



Leicester
City Council

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All

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

Special OSMB
Cabinet
Full Council

23rd October 2008
29th October 2008
30th October 2008

LEICESTERSHIRE ECOTOWN UPDATE

Report of the Corporate Director, Regeneration and Culture

1. PURPOSE OF REPORT

- a) To report that a Draft National Planning Policy Statement (PPS) on Eco-towns is expected in late October 2008.
- b) To update on the contents of the new "Vision" for the Leicestershire Eco-town that was made available on the Co-operative Group's (Co-op's) website on 10th October 2008. This was the most recent submission to the Department for Communities and Local Government (CLG) made by the Co-op.

2. SUMMARY

DRAFT PLANNING POLICY STATEMENT (PPS)

- 2.1 A Draft National Planning Policy Statement (PPS) on Eco-towns is expected imminently, which will include a Sustainability Appraisal (SA), (an assessment of the generic impact of the Eco-town proposals, but no site specific analysis). It will also include the final shortlist of up to 10 Eco-towns and provide guidance on the process for taking eco-town proposals through the planning process. It will allow a 12 week period for consultation, from the date of issue and is expected to be adopted by Spring 2009.
- 2.2 The Government has previously indicated that all Eco-Town schemes would be subject to consideration as part of the planning process, ultimately with a planning application to be considered by the Local Planning Authority, (Harborough District Council in this case). The Government's ambition is to see the first schemes underway by 2010.

THE SUBMITTED VISION FOR PENNBURY

- 2.3 The Eco-Town for Leicestershire scheme (referred to in previous Co-op publications as Pennbury), proposes to create a largely freestanding settlement with ambitious environmental and sustainability standards (to become zero carbon). 32 percent of the whole site would be built on, for a combination of 15,000 new homes (including 30% = 4,500 affordable housing units), new land for employment use, schools and healthcare provision. Innovative transport and energy solutions are also proposed.

CURRENT ASSESSMENT

- 2.4 Based on the information in the Vision document, it is noted that there are potentially benefits to the City and wider sub region from the Eco-town proposals, but there are still key challenges for the proposed Leicestershire Eco-town, particularly relating to transport infrastructure and congestion, housing and employment provision and impact on the regeneration of Leicester.
- 2.5 The City Council is engaged in discussions with the Co-op, the relevant Local Authorities and other stakeholders to examine these key issues and challenges and to identify the potential benefits and impacts on the City.
- 2.6 Five tests were agreed by Cabinet as a means of assessing the Eco- town proposal (See section 4e below).
- 2.7 As part of the joint work by Local Authorities, it was determined that a Strategic Assessment should be commissioned by independent consultants to investigate the areas of concern further. This work is still underway and will also inform the Council's thinking. The final report is expected late in November 2008.

CONSULTATION

- 2.8 The Government's stage 1 consultation period on the eco town proposals ended on 30th June 2008. In stage 1 consultation, transport, the environment and climate change were the three main top topics of concern /interest raised.
- 2.9 The Government is also expected to lead further consultation events in the area over the Autumn / Winter. The Co-op also plan to undertake a second stage of consultation on its current Vision, under stage 2.
- 2.10 Previous feedback from the City resident's facility on the micro website at www.leicester.gov.uk/pennburyecotown and from the consultation in the July edition of the Link magazine are set out in **Appendix 1**.
- 2.11 A number of organisations have been involved in the consultation process including the LRC which has in particular considered the impact on city regeneration and employment and their concerns have been reflected in this report.

3. RECOMMENDATIONS

Cabinet is asked to note this report and the imminent release of the draft PPS on Eco-Towns.

4. REPORT

a) GOVERNMENT PROPOSALS FOR ECO-TOWNS

- 4.1 Last year, the Government announced plans for five Eco- towns by 2016 and up to ten by 2020, as part of plans to build 3 million homes by 2020. The following criteria have been set for selecting Eco-towns.

