

Whitehill Bordon Delivery Board Meeting

14th September 2011

10:00am – Main Hall, Forest Community Centre, Bordon

Present:

John Walker	(JW)	Chairman
Cllr Andrew Joy	(AJ)	Hampshire County Council (HCC) on behalf of Cllr Melville Kendal
Daphne Gardner	(DG)	East Hampshire District Council (EHDC) Project Director
Cllr Adam Carew	(AC)	Whitehill Town Council (WTC)
Richard Nelson	(RN)	MoD Defence Infrastructure Organisation (DIO)
Dr William Wain	(BW)	Whitehill Bordon Town Partnership (WTP)
Cllr Glynis Watts	(GW)	EHDC Portfolio Holder for Regeneration & Tourism
James Rowley	(JR)	Home and Communities Agency (HCA) Area Manager North Hampshire on behalf of Kevin Bourner

Apologies:

Kevin Bourner	(KB)	Home and Communities Agency (HCA) Head of Area
Cllr Philip Drury	(PD)	EHDC Councillor representing Whitehill Bordon
Cllr Melville Kendal	(MK)	HCC Executive Member for the Environment

Also:

Wendy Shillam	(WS)	EHDC (Project Manager)
Caroline Sayers	(CS)	EHDC (Project Officer – Governance)
Mandar Puranik	(MP)	EHDC (Theme Lead – Planning and Urban Design)
Bruce Collinson	(BC)	EHDC (Theme Lead – Environmental Sustainability)
Sarah Allan	(SA)	EHDC (Theme Lead – Eco-Housing and Retrofitting)
Susan Robbins	(SR)	EHDC (Theme Lead – Economic Development)
Ian Parker	(IP)	HCC (Head of County Development Taskforce)
Chris Youngs	(CY)	WTC (Eco-coordinator)

Item	Notes	Action
1.	<p>Welcome and introductions - Chairman</p> <p>For the benefit of the members of the public, the Chairman introduced the role and purpose of the Delivery Board. Now that the Ministry of Defence (MoD) have made their announcement, the focus of this project is even more important and has a greater degree of urgency.</p>	
2.	<p>Minutes of previous meeting and matters arising</p>	

	<p>Minutes of the previous Delivery Board meeting were approved as accurate.</p> <p>Further updates from the previous meeting are:</p> <p><u>Viking Park (minute no. 15, page 12):</u> The briefing meeting with Delivery Board members has happened, and this item will be touched upon later.</p> <p><u>Neighbourhood engagement programme (minute no. 5, page 6):</u> A request was made for ward councillors to be invited to these events.</p>	MP
3.	<p>Public Questions</p> <p>Questions were received from three members of the public. The Chairman read out the questions and answers.</p> <p>The questions and answers are appended to these notes. (Appendix 1.)</p>	
4.	<p>Verbal update from Ministry of Defence (MoD)</p> <p>The Secretary of State made his announcement on 18th July and has confirmed the withdrawal of the Garrison from Bordon.</p>	
5.	<p>Whitehill Bordon updated viability assessment.</p> <p>Ian Parker introduced his report. The landowners group has used the same consultants - GVA Grimley (GVA) - who carried out the previous assessment 18 months ago. GVA reran the cash flow approach looking at expenditure and income. The results are encouraging. There should be an overall positive return from the project.</p> <p>It was highlighted that the previous housing policy advisory group identified a need for 70:30 affordable housing need to address the imbalance. A recommendation on housing needs went forward in the core strategy for 65:35 after lengthy consideration by the East Hampshire District Council (EHDC) planning policy team.</p> <p>Clarity was sought regarding level of house construction. The report uses a base level of houses being built to level Code 3. There is no intention to build at this level. Code 4 is the national minimum level of house construction allowed as standard. By the time construction starts within the town, the national level required may be Code 6, although the additional costs of reaching this level should have reduced. This report is looking at the viability, making best possible assumptions about future costs. The same comment applies to rates of housing construction:- sensible assumptions have been made which should not be read as targets. The underlying message of this report is that the project is viable. This is what the investors are interested in.</p> <p>Section 3.1, page 21 of the report has four bullet points, the last three of which highlight areas that will need alternative sources of funding. Therefore, the Delivery Board have agreed the recommendations made</p>	

