budget within 6 years from 2020.
- The District should also initiate an immediate programme of carbon dioxide mitigation to deliver cuts in emissions averaging a minimum of -13.9% per year to secure a Paris aligned carbon budget.
- The District should reach zero or near zero carbon no later than 2041.

D.3 In light of the IPCC work, Winchester City Council declared a Climate Emergency in June 2019. The declaration commits the Council to the aims of making the activities of Winchester City Council carbon neutral by 2024, and the District of Winchester carbon neutral by 2030. Carbon neutrality, therefore, needs to be fully woven into the new Local Plan and key part of the IIA process. It should be noted that the council's own carbon emissions have fallen by 23.6% over the ten year period up to 2019⁴⁵.

Climate change predictions

D.4 In general, climate change projections (through UKCP18) indicate a greater chance of hotter, drier summers and warmer, wetter winters in the UK⁴⁶. The UK has experienced a general trend towards warmer average temperatures in recent years with the most recent decade (2009–2018) being on average 0.3C warmer than the 1981–2010 average and 0.9C warmer than 1961–1990. The 21st century is reported so far as being warmer than the previous three centuries.

D.5 Heavy rainfall and flooding events have been demonstrated to have increased potential to occur in the UK as the climate has generally become wetter. For example, the highest rainfall totals over a five day period are 4% higher during the most recent decade (2008-2017) compared to 1961-1990. Furthermore, the amount of rain from extremely wet days has increased by 17% when comparing the same time periods. In addition, there is a slight increase in the longest sequence of consecutive wet days for the UK. In Winchester precipitation levels for spring 2018 were higher than the 1981–2010 average, with some areas experiencing levels 150% and 170% of the 1981–2010 average. The precipitation levels for summer and autumn 2018 were lower than the 1981-2010 average, mostly between 90% to 70% of that figure, with parts of Winchester experiencing 70% to 50% of the 1981-2010 average in summer 2018⁴⁷.

D.6 UK CP18 projections for the South East River Basin identify the following main changes (relative to 1981-2000) to the climate by the end of the plan period (2038)⁴⁸:

⁴³ United Nations Treaty Collection (2016) Paris Agreement

⁴⁴ Tyndall Centre (2020) Setting Climate Commitments for Winchester: Quantifying the implications of the United Nations Paris Agreement for Winchester [online] Available at: <https://carbonbudget.manchester.ac.uk/reports/E07000094/>

⁴⁵ Winchester City Council (2019) Winchester Climate Emergency Carbon Neutrality Action Plan 2020-2030

⁴⁶ Met Office (2018) UKCP18 Climate Change Over Land

⁴⁷ Royal Meteorological Society (2019) State of the UK Climate 2018

⁴⁸ Met Office (2018) UKCP18 Key Results [online] Available at: www.metoffice.gov.uk/research/approach/collaboration/ukcp/key-results The following parameters were used: Region – South East England River Basin; Time Horizon; 2030-2049; Emissions Scenario – RCP6.0; 50th percentile change.

- Increase in mean winter temperature by 0.8°C.
- Increase in mean summer temperature by 1.3°C.
- Increase in mean winter precipitation by 9.0%.
- Decrease in mean summer precipitation by 13.0%

Carbon dioxide emissions

D.7 In recent years, in line with the UK as a whole, the South East has seen a decrease in carbon dioxide emissions. One of the main drivers for reduced levels of emissions has been a decrease in the use of coal for electricity generation, accounting for a decrease in emissions for domestic electricity.

D.8 In the South East, carbon dioxide emissions have fallen from 8.0t per capita to 4.8t per capita (equivalent to a 33% reduction) from 2005 to 2017. Emissions for Winchester have stayed higher than South East levels for this period falling from 8.7t per capita to 5.4t per capita over the same period; however, this is the same as the decrease in level of emissions in the UK for the same period. Per capita emissions in the plan area within the scope of influence of the local authority fell most years between 2005 and 2017 as shown in **Table D.1**. It should be noted the figures in **Table D.1** do not account for Land Use, Land Use Change and Forestry figures in Winchester, which in 2017 accounted for removal of 47kt of carbon dioxide⁴⁹ from the atmosphere.

