

Appendix 7

ADD Report & masterplan relating to
the potential for development at
Allington Lane

We believe the plan is not sound, on the grounds that it has not adequately considered the very reasonable alternative of Allington Lane as the site for the SGO, and, as a result, policy S5 is not justified.

This paper does not set out to definitively demonstrate that the Options D and E area (Allington Lane) is the right place for Eastleigh's strategic growth option. Elsewhere in ADD's evidence we have shown that the choice of B and C as an SGO (policy S5) is unsound for multiple reasons. We also demonstrate that the consideration of reasonable alternatives as required by the Sustainability Appraisal process has not been undertaken. ADD's view, based on the proportionate evidence available to it, is that Allington Lane is a better location for the SGO. For this reason the plan is not sound as it is not Justified.

1. Historical background

- 1.1. There is a long history of the Allington Lane area being noted as suitable for significant development. In 1998 the Hampshire County study of 22 areas in the county found 'Eastleigh south East' (Allington Lane) one of the four suitable sites for a major development area in the County.
- 1.2. This was developed to the point when in November 2000 the EBC Executive, chaired then as now, by Keith House, resolved to recommend to the full Council that 'no greenfield sites be made available for housing development other than at Allington'.
- 1.3. In 2005 the Council were able to proclaim that they had 'saved Allington Lane' by approving a comprehensive brownfield development of the Pirelli works in central Eastleigh, but as recently as 2011 Allington Lane was again identified in the Core Strategy for the 2011-29 local plan testing options. The text of this is shown in appendix A but the conclusion is worth quoting here in full.

- 1.4. *This is a large site which could bring forward a self-contained development including residential, community and employment uses with minimal direct impacts on the existing community in surrounding settlements. There are opportunities for biodiversity habitat creation and enhancement. There is also the potential to create recreation opportunities through green infrastructure including links to the nearby Itchen Valley Country Park which would benefit surrounding communities.*

The area contains a degraded landscape due to poor management of countryside and sub-standard development. There is an opportunity to create a transport link across the Itchen Valley to support the regeneration of Eastleigh River Side and Eastleigh town centre, and contribute towards the cost of the Chickenhall Lane link road. This could include a new road, and potential to improve public transport links including rail.

The development could help to address the issue of heavy goods vehicles accessing Chalcroft Distribution Park. The site is close to the River Itchen valley which contains significant nature conservation interests which need to be protected from any adverse impacts from development on this site.

- 1.5. The same exercise identified area BL3 North and East of Fair Oak (1900 dwellings ie less than half of option C) as follows
- 1.6. *Much of the site is remote from local services and facilities.
Development would over-burden the local schools.*

*Much of the site is elevated and development would be intrusive in the landscape.
Large-scale development would exacerbate existing traffic congestion in Fair Oak & Bishopstoke.*

*The conclusion for area BL3 in 2011 was **Unacceptable location for large scale strategic development in the period up to 2029.***

2. The current plan

- 2.1. The history of the decision to opt, at a very early stage in the current plan making process for BC as the favoured option has been dealt with elsewhere in ADD's evidence.
- 2.2. During the history of the plan the Council has summarily dismissed DE on a number of occasions as a potential Strategic Growth Option.
- 2.3. At an early stage (December 2016) It was noted in the officer's report to council that DE was the least risky (ie most assured of deliverability) of the two options DE and BC.
- 2.4. BC was identified as having 11 weaknesses and 4 threats in the SWOT analysis provided, and the analysis concluded (para 52) *In summary, the significant challenges in delivery of this scheme should not be underestimated. Significant further work is required to determine and confirm the deliverability of the option.*
- 2.5. In the same analysis DE was identified to have only 5 weaknesses and 1 threat. Despite this evidence of its superior deliverability, D/E was dismissed in the conclusion to the report as not offering the opportunity to provide strategic infrastructure. That is of course the wrong way round and infrastructure should be required to mitigate impacts only.
- 2.6. Eastleigh's strategy in promoting in B/C a strategic growth option which relies totally on a link road for its workability, and then claiming that this link road will provide strategic infrastructure benefits puts the process in double jeopardy.
- 2.7. Development in B/C would cause the despoliation of the highest quality and sensitive landscape in the Borough and the risk of grave damage to an SAC. To justify this, the road would have to be totally assured of delivery, and be demonstrably highly effective in improving transport facilities across the area. The evidence from Eastleigh demonstrates that neither is the case.
- 2.8. In July 2017 the question of preserving gaps was raised but not quantified. Eastleigh's approach to gaps is highly selective. This is dealt with in detail within the ADD representation
- 2.9. We note in passing that
 - 2.9.1. The EBC policy on gaps approved in June 2017 before made no mention of a gap on Allington Lane.
 - 2.9.2. The PUSH policy on gaps published in 2008 adopted by all member authorities and cited by Eastleigh states (3.1c) *In defining the extent of a gap, no more land than is necessary to prevent the coalescence of settlements should be included having regard to maintaining their physical and visual separation.*
- 2.10. Nonetheless the papers for the 20th July 2017 Council meeting cited the need to avoid continuous development as a reason to recommend pushing through B/C on the

grounds that D and E together would cause continuous development from Southampton to Fair Oak. For this reason area D and area E were not considered as being deliverable together, and were dismissed as neither was on its own considered to be capable of delivering the total amount of housing required in the SGO. This erroneous conclusion came as a result of not looking at the possible options for development in D and E in any detail.