	<p>in the report with an additional recommendation that the project needs to take all possible steps to identify funding sources for those items for which funding has not yet been identified.</p>	
6.	<p>Transport Assessment Tranche 2 – Junction Mitigation Options Report – final draft</p> <p>Ian Parker introduced this report on behalf of the team leader for highways development planning. He has confirmed that mitigation work has been prepared. The District Statement for East Hampshire (page 25) will provide more certainty. Hampshire County Council (HCC) will advise if future issues arise. It was advised that HCC much keep an eye on the timescales to ensure delivery for the Eco-town.</p> <p>In relation to environment assessment work and air quality issues, a request was made for the Habitat Regulations Assessment (HRA) and the work on air quality must be linked. The air pollution report has projected a fall in emissions. Over the last 10 years, there has been a drop in pollution as a result of work that has been done on emissions. European Union (EU) and government work has ensured that future car manufacture must improve. Therefore a reduction in pollution will occur independently of electric cars.</p> <p>A concern regarding “rat-running” was raised and whether there will be a separate report to show how this will be addressed. This issue will be referred back to the team leader for highways development planning.</p> <p>A request was made for development contributions to be used to sort out local junction issues before using these contributions in other areas. There will need to be contributions made outside of the town and villages requiring negotiations with Surrey County Council. The intention is to achieve the best improvements for the town despite the work outside of the area. All mitigation work shown in this report should not be interpreted as improvements but to show the current situation. Extra funding for improvements will be required.</p> <p>Ian Parker noted that some further checking of the data underling the report was still in progress.</p> <p>The Delivery Board noted and agreed the recommendations made in this report.</p>	
7.	<p>Revisiting the Eco-town vision</p> <p>The project director introduced her report and gave a brief summary.</p> <p>The original Green Town Vision was first developed in 2004-2005. When revisiting the targets, it was recognised that these needed to be refreshed and made more comprehensive. The vision has been updated as a result of the workshop that took place at the Standing Conference. The proposed Eco-town vision can be found on page 41 of the report, and it is this that Delivery Board members are being asked to approve and to authorize the project director to amend the vision and targets to reflect the comments of the Standing Conference and the Board.</p>	

	<p>Comments received include:</p> <ul style="list-style-type: none"> - maintaining the title “Eco-town” is a helpful label as it helps to put us on the international map; - the supporting targets need to be more specific and include more detail where this is available; reference to the need for larger homes and greater residential variety should be included; - climate change needs to be retained as the driver for this project, but the idea of one planet living to incorporate local food and grow your own is very important element of this. <p>The supporting targets are interrelated and all are important. The wording has been enhanced from the original to strengthen them. In recognition that all the supporting targets are as important as each other, the targets have been ordered alphabetically.</p>	
8.	<p>Appointment of Commercial Advice</p> <p>Richard Nelson introduced his report. He explained that in the Delivery Board workshop that took place back in April, MoD was asked to facilitate acquisition of commercial advice. He then arranged for three organisations to draft written proposals and present these to Delivery Board members and advisors to the project. These three organisations were KPMG LLP, Deloitte and PricewaterhouseCoopers LLP (PWC).</p> <p>The Chairman highlighted that because of the rigorous procurement process used; all three organisations are very capable to do the job. Therefore, this process was to decide which organisation we feel more comfortable to work with and more capable of mapping out the route the commercial strategy needs to take. The commercial strategy is an urgent piece of work and the Delivery Board need advice by the next Delivery Board meeting.</p> <p>Using the HCA scoring matrix, the scoring process was clear providing a result with a clear order of merit. Through this method, it was obvious that PWC is to be appointed and asked to report back to the next meeting in December. Therefore, on behalf of the Delivery Board, the Landowners will appoint PWC.</p>	RN
9.	<p>Landowners’ update</p> <p>Richard Nelson introduced his report and gave a brief summary of it.</p> <p>A number of meetings have been held since the last Delivery Board meeting. Details of these meetings are found in the report. Activities include:</p> <ul style="list-style-type: none"> - land assembly; - land equalisation agreement; - preparation for a planning application. <p>A question regarding timing for the move was raised. The Secretary of State for Defence, Liam Fox has confirmed that the MoD will be joining Garrisons together and the accommodation at Lyneham is already there. The detailed work to work out the phasing of the move is underway.</p>	