Table D.1: Carbon dioxide emissions estimates in Winchester 2005-2017⁵⁰

Year	Total Emissions (kt)	Per Capita Emissions (t)
2005	955.6	8.7
2006	929.6	8.4
2007	918.6	8.2
2008	913.7	8.1
2009	852.2	7.4
2010	888.2	7.7
2011	817.4	7.0
2012	853.7	7.2
2013	826.4	6.9
2014	758.4	6.3
2015	727.3	6.0
2016	698.7	5.7
2017	669.1	5.4

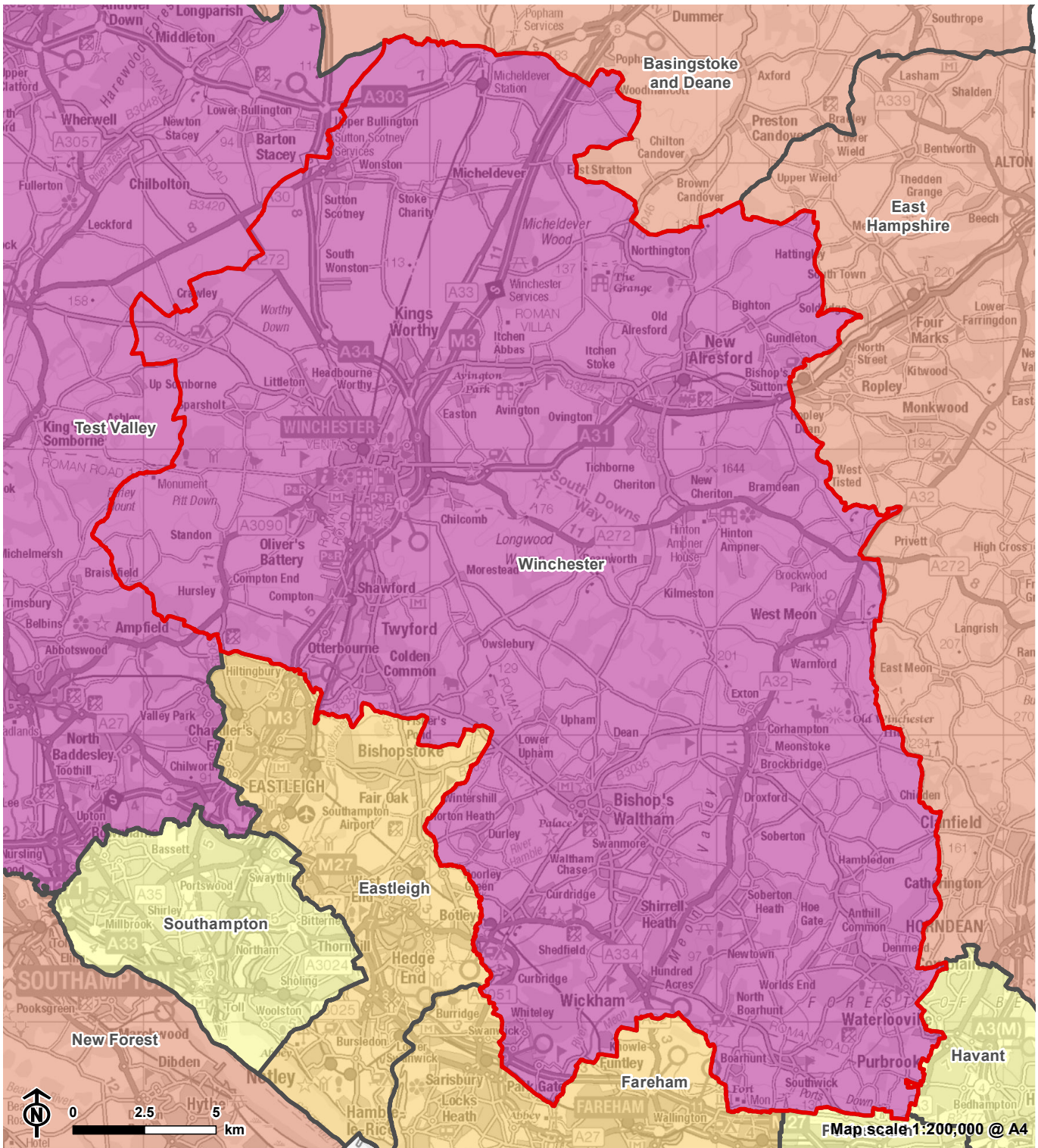
D.9 During this same period in the South East the contributor of the highest level of emissions changed from industrial and commercial to transport sources. Within Winchester transport remained the contributor of the highest level of emissions. This is shown in **Table D.2**.

