

Eco-towns

Living a greener future



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April 2008

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April 2008

Product Code: 07SCG05120

Foreword



Britain has a proud tradition of pioneering housing developments which combine excellence in design with respect for the local environment. The garden cities of the early twentieth century and the new towns of the mid twentieth century played a major part in housing a rapidly growing population. But these projects were as much about quality of design as quantity of homes. And they sought to preserve our unique natural heritage by creating the greenbelts we still enjoy today. These principles have been adopted in towns around the world, from Germany to Australia.

Today, once again, we are facing a major housing shortage – but on a far larger scale. A growing ageing population, and far more people living alone, means that there is a major shortfall of housing. With so many first time buyers and young families struggling to find suitable homes, affordable housing is now right at the top of the political agenda.

Meanwhile, the threat of climate change means that we need to find new ways of designing and building our homes. Not only do we need to cut the carbon emissions from our housing, we also need to build homes which are resilient and adaptable to a changing climate.

Eco-towns will help solve both of these challenges. By radically rethinking how we design, plan and build our homes, we can create zero-carbon developments which combine affordable housing, environmental sensitivity, and outstanding quality. Eco-towns will exemplify genuinely sustainable living – in order that we can learn lessons for the rest of the country and beyond.

This prospectus outlines the fifteen proposals which have made it to the next stage of assessment. The enthusiasm for eco-towns was reflected in the number of bids we received. But the shortlist being published here represents only the very best proposals. Not only are these the most creative and imaginative ideas, they are also practical and realistic about what can be achieved. The emphasis is not only on affordable housing in the new community, but the benefits to nearby residents.

In particular, the right designs are critical to success. Eco-towns must be distinctive, well designed places that people take pride in. And they must be easy to get around – designed around the needs of public transport users, pedestrians and cyclists. With design so critical to success, I have set up a panel of experts to work with developers, refining and improving their plans so that each development achieves the highest possible standards.

Not all of the shortlisted bids will be successful. There will be no compromising our commitment to excellence and there are tough challenges ahead for each project to meet the standards set. We will now be testing every detail of the proposals with local authorities, stakeholders and local communities themselves.

Following this period of robust scrutiny and consultation, we will publish up to 10 successful projects later this year. We aim to see the first schemes beginning construction by 2010.

Eco-towns have the potential to transform the ways that we live for the better. Now is the time to get these bids absolutely right, in order to realise this potential.



Rt Hon Caroline Flint MP
Minister for Housing and Planning

Contents

Section 1	
Introduction and summary	6
Section 2	
What are eco-towns?	8
Section 3	
How will eco-towns be different?	10
Section 4	
What happens next?	21
Section 5	
The 15 bids going forward for further assessment	24
Annex A	
How the planning process will work	42
Annex B	
How Government will assess the next stage and support the final locations	44
Annex C	
Glossary	49
Annex D	
Full list of bids received	51
Annex E	
Consultation process	54

1. Introduction and Summary

1. This consultation paper sets out how Government is taking forward the eco-towns programme including the shortlist of locations going forward for more detailed assessment.

2. It seeks your views on:

- **the way in which the eco-towns concept is being developed and the different potential benefits that an eco-town could offer;**
- **how particular features such as greenspace or innovative approaches to housing can best be developed in an eco-town;**
- **preliminary views on the 15 locations going forward for further assessment;**

3. We want anyone with an interest in climate change, more sustainable living and our housing shortage to give us their views, both on the programme as a whole and on the particular issues in individual locations, and on the approaches and technologies involved.

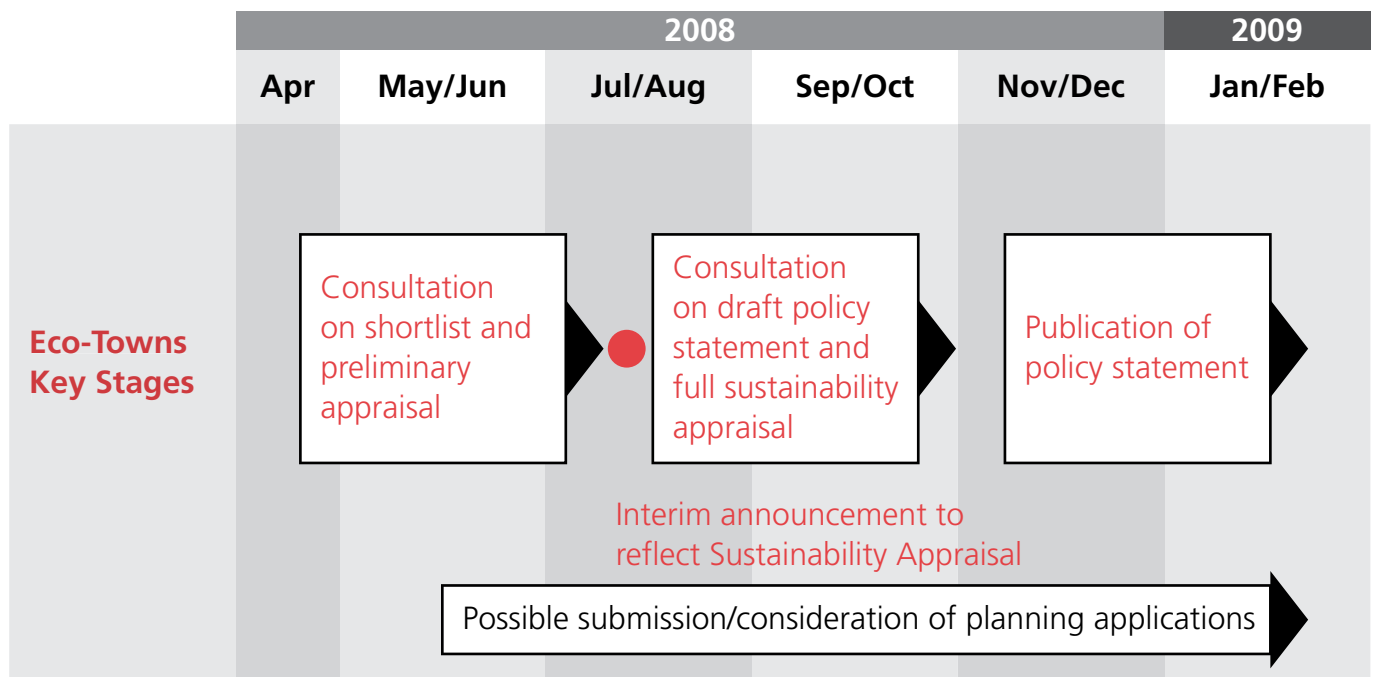
4. We are looking for responses by **30 June 2008** and these will feed into a more detailed consultation on the individual locations as part of the Sustainability Appraisal and Policy Statement which we will issue in July as explained below. Details on how to respond to this consultation are at Annex E.

5. Building on the principles set out in the eco-towns Prospectus, this paper also explains the planning process for eco-towns, indicates how the eco-town proposals from bidders will need to be further refined and developed, and points to the specific challenges which will need to be addressed in each location, if it is to be confirmed as a potential eco-town location. We received 57 bids covering a wide range of proposals and this paper summarises the 15 going forward for further assessment and how we will select up to 10 locations as suitable later this year. It also sets out how Government will support local authorities and other delivery bodies as the proposals are taken forward.

6. The **4 key stages in the process** are as follows:

- this **consultation paper** which asks for preliminary views on eco-town benefits and the 15 short-listed locations;
- there will then be a **more detailed assessment of the locations (the Sustainability Appraisal)** which will also be available for consultation, together with a draft planning policy statement on eco-towns. We expect to publish these in the summer;
- publication of the final list of locations with potential to be an eco-town **final Policy Statement** which we expect later in 2008;
- consideration of **planning applications** for individual schemes.

Timeline – April 2008-February 2009



Key: ● Announcement/publication ◻▶ Ongoing activity

2. What are eco-towns?

1. Eco-towns are intended to be a combined response to three challenges: climate change, the need for more sustainable living and the need to increase housing supply. They will be a set of national demonstrator projects intended to pilot:

- Zero carbon and more sustainable approaches to living – both now and in the future – by using the opportunities of new design at whole town scale;
- Exploring the potential of well designed new settlements as one element in increasing our housing supply, alongside growth in existing towns and cities;

- Using the opportunities of large scale new construction to improve the design and delivery of affordable housing. Eco-towns will include 30-50% of affordable housing and a good mix of tenures and sizes;

2. As set out in the **Eco-towns Prospectus** published in July 2007, alongside the Housing Green Paper, 'Eco-towns are a major opportunity for local authorities, house builders, developers and registered social landlords to come together to build small new towns. Eco-towns should be well designed, attractive places to live, with good services and facilities, and which connect well with the larger towns or cities close by. Uniquely, they offer an opportunity to design a whole town – business and services as well as homes – to achieve zero carbon development, and to use this experience to help guide other developments across the country'. If eco-towns are to fulfil their demonstrator role we need to get these projects underway quickly to help guide other types of development, with the first schemes underway by 2010.

3. Key criteria for eco-towns. The Prospectus set out the following key criteria:

(i) Eco-towns must be new settlements, separate and distinct from existing towns but well linked to them. They need to be additional to existing plans, with a minimum target of 5,000 homes;

CASE STUDY 1

Staiths Southbank, Gateshead

CABE Building for Life
Silver Award Winner 2005

The scheme offers real choice at low cost and incorporates an innovative shared-surface design, making it the largest new-build Home Zone.



(ii) The development as a whole should reach zero carbon standards, and each town should be an exemplar in at least one other area of environmental sustainability;

(iii) Eco-town proposals should provide for a good range of facilities within the town – a secondary school, a medium scale retail centre, good quality business space and leisure facilities;

(iv) Affordable housing should make up between 30 and 50 per cent of the total through a wide range and distribution of tenures in mixed communities, with a particular emphasis on larger family homes;

(v) A management body which will help develop the town, provide support for people moving to the new community, for businesses and to co-ordinate delivery of services and manage facilities.

4. In the Prospectus we also set out a range of broad **outcomes** including:

- intensive application of **environmental technologies**, resource efficiency and environmental design, using the Code for Sustainable Homes as a guide on sustainability issues other than energy;
- high standards of **design** including a commitment to design competitions and a clear but adaptable masterplan;
- **travel** plans for each eco-town to show how the scheme would achieve an increased proportion of journeys on foot, by cycle and by public transport. Schemes would need to be based on high quality public transport links, including employment and leisure facilities and reduce the need to travel by co-locating services;
- **community empowerment** in both the development and the operation of the eco-town, encouraging active community participation and creating local trusts to manage community assets;
- an **economic strategy** relating business potential in the settlement to nearby towns, encouraging working from home and providing for local business support;
- promoting **healthy and sustainable environments** through 'Active Design' principles and healthy living choices;
- imaginative proposals to create additional **green infrastructure** and, where appropriate, making good use of brownfield and surplus public sector land.

3. How will eco-towns be different?

The outcome of the bidding process We invited eco-town bids from both local authorities and the private sector. The full list of 57 responses is listed in Annex D. There was a wide range of ideas and proposals for new technologies and new approaches to more sustainable living. Some of these ideas could be applied generally; others are better suited to a particular location. Government is keen to encourage this type of new thinking and to see it develop further as the detailed proposals for individual projects are refined.

Government is sponsoring an **international design ideas competition** to parallel site selection to gather ideas on how to create sustainable and successful new towns.

Among the ideas and examples of **innovative approaches included by bidders** were:

- underground systems for waste recycling;
- free public transport for residents;
- real time public transport information in the home;
- variable charging for car use and remote parking to deter car use for short journeys;
- endowments to provide ongoing transport subsidy;
- green routes to school;
- planting and harvesting woodland around the eco-town to provide biomass fuelled energy;
- using waste heat from nearby power stations for homes and businesses;

How will eco-towns be different?

1. Eco-towns are new settlements in locations, some of which have had no previous housing or large scale development. The challenge is to design a place where people want to live, that can function from the start, while also having the flexibility to evolve, and which will work well environmentally, socially and economically – both now and for the future. Their scale creates an opportunity, unparalleled since the third generation of the new towns, to radically rethink how we design, plan and create genuinely sustainable developments, not just in our physical surroundings and services, but in how we live and interact with those around us.

