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CPRE South East eBulletin: 15 April 2008

Eco-towns

The government is consulting on the shortlist of 15 eco-towns announced on 13 April. Deadline for responses 30 June 2008. This briefing is based on "Eco-towns: living in a greener future" (<http://tinyurl.com/3xnjrn>: hereafter 'Greener Future') and the Town and Country Planning Association best practice worksheets for eco-towns (<http://tinyurl.com/4agf6d>).

The Shortlist

1. First eco-towns announced

On 3 April, Housing Minister Caroline Flint announced a shortlist of 15 eco-towns across England (see Table 1 at the end of this eBulletin), whittled down from a long list of nearly 60 submitted a year ago. None of the proposals for eco-towns in the North West or North East made the shortlist, apparently because the government did not wish to divert existing regeneration funds. Up to 10 eco-towns will be selected later this year to go forward to begin construction by 2010. These early towns will have a "demonstrator role".

Region	Proposals	Shortlisted
East Midlands	6	3
East of England	20	4
North East	3	0
North West	3	0
South West	1	1
South East	13	3
West Midlands	3	2
Yorkshire and Humberside	9	2
England	58	15

The eco-town project provides, says the government, an opportunity unparalleled since the third generation of the new towns (Milton Keynes, Northampton, Peterborough, Telford, Warrington). The eco-towns are seen as making a major contribution towards the government's target of 3 million homes by 2020, though only around 125,000 will be built in this first round of eco-towns, including around 36,000 affordable houses (c. 30%). Such is the government's rush to get the towns started that many parts of the process, such as the international design competition and applications for planning permission, will run in parallel to the selection process.

2. The three South East contenders

West Sussex, Ford. Two competing bids have been put forward for the former airfield. CPRE Sussex has expressed its "deepest concerns" about the proposal. Ford is a predominantly a greenfield site with good arable land that is being farmed successfully. The brownfield area is relatively small compared with the overall area of the airfield. CPRE Sussex believes that the Government will impose the proposed 5,000 houses in addition to the houses already allocated to Arun within the draft South East Plan. It is also concerned that for any new development to be self-sustaining, the minimum viable number of houses would be c. 8,500. This would imply a town two to three times the size of Arundel. CPRE Sussex has proposed to form an alliance with Arun District Council and other organisations to oppose the proposal. West Sussex County Council said it is "seriously concerned" about the impact the eco-town will have on roads and local communities (<http://tinyurl.com/3muvuc>). The Leader of Arun District Council said she was appalled that no account had been taken of the Council's consistent and overwhelming objections to the plan (<http://tinyurl.com/3mlsxn>). The chief executive of the Sussex Wildlife Trust argued that Ford will be disastrous for the area. "It is effectively the urbanisation of this section of the River Arun valley... the cost is too high. (Argus: <http://tinyurl.com/6prdyo>).

Oxfordshire, Weston Otmoor. This ambitious and well advanced plan for 15,000 homes was rejected for the draft South East Plan. The site straddles the congested A34: a "Florence style" bridge bearing homes and shops may be built over the road as the centrepiece of the new town. The proposal includes a rail station on a much upgraded Oxford to Bicester line, and a park and ride for Oxford. The eco-town will offer two secondary schools, eight primary schools, and jobs for 12,000 people. The first settlers will arrive by 2012. Four-fifths of the site is greenfield, one third in the green belt, including an SSSI. Oxfordshire County Council is sceptical about the scheme, saying it will be critical to ensure that the project directly benefits nearby Bicester, particularly in providing more jobs (<http://tinyurl.com/4osykJ>). Opposition is led by CPRE Oxfordshire, which said that "Weston Otmoor" a smokescreen for making house-building on green fields appear more palatable" (CPRE Oxfordshire: <http://tinyurl.com/4nwprh>), and a community group, the Weston Front (<http://tinyurl.com/3eu2pm>), which is already threatening to take any approval of the scheme to judicial review (Oxford Times: <http://tinyurl.com/59txvm>; <http://tinyurl.com/57gk79>).