⁴⁹ National Atmospheric Emissions Inventory (2019) UK National Atmospheric Emissions Inventory for 2017 [online] Available at: <https://naei.beis.gov.uk/laco2app/>
⁵⁰ ONS and Department for Business, Energy & Industrial strategy (2019) 2005 to 2017 UK local and regional CO2 emissions – data tables [online] Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017>

Table D.2: Changes in carbon dioxide emissions by sector for the region and District between 2005 and 2017⁵¹

Source of Emissions	South East Region		Winchester	
	2005	2017	2005	2017
Industry and Commercial (kt)	24,435.9	12,156.7	367.8	191.2
Domestic (kt)	20,788.4	13,409.4	296.6	193.4
Transport (kt)	21,637.9	20,185.0	519.6	496.5
Grand Total (kt)	65,484.1	43,907.5	1,153.6	833.7

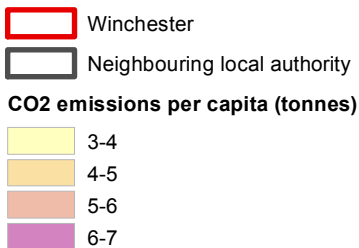
⁵¹ Ibid.

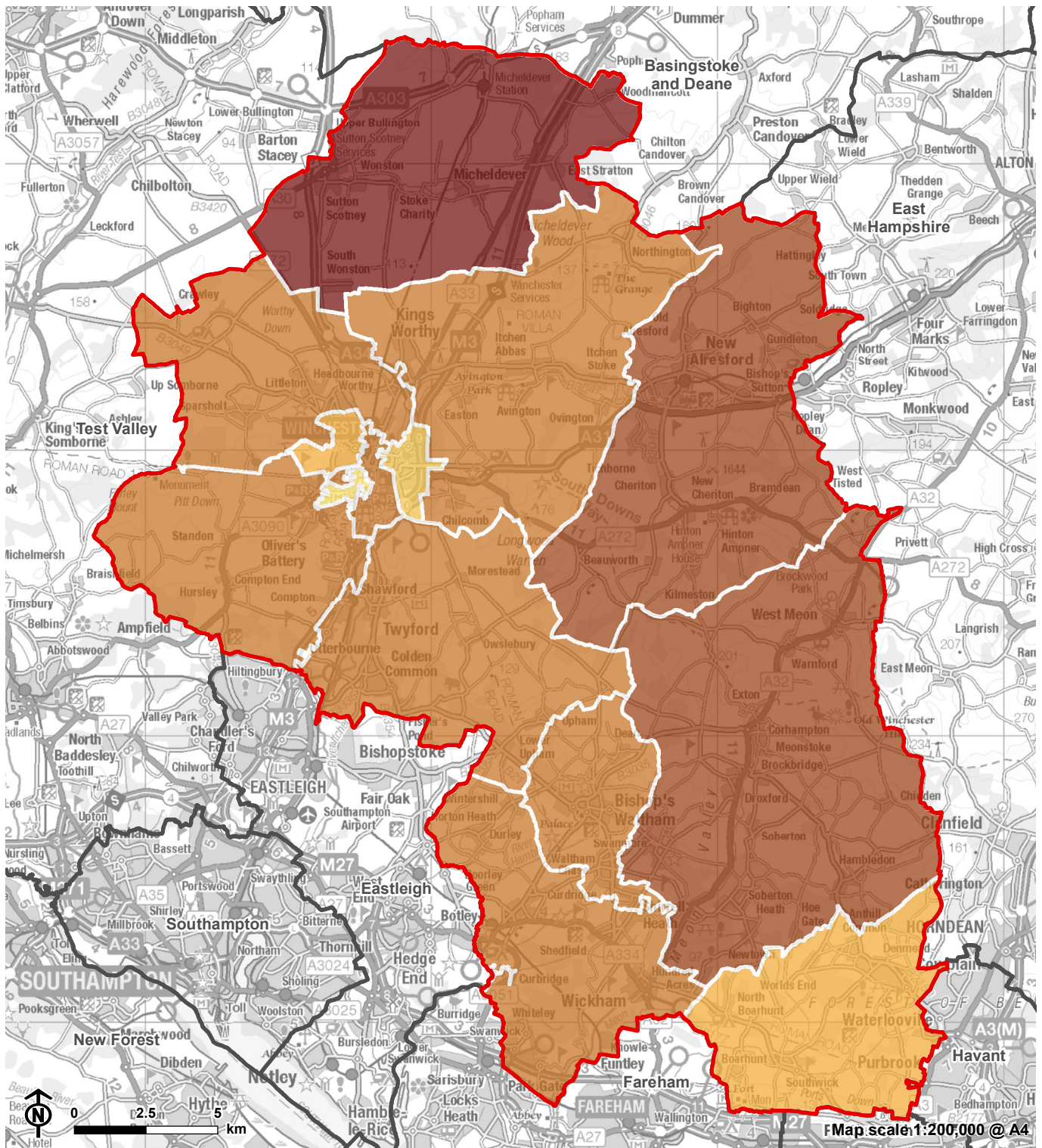


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CB:KS EB:Stenson_K LUC FIG3_1_11113_r0_Carbon_per_Capita_A4P_07/07/2020
Source: Data.gov

