

## Economy

**D.118** Winchester is a member of the Enterprise M3 Local Enterprise Partnership (LEP). The LEP includes most of Winchester District and covers a population of 1.6 million with an above average skilled workforce. It is also home to a number of international businesses and makes the area an important economic region for the UK economy. The District is also an associate member of the Solent LEP and as such maintains a relationship with that body. The Solent LEP is located in the south of Winchester District and includes Bishops Waltham, Whiteley, Wickham and Denmead. The area is an international gateway and globally recognised economic area covering a population of 1.3 million and 50,000 businesses<sup>137</sup>.

**D.119** Winchester is the fastest growing economy in Hampshire, also with the highest levels of economic prosperity. In 2015, the total output (Gross Value Added, GVA) in Winchester reached £4.8 billion and it was the second highest in the Hampshire County Council Area<sup>138</sup>. The trend of GVA for Winchester has been increasing in recent years, in 2014 GVA was £4.45 billion, in 2015 it increased to £4.7 billion<sup>139</sup>. For the wider region of the South East, the GVA for 2017 was £267,126 million and it has increased from £258,902 million in 2016<sup>140</sup>.

**D.120** Under the current Local Plan and Economic Strategy the District is divided into three sub areas: Winchester Town; South Urban Hampshire; and Market Towns and Rural Area. South Urban Hampshire covers the strategic allocations of North Whiteley and West of Waterlooville and the area close to Welborne strategic development area in Fareham Borough Council. The Market Towns and Rural Area covers a number of communities that are within the Solent Local Enterprise Partnership (LEP) geographic area including: Bishop Waltham, Colden Common, Denmead, Swanmore, Wickham, and Waltham Chase.

**D.121** The District's three sub areas are of similar size in terms of total output as measured in GVA:

- Winchester Town – accounting for approximately £1.65 billion (34% of the total GVA in Winchester District);
- South Winchester – accounting for approximately £1.59 billion (33% of the total GVA in the District); and
- Market Towns and Rural – accounting for approximately £1.58 billion (just under 33% of the total GVA for the District)<sup>141</sup>.

### Business sectors and employment rates

**D.122** The Office for National Statistics reported a growth rate of 5.1% in 2018 for businesses in the South East of England, which is the second highest for a region in the UK<sup>142</sup>.

**D.123** Winchester contains a range of businesses in sectors including those in the professional, scientific and technical, retail, construction, information and communication, and health sectors. **Table D.17** below shows the breakdown of business stock in the District, which is predominantly dominated by professional, scientific and technical services<sup>143</sup>. Additionally, the Solent LEP Growth Strategy<sup>144</sup>. and M3 LEP Local Industrial Strategy<sup>145</sup> are seeking to develop high value sectors such as marine, aerospace, defence, advanced manufacturing, engineering, digital and creative across the LEPs (including within Winchester).

**Table D.17: Major business sectors in Winchester**

Selected Business Sectors	Number of Businesses	% Growth p.a. 2010-2016
Professional, Scientific & Technical	1,695	4.9%

<sup>137</sup> Hampshire County Council (2012) Winchester District Transport Statement [online] Available at: <https://documents.hants.gov.uk/transport/WCCTransportStatementDecember2013.pdf>

<sup>138</sup> Winchester City Council (2018) Portfolio holder decision note: strengthened local enterprise partnerships [online] Available at: <https://www.winchester.gov.uk/assets/attach/16875/PHD837%20STRENGTHENED%20LOCAL%20ENTERPRISE%20PARTNERSHIPS%20FINAL.pdf>

<sup>139</sup> Office for National Statistics (2017) Regional gross value added 9balanced0 by local authority in the UK [online] Available at: <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedbalancedbylocalauthorityintheuk>

<sup>140</sup> Office for National Statistics (2018) Regional economic activity by gross value added (balanced) for 1998 – 2017 [online] Available at: <https://www.ons.gov.uk/economy/grossvalueaddedgva/bulletins/regionalgrossvalueaddedbalanceduk/1998to2017>

<sup>141</sup> Winchester City Council (2018) Portfolio holder decision note: strengthened local enterprise partnerships [online] Available at: <https://www.winchester.gov.uk/assets/attach/16875/PHD837%20STRENGTHENED%20LOCAL%20ENTERPRISE%20PARTNERSHIPS%20FINAL.pdf>

<sup>142</sup> Office for National Statistics (2018) Business Demography UK 2018 [online] Available at: <https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/bulletins/businessdemography/2018#which-regions-have-the-highest-business-births-and-deaths>.

<sup>143</sup> Winchester city Council (2020) Economic Development [online] Available at: <https://www.winchester.gov.uk/business/economic-development>

<sup>144</sup> Solent LEP (2014) Transforming Solent – Solent Strategic Economic Plan 2014 – 2020 [online] Available at: [https://solentlep.org.uk/media/1121/solent\\_strategic\\_economic\\_plan.pdf](https://solentlep.org.uk/media/1121/solent_strategic_economic_plan.pdf)

<sup>145</sup> Enterprise M3 (2020) Local Industrial Strategy [online] Available at: <https://www.enterprisem3.org.uk/local-industrial-strategy>

Selected Business Sectors	Number of Businesses	% Growth p.a. 2010-2016
Retail	940	2.5%
Business Administration	705	6.1%
ICT	608	3.1%
Health	385	3.1%

**D.124** In 2019 the rate of economically active residents in Hampshire was 82.1%. During the same period the figure for Winchester District was 73.5%, while the regional average for the South East was 82%<sup>146</sup>. Furthermore, in Hampshire 10.3% were self-employed, and 2.7% unemployed, with the remaining either full-or part-time employed. In Winchester, the unemployment rate for the first quarter of 2020 was 2.8%, which is comparable to Hampshire’s unemployment rate. Youth (16 – 24 years old) unemployment has increased from 1.4% in 2019 to 1.8% in 2020<sup>147</sup>. Furthermore, 11.1% of economically active were self-employed, and in terms of the ratio of labour demand there was 64% of full time and 35.5% part-time jobs<sup>148</sup>.

**D.125** In 2019, gross weekly pay in Winchester was around £669. The regional average during that year was £636 and the national average was £587, demonstrating that Winchester has higher average pay than the regional and national averages<sup>149</sup>.

**D.126** **Table D.18** below shows that, in terms of numbers of jobs, the most significant occupations in the District are in tourism, retail/wholesale, ICT, education and financial and professional<sup>150</sup>.

**Table D.18: Major employment sectors in Winchester with strong growth**

Selected Sector	Number of Jobs	% Growth p.a. on 2010
Tourism	7,000	7%
Retail/Wholesale	13,000	5.4%
ICT	6,000	5.9%
Education	7,000	3.1%
Financial & Prof.	8,000	2.7%

### Business stock and employment locations

**D.127** In 2016, there were around 8,200 local business units in Winchester. This accounts for approximately one in eight businesses in the Hampshire County Council area.

**D.128** Almost half of all businesses in Winchester are found in the Market Town and Rural sub-area (4,000 or 48.8%). With more than a quarter of all businesses (2,255 or 27.5%), Winchester Town sub-area has the second largest concentration. This is followed by South Winchester which accounts for 1,940 or nearly a quarter of all businesses located in the District.

**D.129** The period from 2010 to 2016 saw the number of Winchester businesses increase by nearly 1,200 or 2.6% per annum which is comparable with the national average. South Winchester experienced the fastest annual average growth in business stock amongst the Hampshire's sub-areas (4.2% or double the Hampshire average). In the wider South East region of England,

<sup>146</sup> Office for National Statistics (2016) Regional labour market statistics in the UK: Sep 2016 [online] Available at:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/regionallabourmarket/sep2016>

<sup>147</sup> Hampshire County Council (2020) Hampshire Quarterly Labour Market [online] Available at: <https://documents.hants.gov.uk/Economy/table-appendix-april2020.pdf>

<sup>148</sup> Nomis Official Labour Market Statistics (2019) Labour Market Profile – Winchester parliamentary Constituency [online] Available at:

<https://www.nomisweb.co.uk/reports/lmp/wPCA/1929380352/printable.aspx>

<sup>149</sup> Ibid.

<sup>150</sup> Winchester city Council (2020) Economic Development [online] Available at: <https://www.winchester.gov.uk/business/economic-development>

in 2019 there were 1,274 businesses per 10,000 residents. The region saw an increase of 8% in the number in comparison to the previous year<sup>151</sup>.

**D.130** Business growth in the Winchester Town sub-area (2.8%) was above the Winchester district average, while the slowest growth was found in the Market Town and Rural sub-area (1.8%).