2. All eco-towns will need to demonstrate high standards, designed and built in a way that protects and enhances the natural environment and harnessing the benefits it can provide – clean air and water, natural flood management, wildlife habitat and improving people's well being through enhanced opportunities for recreation. For example, as a minimum an eco-town will need to do more than just mitigate its environmental impacts, but go further by creating net benefits in improving landscape and biodiversity for the area and creating other new green assets that are sustainable in a climate changed future. The eco-town masterplan should incorporate and enhance existing landscape features and create new networks of habitats taking advantage of the opportunity of whole-town design.

The Town and Country Planning Association (TCPA), with input from a wide range of experts and other organisations and with Government support, is compiling a series of Best Practice worksheets on different aspects of design, laying out and managing this type of development. The first three worksheets – on transport, water and community empowerment have now been published and others are in preparation.

<http://www.tcpa.org.uk>

3. Each eco-town location will need its own approach but each will need to demonstrate key features to fit with the eco-towns criteria. While the detailed design will vary according to each location, this section gives an indication of the benefits which an eco-town development should provide. **We would welcome your comments on the potential benefits listed below. We are particularly interested in innovative approaches and techniques which require the whole town scale to be piloted successfully.**

Are these potential benefits the most important which an eco-town could deliver. Do you have views on how they could be most effectively delivered?

In addition to these, are there other significant areas of potential benefit which you would wish to see added to this list?

Are there particular technologies or approaches which you would wish to see piloted to help achieve the eco-town outcomes?

Zero Carbon¹

4. At the scale of 5-20000 homes, eco-towns have the critical mass necessary to trial and develop new or existing technologies to achieve zero carbon across the whole development (zero carbon means that over a year, the net carbon emissions from all energy use within the buildings on the development are zero). The low and zero carbon energy sources are likely to be located within the development area.

5. This would mean:

- innovative design and use of materials to reduce the demands on energy in the home and other buildings;
- using a range of low and zero carbon energy sources, depending on the location and building on the natural resources available, such as combined heat and power plants, locally produced waste biomass, wind and photovoltaic (solar) energy.
- addressing the carbon emissions, not just of homes but all buildings.

¹ The Government has set targets for ensuring all new homes achieve “zero carbon” standards from 2016. The policy statement *Building a Greener Future* (July 2007) which confirmed this timetable took the position that the low and zero carbon energy sources should be located on the site of the development or connected to it via a private wire. We committed in the policy statement to consulting fully on this position and this consultation will take place in the Summer, with the final position expected by the end of 2008.

What is your view on requiring the low and zero carbon energy sources to be located within the eco-town development area and what flexibility should be permitted to ensure that wider energy opportunities beyond the eco-town can be maximised?

In addition to these, are there other significant areas of potential which you would wish to see added to this list?

Are there particular technologies or approaches which you would wish to see piloted to help achieve the eco-town outcomes?

CASE STUDY 2

Gun Wharf, Plymouth

CABE Building for Life Gold Award Winner 2006

The use of Home Zone, an innovative design and layout technique reducing the impact of vehicles on site and offering priority to pedestrians, is seen as an important aspect to this project.



Future Climate Change

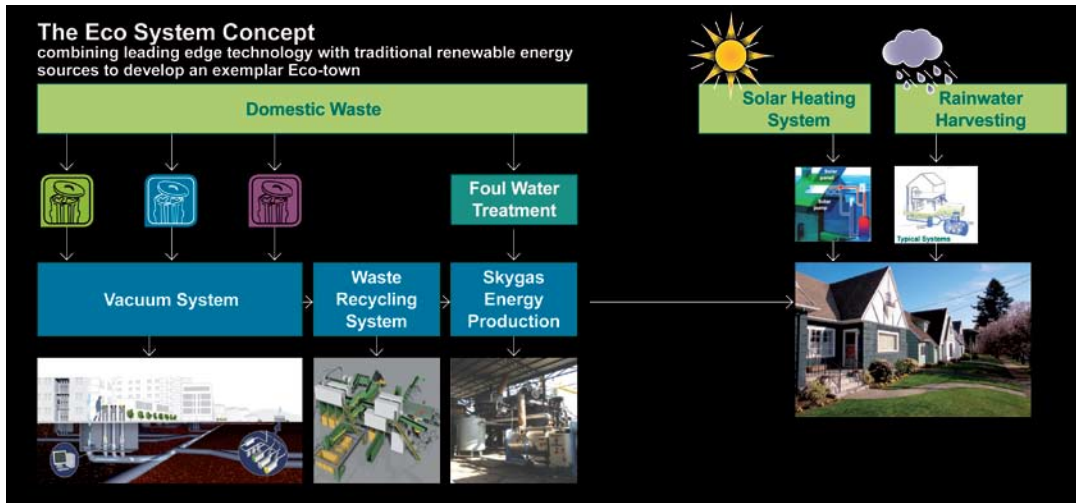
6. Eco-towns should show that they are sustainable under present climatic conditions but are also resilient to predicted future climate change for their area. This will mean taking account of predicted changes in rainfall and increased temperature in building design and construction. And also considering wider water management water efficiency and green spaces. All of these should be innovative and demonstrate resilience and adaptability to a changing climate.

Managing Water

Water Efficiency

7. Eco-towns should aspire to achieving water neutrality for the wider area around them (where total water use post-development is equal to or less than total water use prior to the development taking place), especially where the eco-town is in a water-stressed area, working together with neighbouring communities to maximise efficiencies wherever that is feasible.

8. As a minimum eco-towns should aim to achieve level 3/4 of the water element of the Code for Sustainable Homes before 2016 and level 5/6 after 2016. For non-household buildings, developers should demonstrate how they have considered water efficiency and conservation in the design and maintenance of buildings.



Flood risk and drainage

9. Eco-towns should plan effectively by completing a water cycle study for the eco-town and related areas, including an assessment of flood risk and surface water drainage and reflect this in their design.

10. Managing water, reusing it and planning for the water cycle by creating lakes and other water features so as to deal with surface flooding should be a key feature of the eco-town. The inhabitants and buildings of an eco-town must be safe from flooding for its projected lifetime – allowing for future climate change. Equally, the development must not increase the risk of flooding elsewhere (for example by displacing flood water or increasing surface water run-off that could lead to flooding in other areas). This would mean:

- sustainable urban drainage systems and new water treatment infrastructure resilient to climate change and providing biodiversity benefits through habitat enhancement;

- green roofs, permeable pavements, wetlands and ponds;
- household and rainwater harvesting, stormwater attenuation as well as developing other sustainable provision solutions for non potable water such as for watering gardens. As well as reducing the demands on waste water systems, this will support the wider objectives of increasing biodiversity in the eco-towns;
- a strong expectation for eco-towns to have all of their built-up parts (including housing, other public buildings and critical infrastructure) fully within Flood Zone 1 (the lowest risk);

11. No development in Flood Zone 3 (high risk) and Flood Zone 2 (medium risk) should, as far as possible, be used for open spaces and informal recreational areas that could serve as multi-functional spaces eg be used for flood storage;



A picturesque view of Milton Keynes balancing lakes

In addition to these, are there other significant areas of potential which you would wish to see added to this list?

Are there particular technologies or approaches which you would wish to see piloted to help achieve the eco-town outcomes?

Air Quality

12. Eco-towns should at least meet the EU ambient air quality standards.

Waste

13. Eco-towns will need to be leaders on minimising and recycling and extracting value from waste. This would mean:

- state of the art on-site provision for storage, collection, sorting and recycling of waste from homes and businesses;

- waste strategies linked to energy provision, for example waste wood or food to fuel a combined heat and power plant;
- zero construction waste to landfill through the effective use of recycled materials;
- overall an eco-town should ensure that any waste sent off-site for treatment is balanced by the use of recycled materials in construction.

In addition to these, are there other significant areas of potential which you would wish to see added to this list?

Are there particular technologies or approaches which you would wish to see piloted to help achieve the eco-town outcomes?

Green Space and Biodiversity

14. Eco-town developments can demonstrate the provision of high quality green infrastructure, maximising the benefits for the natural environment and communities, enhancing both quality of life and health.

15. This would mean:

- buffering protected conservation areas through the creation and restoration of native habitats;
- a good range of green spaces and tree cover including community forests, wetland areas, parks, play spaces, green roofs, as well as green town squares and streetscapes;

- setting aside sufficient land for use as allotments to cater for all potential holders and promoting local food production.
- a strong network of multifunctional green space, linked to the wider countryside – an acre of green space for every hundred homes. The total amount of green infrastructure will depend on the location but as a general rule it is proposed that 20% of the town area, excluding gardens should be dedicated in this way.
- developer funding to support maintenance of green space through endowment and local community and third sector management.

16. In addition, sustainable development of this kind will enhance the biodiversity value, providing a variety of important habitats and inter-connecting wildlife corridors, and reducing the heat island effect.

Do you have views on whether this is the right measure for the creation of greenspace and how it should be applied

In addition to these, are there other significant areas of potential which you would wish to see added to this list?

Are there particular technologies or approaches which you would wish to see piloted to help achieve the eco-town outcomes?

Cambourne

Developing Wildlife Value

Although Cambourne, in Cambridgeshire, wasn't built on the scale of the proposed eco-towns, The Wildlife Trust says it is an example of good planning; designed around the natural environment. The housing was designed originally to incorporate natural features, such as three areas of existing woodland, six ponds and a number of old hedges and water-courses. Having identified the existing natural assets, these were linked together with footpaths and cycleways, and with larger areas of new meadows, woodlands and wetlands. Only when this 'green infrastructure' was in place did the masterplan allocate areas for housing and for a business park. Cambourne demonstrates how working with nature in this way can increase wildlife value. The village itself is now more rich in wildlife than the surrounding land.



More Sustainable Travel

17. Mobility and connectivity are essential to the success of any new development. A well designed eco-town will make it easy to travel more sustainably between homes, services and jobs within the settlement as well as nearby communities and large urban areas. The masterplan should embody the aim of achieving exemplar standards of public and sustainable transport usage and a significant reduction in car reliance² and an ethos of green travel from the outset, integrating sustainable transport choices into the planning and design process.

² Sustainable travel towns, saw significant increases in public and sustainable transport simply from using smarter choices. Cycling increased by up to 79%, walking up to 29% and public transport up to 22% on existing figures. In new Eco towns, whose focus on public and sustainable travel should be at the heart of the design, DfT would expect to see these figures surpassed several times over.

18. This would mean:

- each eco-town reaching agreed levels of *modal shift from car to other forms of transport*, on a case by case basis, with DfT and the Local Authority. These would be looking to emulate the most ambitious European models, where half of households do not rely on a car.
- *location/co-location of major facilities and services* such as shops, services and community facilities located within a 10 minute walk of homes within eco-towns. Walking and cycling will be encouraged providing a direct and safe network of routes between key locations.
- *streets* designed primarily to accommodate the needs of pedestrians, cyclists and public transport, including areas designated for limited or no private car access.
- facilities to encourage *home working* and flexible local business space, such as shared conference facilities to help reduce the need to travel.
- *frequent, reliable and easily accessible public transport* for longer journeys, that residents are encouraged to use to ensure that they are well connected to key destinations within the eco-town and with nearby settlements and local supply networks. This may include such measures as bus priority schemes, car clubs and additional provision of community transport, as well as good access to information on transport options, including real time information in the home and personalised travel planning for every resident.
- *incentives* such as the provision of free public transport.
- endowments for public transport in and beyond their eco-town through revenue funding, in order to maintain high quality infrastructure and information provision (for example rail/bus subsidies, provision of travel planners);

In addition to these, are there other significant areas of potential which you would wish to see added to this list?

Are there particular technologies or approaches which you would wish to see piloted to help achieve the eco-town outcomes?

CASE STUDY 3

Vauban, Germany

Vauban is a new district on a former French barracks site in the south of Freiburg, Germany.

The area is home to 500 residents and uses ecological measures and the **'car-free' and 'parking free' concepts of living**. Nearly 50% of Vauban's households are 'car free'. These households are encouraged by good public transport provision, a convenient car sharing system and a higher quality of living. Car-free households save the substantial cost of a parking space in the community car park, as do development companies who put up car-free apartments for rent. As a result most streets are areas of social interaction and children's play. Another key feature of this scheme and others such as Tübingen South is the **'Baugruppen' model** in which groups of families and individuals come together to **commission their own housing**, usually in a block of apartments, saving around 25% on conventional prices, taking decisions on design and sharing facilities and management.