	<p>The indicative phasing will be known by December, so will be able to report back to the next Delivery Board meeting. A meeting has already been scheduled with Colonel Ansell at the end of this month.</p>	RN
10.	<p>Quebec Barracks high level objectives</p> <p>The economic development theme lead introduced her report.</p> <p>Quebec Barracks is an early MoD site ready for release and is incorporated in the masterplan. With the MoD announcement, work on this site is now pressing. Appendix 1 of the report shows the high level objectives and includes the additional comments received at the recent Standing Conference workshop. The high level objectives show a link to the Eco-town vision and the Delivery Board were asked to approve them.</p> <p>A concern was raised that local stakeholders were not consulted. During the recent Standing conference workshop, members of the local community were making their feelings clear that as this is a pilot project, it must have a high impact on the town. Therefore large homes and luxury flats rather than social housing should go on this site.</p> <p>The Delivery Board recognise that this development is important. The high level objectives are set out well, but the timetable of delivery needs to be clearer.</p> <p>A concern was raised regarding the proposed skills centre to be located on Quebec Barracks according to the masterplan developed by AECOM.</p> <p>The Delivery Board agreed the high level objectives and supported moving forward with this project and asked to see a brief at the December Delivery Board meeting.</p>	<p>SR</p> <p>SR/ IP</p>
11.	<p>Proposals for the long term management and maintenance of community assets</p> <p>The environmental sustainability theme lead introduced his report.</p> <p>There is a need for the Delivery Board to consider the long term management and maintenance of community assets as an early priority. This is subject to further discussions through the Specialist Groups to get local views and locally led management. As suggested at the recent Standing Conference, Chris Baines has been invited to attend the October Specialist Group workshop.</p> <p>The Delivery Board recognised that long term management is the key and needs to be included. It was also recognised that a range of management services was needed. Existing land holdings must be integrated into management rather than just considering new spaces. Existing spaces are already being considered under the green stepping stones project.</p> <p>The Chairman highlighted the importance of getting on with this piece of work urgently.</p>	

	<p>The Delivery Board requested that a paper is presented back to them at the next Delivery Board meeting to show how new and existing spaces were being incorporated into the town approach as part of the Green Infrastructure Strategy.</p> <p>Clarification was sought regarding the local trust model found on page 67 of the report. The Milton Keynes Park Trust was funded out of developers' contributions and was able to create a strong revenue stream. Therefore the Eco-town income streams need to be considered. A request was made for the environmental sustainability theme lead to speak to the Town Council.</p> <p>The Delivery Board supported the recommendations and looks forward to the report which will come back to the December meeting.</p>	BC
12.	<p>Outcomes from Specialist Groups and Chairman/ Vice Chairman/ Lead Officers meetings</p> <p>The eco-coordinator introduced his report.</p> <p>Most of the outcomes of the Specialist Groups are in control of the Specialist Groups themselves. It was pointed out that the Delivery board needs to be more proactive in its guidance. It follows that as the project progresses, the Delivery board will be generating more work for the Specialist Groups. The high level project plan was presented at the last Delivery Board meeting in June and this will play a large part in driving the work of the Specialist Groups. The Specialist Groups are not entirely driven by the Delivery Board.</p> <p>The project director has suggested that she will attend the next meeting of the Chairman and Vice Chairman of the Specialist Groups to look at the high level project plan to help keep on top of things in an integrated way.</p> <p>The recent Standing conference raised that education and skills needs to have a stronger focus (page 73 of report). Education and skills centre and training cover the work of two Specialist Groups – infrastructure, education and transport, and economic development. The theme leads for these Specialist Groups have already had discussions which will be taken back to the Chairs of these groups to ensure work is done between the two groups. To ensure that the topics of skills provision and education are coordinated, a request was made that there should be a brief report brought back to the Delivery Board at the December meeting.</p>	DG/ CY SR/ IP
13.	<p>Project progress report</p> <p>The project manager introduced her report.</p> <p>Additions and updates since the Standing Conference include:</p> <ul style="list-style-type: none"> - 2.3.4 Community Wi-Fi (page 77) – the Wi-Fi is now installed. The password is "GUEST". - 2.8.2 MoD job losses (page 79) – the facts are not known yet, but the 	