**D.131** With 425 additional businesses since 2010 South Winchester accounted for about 36% of the overall increase in total business stock in Winchester District. The Market Towns and Rural sub-area gained 415 additional businesses or about 35% of the increase in Winchester District between 2010 and 2016. Winchester Town accounted for about 29.1% or 345 businesses during the same period.

**D.132** By 2016, the Market Town and Rural sub-area saw its share of business stock reduced to 48.8%, from 51.1% but the share of South Winchester increased to 23.7%. The share of Winchester Town in the overall stock of Winchester District remained broadly unchanged at about 27.5%<sup>152</sup>.

**D.133** The key office employment sites in Winchester District include:

- Solent 1 and 2 Business Parks in Whiteley;
- Winchester Town centre;
- Royal Court, Kingsworthy.

**D.134** The main industrial estates include:

- Bar End Industrial Estate in Winchester;
- Easton Lane/Moorside Road in Winchester; and
- Fulcrum, Solent Business Park in Fareham<sup>153</sup>.

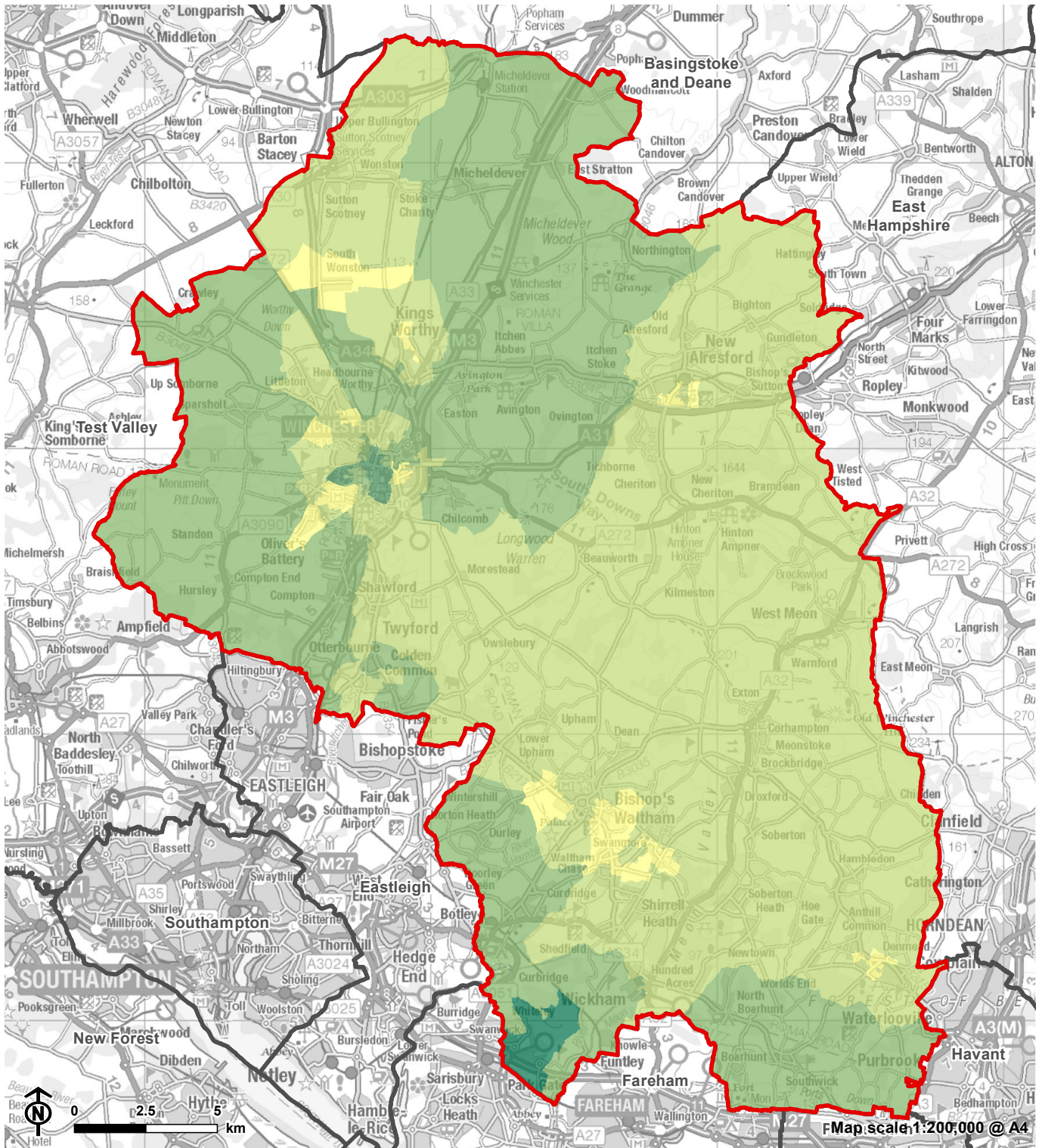
**D.135** The number of jobs by LSOA in the District is shown in **Figure D.13** overleaf. At present GIS data is not available to map the main employment sites in the District. However, this data will be worked up and will be used to inform the appraisal of the new Local Plan.

---

<sup>151</sup> House of Commons 92019) Business statistics [online] Available at: <https://www.merchantsavvy.co.uk/uk-sme-data-stats-charts/>

<sup>152</sup> Winchester city Council (2020) Economic Development: Winchester Sub-area economic profile (ppt) [online] Available at: <https://www.winchester.gov.uk/business/economic-development>

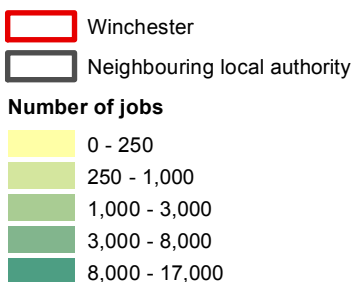
<sup>153</sup> Lambert Smith Hampton (2016) Employment Land Study [online] Available at: [https://www.winchester.gov.uk/assets/attach/14702/1\\_EmploymentLandStudyReport\\_Final\(Winchester\).pdf](https://www.winchester.gov.uk/assets/attach/14702/1_EmploymentLandStudyReport_Final(Winchester).pdf)



Contains Ordnance Survey data © Crown copyright and database right 2020

CB:KS EB:Stenson\_K LUC FIG3\_14\_11113\_r0\_Number\_of\_Jobs\_A4P\_07/07/2020  
Source: ONS

Figure D.13: Number of jobs by LSOA in the District



## Town centres and retail

**D.136** There are two town centres (Winchester and Whiteley), three district centres (Bishop's Waltham, New Alresford and Wickham) and five local centres (Denmead, Kings Worthy, Oliver's Battery, Stockbridge Rd, and Weeke) in the District<sup>154</sup>.

**D.137** The most recent Retail, Leisure and Town Centre Study for the District was published in July 2020. The study identifies Winchester Town as a unique and thriving centre that boasts a good range of quality high street and independent retailers, but also a very strong offer in food and beverage and other commercial leisure. There is low shop unit vacancy in the town centre (7.9%, lower than the national average of 11.7%) and these are mostly located in secondary streets. Of the town centres and district centres which sit below Winchester Town in the settlement hierarchy, only New Alresford was identified as having a particularly high number of vacant shopping units. Of the six vacant units were recorded in the centre, only one was in the primary shopping area and two were in the process of being re-occupied.

**D.138** The study identifies that of the total convenience expenditure for the area, 41.6% is retained in Winchester District with large out of centre food stores (including Sainsbury's at Badger Farm and Tesco at Easton Lane) attracting the biggest share of that expenditure. Food stores in Eastleigh, Fareham and Hedge End Retail Park serve as the District's main competition for grocery shopping<sup>155</sup>

**D.139** Winchester District retains 23.8% of the comparison goods study area expenditure. The town, district and local centres attract 18.3% of the total comparison goods area expenditure. Southampton City and its surrounding out of centre retail destinations (at 23.9%) and online shopping (at 26.3%) provide the main competition for comparison goods expenditure in the District. Online sales account for a higher proportion of total comparison goods expenditure in the study area than the UK average (23.4%).

**D.140** There is limited capacity up to 2024 to support new convenience floorspace in the District, with the potential to support a further capacity of 853 sqm net sales of new convenience floorspace up to 2029. This assessment is considerate of committed convenience floorspace. There is capacity to support up to 2,961 sqm of net sales comparison goods floorspace in Winchester District by 2029, with forecast capacity falling to 1,852 sqm net sales up to 2036. The decreased total in comparison goods retail need beyond 2029 reflects a fall in housing supply sites after that period.