Homes and Housing

19. Eco-towns offer a major opportunity to improve the quality and delivery of housing and to trial new approaches. This could include:

- affordable housing providers coming together to construct schemes which benefit from economies of scale and the opportunities for innovation and reduced cost (30-50% of housing will be affordable);
- innovative approaches in which sites are made available to community groups and others on the cooperative model used in schemes such as Freiburg (Vauban) and Tübingen – see Case Study 3;
- more flexible homes to meet the lifetime homes standard and the needs of an ageing society
- achieving Building for Life gold standard on new residential development and aspiring to meet Level 6 of the Code for Sustainable Homes (and Level 3 as a minimum)

Are there innovative approaches on affordable housing which you would like to see trialled in eco-towns? If so how would they vary from current approaches?

Community Building and Empowerment

20. An eco-town can provide many more people and particularly families with an affordable home in a vibrant and sustainable community and one which is designed in an inclusive way to ensure that people of all ages and those with disabilities can be active within the community.

CASE STUDY 4

Hammarby

Stockholm

Gas from the sewage treatment works is used to power some of the buses in Stockholm. It is more lucrative than using it to generate electricity. This is a picture of the gas cleaning plant used to improve the purity of the gas. Some of the gas is also piped back to the development to use for cooking.



21. This would mean:

- ensuring that *public space* is designed to the highest possible standards, with a view to encouraging people to mix, and minimising crime and fear of crime to ensure accessibility and use by all sections of the community. This could include the use of good lighting, natural surveillance and defined routes for access, supported by community policing.
- the *'Town Square' approach* in which services and facilities are located together and designed including schools, shops and other key facilities including flexible community centres, sports and cultural facilities, public play spaces will help to create a new community.

- *potential residents and existing residents close by should be actively involved in the design* of the new eco-town through techniques such as Enquiry by Design and Planning for Real – developers should look at innovative approaches to facilitate active involvement in design and development of eco-towns. The objective is a place that is distinctive and cared for, including the promotion of local history, archaeology and the historic built environment.
- endowments from *development value to fund community workers* to help nurture and develop links across the town and with other local communities and to help guide residents on the environmental features of the development.
- creating a *community development trust* to enable residents to take a key role in determining how services are run and assets are managed.

Jobs

22. Eco towns can harness the employment potential of local areas and the opportunity for expansion of eco-town technology to enable the provision of high quality employment opportunities and lifelong learning. This would mean:

- a clear strategy to maximise employment opportunities, through supply of high quality business space with state of the art facilities for networking and business innovation;

- enabling links to existing clusters of employment within the sub-region for example by improving transport connections;
- addressing labour market constraints by provision of in demand housing e.g. family housing and better training and skills access;
- creating opportunities for lifelong learning arising from local environmental technologies e.g. through links to university research centres;
- capitalising on expansion of environmental technology sector as a result of scale of development

In addition to these, are there other significant areas of potential which you would wish to see added to the list?

Are there particular technologies, or approaches which you would wish to see piloted to help achieve the eco-town outcomes?

Innovation in Public Services

23. Eco-towns can pilot and test new ways of delivering public services as well as making them more sustainable and responsive to climate change.

Zero Carbon Schools

24. The Government wants all new school buildings to be zero carbon by 2016 and has appointed a Task Force to advise on how this ambition can be met. We want eco-towns to have first class services and first class schools.

We will work closely with the relevant local authorities and the promoters of eco-towns on how best to meet the needs of the community. We are particularly interested in developing new schools that are not only exemplars of sustainable design and operation but also have a curriculum that specialises in environmental issues.

25. We want schools to be sustainable socially as well as environmentally so new schools should provide extended services, for example for children and families as in the box below.

CASE STUDY 5

Scharnhäuser Park

Ostfildern, Germany

The development consists of 3500 dwellings and is located on a former US military airbase. The project started in 1996 and is due to be completed in 2012.



The whole development is equipped with SUDS. Run-off from public land is directed to infiltration drainage swales located within the main public green spaces. Run-off from private land is required to be disposed of on plot, either by rainwater harvesting or through infiltration drainage swales. These arrangements reduced the costs of sewer provision and create a spectacular experience with overflow water running down the landscape stairs as the swales are flooded.

CASE STUDY 6

Great Bow Yard

CABE Building for Life Gold Award winner 2007

The scheme achieved an Eco Homes rating of 'Excellent' through elements such as passive-solar, thermally-massive design and lightweight timber frame construction, the use of a sustainable drainage system, the creation of a wildlife habitat, materials specified to create a low toxic environment and 'A' rated appliances



Co-location of Children's Services

*An example of an opportunity to do things differently with public services is **co-location of children's services alongside schools**, which eco-towns could help pilot in an extended school. Providing a single point of access for children, young people and families helps and encourages the use of services that they would not otherwise use and helps to create a focus for the community. Co-locating professionals in one site, for example through a Children's Centre, has already proved extremely beneficial in our drive to more integrated working. Potential efficiencies can also be secured – both in terms of consolidating front-line staff where skilled staff are in short supply, and through sharing services such as HR, finance and IT.*

Health Services

26. Eco-towns should be designed as healthy and sustainable environments, encouraging healthy living for all through 'Active Design' principles, community involvement and encouraging healthy behaviours.

27. As in other communities, residents of eco-towns should have access to well designed health and social care facilities. However, these towns offer a great opportunity to consider a range of models and to trial emerging best practice in the provision of these services. The new facilities should meet the needs of the local community providing convenience, accessibility and flexibility.

Community Sports Hubs

The Community Sports Hub (CSH) concept brings sport and physical activity directly into communities. The model seeks to increase participation and financial sustainability compared to more traditional models of sports facility delivery. This new approach focuses on the development of hubs that meet the needs of the community, combining private and public investment in multiple sports and activities and also has the potential to bring health, social welfare and educational services together on a site.

A comprehensive guide to developing a CSH is available to download at www.sportengland.org

New Health Centres

New health centres are being developed across the country to maximise the scope for co-locating GP-led services and community-based services such as diagnostic, pharmacy and social care services. They are locally determined in order to meet the needs of the community.

4. What happens next?

How the planning process will work – decisions on individual applications and the planning policy framework

1. More work is needed on which locations could be suitable for an eco-town as well as on particular schemes being put forward before decisions on a final list of locations can be taken. This *consultation paper* sets out a shortlist of locations where Government believes there is potential for an eco-town based on consideration of its benefits, its infrastructure fit and deliverability based on the information we have had from bidders and other sources. In the next stage that preliminary assessment will be followed up with more detailed work.

Planning

2. Any eco-town scheme will be the subject of a planning application and we would expect most to be determined by the local planning authority. It is important that eco-town schemes are taken through the planning process to ensure that all issues have been considered, all views gathered and the best solution achieved. It is important for local communities to have their say on individual schemes and community engagement is a vital part of the process for delivering eco-towns successfully. The Government also wants to set the right planning policy framework for eco-towns and to indicate those locations that have the potential to be an eco-town; we

therefore propose to consult on and publish a *Planning Policy Statement on Eco-towns*, which will create a framework for consideration of eco-town planning applications. Further details of the planning issues are set out in Annex A.

Potential Locations – The Planning Framework

3. The shortlist of locations published today will be subject to a more detailed *Sustainability Appraisal* (SA) which will provide greater detail on environmental sustainability and other issues and test them against reasonable alternatives. We will publish the SA for consultation alongside a draft Planning Policy Statement on Eco-towns in July. This statement will set out the core principles and criteria for eco towns as well as a refined list of potential locations which could include sites or locations that are not currently shortlisted (as a result of consideration of alternatives in the SA). The final decision on the policy statement will take into account the SA and the views of consultees and be published as the Eco-towns Policy Statement in the Autumn. While an individual planning decision is decided on individual merits, this policy statement, and the evidence that underpins it, will act as a material consideration in those decisions.

Improving the Proposed Schemes

4. Alongside this consideration of principles and locations, developers, local authorities and others concerned with individual schemes will need to do more work to *refine and improve the detailed proposals they have made*, for example by agreeing and clarifying the infrastructure required, ensuring that it is robustly costed and evaluating novel environmental and other technologies needed to deliver the eco-towns vision for that location. There will need to be a costed plan for delivery of the project with input from public agencies on likely support and realistic assumptions about future public investment.

5. Refining and developing these specific eco town proposals will enable Government and local authorities to be assured that a project is viable for its location, can be effectively delivered, and matches the eco-towns ambition. There are three key areas of test in this further work:

- *Sustainability*: does the proposed approach achieve sufficiently high environmental standards, not only mitigating impacts but positively enhancing the site for example in terms of bio-diversity and accessible greenspace. In terms of transport does it generate a substantial shift away from car use and reduce the need to travel compared with a standard approach to development.

- *Deliverability*: is it clear how the project could be delivered over time in this location. Is there a clear statement on funding support for infrastructure by the promoters in the light of government and public sector assessments. Is there provision for delivery and long-term management arrangements, including secure funding for the latter.

- *Affordability*: is the total cost of delivering a scheme in this location affordable within the funding streams likely to be available from investors and from the public sector. Is there a basis for agreeing the respective contributions of each and is this based on reasonable expectations by relevant public infrastructure bodies and likely to be agreed between the parties.

6. To help bidders review and refine proposals Government will be establishing an assessment and review panel (**The Eco-towns Challenge Panel**) and it will also be offering Local Authorities additional support to help with developing costed plans for the delivery of schemes. Wherever possible government wishes to take a partnership approach with the LA on taking forward the eco-town and it will be offering **local authority Partnership Agreements** which can provide a basis for funding for necessary studies, additional capacity within the authority and expertise so that it is in a good position to contribute to this part of the process. Further details of the process for

refining schemes and government support is set out in Annex B. When the Homes and Communities Agency is established we would expect it to play a major role in supporting local authorities and working with bidders to review and refine proposals as set out in Annex B.

7. As stated above, all schemes will be subject to the necessary planning applications and this process of refining and developing the proposal, engaging with the local community and discussing issues with the local authority should lead to an improved planning application being made and a better chance of receiving planning permission. In addition if a scheme meets the Government's eco-town criteria then we will offer continued support to the local authority and the developer to take it forward as set out in Annex B. This is all without prejudice to any final planning decisions which will be taken on the individual merits of each scheme.

5. The 15 bids going forward for further assessment

1. These bids going forward performed the most strongly in an initial scrutiny across Government and its agencies in terms of transport and environment issues, affordability benefits and deliverability against eco-towns criteria. Each of these now needs to be assessed in more detail as set out in section 4.

2. What follows is an initial **summary of the issues** for each location with a broadly indicative map marking, which in some cases includes alternative options or sites. Also included is information on **housing affordability** and a housing affordability pressure indicator (ratio of lower quartile home prices to lower quartile earnings). This sets out some of the specific challenges and potential benefits in each location. **More detail is available from the individual scheme bidders** and a more detailed assessment of each location will become available in the Sustainability Appraisal alongside consideration of alternatives.

3. The Sustainability Appraisal will not be looking at the detail of particular proposals for these locations, but at the locations themselves. Government will offer support in developing the individual proposals (see Annex B) but they will be the subject of planning applications and will be assessed as part of that planning process.