- 2.11. The assertion was also made in the committee report that area D was not being actively promoted for development. This was contradicted the afternoon immediately prior to the meeting, in an email from Highwood who confirmed
- 2.12. *With regards to the promotion of land in the Option D area, I can advise that Highwood submitted representations via the Strategic Land Availability Assessment (SLAA) process to Eastleigh Borough Council specifically to promote their land in the Option D area. The land remains available for development and it falls to the Council to decide the suitability of the land for development via its Local Plan process.*
- 2.13. Councillors insisted at this meeting that all options needed to be assessed before a decision was taken.
- 2.14. Despite this no further studies were done on D/E whilst a masterplan was commissioned for B/C. When the Council resolved to approve in principle the Local Plan on the 11th December 2017, subject to final sign off by the Chief Executive in consultation with the leader of the Council, there was no SA to inform the decision apart from the one produced in 2015:
- 2.15. At this point the leader recommended to Councillors that the decision on the SGO could safely be delegated to himself and the CEO as there was some outstanding evidence to come in but 'only about 1 or 2 percent' We suggest this was a very inappropriate and misleading comment in the light of the absence of Sustainability Appraisal, HRA or Traffic Assessment, to name but three.

3. The potential for development on Allington Lane

- 3.1. There are of course a number of options available for development in the DE area but we have modelled one which most closely follows that set out in the 2011 testing options paper, adapted to take account of subsequent development.
- 3.2. Appendix B shows the ecological constraints on areas D and E, from information provided by the Hampshire Biodiversity Information Centre.
- 3.3. Appendix C shows the masterplan prepared by Allies and Morrison for areas B and C. The developed area is shown to be 189 Hectares. This includes, as can be seen, not only the actual built over land but also the hedges and other landscape features retained within the development areas, plus local open spaces.
- 3.4. The provision of 5300 dwellings within 189 hectares means a development density of 28 dwellings per hectare is proposed by the local plan, including associated commercial development, infrastructure community and educational facilities.
- 3.5. Taking this development density as applying it to areas D and E a development of 3350 dwellings would require a development area of 118 hectares. This approach assumes the same mix of high and low housing densities in DE as BC. In fact the presence in DE of an obvious location for a district centre (as distinct from BC where the development is essentially strung along a distributor road requiring three centres) means that the amount

of higher density development could more easily be increased, thereby reducing the land-take necessary.

- 3.6. The results of applying this development area to the options D and E is shown on the plan at appendix D. This shows 124 hectares accommodating 3500 dwellings plus associated uses centred around a potential station.
- 3.7. Of most significance to the argument in the local plan the gap between the new development and the built-up area of West End is, at a minimum, 1km as measured along Quob Lane, the shortest route. Along Allington Lane the gap is 1.6km. A video of the very rural experience of driving from West End down Quob Lane to the new development is available. How this gap fits into the overall pattern of gaps around between Eastleigh and Southampton is shown on the drawing at appendix E.
- 3.8. Even the most cursory examination of this plan demonstrates that with its relatively compact and broadly circular shape it is much better suited than B/C to a higher level of public transport use. More than 80% of the housing within the DE area plus a substantial fraction of the development in west Horton Heath would be within 1 km of a local centre with the potential for a train station. It is also much better situated relative to the centre of the town, being potentially just a 3km level bike ride away. This means that development in this area will more readily feed into town centre activity rather than in BC from which the town centre is not in any way conveniently located.

4. Transport infrastructure.

- 4.1. Unlike B/C which has very few options for connection into the wider transport network D/E is located on a railway, close to the motorway and the major road network. Whilst D/E does better on Eastleigh's current evidence base when compared with B/C, it also has the potential for game changing further enhancements of this superior position.
- 4.2. Whilst Eastleigh are, in pursuit of their argument for B/C, dismissive of this potential, this is because they have not themselves pursued the potential with anything like enthusiasm despite the evident transport benefits. Two obvious potential bonuses are

4.3. A New Rail Station

- 4.3.1. EBC record their conversations with Network Rail as confirming their negative view of the prospects for a new rail station at Allington. In fact Network Rail correspondence suggests that they will do nothing themselves about investigating the feasibility of a station but would expect the local authority to request this.
- 4.3.2. A neighbouring authority (Fareham) has taken a pro-active approach and spent an estimated £20,000 on a feasibility study for a new station at Welborne. Eastleigh should have done the same. Whilst the Welborne station would serve a larger development it is less well placed to do so, being to one side of the community it would be serving. The same is true of the station at Hedge End which is on the very edge of its community, with green fields occupying 50% of its hinterland. On this basis it could be expected that a station at Allington Lane would reduce car use to a significantly greater extent than is achieved at Hedge End.
- 4.3.3. Another factor in public transport use is of course frequency of service. The Solent LEP have come up with an imaginative scheme for a Solent Metro light rail which would take traffic from the existing rail line straight into Southampton Centre. The LEP propose a station at Allington. This would in turn generate a greatly increased frequency of service in much smaller trains, leading to increased use.

- 4.3.4.EBC's public transport paper notes in para 3.4 the greatly increased use of Hedge End station and of the three examples of new stations linked to development that they quote in para 3.18 of the public transport paper 2 are of comparable or smaller size than D/E plus parts of Horton Heath.
- 4.3.5.We believe that this form of mass public transport offers a much more sustainable vision for the future than the (of necessity) car dominated proposition of the B/C option.
- 4.3.6.Eastleigh's answer that 'they are not aware of any studies' is simply not good enough in this respect. As Fareham have shown it is for the local authority to take the lead in providing a vision in their plan and if they are serious in their claim to 'tackle climate change' and meet their NPPF requirement to sustainable development they should be doing their due diligence rather than dismissing this opportunity out of hand. Assuming the £10m cost of a new station was paid for by the developer (as we understand to be the case with the link road in B/C where developer contributions are identified in the viability assessment as around £9,000 per dwelling) the cost of around £3,000 per dwelling would, after all, be just a third of what the developers of B/C are prepared to contribute to the link road.