**D.141** In light of the coronavirus pandemic it is likely that town centre businesses in the District that were already struggling will be faced with additional and potentially insurmountable challenges. The instability surrounding the pandemic means that the potential for diversification of town centres could play an ever-increasing role in their long term sustainability<sup>156</sup>.

## Shop occupancy and vacancy

**D.142** Shop unit vacancy rates across the entirety of Winchester District are lower than the UK average at 8.2% of units compared with 11.7% nationally and 6.2% of floorspace (10.3% nationally). In all the current retail and service offer in the District accounts for 70,569 sqm of floorspace. Of this total floorspace, comparison shopping accounts for the highest proportion at 27,945 sqm or 39.6%. This is higher than the national average of 33.9%. The District also has a relatively high area of restaurant/cafe floorspace represented as the percentage of total retail and service offer floorspace at 9,653 sqm or 13.7%. This is higher than the national average of 6.9%<sup>157</sup>.

**D.143** The Winchester Authority Monitoring Report shows that between 2018 and 2019, there was a loss of 1,332 m2 of commercial floor space of A1 class in Winchester City, and simultaneously there were gains in commercial floorspace of other Use Classes such as A3, A5, B1 and D1. Overall, there was a downward trend of A1 commercial floorspace across Market Towns in Winchester District, and an upward trend for commercial floorspaces of other classes<sup>158</sup>.

## Transport, Air Quality and Noise

**D.144** The transport network in Winchester District is shown below in **Figure D.15**.

<sup>154</sup> Winchester City Council (2020) Authorities' Monitoring Report 2018 – 2019 [online] Available at: <https://www.winchester.gov.uk/planning-policy/annual-monitoring-report-amr>

<sup>155</sup> Lambert Smith Hampton on behalf of Winchester City Council (2020) Winchester District Retail, Leisure & Town Centre Uses Study

<sup>156</sup> Ibid.

<sup>157</sup> Ibid.

<sup>158</sup> Winchester City Council (2020) Authorities' Monitoring Report 2018 – 2019 [online] Available at: <https://www.winchester.gov.uk/planning-policy/annual-monitoring-report-amr>

## Public Transport Network

**D.145** Public transport in the District offers a range of connections provided by bus and train services. Hampshire County Council provides a bus routes map with the timetables<sup>159</sup>. There are frequent bus services between Winchester and Southampton, Winchester and Harestock, and Winchester and Springvale.

**D.146** Public transport also provides access between Park and Ride facilities and Winchester Town Centre. There are four key Park and Ride facilities from which Winchester Town Centre can be accessed. These are South Winchester Park & Ride, East Winchester Park & Ride, Barfield Park & Ride and Pitt Park & Ride.

**D.147** Traffic congestion within the city centre mean that local bus services can be irregular and unreliable, making them less attractive as an alternative to the car. Inbound routes experience delays especially in the north of the city and in the city centre. The outbound services experience delays in the north-west and the south of the city, as well as in the city centre itself<sup>160</sup>.

**D.148** From Winchester, there are direct train connections to London Waterloo, Southampton, Bournemouth, Weymouth, Micheldever, Shawford and Botley. There are also connections to Guilford and Portsmouth via Woking, and to Exeter via Salisbury<sup>161</sup>. Coach services offered by National Express provide connections to Basingstoke, Heathrow and London<sup>162</sup>.

**D.149** Commuting patterns between the District and the surrounding areas has been considered earlier in this report in the Climate Change Mitigation and Adaption section. However, it is also worth considering the flow of commuters into and out of the District by train. As shown in **Figure D.14**, the District sees a net outward flow of 435 commuters by train, with residents mainly travelling for work to Westminster in London (1,037 commuters) and Southampton (597 commuters). Commuters travelling by train to Winchester from outside of the District mainly come from Eastleigh (613 commuters) and Southampton (597 commuters)<sup>163</sup>.

Figure D.14: Flows of commuter in and out of the District



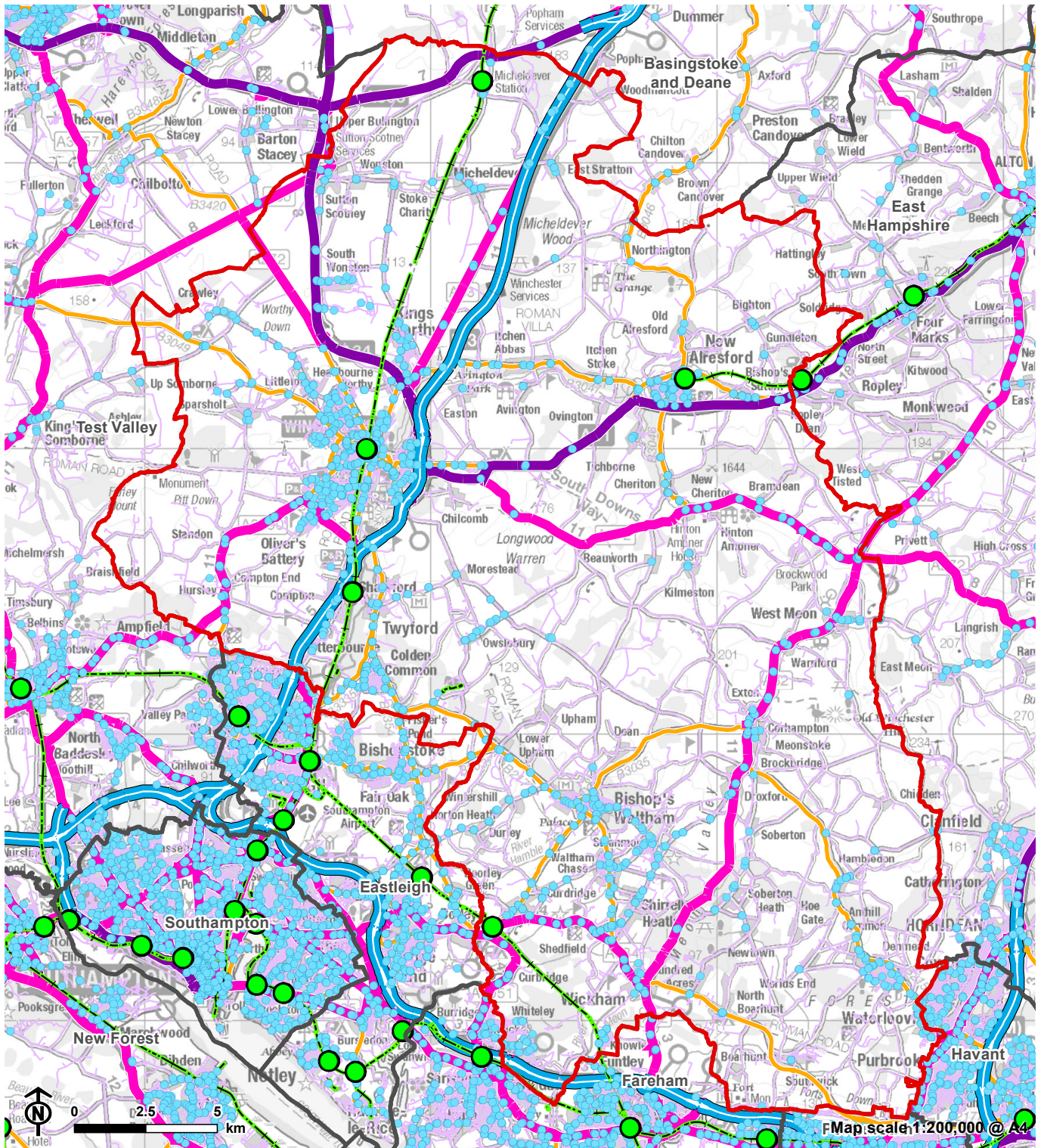
**D.150** Winchester City Council supports community transport initiatives such as "Dial-A-Ride", Voluntary Car Share schemes and "Wheels to Work"<sup>164</sup>. "Dial-A-Ride" minibuses are specially adapted with handrails and low steps, a lift, or a ramp to assist wheelchair and walking frame user. The service is quite limited as it runs only from Monday to Friday between 8:30 and 16:30. "Wheels to work" is a scooter loan scheme designed for people who do not have access to public or private transport to get to work, vocational training or to attend interviews. It can be loaned from 3 to 12 months depending on circumstances.