Extreme affordability pressure	ratio of 10+
Very high	ratio of 8.5-10
High	ratio of 7.0-8.5
Moderate	ratio of 5.5-7.0
Low	ratio below 5.5



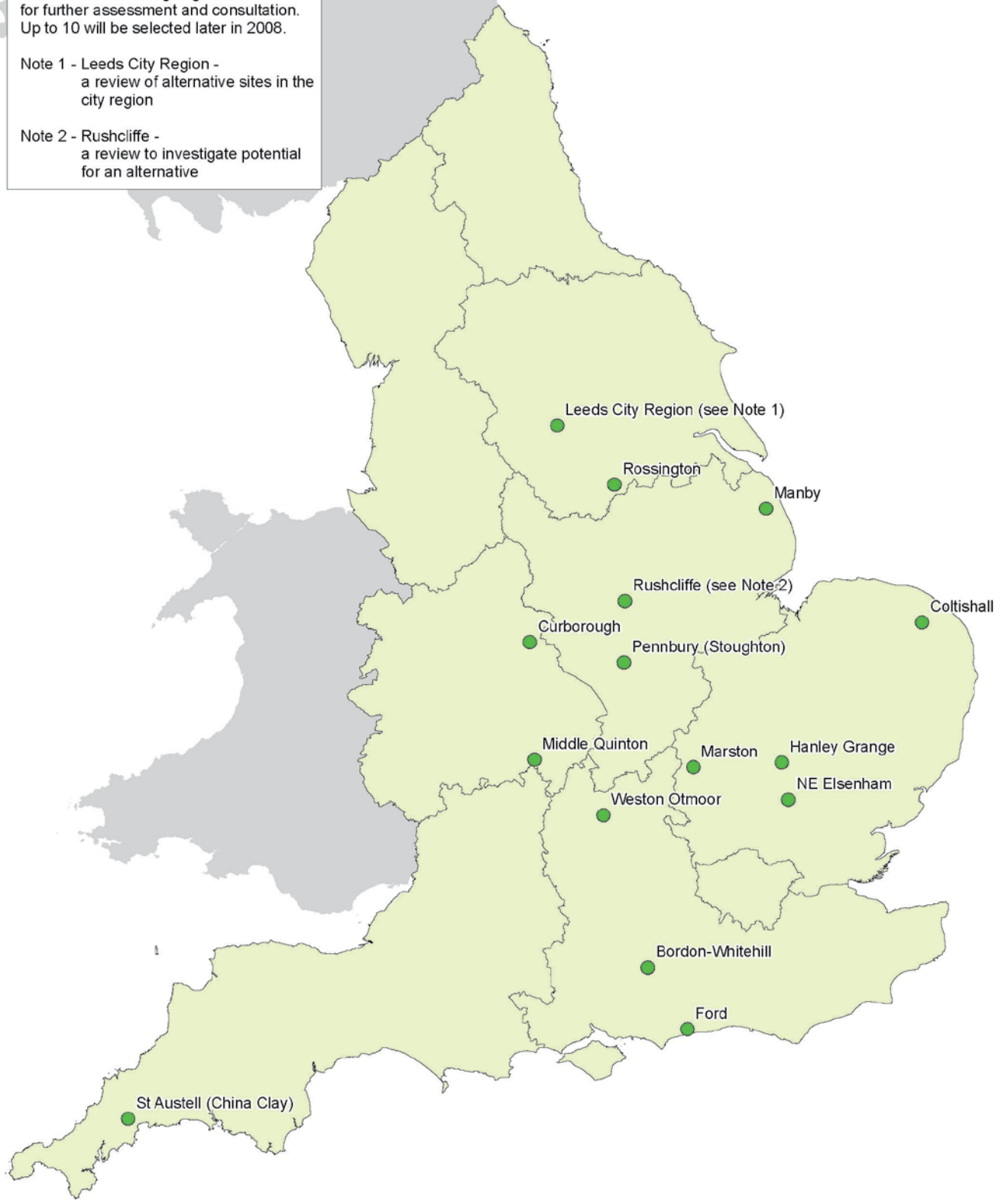
Eco-towns - Shortlist of Potential Locations

● Eco-town Shortlist Locations

These are locations going forward for further assessment and consultation. Up to 10 will be selected later in 2008.

Note 1 - Leeds City Region - a review of alternative sites in the city region

Note 2 - Rushcliffe - a review to investigate potential for an alternative



Produced by the GI Team, Analytical Services.

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Nominal Scale 1:2,000,000 @ A3

Data Sources:

OS Boundary Line
Housing & Growth Programmes

- Shaded area indicates potential location for eco-towns proposals



East Midlands – PENNBURY (STOUGHTON)

Harborough and Oadby & Wigston Borough Councils, Leicestershire County Council, Leicester City Council

Description The site would accommodate 12-15,000 homes based on a development of 750 ha within a 1,720ha of greenfield/brownfield/ part surplus public sector land site on the outskirts of Leicester (4 miles south east from the centre), surrounded by farmland.

Proposed benefits The eco-town proposal would create a largely freestanding community, but linked to Leicester, on the basis of very ambitious environmental and sustainability standards and environmental innovation. Built on 40% of the available land, 15,000 homes with jobs, schools and healthcare would be designed to complement the surrounding settlements. The scheme pioneers innovative transport and energy solutions and new methods of community participation.

Housing Affordability Pressure – High. The scheme would deliver 4,000 affordable housing units in comparison with current delivery of 210 annually in relevant LA areas. Current households on waiting list – 3,000 in Harborough, Oakham and Wigston and 1,045 in Leicester.

Initial summary of challenges and constraints *Environment* The scheme will need to address the impact on water issues in urban Leicester and since water resources in the area are in deficit, a sustainable approach to meeting demand would need to be identified. Adequate capacity of sewage treatment works in the area will have to be demonstrated. Surface water runoff must be carefully controlled. Land contamination from previous uses such as airfield and fuel depots must be remedied sustainably. Impacts on the local landscape and biodiversity especially fish populations would need to be considered.

Transport The scheme will need to accommodate the development with an enhanced local public transport infrastructure, within constraints of existing housing and street layout on edge of urban area and severe road congestion into this part of Leicester along the A6. Rail services are distant from the site.

Employment Further work will be needed on the economic and retail hierarchy aspects of a scheme in this location. It would need to complement work to regenerate Leicester, including initiatives on training and linking adult education to employment.

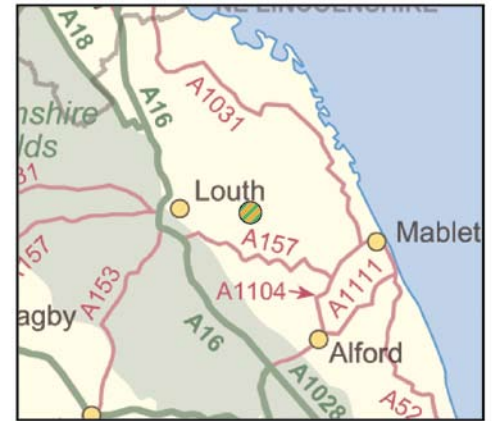
Conservation and historic constraints Small parts of the site have green wedge status and eastern part of site attractive countryside. One scheduled ancient monument, and some other monuments of significant archaeological importance. Some of the surrounding villages are designated conservation areas.

See Annex D for further details of a proposal for this location.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?



East Midlands – MANBY

East Lindsey District Council, Lincolnshire
County Council

Description	Between the towns of Mablethorpe and Louth on the site of a disused airfield. A proposal for 5,000 homes as a strategic long term plan to deal with the phased re-location of communities on Lincolnshire coast due to flood risk. Development is proposed mainly at Manby (and some at Strubby) – both have large elements of brownfield land. Manby is a village of 733 people, and merges with the village of Grimolby (population 951). Part of site includes former RAF base. ELDC is shortly to publish its Core Strategy Issues & Options Paper and includes an option for a new settlement.
Proposed benefits	<p>Predicted sea level rise could have a significant impact on East Lindsey's coastal communities. The 5,000 home eco-town would form part of a sustainable strategy to tackle the impacts of climate change by enabling long-term population relocation from the areas at greatest risk. It would also include new employment opportunities, community facilities and public transport links.</p> <p><i>Housing Affordability Pressure – Very High.</i> The eco-town would provide approx 1,500 affordable homes over 10 years compared with current annual supply of 120 in the district. Current households on waiting list – 5,300.</p>
Initial summary of challenges and constraints	<p><i>Environment</i> Both sites lie outside flood zones, but surface water drainage would need to be carefully managed. Aquifer resources in the area are fully committed so an alternative water supply will have to be guaranteed, and a new sewage treatment works will need to be provided.</p> <p><i>Transport</i> The new settlement would be distant from both trunk road network and 15 miles from a rail station. There is a need for bus links to be developed to provide significantly enhanced public transport. This may require complementary improvements at larger nearby settlements.</p> <p><i>Employment</i> An eco-town scheme would create a new focus for inward investment, raising the profile of the area and attract much needed skills and a wider range of professional services and boost tourism. The public sector is supporting further employment growth at Manby through re-location.</p> <p><i>Conservation and historic constraints</i> This area contains the Lincolnshire Grazing Marshes, and eco-town development will need to seek to maintain this habitat (identified as a priority under biodiversity Action Plan). The RAF site also has a number of listed buildings.</p>

See Annex D for further details of a proposal for this location.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the sustainability appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?



West Midlands – CURBOROUGH

Lichfield District Council,
Staffordshire County Council

Description The eco-town proposal is for a 314ha site, 7 km NE of Lichfield, part of former Fradley airfield and is 15km from Burton and 35km from Birmingham. Two existing residential communities lie to north and east – Fradley Village and South Fradley. A brownfield site with hardstanding and old airfield buildings. The potential for major new development in this broad location was previously identified in the Staffordshire and Stoke on Trent Structure Plan 1996-2011 although the relevant policy was not saved.

Proposed benefits A new community comprising 5,000 dwellings, secondary and primary schools, commercial, retail and community facilities; a new A38 junction, two new road links to Lichfield, a park and ride, and pedestrian/cycle provision; Eco-energy Park, and sports facilities.

Housing Affordability Pressure – Very High. An eco-town scheme would supply around 2,000 affordable houses over 10 years in comparison with recent annual supply in Lichfield of 100 and a housing waiting list of 3,000 households.

Initial summary of challenges and constraints *Environment* There are high existing environmental pressures in the area which transport infrastructure for the scheme would need to take into account. Some flooding issues (two watercourses run through the site). Issue with water quality. Lichfield waste water treatment infrastructure would need upgrading.

Transport The scheme will need to develop proposals for sustainable and high quality public transport links to the eco-town, particularly taking account of existing congestion. The A38, in particular, would require a strategy to cope with additional traffic generated from the development.

Employment 7,000 jobs will be achieved from development at Fradley Park employment area (one of the largest employment areas in West Midlands), with potential for further growth which could reduce travel to work problems.

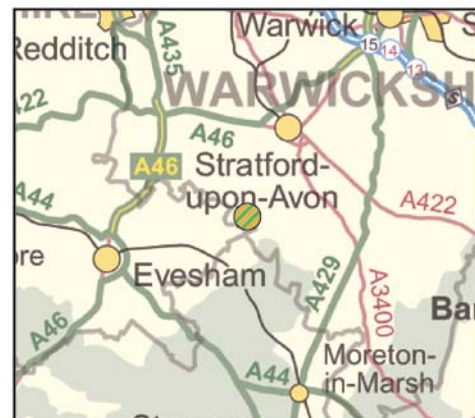
Conservation and historic constraints Airfield and listed buildings. Historic canal features bordering the site will need to be safeguarded.

See Annex D for further details of a proposal for this location.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?



West Midlands – MIDDLE QUINTON

Stratford-upon-Avon,
Warwickshire

Description	The eco-town proposal comprises a 240ha brownfield site 6 miles to the SW of Stratford upon Avon between Long Marston and Lower Quinton. It is a former MoD Engineers depot with extensive warehousing, a rail system and a rail (freight use) connection to the main Worcester-Oxford-London line.
Proposed benefits	A scheme of at least 6,000 zero carbon homes on previously developed land, with substantial employment opportunities, affordable housing and community infrastructure, including up to four schools, health care and retail facilities and high quality public transport links to surrounding towns and villages, all supported by leading edge environmental technology. [<i>Housing Affordability Pressure – Very High.</i> The scheme would deliver 2,000 affordable housing units in comparison with current delivery of 170 annually and 3,000 households on waiting list. Stratford experiences very high levels of demand for rented accommodation in relation to its role as an international destination – an issue recognised in the Stratford World Class vision initiative.
Initial summary of challenges and constraints	<p><i>Environment</i> The scheme will need to be developed with design sensitivity to its setting close to Cotswolds AONB and suitable mitigation measures. Would look for an SFRA to make sure there is no flood risk on site. Capacity of existing sewage network unlikely to be able to cope. The scheme will need to include a contaminated land survey and to carry out remediation sustainably.</p> <p><i>Transport</i> No major issues regarding the strategic transport network but the scheme would need to develop and support a substantial improvement to public transport links to surrounding centres and particularly Stratford upon Avon.</p> <p><i>Employment</i> The site is already a significant employment centre with scope for expansion around proposed eco-town technologies including recycling and sustainable construction.</p> <p><i>Conservation and historic constraints</i> Historic settlements, listed buildings and landscape issues would need to be safeguarded and enhanced as the scheme is developed.</p>

See Annex D for further details of a proposal for this location.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?