Figure D.1: Per Capita CO2 Emissions (2017)

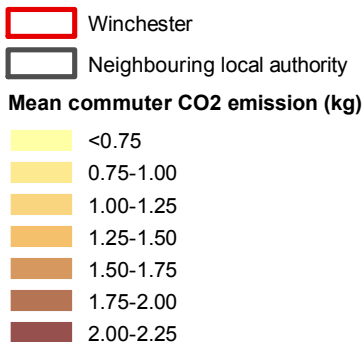




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CB:KS EB:Stenson_K LUC FIG3_2_11113_r0_Carbon_per_Commuter_A4P 17/07/2020
Source: ONS with LUC analysis

Figure D.2: Mean CO2 emissions per commuter for MSOAs in the District



Emissions from domestic energy consumption

D.10 Winchester City Council has undertaken work to assess carbon dioxide emissions from domestic energy consumption (electricity and gas only) in the plan area.

D.11 In Winchester there are approximately 29% of residents who are not connected to mains gas. No metered gas consumption is reported in 21 parishes⁵². Electricity consumption in these off-gas parishes may be higher than in parishes on mains gas because some homes use electricity for heating as well as for appliances, cooking, lighting etc. For this reason, emissions from the off-gas parishes are treated separately. The top and bottom three performing parishes and wards in Winchester for those with gas mains and those without are shown in **Table D.3** and **Table D.4**.

D.12 In the South East of England, the average gas emissions for 2018 were 1,290kg carbon dioxide per capita, the average electricity emissions for 2018 were 520kg carbon dioxide per capita and the average total combined emissions (gas and electricity) were 1,809kg carbon dioxide per capita. It can be seen from the Winchester City Council's data that there is some variation in the level of emissions produced by the parishes and city wards, with some performing markedly more favourably than the regional average and some performing poorly against this figure.

D.13 In the South East of England, the average gas emissions for 2018 were 1,290kg carbon dioxide per capita, the average electricity emissions for 2018 were 520kg carbon dioxide per capita and the average total combined emissions (gas and electricity) were 1,809kg carbon dioxide per capita. It can be seen from the Winchester City Council's data that there is some variation in the level of emissions produced by the parishes and city wards, with some performing markedly more favourably than the regional average and some performing poorly against this figure.

Table D.3: Emissions per capita in Winchester: parishes and wards with main gas (top and bottom 3 performing)⁵³

Parishes and City Wards	Combined Emissions per Capita (electricity and gas; kg CO2e)	Overall Rank
Southwick and Widley	407	1
Tichborne	749	2
Sparsholt	998	3
Compton and Shawford	2,340	29
Crawley	2,562	30
Itchen Valley	3,061	31

Table D.4: Emissions per capita in Winchester: off-gas parishes (top and bottom 3 performing)⁵⁴

Parishes	Electricity Emissions per Capita (kg CO2e)	Overall Rank
Bramdean and Hinton Ampner	502	1
Cheriton	579	2
Boarhunt	585	3
Exton	958	19
Warnford	1,058	20
Northington	1,064	21

Road travel and associated energy consumption

D.14 Carbon emissions for the UK in 2019 fell by 2.8% from 2018 levels. In 2019 transport was still the largest source of carbon dioxide in the UK, accounting for 34% of total emissions. The majority of emissions from transport in the UK are from road transport⁵⁵.

D.15 The District is mostly rural but benefits from a strong relationship with the larger southern settlements within the Partnership for South Hampshire area and is positioned to have motorway and railway access to larger towns to the north such

⁵² These parishes are Beauworth, Bighton, Bishops Sutton, Boarhunt, Bramdean and Hinton Ampner, Cheriton, Chilcomb, Corhampton and Meonstoke, Droxford, Exton, Hambledon, Kilmiston, Micheldever, Northington, Old Alresford, Owsbury, Soberton, Upham, Warnford, West Meon and Wonston.

⁵³ Winchester Action on Climate Change (2019) Domestic electricity emissions per head in Winchester District in 2018 for On Gas Parishes (kg CO2e)

⁵⁴ Winchester Action on Climate Change (2019) Domestic electricity emissions per head in Winchester District in 2018 for Off Gas Parishes (kg CO2e)

⁵⁵ ONS on behalf of Department for Business, Energy & Industrial Strategy (2020) 2019 UK greenhouse gas emissions, provisional figures

as Basingstoke as well as London. The rural nature and proximity to larger towns outside the District have influenced the substantial amount of commuting that residents and those outside of the District undertake.