<sup>159</sup> Hampshire County Council (2020) Public Transport Guide [online] Available at: <https://documents.hants.gov.uk/passenger-transport/WinchesterTravelGuide.pdf>  
<sup>160</sup> Hampshire County Council (2018) City of Winchester Movement Strategy [online] Available at: <https://documents.hants.gov.uk/consultation/CityofWinchesterMovementStrategyevidencebasesummary.pdf>

<sup>161</sup> South Western (2020) Train / rail map [online] Available at: <http://www.projectmapping.co.uk/Reviews/Resources/SWR%20NetworkMap.pdf>  
<sup>162</sup> National Express (2020) Route Map [online] Available at: <https://routemap.nationalexpress.com/search/from/900065576>

<sup>163</sup> 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>

<sup>164</sup> Winchester City Council (2020) Public and community transport [online] Available at: <https://www.winchester.gov.uk/roads-highways/public-and-community-transport>



Contains Ordnance Survey data © Crown copyright and database right 2020

CB:KS EB:Stenson\_K LUC FIG3\_17\_11113\_r0\_Transport\_Network\_A4P\_07/07/2020  
Source: NaPTAN

Figure D.15: Transport Network

- Winchester
- Neighbouring local authority
- Railway station
- Bus stop
- Railway
- Motorway
- Primary road
- A road
- B road
- Other road

## Road network

**D.151** The key components of the road network in Winchester are:

- The M3 is an important corridor that runs from Eastleigh to London via Winchester and Basingstoke. The southern part of the road links with the M27 route that directly connects Winchester with Southampton, Fareham, and Portsmouth.
- A small section of the M27 passes within Winchester District to the south of Whiteley. The motorway can be accessed from the District via the dual carriageway along Whiteley Way.
- The A31 is an alternative corridor to London that passes via Farnham and Guildford.
- The A34 connects Winchester with Oxford via Newbury.
- The A303 passes through the north of Winchester District and links with the A34 in Bullington and with the M3 in North Waltham.
- The A272 provides a connection between Petersfield and Winchester.
- The A3090 connects Hursley with Winchester.

**D.152** The remainder of the road network in the District comprises primarily B roads and rural roads.

## Traffic growth and road projects

**D.153** The Government's Growing Places Fund has allocated significant funding to the Enterprise M3 and Solent LEP to help tackle key infrastructure investments to boost local and regional economies. The key routes that experience congestion and require improvements include:

- A3090 corridor from north of Hursley to Pitt Roundabout experiences patches of congestion along the section, with am peak congestion on the northbound approached to the B3043 junction at the Potter's Heron Pub and the A3090 Pitt Roundabout; and
- B3040 Romsey Road corridor in Winchester, from its junction with A3090 Pitt Roundabout to the mini-roundabout at Upper High Street<sup>165</sup>;
- A272 link leading to and from the Three Maids Hill Roundabout in the north of Winchester;
- B3335 corridor north of Twyford to M3 Junction 10; and
- Whiteley Way leading off M27 Junction 9<sup>166</sup>.

**D.154** Currently there are plans to redesign the Winchester junction, where the M3 interchanges with the A34. Improvements to the junction are include the creation of dedicated free flow lanes which will allow drivers travelling between the M3 and the A34 to travel freely between the two roads to avoid using the junction roundabout<sup>167</sup>.

**D.155** The District experiences a substantial amount of both in commuting and out commuting. This topic has been addressed earlier in this chapter under the Travel and energy consumption section.

## Air Quality and Noise

### Air Quality

**D.156** The most significant source of air pollution is from transport from major roads M3, A34, A31 and A303. However, the only AQMA in the District is located in Winchester Town Centre where high levels of traffic congestion are prevalent<sup>168</sup>. Other pollution sources, including commercial, industrial and domestic sources, also make a contribution to background pollution

<sup>165</sup> Hampshire County Council (2012) Winchester District Transport Statement [online] Available at: <https://www.winchester.gov.uk/assets/attach/3859/SUB7-Infrastructure-Delivery-Plan-March-2016.pdf><https://documents.hants.gov.uk/transport/WCCTransportStatementDecember2013.pdf>

<sup>166</sup> Winchester City Council (2016) Infrastructure Delivery Plan [online] Available at: ADD REFERENCE

<sup>167</sup> UK Government (2019) Upgrade to busy Winchester junction takes major step forward [online] Available at: <https://www.gov.uk/government/news/upgrade-to-busy-winchester-junction-takes-major-step-forward>

<sup>168</sup> UK Air (2003) AQMA Details Winchester [online] Available at: [https://uk-air.defra.gov.uk/aqma/details?aqma\\_ref=220](https://uk-air.defra.gov.uk/aqma/details?aqma_ref=220)



concentrations. The District has very few large industrial processes and is therefore industrial activity is light in nature meaning it has relatively little impact on air quality.

**D.157** The main pollutant of concern is nitrogen dioxide which currently exceeds the annual mean air quality objective in areas close to busy roads and within the city centre. Winchester City Council currently monitors nitrogen dioxide concentrations at various locations throughout Winchester.

**D.158** Results from the monitoring network show that there are still areas, especially along the main roads, that fail to meet the UK annual mean objective. These failures are centred within the one-way system around the city centre and on Romsey Road.

**D.159** Between 2013 and 2018, a decreasing trend in nitrogen dioxide concentrations has been observed at the majority of monitoring locations, with some year-to-year variability. In 2016 this trend continued at around half of the sites. Prior to 2018, no monitoring of particulates PM10 and PM2.5 was carried out within Winchester. Since December 2018, the Council begun to monitor for nitrogen dioxide and PM2.5 and 10 by installing a continuous monitor (AQMesh) at Romsey Road.

**D.160** The Council's 2019 Air Quality Annual Status Report confirms that concentrations of nitrogen dioxide in Winchester City Centre AQMA continue to exceed the annual mean air quality objective of 40µg/m<sup>3</sup>. Additionally, in Kings Worthy, outside the AQMA, there tends to be exceeding concentrations which are marginal and highly localised. The report concludes that Winchester is not declaring additional AQMAs immediately, but if the exceedance continues in 2019 such actions will be taken<sup>169</sup>.

**D.161** Currently, the only declared AQMAs are in Eastleigh which lies just adjacent to the District and include:

- Eastleigh (AQMA) No.1 (A335);
- Eastleigh (AQMA) No.2 (M3);
- Hamble Lane Area AQMA; and
- High Street Botley<sup>170</sup>.

**D.162** **Figure D.16** to **Figure D.18** (overleaf) show air quality (including concentrations of NO<sub>2</sub>, PM<sub>2.5</sub> and PM<sub>10</sub>) in the District. **Figure D.19** shows where AQMAs are designated in the District and the surrounding areas. This clearly shows that air pollution follows the main road transport corridors, with concentrations in the urban areas exceeding pollution thresholds.

## Noise

**D.163** Noise is a common problem arising from transport, and studies have shown it can have major negative direct and indirect effects on health and well-being, on quality of life and on wildlife. Exposure to noise can increase stress levels, disrupt communications and disturb sleep. There is scope for transport's noise emissions to be reduced including through reducing the number of cars on the road, by installing low-noise road surfacing and noise barriers.

**D.164** Noise pollution is not a major issue in Winchester City and no planning application were refused for failing to comply with Policy DM20 (development and noise) in the period of 2018 - 2019<sup>171</sup>. Noise pollution in the wider District is mostly associated with the main transport corridors, as shown in **Figure D.20**, and also with the Southampton Airport, which is located in Eastleigh District (south of Winchester District).

**D.165** Noise pollution from Southampton Airport has been mainly an issue for the communities living in Eastleigh Borough and Southampton district, although noise contours associated with aircraft movements also extend into the southern periphery of Winchester District, near Colden Common. However, in 2019 the airport submitted a planning application for an expansion of the airport's runway by additional 164m to the north. Such an expansion would enable larger jet aircraft to use the airport and facilitate an increase in the number of flights. As a result, aircraft noise could be of a larger extent and intensity and may impact settlements in the southern part of Winchester District. **Figure D.21** and **Figure D.22** show the existing (2016) aircraft noise contours and those predicted under airport expansion in 2037.

<sup>169</sup> Winchester City Council (2019) Air Quality Annual Status Report [online] Available at: <https://www.winchester.gov.uk/environment/air-quality/historical-air-quality-reports-for-government>

<sup>170</sup> DEFRA (2020) Local Authority Details: Eastleigh Borough Council: AQMAs declared by Eastleigh Borough Council [online] Available at: [https://uk-air.defra.gov.uk/aqma/local-authorities?la\\_id=95](https://uk-air.defra.gov.uk/aqma/local-authorities?la_id=95)

<sup>171</sup> Winchester City Council (2020) Authorities' Monitoring Report 2018 – 2019 [online] Available at: <https://www.winchester.gov.uk/planning-policy/annual-monitoring-report-amr>

**D.166** The planning application for airport expansion has gone through the first consultation stage and objections to the proposal included potential increases in noise from aircraft.