South East – BORDON-WHITEHILL

East Hants District Council,
Hampshire County Council

Description This is a large brown-field site in East Hampshire, adjoining Whitehill-Bordon to the west, on land vacated by the MoD, which will complete its withdrawal in 2012, leaving a significant amount of ex MoD housing. The local authority has a longstanding commitment to regeneration and renewal of the area and particularly to improve existing facilities. A wide range of stakeholders are involved in the scheme which is led by the Local Authority, the Voluntary and community sector, and environmental bodies in partnership.

Proposed benefits A modern sustainable community of 5,500 homes with new town centre, employment opportunities and improved public transport. *Housing Affordability Pressure – Very High*. The increase in housing supply in this location would provide around 2,000 additional affordable homes. Recent average completions of affordable housing in this LA have been 100 annually over the last 3 years and the number of households on the waiting list – 2,700.

Initial summary of challenges and constraints The location will need an innovative approach to create a cost effective high quality public transport service given the lack of rail access and a diffuse local development pattern and highway constraints. The capacity of the location to attract additional employment will be an important consideration. Environmental constraints include the need to ensure additional water resources can be provided given that the Water Resource Zone may not have the necessary headroom and ensure that local sewage treatment capacity is adequate. Flood management issues must be addressed. Remediation of contaminated land must be carried out sustainably. Appropriate mitigation measures must be implemented to protect important lowland heathland SPA sites and Shoreheath Common SSSI which borders the location.

See Annex D for further details of a proposal for this location.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment of impacts will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?



South East – WESTON OTMOOR

Cherwell DC, Oxfordshire County Council
(also relevant to Oxford City Council)

Description	The site adjoins the M40 Motorway and the Oxford-Bicester railway around 3 miles SW of Bicester and 7 miles from Oxford. The total area is over 800 hectares of which around 130 has are currently in use as a grass airstrip. The southern edge of the site fringes the Oxford Green belt.
Proposed benefits	<p>The eco-town proposal is for a major scheme of 10-15,000 homes which would achieve exceptional standards of sustainability, particularly in relation to transport, while also relieving housing pressures in a sub-region with one of the most highly stressed housing markets in the south east and creating significant new business space. The proposal is based on a major package of investment in rail (including restoring services on the Oxford to Milton Keynes line) and other public transport, and would incorporate a major Park and ride facility adjoining the M40, combined with improvements to the A34/M40 junction and stringent controls on car access to/from the site.</p> <p><i>Housing Affordability Pressure – Extreme.</i> Scheme would deliver 3-5,000 affordable housing units in comparison with current new build of affordable housing of 100 and 230 annually in relevant LA areas. Current households on housing waiting lists are around 3,400 in Cherwell and 3,965 in Oxford.</p>
Initial summary of challenges and constraints	<p><i>Environment</i> The scheme will need to ensure adequate protection for the Wendleby Meads and Mansmoor grassland SSSI on the southern boundary of the site, which is a nationally important unaltered lowland hay meadow and will need to be safeguarded against potential impacts for example, from increased use of the site for recreational purposes. Development must go ahead in a way that does not exacerbate flood risk. The main water issue is lack of local sewerage infrastructure – the scheme will need to provide for a major increase in current capacity. There is also a need to ensure that water resources can be provided sustainably given that the development is an area of “serious water stress”. Possible need for remediation of former landfill sites within the site boundary.</p> <p><i>Transport</i> The scheme will need to demonstrate a robust, deliverable and viable set of transport options for this site. The options of major investment in Oxford – Milton Keynes East—West Rail Link (and new station), park & ride, tram system and free transport for residents on site and to Oxford will require major investment commitments and ongoing subsidy as well as strong controls on car use in and around the site.</p> <p><i>Employment</i> The site will generate significant new employment but it will be critical to ensure that the project directly benefits Bicester and the need for a stronger jobs-services – homes balance in the existing community.</p> <p><i>Conservation and historic constraints</i> Is in an area with historic landscape (Otmoor) and historic settlements – potential impacts would need to be managed.</p>

See Annex D for further details of a proposal for this location.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?



South East – FORD

Arun District Council,
West Sussex County Council

Description The 350 hectares site includes 110 acres of brownfield and a former airfield site close to Ford open prison and is served by rail to London and the Sussex coast route.

Proposed benefits There are two proposals for this site – a strategic development area delivering 5,000 homes (40%) affordable; a 30 hectare economic hub; a major contribution towards the provision of necessary local infrastructure; site specific energy solutions utilising local resources (including major recycling facility); and relocated railway station and improved services to assist the regeneration of the Sussex coast.

Housing Affordability Pressure – Very High. Scheme would deliver around 1,500 affordable housing units in comparison with current delivery of 46 and 15 annually in 2005/06 and 2006/07 respectively in Arun. Current households on housing waiting list – 3,880.

Initial summary of challenges and constraints *Environment* – The site includes areas in all 3 flood zones so built development will need to focus on Zone 1 and there will be a requirement for Flood Risk Assessment and application of the sequential test. The existing water abstraction point is currently ‘over-licenced’. Development phasing would be important. Potential impacts on local watercourses would need to be considered. Land contamination and possible impacts on groundwater would need to be assessed. Associated road infrastructure could impact on BAP habitats.

Transport The site would need to make good use of rail but the major issue is the relationship of the site to pressures on nearby trunk roads and particularly the A27. A robust programme of sustainable transport solutions will be required to minimise the impact of the development on both local and strategic road network.

Employment The site could generate significant employment through a science and technology park alongside existing uses including Ford open prison.

Conservation and historic constraints The site masterplan and approach to design will need to take account of major conservation features in the surrounding area including the river arun, the South Downs, listed buildings and historic settlements nearby.

See Annex D for further details of a proposal for this location.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?



South West – ST AUSTELL (CHINA CLAY COMMUNITY)

Restormel Borough Council,
Cornwall County Council

Description	The site comprises a cluster of former china clay workings and related former industrial sites around St Austell in Cornwall providing 6 sites of around 750 hectares. China clay area – disused mining pits and flat industrialised processing sites, which has had some impact on the landscape. The Eden project is nearby.
Proposed benefits	The proposed eco-town (5,000) forms part of a major regeneration programme in this area which is being taken forward with extensive involvement between IMERY'S and Restormel BC, Cornwall CC, and South West RDA. Creation of a national centre of innovation in sustainable living with employment led regeneration at the core of the strategy. Diversity of the 6 sites will provide housing, employment and education, green infrastructure, tourism and recreation. <i>Housing Affordability Pressure – Extreme.</i> Scheme would deliver 1,500-2,000 affordable housing units in comparison with current delivery of areas about 110 year in 2006 and 07 in Restormel Borough. Current households on waiting list – 5,119.
Initial summary of challenges and constraints	<p><i>Environment</i> Drainage and groundwater management is an area where careful monitoring would be needed. Opportunities to build on existing programmes to re-create heathland and wooden landscapes on clay waste tips, and on Eden Project experience of restoration. Need to ensure that the eco-town does not negatively impact on SSSI and SACs in the area or on the new heath and woodland that are being created locally.</p> <p><i>Transport</i> Transport Impact Assessment will need to be undertaken. Issues include impact on the A30 routes to upgrade A391 link. A key issue for proposals is how the settlement would be served by enhanced public transport. Transport study commissioned in conjunction with Restormel Borough Council, will provide more information on likely transport scheme costs/funding options.</p> <p><i>Employment</i> The eco-town would need to contribute significantly to the programme of training and improved access to employment which is part of the wider regeneration programme.</p> <p><i>Conservation and historic constraints</i> Area china clay – disused mining pits and flat industrialised processing sites, has had some impact on the landscape.</p>

See Annex D for further details of a proposal for this location.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?



Yorks & Humberside – ROSSINGTON

Doncaster,
South Yorkshire

Description

The site, with long term scope for up to 15,000 homes, is around 300ha (mainly brownfield) adjoining the existing former colliery village of Rossington 3 miles south of Doncaster and would be based on strong strategic links to Doncaster. There is an existing large village with some regeneration needs that will be included in the package.

Proposed benefits

The Eco-town proposal would substantially enlarge and help to remodel and regenerate the existing settlement at Rossington, with 5 new 'walkable' neighbourhoods, each with core services and good public transport, and with 15,000 low energy homes.

Housing Affordability Pressure – Moderate. A first phase of the scheme would deliver c.1,500 affordable housing units in comparison with current delivery of 50 annually in Doncaster. Current households on waiting list – 23,900.

Initial summary of challenges and constraints

Environment The scheme would need to address highly significant water quality and water resource issues and possible hydrological impacts on SSSIs. Upgrades needed for sewage and drainage infrastructure as existing capacity is insufficient, there are potential impacts of increased discharges on water quality of local watercourses which will require assessment. The scheme would need to ensure protection of aquifer from pollution and unsustainable level of abstraction. Land contamination on the former colliery/ landfill site must be sustainably remediated.

Transport The scheme would need to tackle the currently poor access to the strategic road network from Rossington and consider options for improving this, for example by a road scheme, such as FARRRS, the eco-town could cause significant congestion on the existing highway network. Improvements to the M18 may also be required to handle the extra traffic. Public transport could be improved by using the A638 Quality Bus Corridor that is currently under construction and which runs close to Rossington. New bus routes could also utilise FARRRS should it be built. The funding and timing of this scheme is still uncertain and the potential for developer contributions from this project and others will need to be assessed.

Employment The eco-town proposal includes proposals for a rail connected, inland port. Airport growth and the adjoining business park is also a source of employment growth which would benefit from reduced travel to work.

Conservation and historic constraints The new development would need to enhance and safeguard the existing settlements of Old and New Rossington. Potential hydrological impacts on Potteric Carr SSSI will need to be mitigated.

See Annex D for further details of a proposal for this location.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?



East of England – COLTISHALL

North Norfolk Council, part in Broadlands District,
Norfolk County Council

Description	The site of approximately 260ha is the former RAF airfield approximately 11KM North of Norwich and 2KM north of Coltishall village.
Proposed benefits	An exemplar eco-settlement with a zero carbon footprint, 5,000 eco homes with different sizes types and tenures. Business and technology park accommodating 3,000 jobs. Over 100 hectares of wetlands and open space, renewable energy sources, integrated transport system and additional facilities including schools, shops, community facilities, crafts centre, and heritage museum. The eco-town proposal would make use of the former airfield site to provide a zero carbon new settlement adapted to Norfolk needs and design character, with extensive proposals on green infrastructure including creation of a new Broad, SUDs and local renewables. <i>Housing Affordability Pressure – Very High.</i> The scheme would deliver around 2,000 affordable housing units in comparison with current delivery of 90 annually in LA areas. Current households on waiting list – 3,275.
Initial summary of challenges and constraints	<p><i>Environment</i> New waste water infrastructure will be needed and a critical issue to be tested will be discharge consents into River Bure and impacts downstream on the Broads SAC. Cumulative impacts of growth in Norwich, especially relating to the river and its impact on the Broads will need to be tested.</p> <p><i>Transport</i> Scope for some improvements to rail service on route from Norwich to Cromer although this is likely to be limited and will need local link to the site; overall there is a need to develop deliverable high quality public transport links and will need a local link to the site. In addition challenges on road network improvements including B1150 to Norwich. Proposed western link road to Northern Norwich distributor road will need further assessment.</p> <p><i>Employment</i> Proposed prison development will, if it proceeds, provide significant employment on site, and airfield buildings provide further scope through business and technology park.</p> <p><i>Conservation and historic constraints</i> Scheme would need to respect proximity at Norfolk Broads National Park and historic settlements/ buildings including some airfield buildings. Blue Broads and Marshes SSSI is already in unfavourable condition due to water quality. The eco-town must be developed in a way that does not exacerbate this.</p> <p><i>Related issues</i> Norfolk will face increasing pressure on its coastline through climate change and will need additional growth locations to take this into account. An eco-town in this location will also need to be considered alongside the proposals for major growth around Norwich. The Ministry of Justice consider the eco-town to be complementary and beneficial to the prison proposal.</p>

See Annex D for further details of a proposal for this location.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?