4.4. A new South Bishopstoke Link Road

- 4.4.1.The plan at Appendix D illustrating an Allington Lane proposal shows the possible route of a new link road from Fir Tree lane to Bishopstoke Road. This is as identified by HCC in their ESTS paper in December 2015. This would cause some harm to the drainage ditches in the meadows adjoining the Itchen, but would not impact on the SAC (unlike the North Bishopstoke Link Road). Whilst this would still discharge onto the Bishopstoke road which is currently congested it is noted that the 'do more' scenarios of DS3 greatly reduce this congestion. The cost of this road is identified as £13.5M in the ESTS. This means means that developer contributions for the station and link road COMBINED would be expected to be considerably less than for the North Bishopstoke link road. The sustainability appraisal for this road within the ESTS demonstrates that it is the least risky and most deliverable of all of the options for a link road either north or South of Bishopstoke.

4.5. Cycle connection to the Town centre

- 4.5.1.The developer promoting option E has identified the possibility of a cycleway running parallel to and next to the railway at high level. It is understood that this would, if high enough, have minimal impact on the SAC which at this point comprises just the river and its immediate banks.

4.6. junction 6 on the M27.

- 4.6.1.Para 6.108 of the comparative assessment states (in a re-run of their approach to the railway station) that they 'have seen no studies of the feasibility of a new junction 6' and therefore they dismiss the prospect.
- 4.6.2.It should first be said that ADD do not consider a new junction 6 to be essential to the delivery of new development at Allington Lane although it could deliver potential benefits over a wide area.
- 4.6.3.EBC say in 6.108 *'it is considered unlikely these distances can be achieved (2km between slip roads) whilst inserting a new junction between 5 and 7.* They treat 'consideration' as a substitute for hard evidence. The plan at appendix D shows a

junction 6 (using the geometry of Junction 12 on the M3 for its slip roads) just east of the Allington lane bridge over the M27. This provides for distances of slip roads of 2.1km to J5 and 2.3km to J7. Of course this is considerably greater than the distances between junctions 7 and 8 on the M27 already in use.

4.6.4. It can be taken as read that Highways England would rather have no new junctions at all on their motorways as they see their remit being to keep traffic flowing smoothly rather than satisfy local needs. However, since HE's correspondence with Eastleigh, ADD met with Patrick Blake of Highways England, the originator of the Correspondence with Eastleigh. The HE guidance (para 39, 40 of TD22/06) is in fact

4.6.5. *"Where appropriate, proposals for the creation of new junctions or direct means of access may be identified and developed **at the Plan-making stage** in circumstances where it can be established that such new infrastructure is essential for the delivery of strategic planned growth."*

4.6.6. In other words, if the local authority request that a junction be considered in the context of their local plan, then HE will consider it. This is borne out by EBC's para 6.110.

5. Landscape Impact

5.1. The landscape impact of D/E is dealt with in the Terra Firma study. In general it is noted that the land is low lying and therefore widespread visual impacts are limited. The suggested configuration of new development respects the parkland around Winslowe House and the more prominent south facing slope to the south of it. The Eastleigh study of 2011 notes the landscape as being 'degraded'. This is in comparison with the elevated nature of much of C (and subsequent impacts on the National Park) and the high sensitivity of the landscape in B.

6. Ecological impacts

6.1. The ecological impacts of development on D/E are as noted in the Phlorum report as significantly less than in B/C. The proposed development respects all of the areas identified in the HBIC survey work, providing a 50m buffer to the ancient woodland and the biodiversity opportunity area identified. It should be noted that the area within B identified by EBC's own Biodiversity Action Plan is ignored by the EBC masterplan.

In respect of the hydrology it is noted that the stream that discharges from D/E into the Itchen does so below the salmon spawning area from Bishopstoke northwards. Because of this and because the land is relatively flat, any risk of silts from construction or run-off from the completed development damaging this hugely important and iconic resource are therefore much less than those caused by development of B/C.

7. Comparative Assessment of B/C to D/E in the June 2018 background paper

7.1. The choice of B/C as the SGO in the current plan has little basis in the evidence within the SGO comparative background paper upon which the decision is supposed to have been based. This paper contains the phrase 'it is considered' no less than 61 times, and 'considered' in the same sense a substantial number of additional times. The large majority of these 'considered' (as distinct from evidence based) assumptions relate to the claim that areas B/C are, despite the facts set out in the evidence, superior in some way.

- 7.2. One very basic reason for this is that, whilst EBC have commissioned a masterplan for B/C which goes into a considerable level of detail (arguably more than should be required for this stage of the plan), they have carried out no such assessment of DE other than the very broad assessment set out in option DS7 of the transport assessment.
- 7.3. As a result officers have no real idea of the form such a development could take. This leads to erroneous assumptions such as, in 6.7, 6.24 that the district centre for option D would be in the northern part of the new community.
- 7.4. The Comparison is weighted in favour of B/C within the traffic assessment by taking DS3 (B/C do more) as the standard for comparison despite the fact that the 'do more' mitigations are un-costed and un-designed. A meaningful comparison would compare DS2 (B/C do something) with DS7 (D/E) as the available funding pot for 'do more' mitigations can be equally applied to B/C or D/E. On this basis, B/C does significantly worse on a wide range of measures for instance change in average trip length- table 34 (-19% to -26%) and CO2 emissions -table 35 (+24% to +14%).
- 7.5. On other measures eg schools B/C is seen to have an advantage as it is bigger and can therefore generate greater infrastructure. However, because the two schemes will deliver the same number of houses prior to 2036, the difference of size in B/C will only happen post the plan period and (since it requires the construction of major infrastructure at this point) this further expansion is problematic.
- 7.6. What is clear is that development in C (the first area to be developed) will be so strung out that as shown on the EBC masterplan it requires not one but two centres. This will not be conducive to the provision or success of community infrastructure.
- 7.7. The attempt at a summary in terms of Sustainability Appraisal confirms this approach of giving consideration more weight than actual evidence at Table 38 / Para 6.189 : *"The SA indicates that SGO B/C scores better or equal for most issues. SAs are intended as relatively strategic assessments. Where the SA scores SGO B/C as worse (and in some cases where it scores equal or better), further detailed assessment by the Council suggests the negatives associated with SGO B/C are less than first indicated. Overall the Council **considers** the SA supports the Council's assessment regarding transport and accessibility"*.
- 7.8. It is not clear where that further assessment can be found or how that **considered** conclusion is validated. Without the assessment being made public it is unsupportable and unsound. In any event, it is clear, as stated in ADD's main representations, that the SA does not conduct any comparative exercise of B/C against D/E.
- 7.9. Attached as appendix F is a table showing the correct comparison on transport grounds between B/C and D/E. Note that this comparison is weighted IN FAVOUR of B/C in that it does not take account of the very likely event that the road infrastructure will not be delivered at least within the plan period.

