

## Appendix A: Scoring matrix

| Criterion  | LVRPA's new computation |                 |               |            |               | corrected computation |                 |              |            |              |
|--|-------------------------|-----------------|---------------|------------|---------------|-----------------------|-----------------|--------------|------------|--------------|
|  | Weighting               | Lea Bridge Road |               | Eton Manor |               | Weighting             | Lea Bridge Road |              | Eton Manor |              |
|  |                         | Unweighted      | Weighted      | Unweighted | Weighted      |                       | Unweighted      | Weighted     | Unweighted | Weighted     |
| <i>Location</i>                                    |                         |                 |               |            |               |                       |                 |              |            |              |
| Accessibility from existing catchments             | 12                      | 5               | 60            | 4          | 48            | 8                     | 5               | 40           | 4          | 32           |
| Future catchment projections                       | 8                       | 5               | 40            | 5          | 40            | 10                    | 5               | 50           | 5          | 50           |
| Strategic appeal and profile, visual prominence    | 7                       | 4               | 28            | 5          | 35            | 9                     | 4               | 36           | 5          | 45           |
| Adjacencies of other leisure uses                  | 5                       | 4               | 20            | 4          | 20            | 7                     | 3               | 21           | 5          | 35           |
| Sporting authority stakeholder support             | 9                       | 4               | 36            | 2          | 18            | 5                     | 4               | 20           | 2          | 10           |
| Community stakeholder support                      | 9                       | 4               | 36            | 3          | 27            | 11                    | 3               | 33           | 3          | 33           |
| <b>Subtotal</b>                                    | <b>50</b>               | <b>26</b>       | <b>220</b>    | <b>23</b>  | <b>188</b>    | <b>50</b>             | <b>24</b>       | <b>200</b>   | <b>24</b>  | <b>205</b>   |
| <i>Accessibility and transport</i>                 |                         |                 |               |            |               |                       |                 |              |            |              |
| Access by car                                      | 15                      | 3               | 45            | 4          | 60            | 7                     | 3               | 21           | 4          | 28           |
| Access by public transport                         | 15                      | 3               | 45            | 2          | 30            | 15                    | 3               | 45           | 3          | 45           |
| Access by cycle                                    | 5                       | 5               | 25            | 4          | 20            | 9                     | 5               | 45           | 4          | 36           |
| Access by foot                                     | 5                       | 4               | 20            | 4          | 20            | 9                     | 4               | 36           | 4          | 36           |
| Crowd dispersal                                    | 5                       | 5               | 25            | 5          | 25            | 5                     | 5               | 25           | 5          | 25           |
| Community access                                   | 5                       | 3               | 15            | 3          | 15            | 5                     | 3               | 15           | 3          | 15           |
| <b>Subtotal</b>                                    | <b>50</b>               | <b>23</b>       | <b>175</b>    | <b>22</b>  | <b>170</b>    | <b>50</b>             | <b>23</b>       | <b>187</b>   | <b>23</b>  | <b>185</b>   |
| <i>Physical characteristics</i>                    |                         |                 |               |            |               |                       |                 |              |            |              |
| Fit on site  | 25                      | 5               | 125           | 4          | 100           | 27                    | 5               | 135          | 5          | 135          |
| Capable of expansion                               | 0                       | 0               | 0             | 0          | 0             | 0                     | 4               | 0            | 2          | 0            |
| Ice centre & on-site parking                       | 15                      | 5               | 75            | 1          | 15            | 11                    | 5               | 55           | 4          | 44           |
| Ability for other revenue-generating opportunities | 0                       | 0               | 0             | 0          | 0             | 0                     | 4               | 0            | 3          | 0            |
| Ground and landscape constraints                   | 10                      | 4               | 40            | 2          | 20            | 12                    | 4               | 48           | 4          | 48           |
| <b>Subtotal</b>                                    | <b>50</b>               | <b>14</b>       | <b>240</b>    | <b>7</b>   | <b>135</b>    | <b>50</b>             | <b>22</b>       | <b>238</b>   | <b>18</b>  | <b>227</b>   |
| <i>Commercial and financial</i>                    |                         |                 |               |            |               |                       |                 |              |            |              |
| Cost and ability to develop the scheme             | 21.25                   | 3               | 63.75         | 2          | 42.5          | 21.25                 | 2               | 42.5         | 2          | 42.5         |
| Impact on business plan                            | 11.25                   | 5               | 56.25         | 3          | 33.75         | 11.25                 | 5               | 56.25        | 5          | 56.25        |
| Continuity of service                              | 11.25                   | 1               | 11.25         | 4          | 45            | 11.25                 | 1               | 11.25        | 5          | 56.25        |
| Ability to deliver enabling development            | 0                       | 0               | 0             | 0          | 0             | 0                     | 1               | 0            | 3          | 0            |
| Ability to attract grant funding                   | 6.25                    | 2               | 12.5          | 2          | 12.5          | 6.25                  | 2               | 12.5         | 2          | 12.5         |
| <b>Subtotal</b>                                    | <b>50</b>               | <b>11</b>       | <b>143.75</b> | <b>11</b>  | <b>133.75</b> | <b>50</b>             | <b>11</b>       | <b>122.5</b> | <b>17</b>  | <b>167.5</b> |
| <i>Policy</i>                                      |                         |                 |               |            |               |                       |                 |              |            |              |
| Ability to implement transport package             | 6                       | 5               | 30            | 5          | 30            | 7                     | 5               | 35           | 5          | 35           |
| Accordance with government guidance                | 6                       | 4               | 24            | 4          | 24            | 7                     | 2               | 14           | 3          | 21           |
| Accordance with local plan policies                | 6                       | 3               | 18            | 1          | 6             | 7                     | 3               | 21           | 3          | 21           |
| Accordance with green belt and MOL policy          | 6                       | 2               | 12            | 1          | 6             | 7                     | 1               | 7            | 2          | 14           |
| GLA support  | 8                       | 4               | 32            | 4          | 32            | 9                     | 4               | 36           | 4          | 36           |
| Local authority support                            | 8                       | 4               | 32            | 4          | 32            | 9                     | 4               | 36           | 4          | 36           |
| Regeneration benefits                              | 4                       | 5               | 20            | 4          | 16            | 4                     | 4               | 16           | 4          | 16           |
| Planning potential for enabling developments       | 6                       | 4               | 24            | 2          | 12            | 0                     | 3               | 0            | 3          | 0            |
| <b>Subtotal</b>                                    | <b>50</b>               | <b>31</b>       | <b>192</b>    | <b>25</b>  | <b>158</b>    | <b>50</b>             | <b>26</b>       | <b>165</b>   | <b>28</b>  | <b>179</b>   |
| <b>Total</b>                                       | <b>250</b>              | <b>105</b>      | <b>970.75</b> | <b>88</b>  | <b>784.75</b> | <b>250</b>            | <b>106</b>      | <b>912.5</b> | <b>110</b> | <b>963.5</b> |
| <b>Percentage of maximum score</b>                 |                         |                 | <b>78%</b>    |            | <b>63%</b>    |                       |                 | <b>73%</b>   |            | <b>77%</b>   |