East of England – HANLEY GRANGE

South Cambridgeshire, District Council
Cambridgeshire County Council

Description	The site would accommodate 8,000 homes on 500ha land close to Cambridge high technology employment cluster, and nearby villages of Hinxton, Duxford.
Proposed benefits	An eco-town scheme in this location would respond to the severe homes/jobs imbalance in and around Cambridge and locate new development close to employment. Scope for good links with Science and engineering to drive environmental innovation and application to business. <i>Housing Affordability Pressure – Extreme</i> . The scheme would deliver 3,000 affordable housing units in comparison with current delivery of 240 and 150 annually in relevant LA areas. Current households on waiting list in S Cams – 4,661 and Cambridge City – 5,214.
Initial summary of challenges and constraints	<p><i>Environment</i> The scheme will need to address water issues around water supply, water quality impacts, drainage and infrastructure which is likely to need additional capacity; studies will be required. Scheme will need to safeguard several protected/notable species issues as site is adjacent to the River Cam, a county wildlife site and important chalk river for biodiversity, and the arable land supports diverse flora and fauna. Potential impacts on groundwater and spring flows to nearby wetland SSSI would need further investigation, as would surface run-off and pollution into the River Cam which could impact on water quality.</p> <p><i>Transport</i> Scheme would need new bus network to link Hanley Grange internally and to stations/Cambridge. This site is adjacent to the A11, the A505 and A1301. Impact on these and adjoining routes will need to be fully assessed. There are two existing rail stations at Whittlesford and Great Chesterton on the Cambridge Liverpool Street route and increases in capacity on the route are planned. Assessment would be needed to see if rail patronage from the town could be accommodated.</p> <p><i>Employment</i> This is a high growth location in employment terms – having housing nearby will make it more sustainable and improve its growth potential. It would be important to have a good prospect that the development could achieve homes/jobs balance rather than long distance commuting.</p> <p><i>Conservation and historic constraints</i> Historic settlements and listed buildings would need to be safeguarded.</p>

See Annex D for further details of a proposal for this location.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?



East of England – MARSTON

Bedford Borough,
Mid Bedford, Bedfordshire County Council

Description	Two overlapping proposals of between 7,000 and 15,000 homes each based on developing a series of sites stretching from the existing development south of Bedford through Marston Vale, along the east-west rail line. It is possible that the two promoters may be prepared to produce a composite project. Not a compact new settlement but a linkage of several settlements with use made of facilities on adjacent sites. Area broadly identified in structure plan and RSS/emerging LDF for development. Marston Vale is identified as a priority for regeneration in the Sub-Regional Strategy. Current work on the Renaissance Bedford Long Term Growth Prospectus is pointing towards Marston Vale as the preferred direction for long term growth. This is acknowledged by the LA partners.
Proposed benefits	<p>An eco-town proposal for this area would draw on existing delivery expertise and make good use of former industrial sites (brickworks etc). Substantial new green infrastructure would build on the excellent greenspace delivery in the area by the Marston Vale Trust. There is potential to deliver sections of the Bedford – Milton Keynes Waterway Park which is identified in the East of England Plan as a strategically significant Green Infrastructure Project. The potential for an Energy from Waste Plant has already been identified in this area.</p> <p><i>Housing Affordability Pressure – High.</i> A scheme would deliver at least 2,000 affordable housing units in comparison with current delivery of 160 and 85 annually in relevant LA areas. Current households on waiting list – 2,598 in Bedford and 2,937 in mid Beds.</p>

Initial summary of challenges and constraints

Environment Land is available for development in this location in line with PPS25 (Flooding). Requires a water cycle strategy and revisited SFRA. Surface water issues group has been set up to assess developments in the area. Water resources investigation needed and possible contamination issues from location's waste management history.

There are a number of designated sites, and SSSIs. Protected species, risks associated with cumulative development, although not insurmountable with good management, and there is a good track record in this area.

Transport The location benefits from good rail access, with Bedford-Bletchley local service and Midland Mainline, and committed investment in dualling the A421 and improving J13. The Bedford-Bletchley line is part of the East – West rail project but the scheme will need to consider how it could contribute to that. The Midland Mainline upgrade is part of the Thameslink 2000 project. Further work will be needed on local public transport including scope to upgrade the local rail service. Road network traffic generation and access issues will need to be assessed and the site would need to ensure from the outset a wide range of sustainable travel options for residents to reduce car dependency.

Employment The site would exploit a strategic location to the east of the M1 between Oxford and Cambridgeshire. Technology and new industries include MMC and Waste.

The embryonic Nirah Project at Stewartby will provide a major employment opportunity and bring circa 1m visitors p.a. to the area.

Conservation and historic constraints Listed buildings and industrial archaeology and strengthening the existing green infrastructure strategies – eg. The Forest of Marston Vale.

Stewartby is a Model Village developed by the local brick industry.

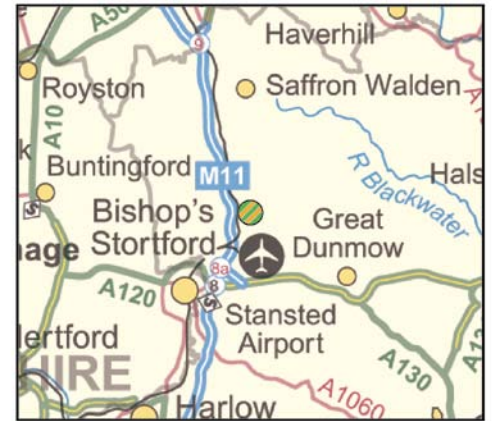
Spatial constraints With the proposed southeast expansion of Milton Keynes to the M1 at J13 consideration does need to be given to maintaining a significant strategic gap and perhaps limiting the westward extent of the eco-town. On this basis it should be Bedford centric rather Milton Keynes focused.

See Annex D for further details of a proposal for this location.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?



East of England – NORTH EAST ELSENHAM

Uttlesford, Essex

Description	The 265 ha site is to the north east of the existing Elsenham village and railway station. A new settlement at this location is the preferred option in Uttlesford District Council's core strategy (for around 3,000 homes) and is supported by studies on transport, environment, settlement. The eco-town proposal is for a minimum of 5,000 homes and possibly more in the longer term .
Proposed benefits	<p>An eco-town proposal in this location would make good use of existing transport infrastructure (rail – London to Cambridge) and road links to M11 and provide additional housing in one of the most stressed housing markets in the region. The scheme would build on existing local eco initiatives, and comprehensive low carbon and renewable energy plans.</p> <p><i>Housing Affordability Pressure – Extreme.</i> The scheme would deliver 1,500 affordable housing units in comparison with current delivery of 90 annually in LA areas. Current households on waiting list – 3,954.</p>
Initial summary of challenges and constraints	<p><i>Environment</i> Waste water issues, site is at the head of 2 catchments (Thames/ Anglian) small size of the watercourses means that there is a limited capacity to discharge additional waste water. Impacts of the River Cam and the designated salmonoid fishery will need to be avoided. The development is in an area of high water stress; sustainable approaches to meeting demand will need to be demonstrated.</p> <p>Potential impact on sites/species, subject to site study. In particular, increased recreation around Hatfield Forest and on the SSSI and National nature reserve is an issue that could be resolved through the adequate mitigation measures.</p> <p><i>Transport</i> Link road capacity study carried out. The scheme makes use of Elsenham station, orbital bus route linking Stansted M and Stortford, Airport. With 10 min frequency proposed. Enhancement of road for cycling/walking. Car club. Need to resolve Issue of access and capacity of local road network if up to 8,000 homes are proposed in this area particularly in relation to access to New Hall Road. Connections with the strategic network also need to be considered, as does the relationship with any decisions that might be made about the expansion of Stansted Airport.</p> <p><i>Employment</i> The scheme will include a range of new business sites with the aim of achieving 50% employment within the development. Stansted Airport is already a major employer.</p> <p><i>Conservation and historic constraints</i> Nearby settlements include a number of listed buildings and other historic features including Elsenham and its railway station.</p>

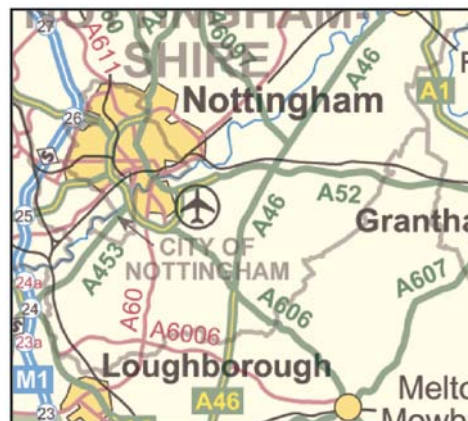
See Annex D for further details of a proposal for this location.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?

RUSHCLIFFE



Description

An eco-town proposal was submitted for Kingston-on-Soar, to the south of Nottingham. In response to representations from Rushcliffe Borough Council, this site is not to be pursued. However, the Government is proposing to carry out a further review in partnership with RBC to consider whether there is a suitable alternative location with the potential to be viable within the Rushcliffe local authority area.

Summary of issues

An eco-town scheme in the Rushcliffe area could have a number of potential benefits.

- in an area of high housing pressure it would significantly improve total supply and affordable housing (Rushcliffe has very high housing affordability pressures and recent affordable housing supply is around 60 annually with 1,535 households on the waiting list.
- If adopted an eco-town scheme could provide a substantial boost to supply and concentrate the extra development needed rather than spreading additional pressures across a lot of smaller settlements.
- if on a brownfield location it could have significant regeneration and land restoration benefits and it would be big enough to attract investment in jobs, services and better community facilities. Environmental technologies would be a lead feature of the economic investment potential.

However a scheme would need to pass a number of viability tests in terms of securing the necessary infrastructure on road and rail upgrades, taking account of pressures on trunk routes in and around Nottingham, and the scheme would need to provide developer contributions to these and it would need to meet the demanding eco-towns criteria on sustainability and safeguard and increase environment assets

Subject to a formal dialogue with Rushcliffe Borough Council a further announcement will be made in due course. If a suitable site can be identified it will be included in the draft Sustainability Appraisal for consultation.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?



LEEDS CITY REGION

Description A number of eco-town proposals were submitted for locations within the area of Leeds City Region partnership of 11 authorities and principally between Leeds and Selby. The Leeds City Region Partnership has indicated support in principle for an eco-town within the sub-region. The Partnership has proposed a further study to compare the best alternative locations across the Leeds City Region partnership area. The Government has agreed to support this approach, on the basis that it will allow a further announcement to be made shortly of one or more sites for consultation.

Summary of issues An eco-town scheme in the Leeds City Region could have a number of potential benefits.

- in an area of high housing pressure it would significantly improve total supply and affordable housing (Leeds City Region has High housing affordability pressures which reflect the strength and growth of its economy). The City Region is addressing the need for major increases in housing as part of the current RSS process but as recent reports from the National Housing and Planning Advice Unit indicate the number of households and housing need in the region is higher still).
- if adopted, an eco-town scheme could provide a substantial boost to supply and concentrate the extra development needed rather than spreading additional pressures across a lot of smaller settlements.
- if on a brownfield location it could have significant regeneration and land restoration benefits and it would be big enough to attract investment in jobs, services and better community facilities. Environmental technologies would be a lead feature of the economic investment potential.

However a scheme would need to pass a number of viability tests in terms of securing the necessary infrastructure on road and rail upgrades, taking account of pressures on trunk routes in and around the City Region, and the scheme would need to provide developer contributions to these and it would need to meet the demanding eco-towns criteria on sustainability and safeguard and increase environment assets

The further study by Leeds City Region with Government support will report shortly and a further announcement will be made. Following discussion with Leeds City Region one or more preferred sites will be included in the draft Sustainability Appraisal for consultation.

Do you have views on the inclusion of this location in the programme?

A more detailed assessment will be included in the Sustainability Appraisal. Are there other potential benefits or challenges which you would wish to see addressed for this location?

Are there particular issues which you would like to see the proposals for this location address?