8. In Summary

- 8.1. Despite their promise to do so at their council meeting in July 2017 Eastleigh have not carried out a rigorous assessment of the D/E area as a potential SGO in an 'apples with apples' comparison with B/C.
- 8.2. By failing to do this they have ignored the evidence that points to D/E as being a much more suitable site for development than B/C, and drawn conclusions that are not borne out by the evidence that they have provided. They have opted for B/C which has serious issues over its deliverability and impacts of all kinds, instead of an option which as their own officers have identified, has much less risk attached and significantly less cost. Their professed reason for doing this is that they wish to retain a gap between West End and Fair Oak/ Bishopstoke. However, they did not carry out the basic studies to assess the capacity of D/E before they came to their judgement. Had they done so they would have realised that a perfectly adequate gap can be provided in Allington Lane as well as a development comparable with that proposed in 2011 and delivering 3,500 dwellings.
- 8.3. For this reason we believe that the plan is unsound as it is not justified.
- 8.4. We recommend that Eastleigh be asked to re-assess their choice of an SGO first carrying out due diligence on D/E and then carrying out their comparison in accordance with webTAG and the NPPF.

Appendix A Core Strategy for the 2011-29 local plan testing options Site BL5 Allington Lane.

EASTLEIGH BOROUGH COUNCIL CORE STRATEGY: TESTING OF STRATEGIC SITE OPTIONS

Site reference: BL5

Site address: Land at Allington Lane, West End

Total area: 173.4ha



Site description

The site is a gently undulating area of farmland to the east of the Itchen valley, straddling the Fareham-Eastleigh railway line. Eastleigh town centre and River Side lie west of the Itchen valley, whilst the settlement of Horton Heath sits east of the site and Bishopstoke and Fair Oak to the north. The site area shown here could be moved and/or extended to the north and south. Allington Lane connects Fair Oak and West End through the site.

It contains a number of existing agriculture and business-related buildings, tributaries of the River Itchen and small areas of woodland.

Beyond the northern and eastern boundaries open countryside separates the site from the settlements of Horton Heath, Bishopstoke and Fair Oak. The southern boundary is defined by existing warehousing uses at Chalcroft Distribution Park. The south-west and western boundaries extend to the edge of the Itchen valley, close to the Itchen Valley Country Park.

Site ownership

The site is owned by a consortium of landowners and developers represented by a single agent.

Site availability

The owners of the site have expressed an interest in releasing the site for development.

Site reference: BL5

Site address: Land at Allington Lane, West End

EASTLEIGH BOROUGH COUNCIL CORE STRATEGY: TESTING OF STRATEGIC SITE OPTIONS

Relevant planning history

The site was previously proposed as a Major Development Area (MDA) in response to proposals in the Hampshire Structure Plan (1996-2011).

Development constraints

On site: The site contains three areas of local nature conservation importance. Part of the site lies in an area which is identified in the Council's landscape assessment as being of a high landscape quality. Allington Manor historic parkland is located in the western part of the site.

A gas main is located in the south western corner of the site running north west to south east alongside and south of the London to Portsmouth railway line, which runs through the centre section of the site.

A watercourse runs north-south through the site and a small part of the site is therefore in a flood risk zone.

Adjoining site: To the west of the site is the River Itchen which provides an important habitat for nature conservation of local, national and European interest. The river corridor is also, of course, liable to flood. There are two more important habitats of local nature conservation interest on the southern and eastern boundaries.

There is a listed farmhouse (Grade II) close to the northern boundary of the site.

Relationship to surrounding area

The site lies within generally open countryside with a varying landscape character and detached from existing settlements. There is some sporadic development associated with both agricultural and non-agricultural uses on the site, and along Allington Lane. Chalcroft Distribution Park adjoins the site on part of the southern boundary. Traffic and HGVs to Chalcroft Distribution Park cause considerable disruption locally.

Access and services

The site is accessed from Allington Lane which runs north-south through the site and is an unclassified rural access road that connects West End and Fair Oak. There is no direct access to the strategic road network.

The site is not served by mains electricity, water, gas, sewerage or surface water drainage.