D.16 Within the District itself Winchester Town provides much of the area's employment offer. As the primary district employment centre, the Winchester Town sub-area (which takes in most of the city of Winchester and is built from four middle super output areas (MSOA005 to MSOA008)) has a strong pull factor for labour, with net inflow of around 13,000 workers (i.e. accounting for the urban workplace worker population less the urban resident population resident population). Winchester Town's resident worker population (i.e. those of working age residing within the sub-area) accounts for approximately 15,700 workers of which almost 7,000 out-commute. The largest out-flow is to the Market Town and Rural sub-area. The flows are mostly southwards (including flows towards Test Valley, Southampton, Eastleigh, the South Winchester sub-area) with a smaller number of workers commuting northwards to Basingstoke and Deane and to London.

D.17 The Winchester Town sub-area provides jobs for over 28,700 people of which almost 20,000 are in-commuters and around 8,000 live locally⁵⁶. The largest in-flow is from the Market Town and rural sub-area. The main method of travel is by car via M27 or M3, although there is a proportion of the workforce who travel from Eastleigh and Southampton by train⁵⁷. The Market Town and Rural sub-area has a resident worker population of approximately 31,900, of which just under 18,400 out-commute. The largest out-flow is to the Winchester Town sub-area. The main method of travel within and outside the sub-area is by car. The sub-area has workplace base population of over 29,000, of which close to 16,000 are in-commuters. The largest flow is from Eastleigh, Southampton and Test Valley.

D.18 The South Winchester sub-area has a medium sized pull factor for labour with a net inflow of over 7,000 workers. However, given the Market Town and Rural sub-area has a net loss of workers, the South Winchester sub-area provides 100% of the net inflows to rural Winchester. This will mostly be to Segensworth North and Solent Business Parks.

D.19 The South Winchester sub-area has a small resident worker population of approximately 10,000, of which over 6,000 out-commute. The largest out-flow is to Portsmouth. The main method of travel within and outside the area is by car, although travel by foot was also sizeable within the area.

D.20 The South Winchester sub-area has a workplace-based population of close to 18,000, of which over 14,000 are in-commuters. The largest in-flow is to the South Winchester is from Fareham, Eastleigh, Gosport, Havant and Portsmouth are also significant places of origin. The main method of travel is by car via M27⁵⁸.

D.21 Considering the District as a whole, a daily net inflow of commuters results to the District, with a net change of 18,361 commuters recorded. The District records a daily net inward flow of 14,743 commuters that drive a car or van, which does not include those who travel as additional passengers in those vehicles.

D.22 The areas of Eastleigh (8,832 commuters), Southampton (5,368 commuters), Fareham (4,943 commuters), Test Valley (4,021 commuters) and Portsmouth (2,627 commuters) account for the largest inflows of commuters to Winchester (see below). The areas of Eastleigh (7,037 commuters), Fareham (3,941 commuters), Southampton (3,894 commuters) and Test Valley (3,491 commuters) account for the largest numbers of people travelling to the District for work by car or van.

D.23 Large numbers of commuters (many by car or van) travel out of Winchester to Eastleigh (3,034 commuters, 2,697 by car or van), Southampton (2,923 commuters, 2,417 by car or van), Portsmouth (2,098 commuters, 1,866 by car or van) and Fareham (1,909 commuters, 1,694 by car or van)⁵⁹.

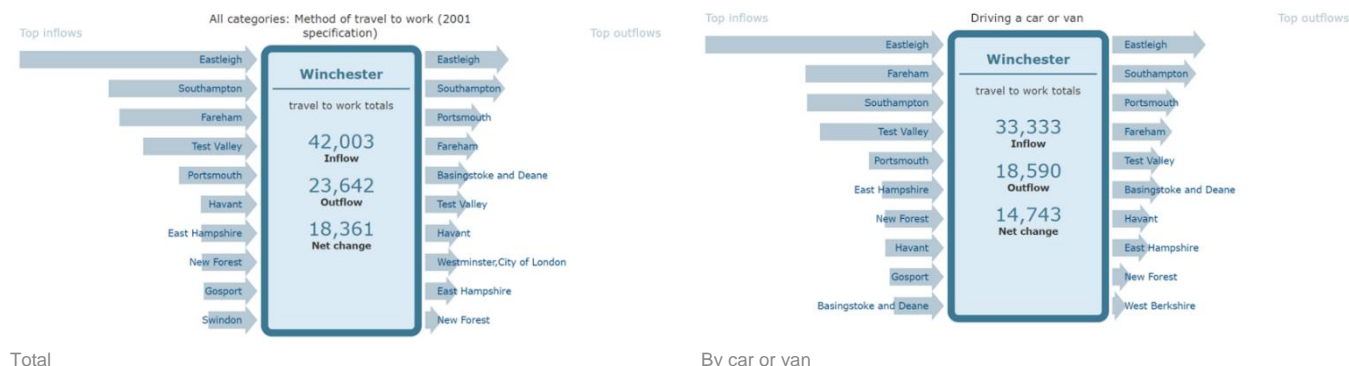
⁵⁶ The total figure includes around 1,000 workers with no fixed place of residence