	<p>economic development theme lead is working closely with the MoD.</p> <ul style="list-style-type: none"> - 2.8.2 Economic Development and Employment Strategy (page 79) – The Standing Conference has stressed that they wish that education and training be given a high priority. The project manager confirmed that within the strategy they are both given a very high priority. <p>Clarification was sought regarding other sections of the report. These are:</p> <ul style="list-style-type: none"> - 2.11.7 Small Rural Towns Programme (page 83) – the area from the High Street, Chalet Hill down Petersfield Road has been chosen as it is the most visible part of the town and will have the greatest impact. - 2.11.2 Enterprise Zone (page 82) – many of the benefits that an enterprise zone can bring are open to us anyway. A further report, by the economic development theme lead will come to the delivery board at the next meeting. - The role of the town transport manager (page 77) - this person’s role is to encourage the use of the facilities available now and those improvements which HCC are working on at the moment. These facilities include existing and new bus services, car share, walking and cycling. - 2.4.7 Eco-station South Site (page 78) – it was confirmed that the consultations will be starting on 24th September and will be continuing until 16th October. - 2.9.9 Sports facilities (page 81) – it was confirmed that the sports facilities report, along with all other reports can now be made available. All reports will be published on the Whitehill Bordon website and sent to individuals on request. Paper copies of all studies are available at the Firestation. These reports are also circulated to other departments within EHDC. <p>Home and Communities Agency (HCA) have found this report useful and referred to a site where a scheme for 20 homes to Code 4+ could be delivered. This site is adjacent to Wilkinson. Discussions are taking place between Radian, WTC and EHDC, but concerns have been raised regarding what will happen to the Georgian building in this location.</p> <p>It was noted that there had been a recent visit made to the town by representatives from other Eco-towns. Representatives from the other Eco-towns complimented the team on the consultation processes and project management. The visit was organised by Town and Country Planning Association (TCPA). TCPA facilitates the Eco-town development group which is predominantly for the benefit of technical officers with many of the meetings being held in London. It is recognised that far more needs to be done to liaise with local members and this has already been raised with TCPA with a request for councillor forums. Further requests will be made for future visits to include councillors and Board members.</p>	SR
14.	<p>Forward Programme</p> <p>The forward programme was reviewed. Any requests that Delivery Board members have for items to come forwards to future meetings should be forwarded to the project officer for governance.</p> <p>Dates for future meetings were reviewed. It was requested that the dates are checked with HCC as this is a day when various meetings are</p>	<p>All/ CS</p> <p>CS</p>

	held.	
	Exempt items	
15.	<p>Audit and review summary</p> <p>The Board members reviewed the quarterly audit and review summary report.</p>	
16.	<p>Risk register report</p> <p>The Board members reviewed the risk register report.</p> <p>It is recognised that the risk register is a work in progress and is a working document.</p>	
17.	<p>Whitehill Bordon Core Strategy</p> <p>This is an additional item. As an additional step in the development of planning policies, Delivery Board members have been asked to comment on the draft Whitehill Bordon chapter of the Core Strategy. This document will go before EHDC Development Policy Panel at the end of September.</p>	
18.	<p>Viking Park</p> <p>This is an additional item. The project team received the final draft of the Viking Park design and feasibility study which was presented to the Delivery Board members.</p> <p>Delivery Board members have recommended that this report should go out for public consultation. This will be incorporated into the neighbourhood engagement schedule.</p>	MP

Appendix 1: Public Questions

Ian Georgii (Secretary to WBTP)

<p>Background WBTP had a meeting on the 6th September and have decided that as we now have the go-ahead for the eco-town to become a reality, we felt that a name change might help sell the town and remove any negative impressions due to the transient nature of the military personnel and families.</p> <p>Question Does the Delivery Board support the initiative of the Whitehill and Bordon Town Partnership (WBTP) to change the name of the whole town? The Town Partnership's nomination is 'Woolmer Forest'. This would, of course, incorporate all the communities of Whitehill, Bordon, Deadwater, Hollywater Pinewood and Hogmoor.</p>	<p>A change of name for the town is a question for the whole community and might include discussion with elected members, representatives of interested groups and residents of all the towns, parishes and wards within the Eco-town boundary.</p> <p>The Delivery Board would be very happy to support a change of name for the town if the community supports it and that we would encourage the Town Partnership to consult the community. Also, any change of name should be made sooner rather than later so as not to devalue and negate forthcoming attempts to raise the profile and attract much needed employment and investment into the area.</p> <p>It should be noted that the Eco-town's process has given the name Whitehill Bordon some national (and international) profile as an Eco-town. Any proposal to change the name would have to be accompanied by a new marketing process in order to ensure that the name and its associated new values become quickly recognised.</p> <p>The Delivery Board Chairman's personal view is that if this is to take place, speed is of the essence and must take place as soon as possible as the project needs to attract investment.</p> <p>Comments from other members of the Board is that this needs more structure and consultation with members first.</p>
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Public question - IA Johnstone