Hampshire, Bordon-Whitehill. A settlement of 5,500 homes to be built on ex-MoD land between the A3 and A31 (an allocation of 2,500 homes on the site was included in the draft South East Plan). Water supplies and transport infrastructure are major problems for this location. East Hampshire District Council's Conservative leader Ferris Cowper described the short listing as "fantastic" (<http://tinyurl.com/4h6xlg>). In north Hampshire, Eagle Star, is backing the repeatedly rejected proposal for Micheldever Station Market Town, and declared it remained "committed to maintaining MSMT's environmental credentials as part of any future proposals" (<http://tinyurl.com/6arlze>).

The Eco-towns

3. The eco-town concept

The government intends to "create zero carbon developments which combine affordable housing, environmental sensitivity, and outstanding quality". Eco-towns must be distinctive, well designed places that people take pride in, designed around the needs of public transport users, pedestrians and cyclists. The settlements will be:

- ◆ **1. New.** 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 at least 5,000 homes.
- ◆ **2. Zero carbon.** 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.
- ◆ **3. Self sufficient.** Eco-town proposals should provide for a range of facilities within the town – a secondary school, a medium scale retail centre, quality business space and leisure facilities.
- ◆ **4. Affordable.** Affordable housing should make up between 30% and 50% of the total with a wide range and distribution of tenures in mixed communities, with an emphasis on larger family homes.
- ◆ **5. Managed.** A management body will help develop the town. It will provide support for people moving to the new community and for businesses, co-ordinate delivery of services, and manage facilities.

4. Design

The eco-towns will be new settlements. We are promised high standards of design, in part based on competitions. CLG is sponsoring an international design ideas competition to run in parallel with development of individual eco-town proposals. The town will be laid out to an adaptable masterplan, with flexibility to "evolve". *Greener Future* is silent on whether eco-towns should have capacity to grow; these decisions will be left to the reviews of the RSS. The health of the settlers will be promoted through the active design principles of Sport England (<http://tinyurl.com/4mksf7>) and "healthy living choices". The government expects imaginative proposals to create additional green infrastructure. The towns will be designed and built to create net benefits in improving landscape and biodiversity for the area, create new networks of habitats and create "other new green assets that are sustainable in a climate changed future". The eco-theme will extend to education and schools will specialise in environmental issues.

5. Zero carbon settlements?

The government has created a rod for its own back with its bold claims that eco-towns will be zero carbon settlements. *Greener Future* says 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. But it defines zero carbon narrowly: "over a year, the net carbon emissions from all energy use within the buildings on the development are zero", thereby excluding carbon emitted by transport (18% of UK emissions) and during construction of the settlement. Even the Town and Country Planning Association, an eco-town enthusiast, says that the towns will be net generators of greenhouse gases unless the government purchases carbon offsets: "to call [eco-towns] zero-carbon is slack language" (Times: <http://tinyurl.com/46ftse>).

Even for housing, the proposals appear to be somewhat less than zero carbon. *Greener Future* says that eco-towns will be "aspiring to meet Level 6 of the Code for Sustainable Homes (and Level 3 as a minimum)". The CSH is a complex mechanism for achieving a single score for the environmental performance of new homes, taking into account factors such as energy used in construction, as well as the energy performance of the house. CSH Level 6 is zero carbon but Level 3 only achieves a 25% reduction in carbon over current building regulations.

Low or zero carbon energy sources will be included within the towns but no details are given. Climate change is given as partial justification for two towns. Manby in Lincolnshire and Coltishall in Norfolk may both house people relocated from threatened settlements on the coast.

6. Employment and services

Eco-town plans are expected to provide for a good range of facilities within the town, including a secondary school, a medium scale retail centre and leisure facilities. They should adopt a "town square" approach in which schools, shops and community centres are located together. *Greener Future* looks to innovation in delivering public services, including collocation of children's services alongside schools and new ways of delivering health services.

An economic strategy will relate the business potential of the eco-town to nearby towns and encourage home working. The government is calling for high quality business space, and links to existing employment clusters and university research centres. Among the specific proposals are a science and technology park for Ford in Sussex, a national centre of innovation in sustainable living in Cornwall and a prison at Coltishall in Norfolk. Hanley Grange outside Cambridge is more than likely to include a significant Tesco store. The Daily Telegraph revealed that the eco-town bid was submitted on behalf of the supermarket giant (<http://tinyurl.com/62ogjt>).