⁵⁷ Winchester City Council (2020) Economic Development: Winchester Sub-area economic profile (ppt) [online] Available at: <https://www.winchester.gov.uk/business/economic-development>

⁵⁸ Winchester City Council (2020) Economic Development: Winchester Sub-area economic profile (ppt) [online] Available at: <https://www.winchester.gov.uk/business/economic-development>

⁵⁹ ONS and Nomis (2011) 2011 Census Location of usual residence and place of work by method of travel to work [online] Available at: <https://www.nomisweb.co.uk/census/2011/WU03UK/chart/1132462206>

Figure D.3: Flows of commuters in and out of the District



D.24 Road transport accounts for more than half of oil demand in the UK and relies on petrol and diesel to meet around 98% cent of its energy needs. This has implications for carbon emissions considering the regular need to travel for both residents and those undertaking business. The overall road energy consumption in Winchester decreased between 2005 and 2017 from 149,647t of equivalent oil to 148,770t of equivalent oil. This change was most influenced by the decreasing energy consumption for personal road travel which fell during this period from 101,165t of equivalent oil to 95,253t of equivalent oil. During this period energy consumption recorded in Winchester for freight uses actually rose from 48,481t of equivalent oil to 53,517t of equivalent oil⁶⁰.

D.25 Recent trends across the UK indicate that diesel consumption excluding biodiesel fell in 2018 for the first time since 2009. The trend is due in part to a slowing of growth in the diesel vehicle fleet following sharp drops in new registrations as well as increased efficiencies. It is expected that the UK will diversify in road transport to include more electric and ultra low emissions vehicles in the coming years⁶¹.

D.26 As of October 2019, there were 15,116 public electric vehicle charging devices available in the UK and of these, 2,495 were rapid charging devices. Within Winchester there are a total of 46 public electric vehicle charging devices and 15 of these are rapid charging devices. There are approximately 37 charging devices per 100,000 population. The Borough performs better than the UK average of 23 charging devices per 100,000 population. Winchester is within the top 60% to 80% range of local authorities in terms of this measure^{62 63}.

Overall energy consumption and generation

D.27 The Department for Business, Energy & Industrial Strategy produced the following consumption figures for Winchester in 2017⁶⁴:

- Coal - a total of 21.1GWh (gigawatt hours) predominantly through domestic use.
- Manufactured fuels - a total of 8.5GWh predominantly through industrial use.
- Petroleum - a total of 2,021.7GWh predominantly from road transport.
- Gas - a total of 778.4GWh predominantly through domestic use.
- Electricity - a total of 601.0GWh predominantly through industrial and commercial use.
- Bioenergy and wastes - a total of 76.3GWh.

⁶⁰ Department for Business, Energy & Industrial Strategy (2019) Road transport energy consumption at regional and local authority level [online] Available at: <https://www.gov.uk/government/collections/road-transport-consumption-at-regional-and-local-level>
⁶¹ Department for Business, Energy & Industrial Strategy (2019) Energy Trends: June 2019, special feature article - Road fuel consumption and the UK motor vehicle fleet [online] Available at: <https://www.gov.uk/government/publications/energy-trends-june-2019-special-feature-article-road-fuel-consumption-and-the-uk-motor-vehicle-fleet>
⁶² Department for Transport (2019) Electric vehicle charging devices by local authority [online] Available at: <http://maps.dft.gov.uk/ev-charging-map/>
⁶³ Department for Transport (2019) Electric vehicle charging device statistics: October 2019 [online] Available at: <https://www.gov.uk/government/statistics/electric-vehicle-charging-device-statistics-october-2019>
⁶⁴ Department for Business, Energy & Industrial Strategy (2019) Sub-national total final energy consumption statistics 2005 – 2017 [online] Available at: www.gov.uk/government/statistical-data-sets/total-final-energy-consumption-at-regional-and-local-authority-level

D.28 Between 2005 and 2017 the total reported energy consumption for the Borough fell from 3,932.0GWh to 3,506.9GWh. The changes in consumption by energy type are shown in **Table D.5**. With the exception of energy from biomass and wastes, the consumption of all energy types fell during the same period.