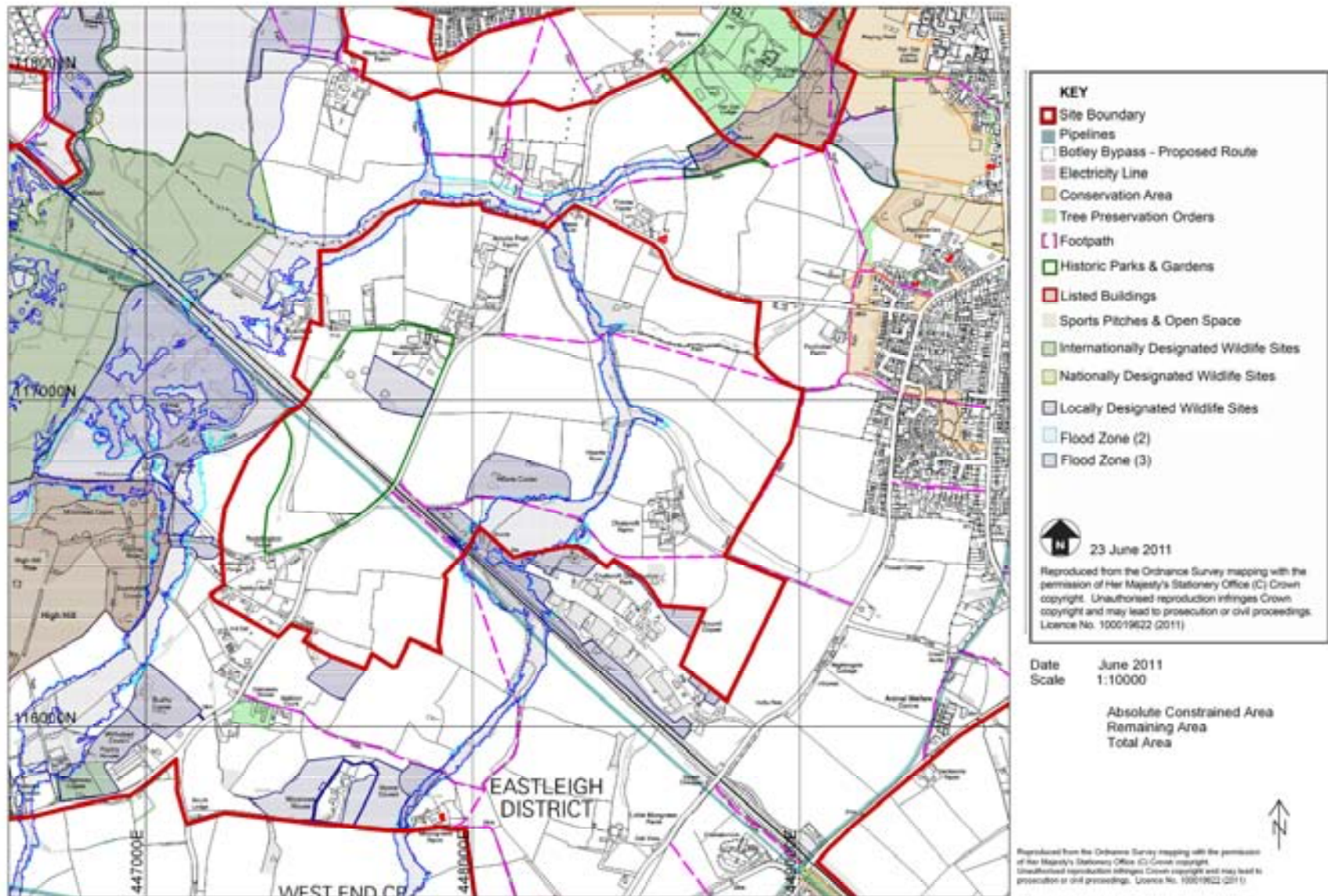
Distance to local services from centre of site

	Within 1 km	Within 3km
Bus Stop:	x	✓
Railway Station:	x	✓
Health Centre:	x	✓
Primary School:	x	✓
Secondary School:	x	✓
Shopping Centre /Hypermarket:	x	✓
Designated Open Space:	x	✓

Site reference: BL5

Site address: Land at Allington Lane, West End

EASTLEIGH BOROUGH COUNCIL CORE STRATEGY: TESTING OF STRATEGIC SITE OPTIONS



Site address. Land at Allington Lane, West End

Scale of development

Total site area	173.41 ha
Total capacity at 30 dwellings per hectare	5203
Unconstrained site area¹	109.04 ha
Unconstrained site area capacity at 30 dwellings per hectare	3271

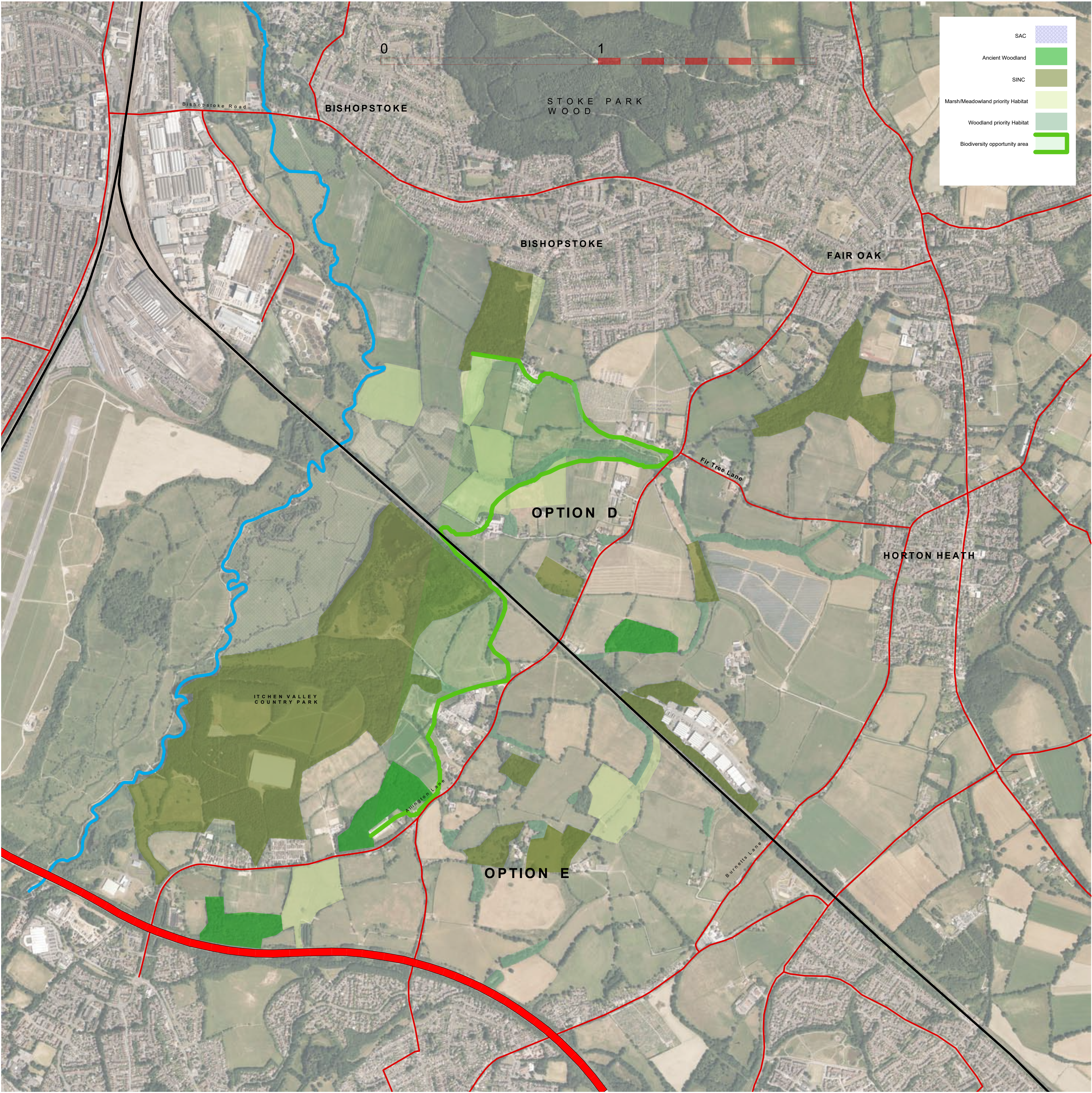
The above figures are indicative and do not take into account the need for infrastructure that could arise from development including schools, retail centres, strategic roads, open space, energy/waste facilities etc or the potential for other uses including employment.