7. Green space and the environment

Greener Future is ambitious about green space, while acknowledging that sensitive environmental areas will come under pressure as a result of the developments. It promises an acre of green space for every hundred homes. One-fifth of the town area, excluding gardens, will be incorporated within "a strong network of multifunctional green space, linked to the wider countryside". This will include community parks, children's play areas, sports areas and allotments. The Marston eco-town is expected to deliver parts of the Bedford to Milton Keynes Waterway Park.

Waste disposal should be linked to energy provision. Zero construction waste will go into landfill. Eco-towns "should at least meet the EU ambient air quality standards".

A number of environmentally sensitive areas will come under pressure or threat from the eco-towns. In east Hampshire, Bordon-Whitehill will be put yet more pressure on the adjacent Special Protection Area and the Shortheath Common SSSI. The Oxfordshire proposal for Weston Otmoor threatens the traditional pastures of the Wendlebury Meads and Mansmoor SSSI, to the anger of the local wildlife trust (<http://tinyurl.com/539294>). In Lincolnshire, Manby threatens the Lincolnshire Grazing Marshes protected under the Biodiversity Action Plan. In East Anglia, there are significant concerns about the impact of Coltishall, along with planned expansion of Norwich, on the Norfolk Broads.

Most of the sites include greenfield, and two include green belt land (Weston Otmoor, Oxford and Rossington, Doncaster). Seven of the 15 shortlisted proposals are partly on former airfields, reopening the vexed question of airfields and their brownfield status (House of Lords debate: <http://tinyurl.com/53elj2>).

8. Water

Water is a major issue, both in supply and sewerage. *Greener Future* admits that water resources are already at capacity or in deficit at least nine of the 15 of the shortlisted eco-towns, including all three in the South East (Bordon-Whitehill, Weston Otmoor, Ford: Elsenham, Hanley Grange, Manby, Marston, Pennbury, Rossington). All eco-town proposals will undertake a water cycle study and produce a water cycle strategy to provide a plan and programme for water services infrastructure. Other guidelines are set out in the TCPA worksheets:

- ◆ Eco-towns should not be built in Flood Zone 3 (greater than 1 in 100 risk of flooding). Flood Zone 2 should be used as far as possible for open spaces, including flood storage.
- ◆ An eco-town wide Flood Risk Assessment is essential.
- ◆ Eco-towns should utilise Sustainable Drainage Systems (SUDS), including green roofs, rainwater harvesting, permeable pavements, natural watercourse corridors, wetlands and ponds. Eco-towns should aspire to improve environmental water quality.
- ◆ Eco-town developers should aspire to high levels of water efficiency. Homes built before 2016 should achieve level 3 or 4 (105 litres/head/day) of the Code for Sustainable Homes and homes built after 2016 level 5 or 6 (80 lhd). Current average usage across the UK is 148 lhd (Ofwat: <http://tinyurl.com/5dkls9>).

9. Housing

Affordable housing. The ministerial statement announcing the shortlist promised that "more than 30 per cent of the overall new houses will be affordable housing". *Greener Future* promises 30–50%, with a good mix of tenures and sizes. In the current shortlist, the maximum proposed for any town is 40%, and the overall percentage looks closer to 30%.

Housing targets. The housing in the eco-towns will count towards the housing allocation of the planning district. "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." The housing targets are due to be "stretched" in the partial reviews of RSS to be completed by 2011. In the case of the South East, the final list of eco-towns will be approved before the government's delayed response to the South East Plan, and the housing numbers are likely to be incorporated within the elevated housing targets.

Housing density is not mentioned.

Housing providers. Sites will be made available to community and cooperative housing groups. The Homes and Communities Agency will have a major role in developing the towns.

10. Transport

Planning for transport in the eco-towns should focus on creating "lifetime places that work", according to the TCPA's jargon. It calls for exemplar towns with less than 25% of all journeys made by private car, with good practice being 40%. Travel plans will show how co-location of services and an "increased proportion of journeys on foot, by cycle and by public transport" will reduce the need to travel by car. Street and place design should start with pedestrians and cyclists having priority, and with limited and managed car access. Speed limits should be very low on all streets, with some designated to be higher where justified by their position in the access hierarchy (but there is no mention of the 15 mph limit on key roads trailed in the media earlier; BBC: <http://tinyurl.com/3kpc9r>). The use of public transport for journeys not suitable for walking or cycling should be the norm. The TCPA says that a specific emissions target for transport will need to be set.