<p>Question 1. The prime document, the Habitats Regulations Assessment (HRA), is currently incompatible with area of other studies such as Transport, Housing and Infrastructure. What action is being taken to ensure that those studies meet the requirements of the HRA?</p>	<p>It is misleading to say that other studies need to meet the requirements of the HRA. This is because the HRA forms part of the evidence base to support the delivery of the Eco-town Project by guiding the nature of development in the town alongside recommendations that flow from the other studies, such as transport and infrastructure. This evidence base is currently helping to revise the draft masterplan and influence the Core Strategy. It is for the organisations that constitute the Delivery Board and Eco-town Team to collate recommendations from all the studies and make decisions on how the Eco-town project is delivered.</p>
<p>Question 2. In answer to a question, the previous Defence Minister stated that all money derived from the sale of the MoD land at Bordon Garrison would be retained for use in the Defence Budget. Does this remain the case under the current administration?</p>	<p>The proposed disposal of Bordon is driven by the need to consolidate operations and reduce the size of the department's estate. Receipts generated from its disposal will be reinvested into the Defence Budget. However the redevelopment of the site will be subject to the usual application of planning conditions and charges to contribute towards the infrastructure and facilities needed in the area. The viability report which follows incorporates this assumption. Moreover the site's disposal is consistent with MOD policy which seeks to arrive at an estate that is of right size and quality to support 21st Century Defence needs.</p>
<p>Question 3. Will the MoD apply the usual claw-back conditions to the sale of the land?</p>	<p>In line with Departmental Policy sites suitable for redevelopment are commonly sold with the benefit of planning permission and with claw back/ overage provisions in order to optimise receipts for the benefit of the taxpayer.</p>
<p>Question 4. In reply to a Ministerial Question, the Defence Minister has stated that any surplus land released by the Strategic Defence Review 'will be sold on the open market in order to optimise the sale receipt in a fair and open way'.</p> <p>How will such land be sold on the open market in Whitehill Bordon?</p>	<p>Since the Minister's speech the land owners have come together to agree a memorandum of understanding over how land should be divested and the expectation is that all lands will be part of a landowners' equalisation agreement.</p> <p>The method of disposal of future land is subject to further discussion between the various landowning parties.</p>

<p>The Fire Station was not sold on the open market and the associated land was apparently sold for £1.</p>	<p>The Fire Station site was transferred to East Hampshire District Council for £550,000. (Reported inaccurately as £575,000 in the oral presentation of the answers.) This figure agreed with valuers', including the District valuer, on all sides as representing a fair amount of money.</p>
<p>Question 5. The development of the Masterplan is supposed to be an iterative process. Many criticisms and suggestions were made after the last consultation almost a year ago. Why has there been no revised draft of the Masterplan circulated prior to the start of the next consultation in October? How can people make informed comments on the basis of a few meetings and presentations only?</p>	<p>The purpose of the neighbourhood consultation is to -</p> <ul style="list-style-type: none"> • explain the findings of the Evidence Base studies and how these studies will impact on the masterplan; • summarise key changes to the masterplan based on the previous consultation responses and the Evidence Base Studies; • identify neighbourhood priorities on specific issues by involving local residents and stakeholders. <p>Since the last public consultation on the masterplan, the team commissioned a number of technical studies to support the Evidence Base. The Studies are now complete and provide us the required baseline information, assessments. These require amendments to be made to the masterplan. We are proposing to involve residents and stakeholders prior to making these amendments. A summary leaflet is being produced and will be available for the residents prior to the meetings.</p> <p>The masterplan process is running in parallel with the Council's Core Strategy. The pre-submission version is due for publication by the end of the year. We want to ensure that any further revision to the masterplan take into account strategic allocation made by the Core Strategy and are not in conflict with the District priorities.</p> <p>The masterplan will be revised in the early 2012 after the neighbourhood engagement in October- November 2011. This will give us an opportunity to respond to the public consultation comments, Evidence Base studies and pre-submission version of the Core Strategy.</p>