Summary

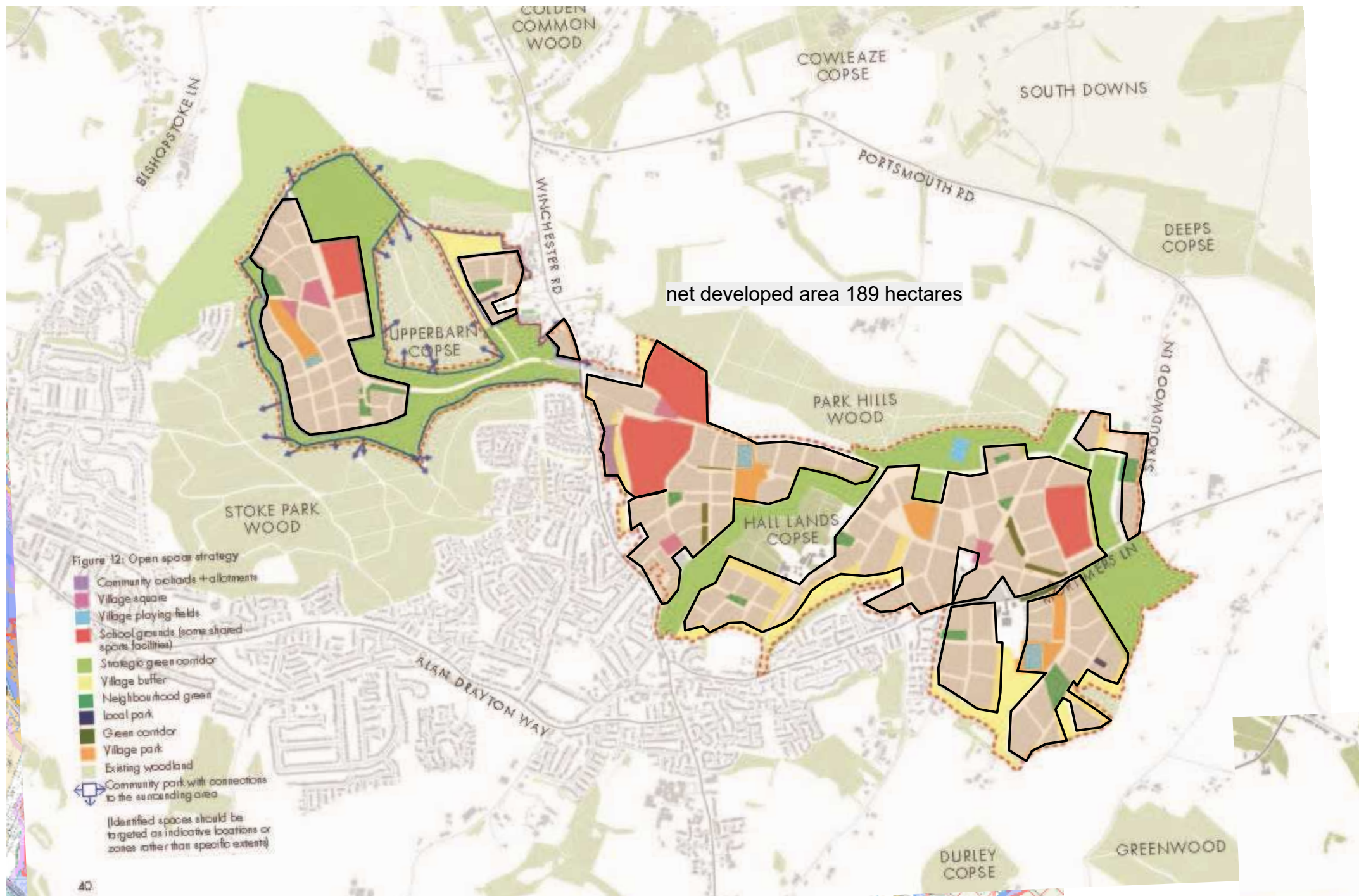
This is a large site which could bring forward a self contained development including residential, community and employment uses with minimal direct impacts on the existing community in surrounding settlements. There are opportunities for biodiversity habitat creation and enhancement. There is also the potential to create recreation opportunities through green infrastructure including links to the nearby Itchen Valley Country Park which would benefit surrounding communities. The area contains a degraded landscape due to poor management of countryside and sub-standard development. There is an opportunity to create a transport link across the Itchen Valley to support the regeneration of Eastleigh River Side and Eastleigh town centre, and contribute towards the cost of the Chickenhall Lane link road. This could include a new road, and potential to improve public transport links including rail. The development could help to address the issue of heavy goods vehicles accessing Chalcroft Distribution Park. The site is close to the River Itchen valley which contains significant nature conservation interests which need to be protected from any adverse impacts from development on this site.