- 4.2 They should be:-
- New settlements of between 5,000 and 20,000 homes;
 - Separate and distinct from existing towns, but well linked to them, as building in existing towns and cities cannot provide enough new homes;
 - Development which as a whole should reach zero carbon standards;
 - An exemplar in at least one area of environmental sustainability and promote leading edge green technologies;
 - Providing a good range of facilities including a secondary school, a medium scale retail centre, good quality business space and leisure facilities;
 - Between 30 and 50 per cent of the housing should be affordable, in particular for first time buyers and families;
 - Making provision for a management body to help develop the town, support people and businesses moving to the new community, and to coordinate service delivery.

b) STAGES OF THE PROCESS

- 4.3 Stage One: stage 1 consultation seeking preliminary views on the original Eco- towns concept, proposed benefits and 15 potential locations short listed ended in June 2008.
- 4.4 Stage Two: When the Draft PPS is issued, it will trigger a 12 week Consultation period on the draft Eco-town Planning Policy Statement and the Sustainability Appraisal. It will also contain a shortlist of up to 10 Eco- towns and the process for taking Eco-town proposals through the planning process.
- 4.5 Stage Three: a final decision on the list of locations with the potential to be an Eco-town as part of the final Planning Policy Statement in late spring 2009;
- 4.6 Stage Four: like any other proposed development, individual schemes will need to submit planning applications.

c) FURTHER INFORMATION

- 4.7 the Government CLG Eco-towns web page and FAQs go to:
<http://www.communities.gov.uk/housing/housingsupply/growthareas/ecotowns>

Copies of the Co-op's Vision document go to:
<http://www.ecotownforleicestershire.coop>

The City Council's micro website at www.leicester.gov.uk/pennburyecotown

d) THE SUBMITTED VISION FOR THE LEICESTERSHIRE ECO-TOWN

- 4.8 The paragraphs below summarise the Co-op's Vision:-

Land

- 4.9 Housing, employment, schools and healthcare are proposed, served by innovative transport and energy solutions. A map is attached in **appendix 2**.
- 4.10 The total site is 1886 ha. 32 percent of the whole site would be built on (600ha). The remaining 68% would be open space comprising "The Great Park" (1286ha). Of the

32% (600ha) to be developed, a further 30% of that would be used to provide open space (180ha) within the built up area.

- 4.11 The Great Park would be the Region's largest park and would surround the development. Approximately half of the park to the north of the town would be farmland (650ha) and half open countryside (636ha), with natural countryside to the east and leisure uses to the west. Within the Great Park would be 175ha for sports use, areas of new and enhanced biodiversity, woodlands, wetland, grassland, flood attenuation measures (95% of land is outside a flood zone), 3 flood storage areas, new farming land, a demonstrator farm with visitor centre and farm shop and local produce delivery, e.g. milk, eggs and fruit/ vegetables and new green infrastructure to improve accessibility along the river corridors as an asset for surrounding communities whilst respecting existing historic villages.
- 4.12 In the built up area, a town square and central town park, including a community orchard are proposed. 2 District Parks, (on the airfield and an archeological site) as well as local pocket parks within 3 minutes of each house, gardens, green roofs, allotments and sustainable drainage systems will be provided.

Homes

- 4.13 A combination of 15,000 new homes, to house 36,000 people would be provided in 3 housing districts, including 30% or 4,500 affordable housing units. A mix of dwelling types is proposed (see below) within each town block and on each street. A larger proportion of family homes are proposed and a mix of tenure and ownership. (75% of affordable homes being socially rented and 25% intermediate, including shared equity housing).
- 4.14 Housing proposals include:
- Lifetime Home standards;
 - Building for Life Silver Standard;
 - Secure by design principles for the development.
 - Density is between 40 -75 dwellings per hectare (dph), with average of 60dph.
 - More 3+ houses and fewer 2 bed flats, than the Strategic Housing Assessment (SHMA) advocates to encourage typical younger "innovators" with children / young professionals /graduates who are currently moving away.
 - Bed sizes are shown below:-

Property Type/Size	Percentage of Total
1 bed flat	3.9%
2 bed flat	11.0%
2 bed house	39.7%
3 bed flat	4.2%
3 bed house	29.2%
4 bed house and larger	7.1%
Sheltered/supported	4.9%
TOTAL	100.0%

- 4.15 Discussions have been held between the Co-op and the Housing Corporation and English Partnerships (shortly to become the Homes and Communities Agency) to consider potentially directing investment from the Eco-town to the City, to bring forward affordable housing on City housing and regeneration sites.