**D.167** In January 2020, Southampton Council lodged an objection to the proposal<sup>172</sup>, asserting that it did not sufficiently assess the expanded runway's impact on the social, economic, and environmental objectives set out in the National Planning Policy Framework. In particular, a peer review of the noise assessment commissioned by Southampton Council considered the data used to prepare the Environmental Statement to underestimate the noise impact, although this is over Southampton District and the potential implications for Winchester District are unclear. The peer review also highlighted the limitations of the proposed mitigation in the form of acoustic insulation of properties in the receptor areas, notably that residents would need to keep windows closed (with potential ventilation and overheating issues) and that it would be of no benefit to external amenity areas. The overall conclusion of Southampton Council's objection was that without further information, *"the Council cannot be satisfied that this airport scheme maintains an appropriate balance between the benefits of aviation and its costs, particularly in relation to its contribution to climate change and noise."*<sup>173</sup>.

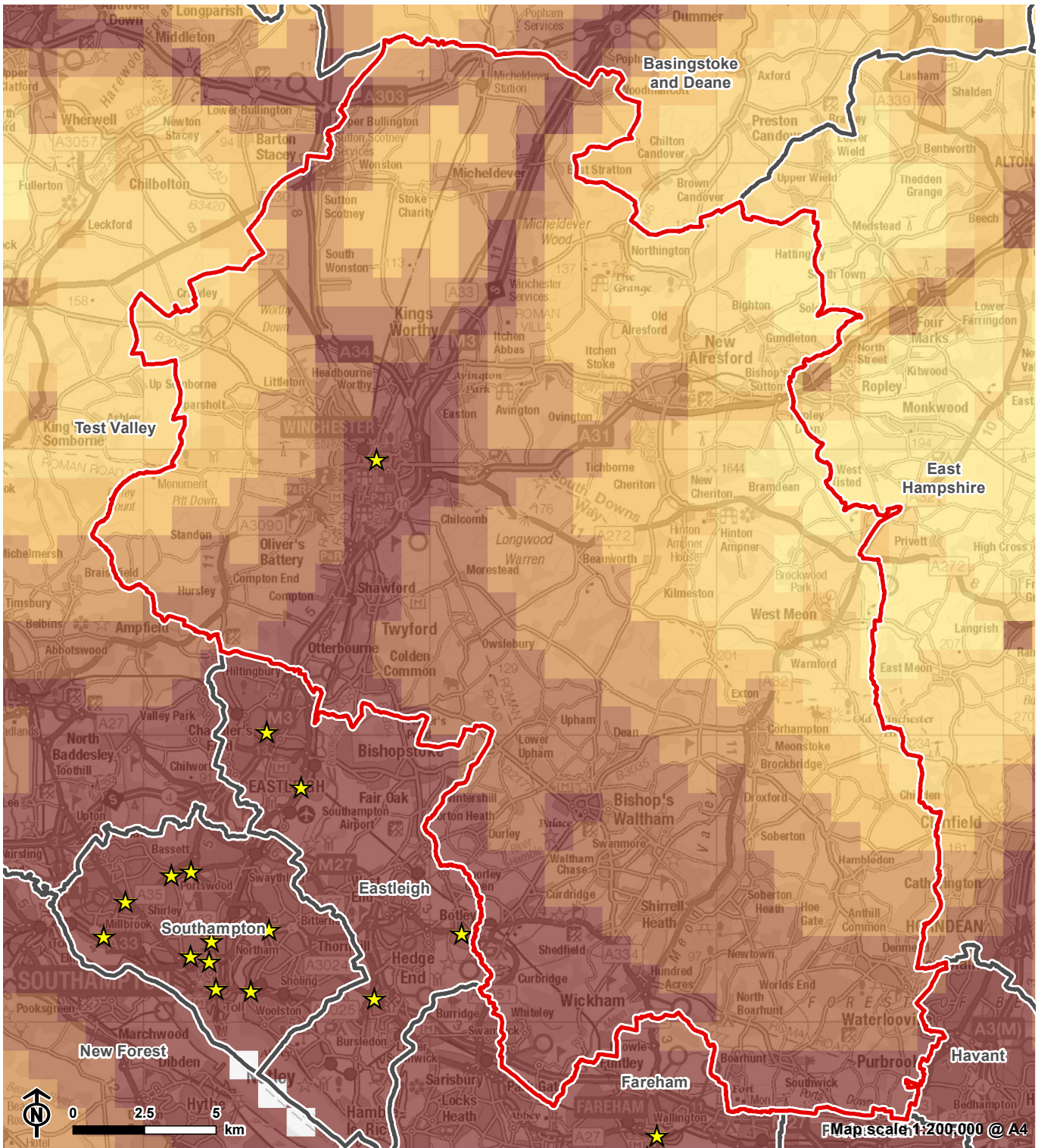
**D.168** Winchester District Council has also objected to the proposal on the grounds of noise impacts on residents' amenity and increased carbon dioxide emissions both of which the objection states would not be adequately mitigated by the development. It was concluded in the Council's objection that the positive effect on the economic prosperity of Winchester District is outweighed by the adverse impacts of the expansion in the District's environment<sup>174</sup>.

---

<sup>172</sup> Southampton Council (2020) Planning and Rights of Way Panel 28 January 2020 on Southampton International Airport expansion [online] Available at: <https://www.southampton.gov.uk/modernGov/documents/s43586/Southampton%20International%20Airport.pdf>

<sup>173</sup> Southampton Council (2020) Planning and Rights of Way Panel 28 January 2020 on Southampton International Airport expansion [online] Available at: <https://www.southampton.gov.uk/modernGov/documents/s43586/Southampton%20International%20Airport.pdf>

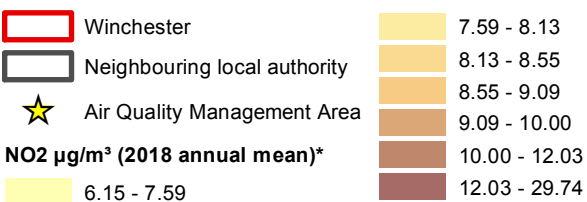
<sup>174</sup> Winchester District Council (2020) Cabinet Minutes 22nd January 2020 [online] Available at: <https://democracy.winchester.gov.uk/documents/q1883/Public%20reports%20pack%2022nd-Jan-2020%2009.30%20Cabinet.pdf?T=10>



© DEFRA copyright 2020. Contains Ordnance Survey data © Crown copyright and database right 2020