Table D.5: Energy consumption in Winchester by type⁶⁵

Energy Type	Energy Consumption in GWh (2005)	Energy Consumption in GWh (2017)
Coal	24.5	21.1
Manufactured Fuels	10.8	8.5
Petroleum	2,108.0	2,021.7
Gas	1,108.7	778.3
Electricity	651.5	601.0
Bioenergy and Waste	28.4	76.3
Total	3,932.0	3,506.9

D.29 Winchester has increased its capacity to generate electricity from renewable sources from 2014 to 2018 from 24.5MW installed capacity to 93.2MW installed capacity. Capacity for solar power has accounted for almost of the installed renewable energy capacity in Winchester during this period. Biomass was the only other recorded type of renewable energy source in 2018 and accounted for only 0.4MW of the total install capacity. Energy generation from renewable sources also increased during this period from 23,595MWh in 2014 to 93,566MWh.

D.30 Considering the year-on-year trend of renewable electricity generation in Winchester the 2018 figure was an increase on 2017 figure of 86,615MWh⁶⁶. This is slightly lower than the increase in renewable energy generation experienced across the UK and England which grew by 11% and 14% from 2017 to 2018, respectively. Generation in England, Scotland and Northern Ireland was boosted by new capacity coming online during that period⁶⁷.

Flood risk

D.31 Flood risk in the District is implicitly linked to climate change considering the changes predicted in weather patterns and the impact this will have on river levels and the ability for safe infiltration of surface water to be achieved in the District.

D.32 The most substantial areas of flood risk lie along the main water bodies of the District at the River Itchen and its tributaries (including Cheriton Stream and Candover Brook) which passes through Winchester Town, as well as the Upper Hamble within Bishops Waltham and the River Dever⁶⁸. Across the entire area of the District, however, only 3.10% falls within Flood Zone 2 and 2.53% falls within Flood Zone 3. These areas are shown in **Figure D.4** below.

D.33 There are also areas of high and medium risk of flooding from surface water within some of the more sizeable settlements in the District. This includes at Winchester Town towards the railway line, towards the central and eastern parts of Bishops Waltham and southern and eastern parts of Denmead⁶⁹. A number of areas in Winchester, have been affected by groundwater flooding most notably during flood events of winter 2013/14⁷⁰.

D.34 The Partnership for South Hampshire (PfSH formerly PUSH) prepared a Strategic Flood Risk Assessment (SFRA) Update in 2016 for the southern part of Winchester which falls within the partnership area. The rest of the District is covered by the

⁶⁵ Department for Business, Energy & Industrial Strategy (2019) Sub-national total final energy consumption statistics 2005 – 2017 [online] Available at: www.gov.uk/government/statistical-data-sets/total-final-energy-consumption-at-regional-and-local-authority-level

⁶⁶ Department for Business, Energy & Industrial Strategy (2019) Regional Renewable Statistics – Renewable electricity by local authority [online] Available at: <https://www.gov.uk/government/statistics/regional-renewable-statistics>

⁶⁷ Department for Business, Energy & Industrial Strategy (2019) Renewable electricity in Scotland, Wales, Northern Ireland and the regions of England in 2018 [online] available at: <https://www.gov.uk/government/statistics/regional-renewable-statistics>

⁶⁸ Environment Agency (2020) Flood map for planning [online] Available at: <https://flood-map-for-planning.service.gov.uk/>

⁶⁹ Environment Agency (2019) Long term flood risk for an area in England [online] Available at: <https://flood-warning-information.service.gov.uk/long-term-flood-risk>

⁷⁰ PfSH (formerly PUSH) (2016) PUSH Strategic Flood Risk Assessment, 2016 update

Winchester City SFRA from 2007⁷¹. PfSH is currently preparing a new SFRA, which will be referred to as it becomes available, to inform the SA.

D.35 The Environment Agency has produced peak river flow allowances by river basin district which account for variation due to climate change. **Table D.6** below shows the potential change identified for the given time periods for the South East river basin district within which Winchester falls.

D.36 For this table the range of allowances is based on percentiles. The percentiles are set out to describe the proportion of possible scenarios that fall below an allowance level. The 50th percentile is the point at which half of the possible scenarios for peak flows fall below it and half fall above it. The:

- central allowance is based on the 50th percentile;
- higher central allowance is based on the 70th percentile; and
- upper end allowance is based on the 90th percentile.