¹ The area within the site which does not have any site specific designations.

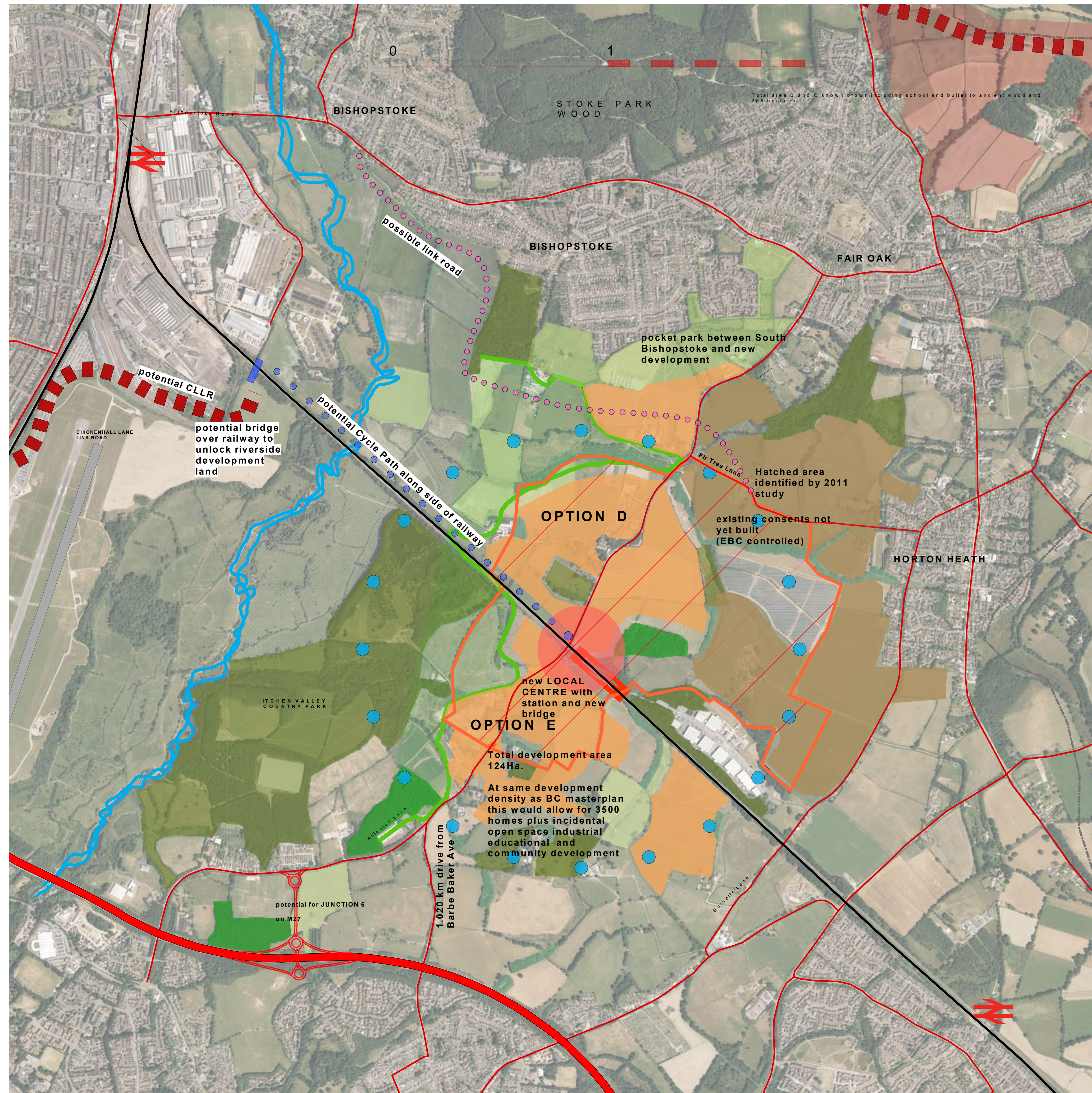
Appendix B ecological constraints on areas D and E, from information provided by the
Hampshire Biodiversity Information Centre.