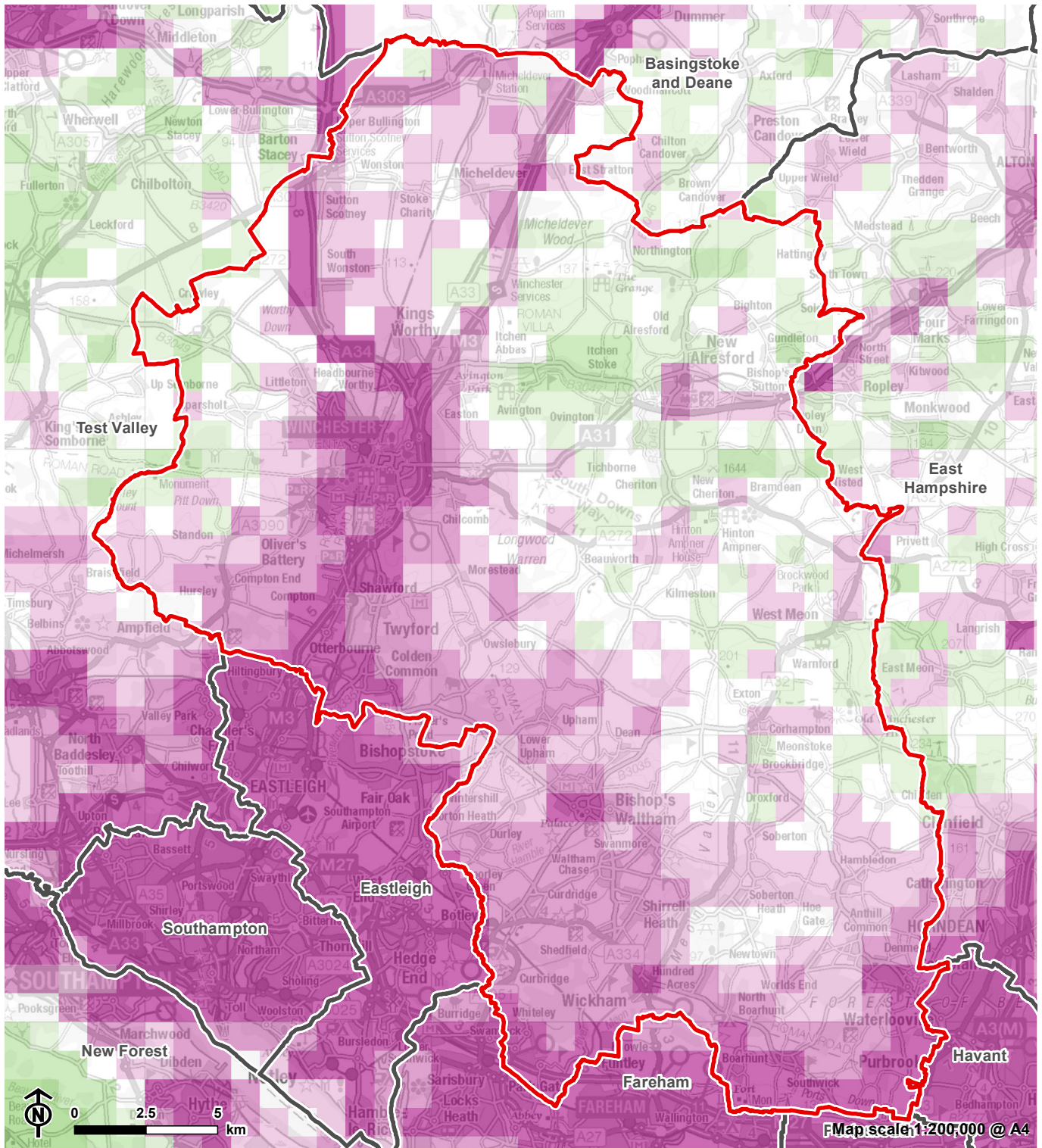
CB:KS EB:Stenson\_K LUC FIG3\_18\_11113\_r0\_Air\_Quality\_NO2\_A4P\_07/07/2020  
Source: DEFRA

Figure D.16: Air Quality (NO<sub>2</sub>)



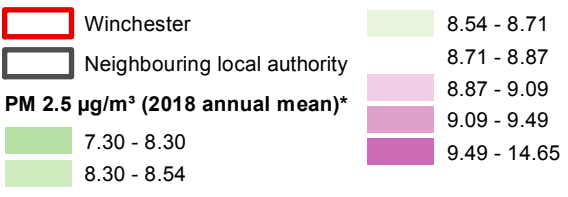
\*Notes:  
European Directive annual mean not to exceed 40 µg/m<sup>3</sup>.  
Estimated 2018 background air pollution maps (base year 2017).  
Total annual mean concentrations based on 1 km x 1 km grid squares are provided.

NO<sub>2</sub> concentration is displayed using quantile classification. Each class contains an equal number of features.



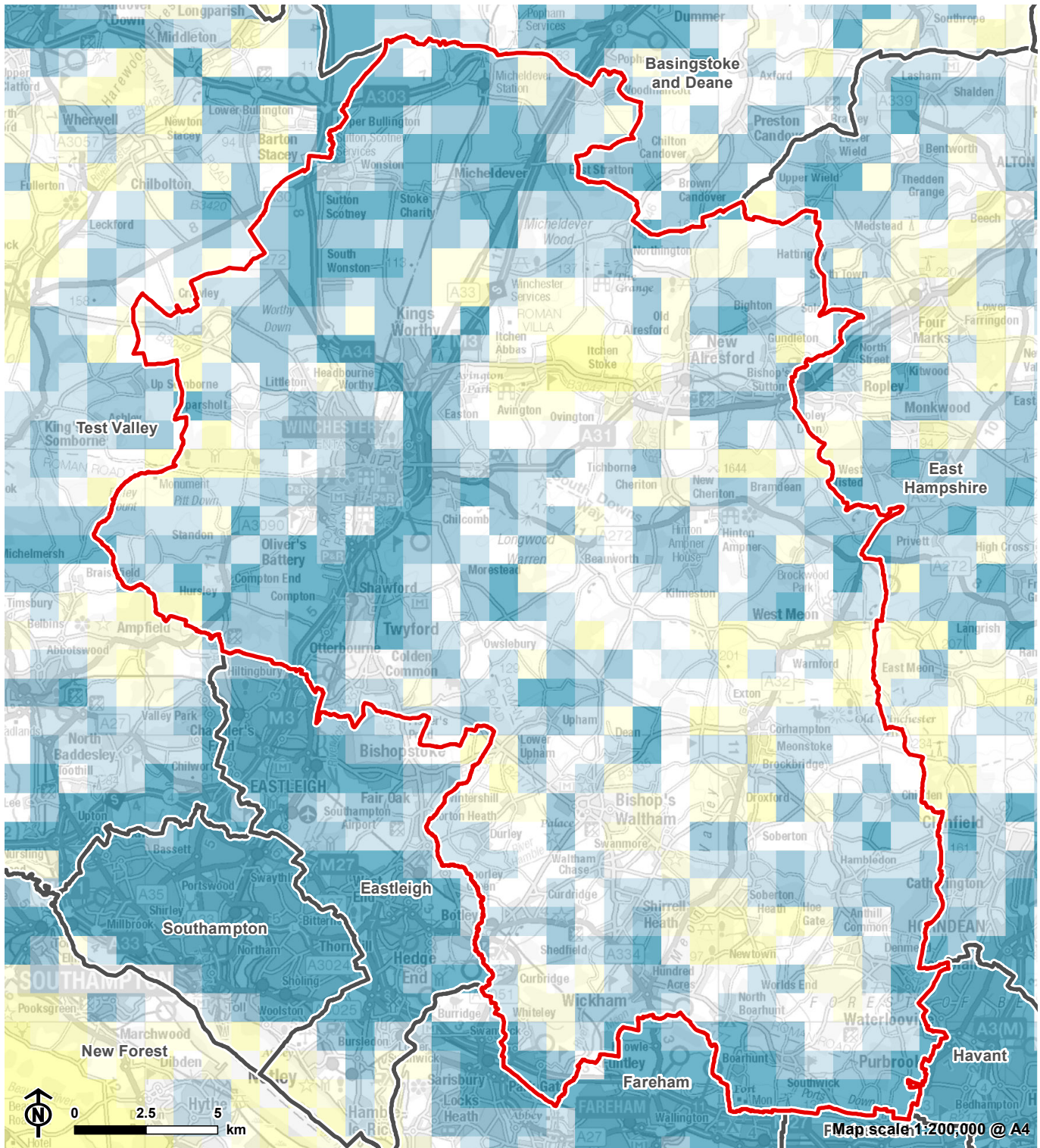
© DEFRA copyright 2020. Contains Ordnance Survey data © Crown copyright and database right 2020 CB:KS EB:Stenson\_K LUC FIG3\_19\_11113\_r0\_Air\_Quality\_PM2.5\_A4P\_07/07/2020 Source: DEFRA

Figure D.17: Air Quality (PM2.5)



\*Notes:  
PM2.5 concentrations in gravimetric units. European Directive annual mean not to exceed  $25 \mu\text{g}/\text{m}^3$ . Estimated 2018 background air pollution maps (base year 2017). Total annual mean concentrations based on 1 km x 1 km grid squares are provided.

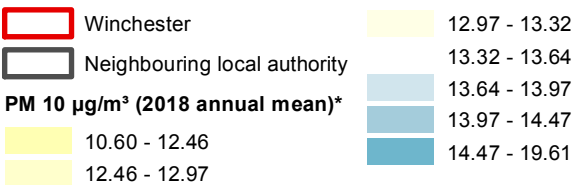
PM2.5 concentration is displayed using quantile classification. Each class contains an equal number of features.