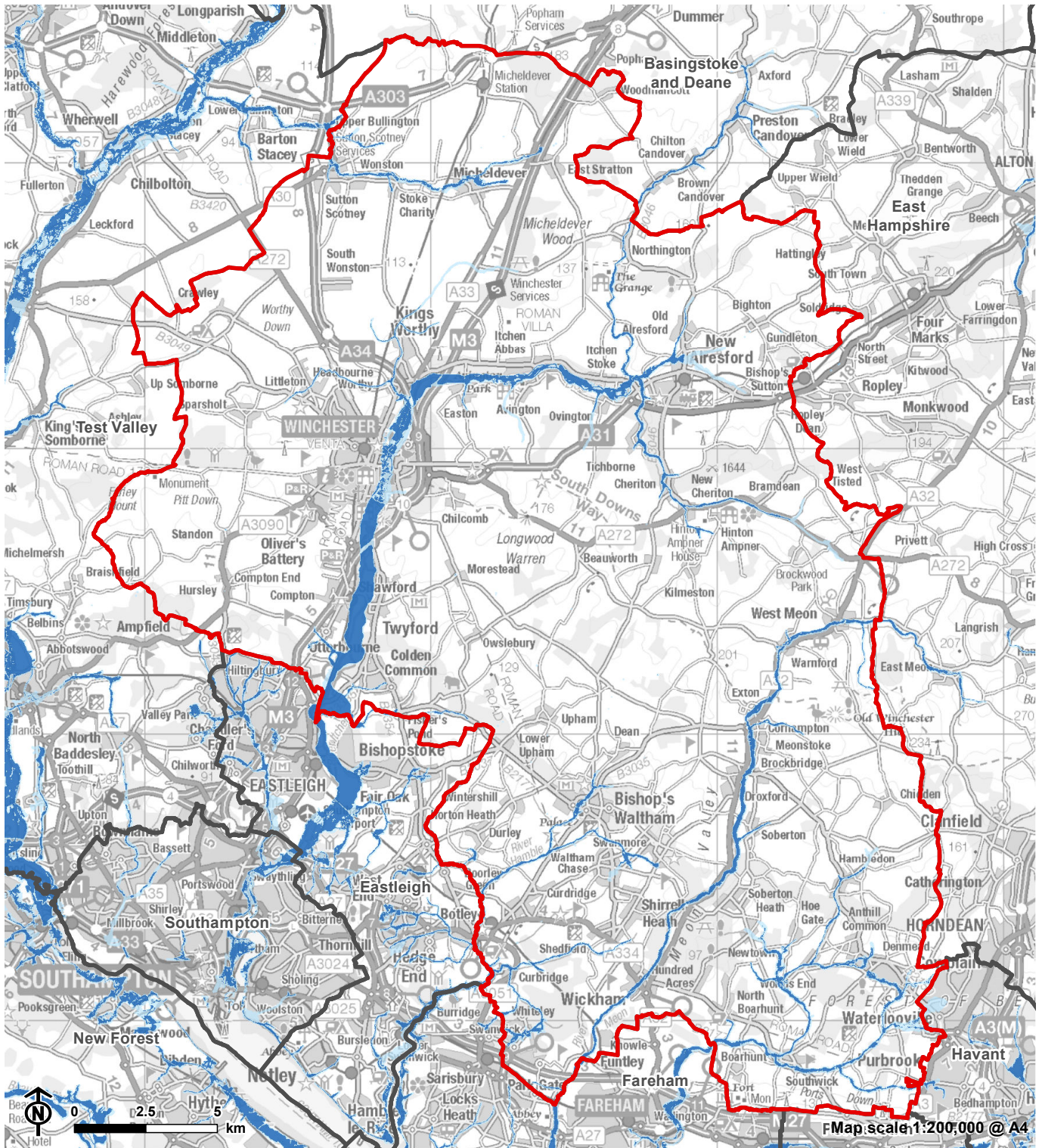
D.37 An allowance based on the 50th percentile is exceeded by 50% of the projections in the range. At the 70th percentile it is exceeded by 30%. At the 95th percentile it is exceeded by 5% of the projections in the range.

Table D.6: Peak river flow allowance for the South East River Basin District (using 1961 to 1990 baseline)⁷²

Allowance Category	Total Potential Change Anticipated for the '2020s' (2015 to 2039)	Total Potential Change Anticipated for the '2050s' (2040 to 2069)	Total Potential Change Anticipated for the '2080s' (2070 to 2115)
Upper End	25%	50%	105%
Higher Central	15%	30%	45%
Central	10%	20%	35%

⁷¹ Winchester City Council (2007) Strategic Flood Risk Assessment for Local Development Framework

⁷² Environment Agency (2020) Flood risk assessments: climate change allowances [online] Available at: <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>



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CB:KS EB:Stenson_K LUC FIG3_5_11113_r0_Flood_Zones_A4P_07/07/2020
Source: Environment Agency

Figure D.4: Flood Risk (Flood Zones 2 and 3)

- Winchester
- Neighbouring local authority
- Flood zone 3
- Flood zone 2