Many of the eco-towns present significant transport problems. Bordon-Whitehill has a lack of rail access and highway constraints: innovative public transport is promised as a solution. The Weston Otmoor eco-town will have a tram system linked to an improved Oxford to Milton Keynes East–West Rail Link. The settlement will also incorporate a new park and ride for Oxford, increasing pressure on the congested congested A41/M40/A34 in the Wendlebury area. Further north, the new town of Rossington will have five new 'walkable' neighbourhoods but will also add to pressure to build an airport link road (FARRRS) through the Doncaster green belt.

11. Communities

We are promised "community empowerment in both the development and the operation of the eco-town" and local trusts to manage community assets. Existing community and faith organisations in the locality will be key players and early advocates in the formation of the new community. Community development workers will be appointed to welcome new arrivals and act as catalysts for drawing people together. Developers will build a central resource centre for the community and community infrastructure will be delivered early and on time. One suggestion is that a Community Development Trust might own assets and run local public services, perhaps with endowments from Section 106 agreements or grants from the developer.

12. Delivery and governance

A management body will help develop the town, provide support for people moving to the new community, for businesses, and co-ordinate delivery of services and manage facilities. The government says that "in the great majority of cases" it would not expect to use statutory mechanisms. But it may establish a new town development corporation for the more complex projects, especially where large scale compulsory purchase is needed or where a corporation could deliver a project more quickly. It is expected that the new Homes and Communities Agency will take a leadership role in delivery. "We expect the HCA to be the best delivery partner for local authorities and the expert delivery adviser to Government." *Greener Future* is silent on the democratic structure of the towns.

Next Steps

13. Four Stages

Stage One: April 2008. Three month consultation on preliminary views on eco-town benefits and shortlisted locations. Deadline: 30 June 2008; website: <http://tinyurl.com/29lmsd>.

Stage Two: July 2008. Consultation on a draft *Planning Policy Statement on Eco-towns*. Consultation on the Sustainability Appraisal, which will provide a more detailed assessment of the locations, including Appropriate Assessment under the Habitats Directive where required. The final version of the Sustainability Appraisal will be published in the autumn.

Stage Three: late 2008/early 2009. Decision on the final list of locations with eco-town potential. The list will take into account the Sustainability Appraisal and the views of consultees. Publication of a final *Planning Policy Statement on Eco-towns*, incorporating the list.

Stage Four: from June 2008. Submission of individual planning applications "which will be decided on the merits of the proposal", but planners must take account of the PPS. The 20 feet high application for Curborough near Lichfield has already been submitted (QS: <http://tinyurl.com/5de9my>).

14. Planning

"Most" schemes will be determined through the local planning authority. The government will try to establish a partnership approach with the local authority taking forward the eco-town and will help local authorities bring forward Local Development Frameworks where appropriate.

- ◆ **PPS.** The *Planning Policy Statement on Eco-towns* will set out the framework for assessment of applications. It will specify locations "that have the potential to be an eco-town", not just those in the current shortlist. The PSS will be a material consideration in whether to approve planning permission for eco-towns, especially where the local Development Plan is silent or out of date.
- ◆ **ECP.** The government will establish a 12 member *Eco-towns Challenge Panel* (ECP) to help bidders and local authorities review and refine proposals. The chairman is John Walker, a regeneration expert (CLG: <http://tinyurl.com/3rzxfy>). The panel will help ensure that the:
 - ◆ sustainability: how will the project achieve sufficiently high environmental standards?
 - ◆ deliverability: how will it be funded and managed?
 - ◆ affordability: is the scheme affordable within funding streams available to investors and the public sector? What are the respective contributions?

The RSS partial reviews due by 2011 will "test the longer term issues that arise from the eco-town proposals – such as the ultimate size of new settlements".

Reaction and Analysis

15. Reaction and comment

CPRE, which has given support for the principles of the eco-town concept, said the shortlisted sites were the right idea in the wrong places. "Our main worry is the proposed location of many of these schemes. We fully support the Government's aspirations for achieving the highest standards in terms of sustainability and affordability. But achieving high environmental standards on site is not enough if the development is in the wrong place to begin with" (<http://tinyurl.com/6fqw3e>).