© DEFRA copyright 2020. Contains Ordnance Survey data © Crown copyright and database right 2020

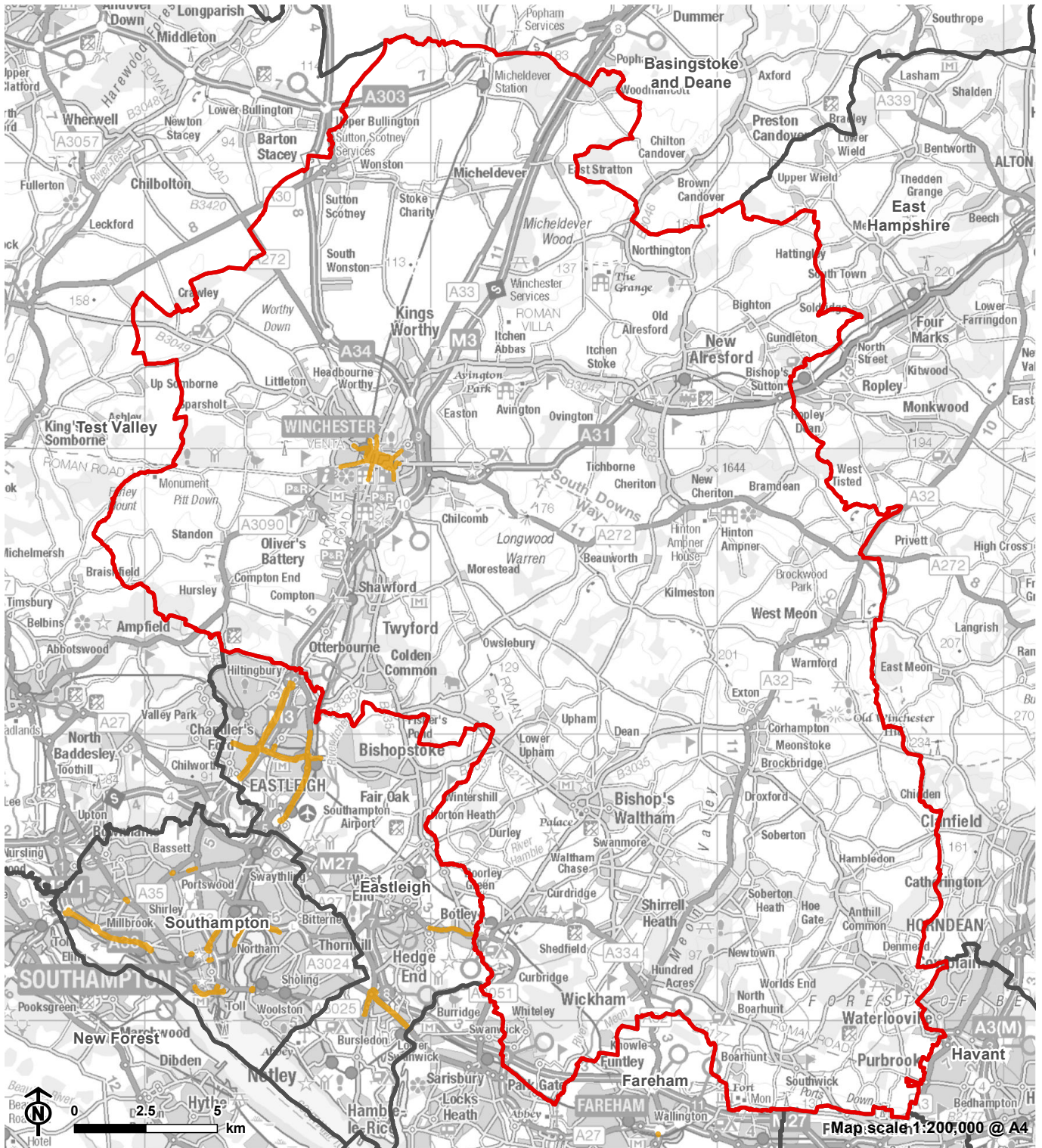
CB:KS EB:Stenson\_K LUC FIG3\_20\_11113\_r0\_Air\_Quality\_PM10\_A4P\_07/07/2020  
Source: DEFRA

Figure D.18: Air Quality (PM10)



\*Notes:  
PM10 concentrations in gravimetric units. European Directive annual mean not to exceed  $40 \mu\text{g}/\text{m}^3$ . Estimated 2018 background air pollution maps (base year 2017). Total annual mean concentrations based on 1 km x 1 km grid squares are provided.

PM10 concentration is displayed using quantile classification. Each class contains an equal number of features.

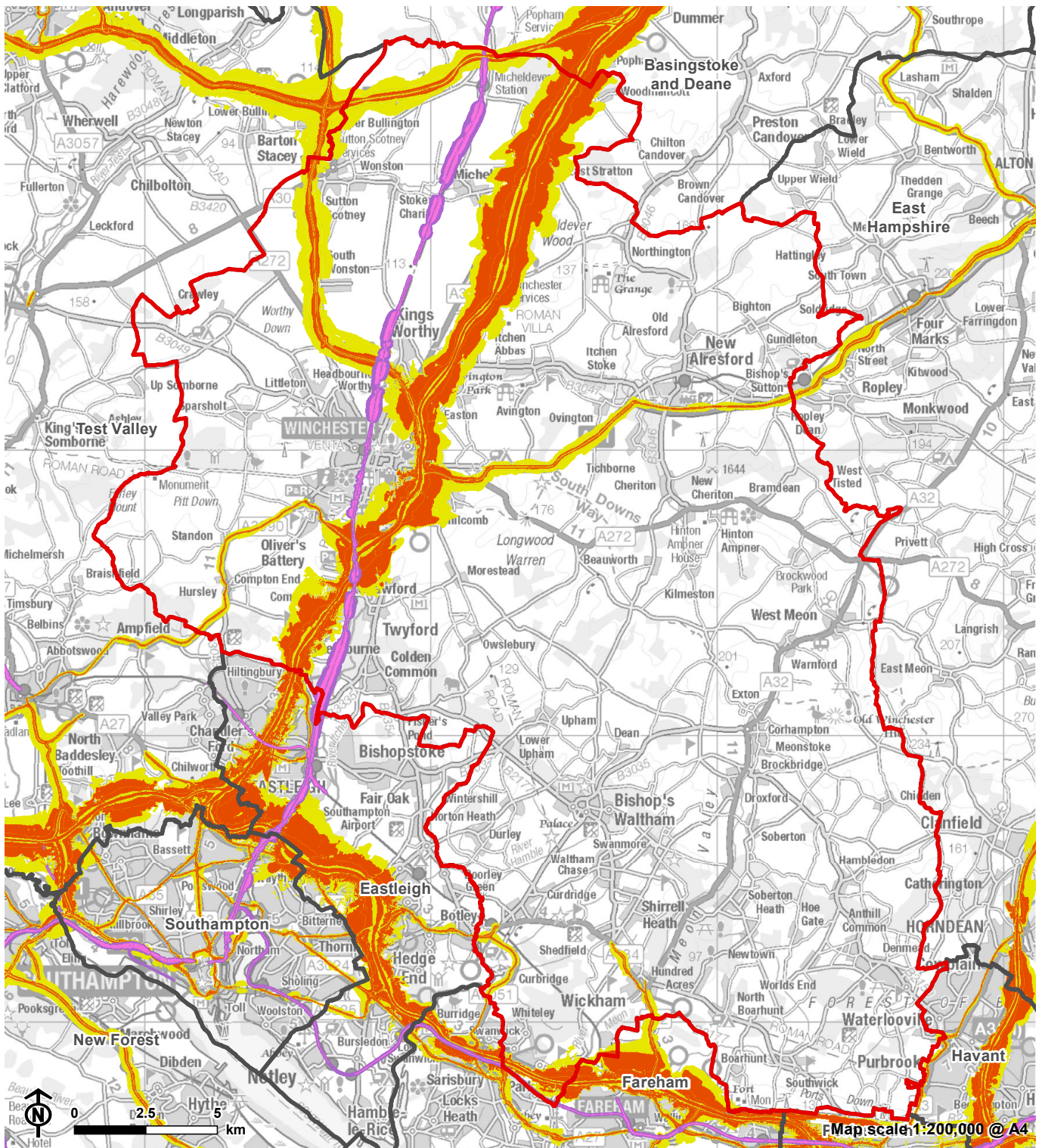


© DEFRA copyright 2020. Contains Ordnance Survey data © Crown copyright and database right 2020

CB:KS EB:Stenson\_K LUC FIG3\_21\_11113\_r0\_AQMA\_A4P\_07/07/2020  
Source: DEFRA

Figure D.19: Air Quality Management Areas (AQMA)

- Winchester
- Neighbouring local authority
- AQMA



© DEFRA 2020. Contains Ordnance Survey data © Crown copyright and database right 2020

CB:KS EB:Stenson\_K LUC FIG3\_22\_11113\_r0\_Noise\_Pollution\_A4P\_07/07/2020  
Source: DEFRA