Annex A

Planning Applications

1. Like any other proposed development eco-towns will be subject to a planning application which we would generally expect to be decided by the Local Planning Authority. Such an application could be submitted at any time and each application must be decided on its merits and the local planning authority will need to take into account all the impacts of the proposals. In order for this to happen developers will need to provide full details of their Environmental Statement, community consultation and consideration of alternatives. The planning application will also address issues such as design, the impact of the proposed development on the landscape and neighbourhood, the transport system, public services, infrastructure and benefits to the community.
2. Any planning application must be determined in the context of the planning policy framework, including the development plan and any other material considerations. Government statements on planning policy are material considerations and this will include the eco-towns Planning Policy Statement. Occasionally, the Secretary of State may ‘call in’ a planning application for her determination³. The Secretary of State’s policy is to use these powers very selectively and, in general, only where planning issues of more than local importance are

³ Section 77 of the Town and Country Planning Act 1990 or Section 12 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

involved – see policy statement by Richard Caborn in June 1999⁴. Any decision on a planning application which comes to the Secretary of State (whether on appeal or following call-in) will be decided by the Secretary of State or a planning minister other than the Minister for Housing and Planning.

Planning Policy Framework

3. We want to create the right framework for consideration of eco-town planning applications through the publication of the **Planning Policy Statement on Eco-Towns**. The Policy Statement on Eco Towns will be an important material consideration in the determination of any planning application for an eco town, particularly where the Development Plan is silent or out of date (the Development Plan includes the regional spatial strategy (RSS) together with any adopted local development plan documents (DPDs) and any “saved policies” still in effect).
4. We are commissioning more detailed **Sustainability Appraisal** work that will include evaluation of the locations being considered. This will provide greater detail on environmental sustainability and other issues and test them against reasonable alternatives. Where necessary Appropriate Assessment will also be carried out under the Habitats Regulations. We expect to publish the Sustainability Appraisal

⁴ Hansard, Written Answer, 16 June 1999, col 138.

and any Appropriate Assessment results for consultation alongside the **draft Planning Policy Statement on Eco Towns** in July 2008. The final decision on locations will take into account the Sustainability Appraisal and the views of consultees. The consultation on the draft statement will conclude with a final Eco-towns Planning Policy Statement, including the final list of potential locations in the Autumn.

5. Local and Regional Plans The Statutory Development plan remains the starting point for considering all planning applications. In some places eco town proposals are in line with the existing local plan or plans that are at an advanced stage of preparation. In these cases we would expect the principle of development to have been established and an application to be in accordance with the plan through a Local Development Framework Core Strategy or Area Action Plan as appropriate. The Government is keen to ensure that such plans are in place and as part of the support for eco-towns, we will be offering assistance to local authorities to help bring Local Development Frameworks forward where appropriate. In some places the adoption of an up-to-date local planning documents is some way off. In these circumstances the evidence gathered and assessments undertaken in the preparation of the Planning Policy Statement on Eco-Towns will support the development of policy in local planning documents but will also be an important factor in the decision on any planning application.

Similarly, at regional level, in some places the relevant RSS encourages the preparation of options for growth in the places being considered for eco-towns. In other places the RSS is silent and again the eco-town policy statement will be a useful addition to the policy framework. We expect the RSS reviews announced in the Housing Green paper (which depending on the region will be prepared between now and 2011) to test the longer term issues that arise from the eco-town proposals – such as the ultimate size of new settlements.

6. Additionality of housing numbers The Housing Green Paper made it clear that the housing numbers in existing and in some cases emerging plans were not high enough to address the pressing problem of long term housing need and affordability. We are therefore aiming to complete a further set of Regional Spatial Strategy partial reviews by 2011 that will include revised housing numbers for local planning authorities that are consistent with our national aim to deliver 240,000 homes per year by 2016. We expect eco towns to contribute significantly to help to meet those revised targets for additional housing and we want to assure local authorities which include an eco-town in their future housing plans that it will, of course, count towards those future housing targets, which in most places are likely to be more stretching.

Annex B

How Government will encourage further work on eco-town schemes, infrastructure and delivery arrangements

1. To provide an initial assessment of strategic infrastructure impacts and benefits Government has assessed eco-town bids with the main infrastructure agencies involving DfT, DEFRA, EA, NE and HA, focussing particularly on transport and environmental infrastructure. We have also taken an initial view of delivery issues and potential benefits of individual bids, including benefits to local housing affordability.

2. The eco-towns bidding process and initial consideration of schemes has indicated that in the right location eco-towns should have good potential to work effectively and to generate substantial benefits including:

- Developing local and regional expertise on large scale carbon saving technologies and other environmental innovation;
- Helping to meet local pressures on all types of housing including affordable housing, piloting new approaches on affordable housing and mixed communities – scale, design and procurement benefits;

- Attracting substantial private sector investment for the area and creating new facilities and infrastructure with wider benefits to surrounding communities;
- Improving local transport and environmental infrastructure;
- Strengthening communities by creating new shared facilities and helping to develop new approaches to community empowerment.

Further work on proposals – What bidders need to do

3. The specific eco-town proposals and concepts will need further development. Scheme promoters need to demonstrate a robust costs base, further **infrastructure assessment** work is needed on the environment, transport, and community elements of each project. The schemes submitted have included valuable preliminary statements on these issues, but with considerable variation in depth and supporting evidence. This further work needs to cover a number of areas such as clarification of the environmental 'vision' that underlies the proposal as well as testing of the practicality of proposals, for example in terms of **environmental technology** and its acceptability to relevant regulators such as the Environment agency. A satisfactory **transport** assessment will be needed for each

scheme appropriate to the scale of the development and its impacts demonstrating how it can be linked into surrounding networks and how modal shift and reductions in travel can be achieved. More work will be needed on the **Housing Market** role of the scheme – its contribution to meeting housing pressures in the sub-regional area including Housing Market Assessment. The proposals will need to address the questions in para 15 above on *Sustainability, Deliverability and Affordability*. As part of this there should be a draft outline business plan for the whole development, with cash flow, and clearly identified possible sources of interim finance, to the extent shown to be required in the business plan.

What Government will do to support further assessment of bids and proposals for delivery

4. An eco-town is a substantial new development which is likely to impact on and need linking into transport networks, as well as water and other utilities, and a wide range of local services. Addressing these issues will need the input and investment of a large number of agencies and businesses – public, private, national, regional, and local. This is a substantial delivery challenge for which the scheme bids provide a starting base. The schemes submitted vary considerably – some smaller

schemes are straightforward in concept, well prepared, and could be taken forward effectively by investors with local partners with relatively little input from Government and the infrastructure agencies. By contrast the largest proposals are of a scale comparable with some of the schemes in the post war new towns programme and will require a major delivery capacity.

5. As with the new towns there is scope for land values to contribute more to the cost of infrastructure than on a similar size urban site because existing land values are low and scheme bidders have recognised this. However there are also significant costs, even if the eco-town achieves a high level of self-containment in terms of transport and energy. The majority of bidders have prepared infrastructure and cost assessments, based on their experience of items that need to be funded from s106. What is now needed is to bring the major infrastructure providers – public and private – and local authorities into a process which can agree a robust set of costings and likely contributions for the location. Drawing up and agreeing such a framework will be a key test of viability.

6. This is a critical part of the process and Government will want to work closely with local authorities and other key partners to ensure that by the time potential schemes are finally identified later this year a clear delivery context for each location has been tested which has been robustly costed and assessed. We expect the Homes and Communities Agency also to play a key role in supporting local authorities and working with bidders to review and refine proposals. To help deliver this Government will:

- provide additional delivery capacity and **support to local authorities**, comparable to the delivery support and capacity provided in growth areas and growth points, to help in the assessment of schemes and the drawing up of a model/ heads of terms s106 agreement for the scheme (and in relation to CIL, subject to legislation). Part of this will include an expanded and dedicated capacity assessment team operating as part of the *Eco-towns Challenge panel* and on similar lines to ATLAS and including members of the ATLAS team; (Advisory Team for Large Applications exists to help local authorities process large applications and is funded by CLG, hosted in EP, soon to become HCA).
- provide **advice to bidders** to help with raising the level of environmental ambition in schemes by establishing the *Eco-towns Challenge Panel* of experts to assess, challenge and advise schemes on their environmental proposals and their effectiveness;

- Government and its agencies will ensure a swift response on key **assessments** eg on highways etc whose outcome will need to be included in the final s106 outline/ heads of terms agreement;

7. Later in the process and in the light of further assessments of costs, government will consider applications for limited growth area type funding from local authorities or other public bodies engaged in helping to deliver the eco-town locations. This will be limited in scope, subject to rigorous value for money requirements and would also need to take account of public sector funding for mainstream services, developer contributions to those, and the costs of the programme as a whole.

8. Delivery Mechanisms The need for special local delivery mechanisms will vary according to the scheme. In all cases the Government will want to consult local authorities on the best approach to delivery with the aim of reaching a partnership agreement on the best way forward. Identifying the right delivery mechanism will flow from the further work set out above, but in the great majority of cases the Government would not expect to use statutory mechanisms.

9. Some Local Authority led schemes and those where the site owner is financing the scheme may need relatively little additional support (for example small scale LA revenue support similar to that available to new growth points).

10. We also expect that the **Homes and Communities Agency** will be able to take a leadership role in helping to deliver an eco-town, with public and private partners, as **English Partnerships** is doing at Northstowe, an early prototype eco-town in Cambridgeshire. The HCA will build on English Partnership's extensive experience of delivering large scale new sustainable communities. By placing housing supply delivery and regeneration into the Homes and Communities Agency, the Government expects the agency to improve delivery through bringing together the main players, from business and the private sector in a 'single conversation' at the right spatial level. The Homes and Communities Agency will be able to exercise real and effective leverage by brokering deals on housing delivery with local authorities. We expect the HCA to be the best delivery partner for local authorities and the expert delivery adviser to Government.

- there was a major risk of land assembly and the need for special powers was evident; and
- the ability of a statutory body to bring forward development more quickly was a significant factor.

11. As the Eco-towns prospectus stated

A new town development corporation, established under the New Towns Act, 1981, could be an appropriate delivery option in circumstances where:

- the task of infrastructure provision and related investment was of a scale where a statutory body would have significant advantages;

Annex C

Glossary

Area of Outstanding Natural Beauty (AONB) – An area with statutory national landscape designation, the landscape of which is has a distinctive character and natural beauty, so outstanding that it is in the nation's interest to safeguard them. Created by the legislation of the National Parks and Access to the Countryside Act of 1949.

Affordable Housing – includes social rented, low cost home ownership and intermediate rented housing, provided to specified eligible households whose needs are not met by the market.

Biodiversity – encompasses the whole variety of life on Earth. It includes all species of plants and animals, their genetic variation and the complex ecosystems of which they are part.

Brownfield Land – previously developed land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), including curtailage of the developed land and any associated fixed surface infrastructure.

Code for Sustainable Homes is the national standard for sustainable design and construction of new homes. From 1 May 2008 it is a requirement that all new homes have a rating against the Code; if a home has been assessed against the Code that will be in the form of a Code certificate showing the star rating it has achieved or if it hasn't had an assessment then a nil rated certificate will be required.

Community development trusts – are organisations owned and led by the community that work to develop assets and improve the community in which they live.

Development Plan Documents – Prepared by local planning authorities they outline the key development goals of the Local Development Framework. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.

Environmental Infrastructure – are the pipes, drains, plant, machinery, land, buildings and structures needed for water supply and treatment, liquid (including wastewater) and solid waste collection, treatment and disposal and to manage flood risks.

Flood Zones – Zone 1 is land assessed as having a less than 1 in 1000 (0.1%) annual probability of river or sea flooding in any year; zone 2 is land assessed as having between a 1 in 100 and 1 in 1000 (1% – 0.1%) annual probability of river flooding or between 1 in 200 and 1 in 1000 (0.5% – 0.1%) for sea flooding; zone 3a is land assessed as having a 1 in 100 (1%) or greater annual probability of river flooding or 1 in 200 for sea flooding (0.5%); zone 3b is functional flood plain - land where water has to flow or be stored in times of flood.

Green infrastructure – is a network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities.

Green field land – is land that has not previously been developed, which is either currently used for agriculture or just left to nature.

Green Belt (not to be confused with the term ‘green field land’)

– is a designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of Green Belt are to:

- check the unrestricted sprawl of large built up areas;
- prevent neighbouring towns from merging;

- safeguard the countryside from encroachment;
- preserve the setting and special character of historic towns; and
- assist urban regeneration by encouraging the recycling of derelict and other urban land.