CPRE **Northumberland** said failure of the proposal for an eco-town at Cambois to make the shortlist was an "opportunity missed" and would have improved rail connections. Residents also expressed disappointment (Journal Live: <http://tinyurl.com/38hyq8>; News Post: <http://tinyurl.com/6mrbm8>).

CPRE **Cheshire** expressed disappointment that a bid for 400 acres of brownfield land at the former Shell petrochemical works at Carrington in Trafford was not selected (<http://tinyurl.com/3euopw>).

The **Royal Town Planning Institute** warned that the Government risks creating "soulless Stepford Wives suburbia" if it fails to adequately link new eco-towns with existing communities (RTPI: <http://tinyurl.com/68jb7d>). The Town and Country Planning Association hopes "the proposed planning policy will enable more eco towns to come forward through the proper plan making process, perhaps even a new programme of eco-villages to satisfy the urgent need for rural affordable housing" (<http://tinyurl.com/4tqxpc>).

The **Local Government Association** said the proposals could mean normal planning processes will be ignored. "While we are in favour of tackling the housing crisis by building thousands of extra homes, imposing plans from Whitehall is not the right way to do it. It's no use building carbon neutral, environmentally-friendly houses if they are in the middle of nowhere with no facilities so that people have to drive miles to buy a loaf of bread or take their kids to school" (<http://tinyurl.com/4llg4u>).

The **Federation of Master Builders** were more critical. "Eco-towns sound lovely but are really a red herring to give the government's housing plans a stamp of green credibility. Building brand new eco-towns outside existing settlements is a really bad idea when there are 675,000 empty homes in England alone sitting empty, all ripe for refitting with green technologies. Given that demand for housing covers the whole of the UK it makes sense for every village and town to have new housing rather creating brand new settlements. If the Government is really serious about sustainable settlements the better solution would be to develop a patchwork of hundreds of smaller eco-projects" (<http://tinyurl.com/2s8q7o>).

Jonathan Glancey. "The decline and fall of the post office should remind us all of the implausibility of the "eco-town" project. On the one hand, government barks away about "sustainability", while on the other, it does nothing as we lose a public service that is so much a part of the very "community" spirit ministers are so keen on" (BD: <http://tinyurl.com/5mcrn7>).

Simon Jenkins. "A shortlist of 15 eco-towns was announced by the housing minister, Caroline Flint [on] the 60th anniversary of the "Silkingrads", the ideologically weighty settlements built by old Labour in England's green and Tory countryside. The intention was summed up in Flint's terrifying threat: "We will revolutionise the way people live." When her 1940s predecessor, Lewis Silkin, spoke likewise of "building for the new way of life", his audience cried "Gestapo... dictator!" and put sand in his fuel tank" (Guardian: <http://tinyurl.com/4t66or>). **Dermot Finch** agrees with Jenkins that the emphasis should be on cities, not new towns: "The danger is that eco-towns will be too small and too isolated to become anything but commuter dormitories or, in the worst-case scenario, undesirable sink estates" (Guardian: <http://tinyurl.com/4yyryu>).

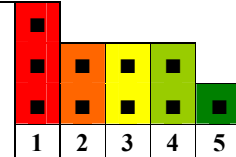
Caroline Flint. The almost universal criticism seems to have left the housing minister rattled. In an angry retort to Jenkins and Finch, she said that "eco-towns will not be green ghettos, but thriving communities. They'll help us design and build homes in better ways, and pass on the lessons to all cities" (Guardian: <http://tinyurl.com/5eo4e3>). In the Sunday Times, she conjured up an improbable argument to counter her critics: concrete is good for the countryside. Turning fields into housing estates could improve the "green environment" and biodiversity, she claimed, promising that there are "no ifs or buts" about respecting local planning processes and there would be no building on the greenbelt" (<http://tinyurl.com/5tnb6m>).

16. The Ten CPRE Tests

In February, CPRE set out 10 tests for eco-towns (<http://tinyurl.com/3ksb2w>). The provisional analysis below is by Andy Boddington.