Figure D.20: Noise Pollution

- Winchester
- Neighbouring local authority

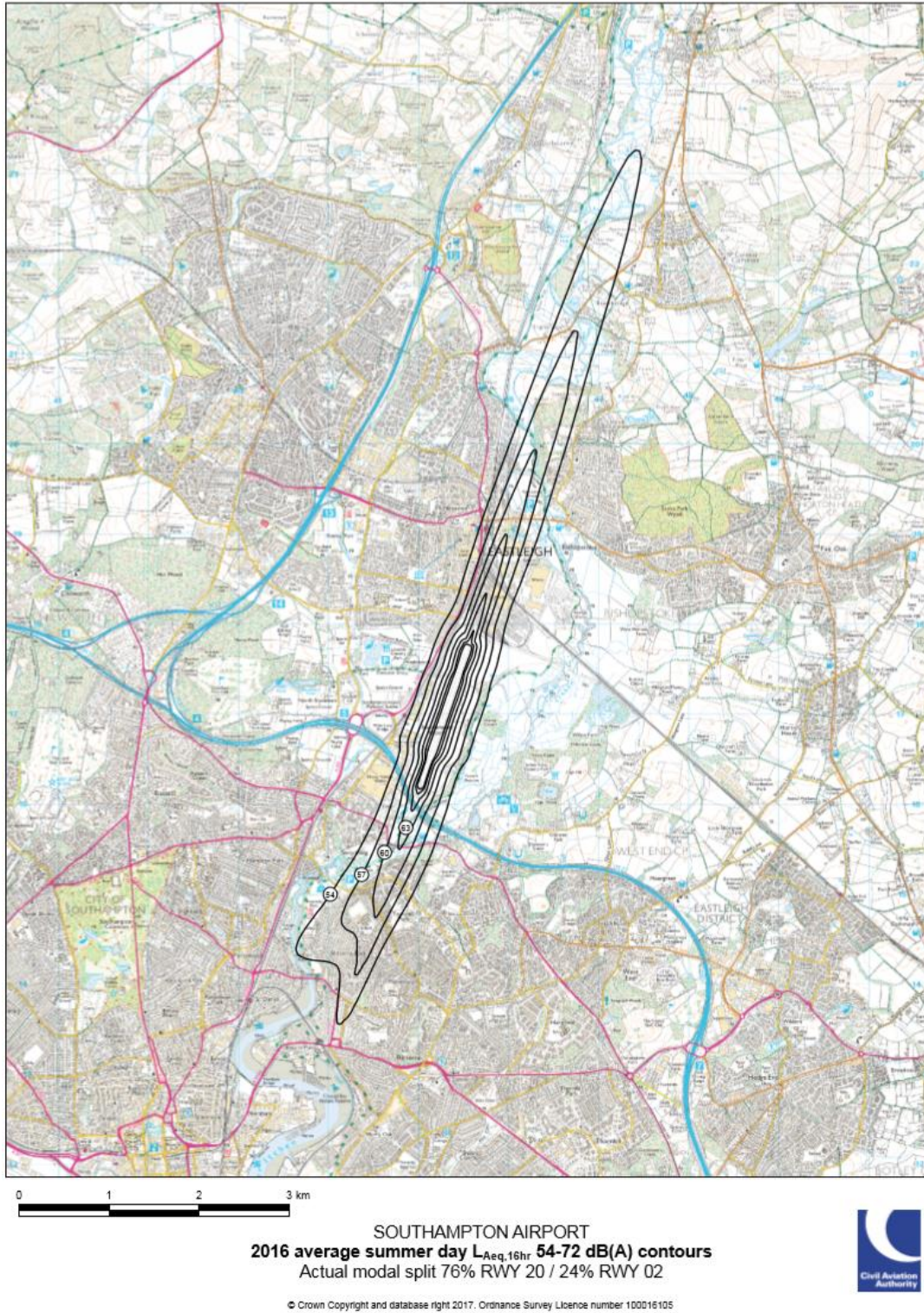
**Rail noise**

- A-weighted equivalent continuous sound level at night (2300-0700) exceeding 54.9dB
- A-weighted equivalent continuous sound level daytime - 16 hour (0700-2300) exceeding 59.9dB

**Road noise**

- A-weighted equivalent continuous sound level at night (2300-0700) exceeding 54.9dB
- A-weighted equivalent continuous sound level daytime - 16 hour (0700-2300) exceeding 59.9dB

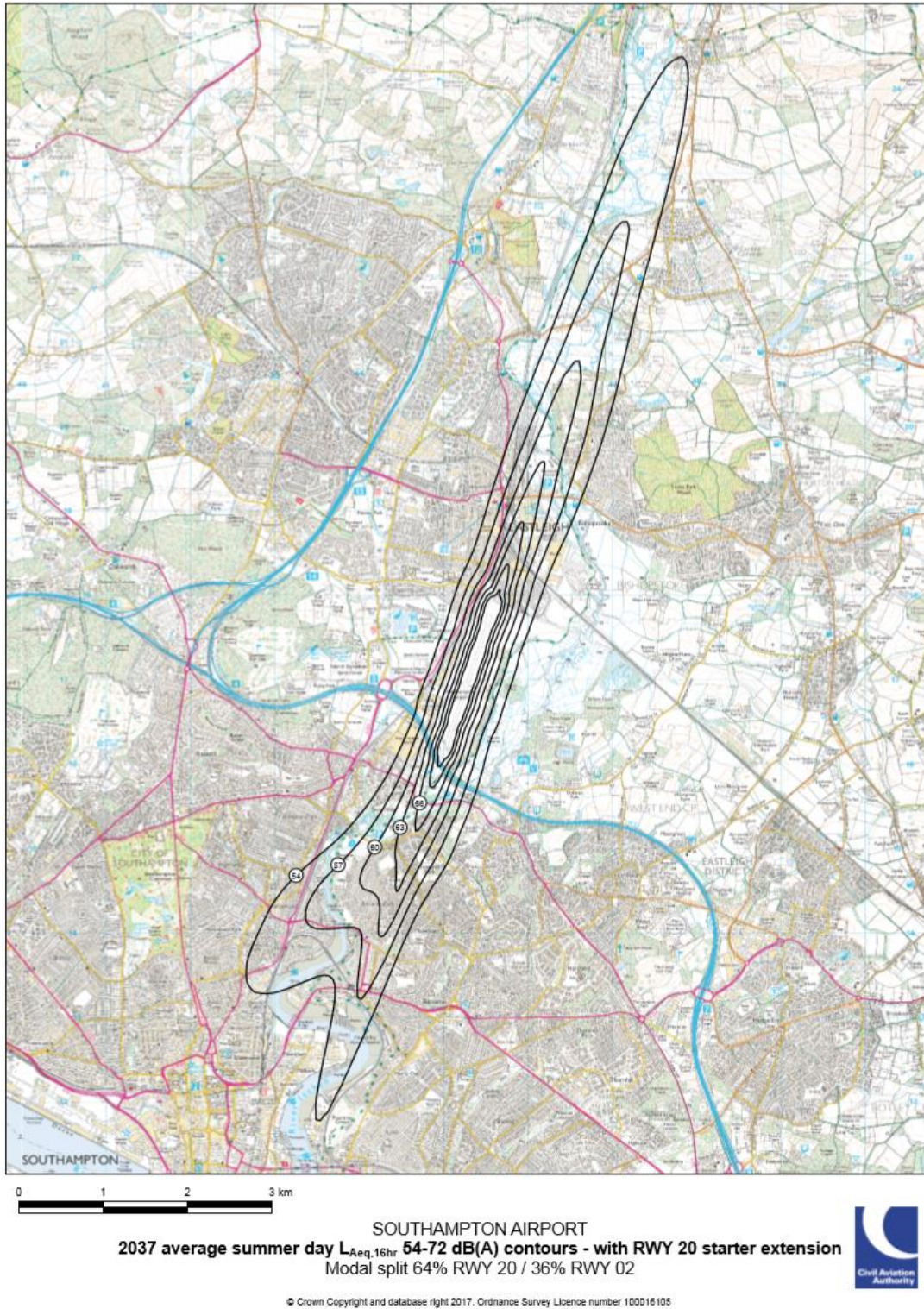
Figure D.21: Southampton Airport aircraft noise contour (2016)<sup>175</sup>



<sup>175</sup> Savills (2019) Environmental Statement, available from: <https://planning.eastleigh.gov.uk/s/papplication/a1M4J000000d3ql/f1986707>



Figure D.22: Southampton Airport aircraft noise contour (2037)<sup>176</sup>



<sup>176</sup> Savills (2019) Environmental Statement, available from: <https://planning.eastleigh.gov.uk/s/papplication/a1M4J000000d3ql/f1986707>