Lifetime Homes standards – are a set of sixteen criteria which together make a dwelling easier to use and adapt as a family’s needs change over time.

Masterplan – is a type of planning brief outlining the preferred use of land and buildings, as a framework for planning applications.

Planning Obligations and Agreements – are legal agreements between a local planning authority and a developer, or offered unilaterally by a developer, ensuring that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called a ‘section 106’ agreement.

Regional spatial strategy – A strategy formerly known as regional planning guidance, for how a region should look in 15 - 20 years time and possibly longer. It identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal.

Sites of Special Scientific Interest (SSSI) – are the best examples of our natural heritage of wildlife habitats, geological features and landforms. An SSSI is an area that has been notified as being of special interest under the Wildlife and Countryside Act 1981.

Sustainability Appraisal – is a process which examines the social, environmental and economic effects of the strategies and policies in a document to ensure that the decisions that are made accord with sustainable development.

Sustainable Communities – are places where people want to live and work, now and in the future.

Sustainable development – See Code for Sustainable Homes.

Sustainable urban drainage systems (SUDS) – whereas conventional piped systems are characterised by a limited capacity, fast conveyance and no reduction in volume, SUDS mimic natural drainage processes with the characteristics of storage, slow conveyance and some volume reduction. There are a number of techniques that encompass the essential elements of SUDS such as green roofs, porous paving, swales and ponds.

Strategic Flood Risk Assessment (SFRA) – an assessment that considers flood risk, both fluvial and tidal and examines the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Waste biomass – is organic matter available on a renewable basis. Biomass includes forest and mill residues, agricultural crops and wastes, wood and wood wastes, animal wastes, livestock operation residues, aquatic plants, fast-growing trees and plants, and the biomass component of municipal and industrial wastes.

Water Cycle Study – is a study that uses an integrated approach to examine the potential constraints on and impacts of development on three main aspects of the water cycle; water resources; water quality and flood risk.

Zero carbon development – over a year, the net carbon emissions from all energy use from buildings in the development are zero.

Annex D

Full List of Bids Received

Region	Scheme name	Scheme Promoter	E-mail Contact
East Midlands	<i>Pennbury (Stoughton)</i>	<i>Co-operative Estates, part of the Co-operative Group and English Partnerships</i>	ecotown@co-operative.coop
East Midlands	<i>Kingston</i>	<i>Banks Developments</i>	philip.baker@banksdevelopments.com
East Midlands	<i>Rushcliffe**</i>		
East Midlands	<i>Groveswood</i>	<i>Banks Developments & Peel</i>	philip.baker@banksdevelopments.com
East Midlands	<i>Burtoft</i>	<i>Anthony Carter</i>	paulb@lowcarbonbritain.co.uk
East Midlands	<i>Manby</i>	<i>East Lindsey District Council</i>	anne.shorland@e-lindsey.gov.uk
East	<i>Land North of Harlow</i>	<i>Ropemaker Plc and Places for People</i>	ecotown@placesforpeople.co.uk
East	<i>Easton Park</i>	<i>LS-Easton Park Investments Ltd</i>	enquiries@eastonpark.co.uk
East	<i>The Cambridge Light Railway and Cambridge Heath, a sustainable country town.</i>	<i>Six Mile Bottom Estate and Others</i>	jaqltd.cambridge@btinternet.com
East	<i>North Weald</i>	<i>Lend Lease</i>	Adrian_Smith@lendlease.co.uk
East	<i>Boxted Wood Eco Town</i>	<i>Galliard Homes Limited</i>	feedback@boxtedwood.com
East	<i>NE Elsenham</i>	<i>The Fairfield Partnership</i>	psavage@camarguepr.com
East	<i>Alconbury Airfield</i>	<i>Alconbury Developments Limited</i>	hanburyh@rpsgroup.com
East	<i>Marks Tey</i>	<i>Marks Tey Consortium</i>	andy@asplanning.co.uk
East	<i>Marston: New Marston</i>	<i>Gallagher Estates</i>	Greg.mitchell@gallagheruk.com/ Steve.Crawhurst@tymconsult.com
East	<i>Marston: Marston Vale</i>	<i>O & H Properties Ltd</i>	dwr@ohproperties.co.uk
East	<i>Peterborough EcoTown</i>	<i>Wharf Land Investments Ltd</i>	william@wharflandinvs.com
East	<i>Hanley Grange</i>	<i>Jarrow Investments Ltd</i>	Ben.Mascall@fdtamesis.com or Sebastian.Hanley@fdtamesis.com
East	<i>Thorpe Wood*</i>		
East	<i>Tilbury</i>	<i>Thurrock Council and Thurrock Thames Gateway Development Corporation</i>	jlynch@thurrock.gov.uk
East	<i>Mereham New Community</i>	<i>Stannifer Developments Ltd.</i>	Susanna.sanlon@bartonwillmore.co.uk
East	<i>Sculthorpe Airfield</i>	<i>Cognitus Consulting Ltd</i>	dtuttle@btinternet.com

Region	Scheme name	Scheme Promoter	E-mail Contact
East	<i>Waterbeach (Denny St. Francis)</i>	<i>RLW Estates.</i>	kevin.howlett@ppsgroup.co.uk
East	<i>Thurleigh North</i>	<i>St Modwen</i>	Mark.Sitch@Bartonwillmore.co.uk/ Grant.Stevenson@ Bartonwillmore.co.uk
East	<i>Thamesgate</i>	<i>Thamesgate Regeneration Limited, Part of Colonnade Land LLP</i>	alastair.watson@ colonnade-group.co.uk
East	<i>Coltishall</i>	<i>Coltishall Group Plc</i>	edward.hanson@ bartonwillmore.co.uk
North East	<i>Causey Park</i>	<i>Harworth Estates (the property division of UK Coal)</i>	barneyc@b-h-p.com
North East	<i>Stockton Eco Town</i>	<i>Sven Investments/Urban Splash Ltd</i>	sven.investments@emolior.com
North East	<i>Cambois</i>	<i>Banks Development Ltd</i>	philip.baker@ banksdevelopments.com
North West	<i>Wardle*</i>		
North West	<i>Eco-Town Carrington</i>	<i>Trafford MBC</i>	Suzanne.hilton@trafford.gov.uk
North West	<i>Derwent Forest</i>	<i>Lakeland Guild Construction Company Ltd.</i>	cratcliffe-springall@zen.co.uk
South East	<i>Airtrack Rail</i>	<i>DP9 Planning Consultants</i>	ARL@dp9.co.uk
South East	<i>Redhill Aerodrome</i>	<i>Clifford W & RC Shrimplin</i>	roger@shrimplin.com
South East	<i>Dunstable Park</i>	<i>Dunstable Park Ltd</i>	mcdonald@spa-ltd.co.uk/ Jim.McAllister@rutland.co.uk/ Gerry.Forristal@rutland.co.uk
South East	<i>Bordon-Whitehill</i>	<i>East Hampshire District Council</i>	daphne.gardner@ easthants.gov.uk
South East	<i>Sittingbourne</i>	<i>Spennythorpe Developments/ St James Investments</i>	peter.sutcliffe@scottwilson.com
South East	<i>Ford: Ford Airfield.</i>	<i>Ford Airfield Vision Group (comprising Ford Farming Group, Redrow Homes Southern Limited and Wates Developments Limited).</i>	gpleasants@quatro-pr.co.uk
South East	<i>Ford: Ford Enterprise Hub</i>	<i>Tony Dixon, John Penfold & Harold Hall – co-authors of the Ford Enterprise Hub concept</i>	afdixon@btinternet.com/ haroldaubreyhall@aol.com / john_penfold@btinternet.com
South East	<i>Greenway</i>	<i>Greenway Land LLP</i>	design@rogerevans.com

Region	Scheme name	Scheme Promoter	E-mail Contact
South East	<i>Micheldever Station Market Town (MSMT)</i>	<i>Eagle Star Estates Limited</i>	info@msmt-ecotown.co.uk
South East	<i>Shipton Eco-town</i>	<i>Kilbride Properties Limited</i>	info@kilbridegroup.com
South East	<i>Weston Otmoor</i>	<i>Parkridge</i>	info@parkridgeholdings.com
South East	<i>The Surrey/London borders EcoTown</i>	<i>Whitecote Ltd</i>	william@wharflandinvs.com
South East	<i>Westcott</i>	<i>Rockspring Hanover Property Unit Trust</i>	batesonan@rpsgroup.com/ Rod.Mordey@rockspringpim.com
South West	<i>St Austell (China Clay)</i>	<i>Imerys Minerals Limited</i>	ivor.bowditch@imerys.com
West Midlands	<i>Curborough</i>	<i>Curborough Consortium</i>	paul.hill@rpsgroup.com
West Midlands	<i>The Throckmorton Airfield Sustainable Community</i>	<i>The Throckmorton Consortium</i>	rcwaterman@QinetiQ.com
West Midlands	<i>Middle Quinton</i>	<i>St Modwen and The Bird Group of Companies</i>	Mark.Sitch@Bartonwillmore.co.uk/ Grant.Stevenson@ Bartonwillmore.co.uk
Yorkshire & Humberside	<i>Clifton Gate</i>	<i>Commercial Estates Group / Hallam Land Management</i>	beverley.smith@gvagrimley.co.uk
Yorkshire & Humberside	<i>Rossington</i>	<i>Rossington Ecotown Partnership (UK COAL, Persimmon, HelioSlough and Rossington Forward)</i>	neill.evans@spawforths.co.uk
Yorkshire & Humberside	<i>The Stainforth & Hatfield Eco Town Initiative</i>	<i>Helioslough Ltd</i>	hobsonj@signetplanning.com
Yorkshire & Humberside	<i>Thorp Arch</i>	<i>Rockspring Hanover Property Unit Trust</i>	troupa@rpsgroup.com
Yorkshire & Humberside	<i>Willow Green</i>	<i>GMI Property Company Limited</i>	willowgreen@gmigroup.co.uk
Yorkshire & Humberside	<i>Micklefield*</i>		
Yorkshire & Humberside	<i>The Greens</i>	<i>GMI Property Company Limited; Oulton Hall (IOM) Ltd</i>	thegreens@gmigroup.co.uk
Yorkshire & Humberside	<i>Darringfield</i>	<i>Tangent Properties (North) Limited</i>	email@njchambers.fsnet.co.uk
Yorkshire & Humberside	<i>Leeds City Region**</i>		

*Promoter subsequently withdrew bid

**Further review-see main document

Annex E

Consultation Process

How to respond to the consultation

Please send your response no later than 30 June 2008 to:

Eco-towns Team
Housing and Growth Programmes
Department for Communities and
Local Government
2/H9 Eland House
Bressenden Place
London
SW1E 5DU

Or by email to:
ecotowns@communities.gsi.gov.uk

If you have any queries regarding the consultation please email the above address.

Representative groups are asked to include a summary of the people and organisations they represent in their reply.

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

The Consultation Criteria

The Government has adopted a code of practice on consultations. The criteria below apply to all UK national public consultations on the basis of a document in electronic or printed form. They will often be relevant to other sorts of consultation.

Though they have no legal force, and cannot prevail over statutory or other mandatory external requirements (e.g. under European Community Law), they should otherwise generally be regarded as binding on UK departments and their agencies, unless Ministers conclude that exceptional circumstances require a departure.

- 1. Consult widely throughout the process, allowing a minimum of 12 weeks for written consultation at least once during the development of the policy**
- 2. Be clear about what your proposals are, who may be affected, what questions are being asked and the timescale for responses**
- 3. Ensure that your consultation is clear, concise and widely accessible**

- 4. Give feedback regarding the responses received and how the consultation process influenced the policy**
- 5. Monitor your department's effectiveness at consultation, including through the use of a designated consultation co-ordinator**
- 6. Ensure your consultation follows better regulation best practice, including carrying out an Impact Assessment if appropriate**

The full consultation code may be viewed at

www.cabinet-office.gov.uk/regulation/Consultation/Introduction.htm

Are you satisfied that this consultation has followed these criteria? If not, or you have any other observations about ways of improving the consultation process please contact:

Albert Joyce
CLG Consultation Co-ordinator
Zone 6/H10
Eland House
London
SW1E 5 DU

or by e-mail to:
Albert.Joyce@communities.gsi.gov.uk

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