Test (for definitions see below)	1	2	3	4	5
1. Consultation with the public		■			
2. Testing against local and regional plans	■				
3. Evidence that a new eco-town is best option	■				
4. Efficiency of land use			■		
5. Carbon neutrality		■			
6. Community and quality of life					■
7. Landscape quality and protection	■				
8. Conservation of natural resources and minimal pollution				■	
9. Employment, services, governance and affordable housing			■		
10. Public transport and local supply networks				■	

Summary score (1=Very Poor. 5=Very Good)



1. The public and affected communities should be fully consulted on schemes, including the principle of whether or not to have an eco-town in their area;
2. Schemes should be tested through regional spatial strategies and local development framework reviews. These should ensure that decisions on eco-towns take full account of evidence on environmental effects, housing need and alternatives for meeting this;
3. Decisions on eco-towns should be accompanied by evidence that demonstrates a new settlement to be the most sustainable option for accommodating housing growth compared with other options, such as redeveloping an existing urban brownfield site or an urban extension;
4. Schemes should demonstrate efficient use of land, with densities capable of supporting public transport and a high priority given to recycling brownfield land and buildings;
5. They should be genuinely carbon neutral, taking into account potential emissions from transport (domestic, public and commercial) and buildings (in construction and use);
6. They should foster a strong sense of place and community, achieve CABE gold Building for Life Standards, with high quality public spaces, architecture and street layouts that give priority to pedestrians and non-motorised transport, including substantial car free areas;
7. They should be subject to an independent landscape character appraisal, be sympathetic to their setting and clearly enhance the local landscape, built and natural heritage, including through the designation of new Green Belt where appropriate;
8. They should include measures designed to conserve water and other natural resources, minimise soil, air, noise and light pollution and achieve zero-waste;
9. They should be complete communities with homes (with at least 50% affordable), schools, workplaces, shops, recreation, community and health facilities and open space within walking distance and foster active, sustainable lifestyles and civic participation;
10. They should be well connected to surroundings with high quality public transport providing good access to nearby settlements and local supply networks, with sourcing of local produce, such as food, fuel and replenishable building materials.

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Table 1: The Eco-Towns

Region	County	Town	Affordability Pressure	Houses			Land use				Area (ha)	Comments
				Total	Afford	%Afford	Brown field	Green field	Green Belt	Air field		
East Midlands	Leicestershire	Pennbury	High	12-15,000	4,000	27-33%	■	■		■	1,720	Four miles south east of Leicester
East Midlands	Lincolnshire	Manby	Very high	5,000	1,500	30%	■	■		■	?	Plan for relocation of people from coast because of flood risk
West Midlands	Staffordshire	Curborough	Very high	5,000	2,000	40%	■	■		■	314	Ten miles from Burton
West Midlands	Warwickshire	Middle Quinton	Very high	6,000	2,000	33%	■				240	Rail link to Worcester-London line. 6 miles SW Stratford
South East	Hampshire	Bordon-Whitehill	Very high	5,500	2,000	36%	■	■		■	?	Ex-MoD homes already on site
South East	Oxfordshire	Weston Otmoor	Extreme	15,000	5,000	33%	■	■	■	■	800	Adjoins M40 & Oxford Bicester railway
South East	West Sussex	Ford	Very high	5,000	1,500	30%	■	■		■	350	Close to rail linking London and Sussex coast
South West	Cornwall	Imerys China Clay Community	Extreme	5,000	1,500–2,000	30–40%	■				750	Six sites. Former china clay workings. Close to St Austell
Yorkshire & Humberside	South Yorkshire	Rossington	Moderate	15,000	1,500+	10%+	■	■	■		300	Remodel ex-coliery village. Affordable housing total for first phase only
East of England	Norfolk	Coltishall	Very High	5,000	2,000	40%	■	■		■	?	Eight miles north of Norwich
East of England	Cambridgeshire	Hanley Grange	Extreme	8,000	3,000	38%		■			500	Adjacent to the A11 outside Cambridge
East of England	Bedfordshire	Marston Vale and New Marston	High	15,000?	2,000+	13%+	■	■			?	Two overlapping proposals, including former industrial sites. along East West rail
East of England	Essex	Elsenham	Extreme	5,000+	1,500	30%		■			265	Close to M11 and London to Cambridge rail
East Midlands	Nottinghamshire	Rushcliffe	Very High							■		Eco-town bid not pursued but government seeking alternatives sites in Rushcliffe
Yorkshire & Humberside	Yorkshire	(Leeds City Region)	High									Leeds City Region Partnership supports an eco-town. Further study to select one or more sites