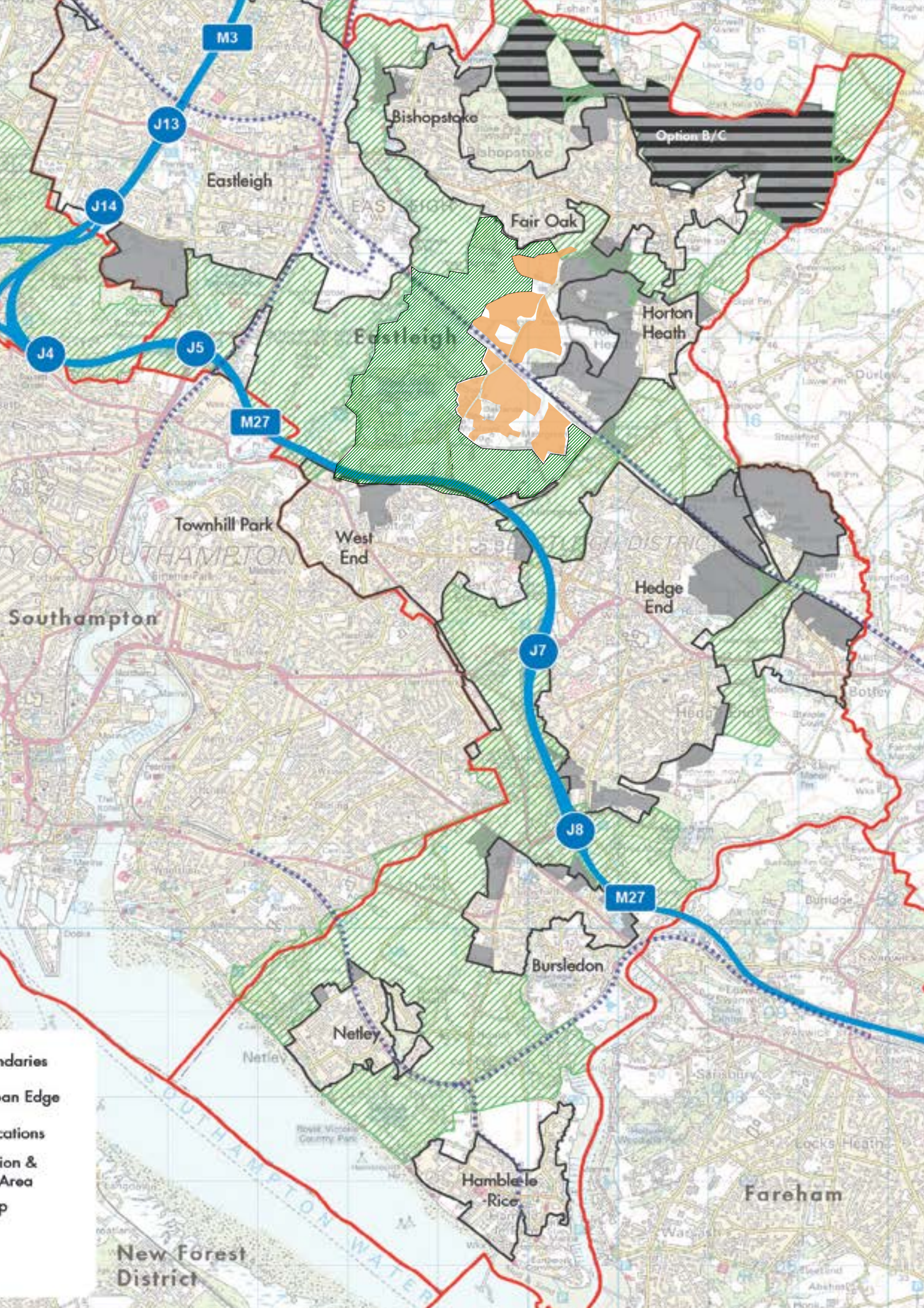
Appendix C Masterplan prepared by Allies and Morrison for areas B and C.



Appendix D Potential development at D/E



Appendix E Potential gaps in Eastleigh- EBC plan with gaps added from Appendix D development



Boundaries
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Area
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New Forest
District

Appendix F Table of Comparisons between B/C and D/E

Test	Option B/C		Option D	
	DS2, 3 and 4		DS5 , DS7	
Objective	Comment	Score	Comment	Score
Existing Car Ownership	Not relevant	0	Not relevant	0
Accommodation of Facilities	Ranked highly because of ability to provide more housing and more facilities. No assessment is provided as to the right balance. (i.e. is there too much employment here which will generate further inbound trips).	0	Proportionally provides similar levels of employment and local centres & no obvious reason why they could not provide more if that were appropriate. Secondary school has limited peak hour traffic so benefits over-stated. Could be provided on site if needed.	0
Location in terms of existing retail facilities.	Assessment suggests that significant out movements for existing shopping will be reduced by new facilities as result of further development. All assessment based on spent and no proper assessment of impacts / changes other than subjective views.	1	Option D would only sustain a smaller centre in itself, both in terms of its population base and its physical capacity. It is possible that it could be made larger to also serve the existing community. Overall must be at worse neutral. Table 12 confirms D to perform better than B/C	1
Access to wider facilities and jobs	Assessment is fundamentally flawed, based on access to nearest centre rather than access to where people want to travel.	0	On a weighted balance of distances (Table 13), D scores better.	1
Access to wider retail	Conclusion is all are similarly matched (albeit D and E have slight benefit over BC.	0	Agreed	1
Public Transport Rail - Existing	Dependant on Eastleigh / Soton Parkway	0	Comparable	0
Rail Future	No possible improvement potential	-1	Possible improvement potential. Criticism is no assessment of feasible but this would be a further benefit not critical to scheme being acceptable.	0
Bus	Baseline for all options is need for significant change to provision. Assessment assumes need for 5 new routes which significantly over-estimates demand and reasonable requirement.	0	"It is considered likely that SGO D generates the greatest benefit because its new bus route is based on the shortest distance to a key destination (Eastleigh), creating an attractive journey time." Table 36 confirms best performing option.	2
Traffic Congestion	It is clear that no significant improvement to wider network and bypass is at best mitigation. Provides no wider benefit. B/C is dependant on do-more scenario. No certainty on delivery of infrastructure so must score negative	-2	Confirms performs better than BC Do something	1

Total

-2

6

Large beneficial (+++);	3
Moderate beneficial (++);	2
Slight beneficial (+);	1
Neutral (0);	0
Slight adverse (-);	-1
Moderate adverse (--);	-2
Large adverse (---).	-3