Public questions – Graham Clague

<p>I am a resident of the parish of Binsted and coordinate a Residents Group covering a number of residents in Binsted, Blacknest and Isington.</p> <p>On behalf of the Group, I wish to raise a question about the possible reopening of the rail line between Bordon and Bentley as recommended by the consultants Halcrow. We are totally opposed to this recommendation and, while not disagreeing with the idea of linking Bordon to the nation rail network, we believe that opting for this particular will result in it being seriously underused, if indeed it were to be built at all.</p> <p>A line to Bentley would only give access north towards London whereas linking Bordon to Liss or Liphook would give access both north towards London and also south towards Portsmouth. From my attendance at the Transportation Specialist group meetings, I have learnt that there are a significant number of existing Bordon residents who commute to work south in the direction of Portsmouth.</p> <p>I believe that the consultants have said that there are capacity issues if more passengers joined the Waterloo to Portsmouth line at Liphook. However with the clear advantages of this option over the other routes, we feel that more attention should be given to exploring this alleged capacity problem.</p> <p>I am sure that the Delivery Board would agree that, to justify the significant cost of reopening a rail line from Bordon, it is vital that the option chosen should be the one which generates the highest demand.</p> <p>I am aware that there are various protected areas surrounding Bordon and these may pose some difficulties for building a rail line. However it is vital that this huge investment is made for the right route.</p> <p>I would ask for this matter to be raised at the next meeting and would welcome some feedback so I can pass this on to the next meeting of my residents group.</p>	<p>Summary</p> <p>In summary, the Heavy Rail ‘Through’ Route to Bentley is the only option assessed that demonstrates a positive business case, and that warrants further investigation at this stage. In all other options the ‘costs’ exceed the ‘benefits’ and there is not a sufficiently positive business case for these to be considered further at this time.</p> <p>The lack of peak time operational capacity on the Portsmouth mainline, coupled with the significant environmental constraints for all routeing options to connect to the Portsmouth Mainline, mean that these routeing options are not likely to be deliverable or fundable. Environmental concerns will be addressed in the studies that follow, long before any final decision can be reached. Additionally, such options, for the reasons set out, will not receive the support of the rail authorities Network Rail, Department for Transport Rail or the local train operators.</p> <p>The more detailed response is shown below.</p>
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Public questions – Graham Clague – detailed response:

Response to Delivery Board Question from Mr Clague

The Rail Feasibility Study has sought to provide a credible appraisal of the socio-economic business case for rail connection to the town. In order to achieve this, the Study has followed the Network Rail's protocol for rail investment projects (GRIP Process), and the Department for Transport's Appraisal processes. The Study has adopted standard assessment and forecasting methodologies.

In relation to the transport planning merits of linking to the Portsmouth Mainline, so offering a north and south connection, this is not disputed. In a similar manner, a connection that provided links to the Alton Rail Line as well as the Portsmouth Mainline would be ultimately desirable, and would provide the optimum connectivity for the town to local, sub-regional and regional destinations.

Notwithstanding this, in order to establish a scheme that would be deliverable and fundable, the business case for each route must be considered, which estimates the costs and benefits of each route.

Where a positive business case is established which offers 'good' value for money, so where the monetised benefits are greater than the costs, there is more likelihood of funding being achieved than a routeing which exhibited a negative business case, or offered 'poor' value for money. This is particularly the case if public funding opportunities are to be considered in the future.

In order to establish the business case, the Study considered;

- High Level Environmental Considerations
- Cost Estimation
- Operational Considerations
- Demand Forecasting

Demand Forecasting

In terms of demand forecasting, the Study uses established industry standard techniques set out in the 'Passenger Demand Forecasting Handbook' and considered possible journeys to each destination on each of the lines. The Study considers trips to local destinations and considers both 'London' and Non-London' destinations. This is set out in Section 9.1 of the Study.

In terms of generating the highest demand, the link to Bentley, which provides a 'through route' service to London, clearly exhibits the highest potential patronage, generating nearly 1 million trips per annum (of which 75% are connected with travel to London, and the remaining 25% with trips to other local destinations).

In terms of the patronage demand generated by the Portsmouth Mainline connections (Liss and Liphook serving connections north and south), demand is significantly lower, with a 'through route' connection to Liss generating some 500,000 trips per annum, and the routeing option to Liphook generating some 600,000 trips per annum. This is primarily due to the interchange penalty which would be imposed southbound due to the need to change at Liss or Liphook. Due to the capacity on the Portsmouth mainline, 'through-running' is unlikely to be achievable which would result in a shuttle service. Patronage estimations for a shuttle service are significantly lower, with Liss generating some 380,000 trips per annum and Liphook some 430,000 trips per annum. This is set out in the below table, repeated from the Study.

Option	London	Other Destinations	Total
Shuttle			
Whitehill Bordon to Bentley (ML1)	503,162	158,655	661,817
Whitehill Bordon to Liss (ML2)	252,603	131,824	384,427
Whitehill Bordon via Liss via Longmoor (ML2a)	237,755	127,586	365,341
Whitehill Bordon to Alton (ML5)	281,408	130,779	412,187
Whitehill Bordon to Liphook (ML4)	293,752	139,211	432,963
Through			
Whitehill Bordon via Bentley (ML1)	765,140	230,354	995,495
Whitehill Bordon via Liss (ML2)	349,204	162,813	512,017
Whitehill Bordon via Liss via Longmoor (ML2a)	326,320	154,922	481,242
Whitehill Bordon via Alton (ML5)	394,219	164,242	558,461
Whitehill Bordon via Liphook (ML4)	413,753	178,265	592,018

Operational Capacity

In relation to the operational capacity issues identified on the Portsmouth Mainline, this has been investigated as part of the GRIP 2 study work in association with Network Rail and the Train Operating Company, who formed part of the Steering Group for the work.

Sections 6.2 and 6.3 provide a full assessment of the potential issues with connection to both the Alton line, and the Portsmouth Mainline.

In relation to connections to the Alton line (at either Alton or Bentley) there are realistic opportunities to provide peak hour through services. This would require splitting trains at Aldershot or Farnham.

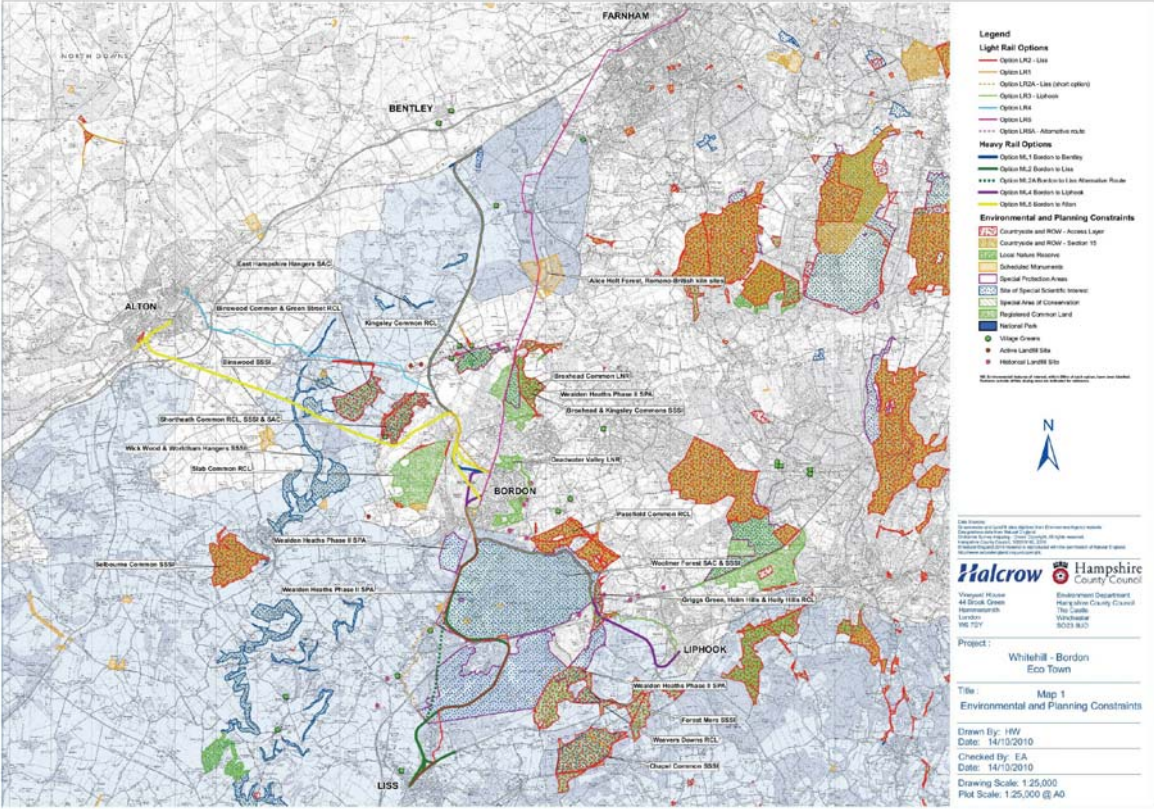
In terms of the connection to the Portsmouth Mainline, there is inadequate peak capacity available to enable peak through-running at either station due to the frequency and pattern of trains and available train-paths. The introduction of new services from Bordon along this line would be unacceptable to both South West Trains and Network Rail because of the negative impact on existing rail passengers on the Portsmouth line. It is highly unlikely that either Network rail, South West Trains or the Department for Transport would accept any addition to the rail network that would impact significantly and negatively on existing passengers.

Environmental Constraints

Whilst patronage forecasts and operational capacity are two key components of the Study and of establishing the potential for a routing option, these cannot be considered in isolation of the work undertaken to establish the environmental constraints associated with each option, which is particularly significant for all routings identified to the south of the town.

The Study, at Section 7, identifies a number of key and significant local environmental constraints which affect the deliverability of a southbound link, irrespective of whether in

patronage and transport planning terms it made sense. The plan below identifies these constraints.



The southbound route to Liphook passes through seven areas with statutory designations, and has a direct land take impact on a number of SSSI's, Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), the later two being afforded European Protection. This routing also presents potential access issues to two areas of Common Land,

The southbound route to Liss would similarly require direct land take from the European and nationally designated sites, passing through or adjacent to SSSI's, an SAC and SPA, as well as adjacent to a scheduled ancient monument.

The Bentley Alignment presents least number of constraints. It passes through the South Downs National Park (as do all options) but does not require direct land take from any statutory designated areas.

Any options which passes through Special Areas of Conservation or Special Protection Areas or requires direct land take from these areas, should be avoided as it would be required to demonstrate that there are no adverse impacts on these sites and there are no other feasible alternatives. This would present a significant to the delivery of any potential routing south to Liss or Liphook. It is the County Council's view that this would prove to be a virtually insurmountable barrier.

Summary

In summary, the Heavy Rail 'Through' Route to Bentley is the only option assessed that demonstrates a positive business case, and that warrants further investigation at this stage. In all other options the 'costs' exceed the 'benefits' and there is not a sufficiently positive business case for these to be considered further at this time.

The lack of peak time operational capacity on the Portsmouth mainline, coupled with the significant environmental constraints for all routeing options to connect to the Portsmouth Mainline, mean that these routeing options are not likely to be deliverable or fundable. Environmental concerns will be addressed in the studies that follow, long before any final decision can be reached. Additionally, such options, for the reasons set out, will not receive the support of the rail authorities Network Rail, Department for Transport Rail or the local train operators.

Option	Via Bentley	Via Liss	Via Liphook	Via Alton
Capital Cost	£130M	£134M - £167M	£155M	£284M
Highest Demand	1 million trips per annum	512k trips per annum	592k trips per annum	558k trips per annum
Environmental Constraints	No land take from Statutory designations.	Significant as requires land take from Statutory designations	Significant as requires land take from Statutory designations	Significant as requires land take from Statutory designations
Operational Feasibility	Options identified for peak and off peak through running	Only options identified for off peak through running	Only options identified for off peak through running	Options identified for peak and off peak through running
Highest BCR	2.14	0.41	0.45	0.22
Recommendation	Progress to GRIP3	Do Not Progress to GRIP3	Do Not Progress to GRIP3	Do Not Progress to GRIP3