Transport and Mobility

- 4.16 Parking would be restricted to half a space per house, with some residential parking in peripheral car parks, not outside homes. Commercial parking would be akin to Leicester's city centre standards.
- 4.17 An ambitious modal split is proposed of 55% by public transport, 25% by car and 20% walking or cycling. A Rapid Transit System (RTS) would provide a high quality, high capacity, fast public transport system. It will comprise a bus based "hybrid vehicle" in the early phases, but would be "compatible with tram provision" and capable of conversion for later phases.
- 4.18 80% of homes in the town would be within 600m of RTS stops. The RTS would also go to Leicester station and a city centre terminus and be served by a 500 space park and ride site on the A6, with capacity to expand to 1000 spaces. Key RTS stops would themselves be served by "feeder" bus services. The inherent design /layout of the town enables walking and cycling and the town would provide an on demand minibus.
- 4.19 A smart choices travel company would also be set up in the later phases, to specifically manage travel, by marketing, providing real time travel information, influence single ticketing, and long term support of necessary services. A smart card would give discounts on environmentally friendly travel use. The RTS is intended to reduce congestion on existing key transport routes.
- 4.20 There is potential for a freight staging post to the south of the site, next to the existing railway line.

Community / Governance

- 4.21 Shops, restaurants, leisure, health, community centre, faith and civic buildings will be included. A local centre will be provided at the outset, with school, store and community meeting hub.
- 4.22 Residents will be expected to adhere to a "Charter For Living ". They will have an active role in how the town is run. There will be opportunities for building social networks and "communities of interest" around uses, e.g. schools, health, leisure etc. They could belong to the Eco-town Community Company. Management will be using community participation and the inclusion of residents. Services would all be charged for with rebates available where the good functioning of the town is assisted. (E.g. use bus not car, volunteer and recycle).

Education and schools

- 4.23 2 senior schools (1100 places each) and 7 primary schools (420 places each) within 800m of each dwelling are proposed. One senior school would be an Eco-Academy style Cooperative school, including a library on campus. The Vision notes that potentially schools in the City could be federated with the Eco-town schools.

4.24 Training and apprenticeship and access to remote learning would be provided. Jobs depend on skills and there would be a strong emphasis on education and training for the whole community, therefore in time, as the town matures, creating a skilled workforce supply.

Employment and economy

4.25 Although 14,000 jobs are cited overall, on 40 ha of employment land, with a 60% job retainment rate, early phases are only expected to provide investment opportunities, learning and job creation in construction. It is estimated to take 20 years to build the town, allowing “a valuable skilled workforce to be trained”.

4.26 It aims to be “a catalyst for the communities of the Leicester City region to achieve their goals and have affordable housing as lack of supply of affordable housing impacts on economic competitiveness”. It intends to complement and support the key regeneration strategies that help to address health, education, social exclusion, transport and employment to deliver the economic potential of Leicester

4.27 Entrepreneurship and innovation would be promoted. Inward investment would be encouraged in construction and service provision. English Partnerships would apply their experience to attract European construction companies with modern methods of construction, highly skilled jobs and intensive research and development sections. Guaranteed contracts over 5-10 years, location in the centre of the country and the size of the project would help to attract them, in return for local supply and procurement, to provide training and apprenticeship and cascade technical knowledge.

4.28 Using a Local Procurement Strategy, supply contracts could be agreed, subject to the provision of training and apprenticeship. It would become the natural focus for new knowledge based industries. To address worklessness it would connect local people to jobs, use work trials, peer monitoring and intermediate labour markets.

4.29 It is stated that “it is important to complement and support Regeneration and not divert resources or investment from intervention areas in the City. Joint working and the Co-op’s relationship with English Partnerships guarantees against a negative draw on the city. It will support key regeneration strategies of housing and up skilling”.

The Environment / Energy

4.30 The challenges The Leicestershire Eco-town sets out to address are climate change, unsustainable lifestyles and the high cost of living.

4.31 Sustainability is holistic, including economic, social and environmental measure, plus sustainable infrastructure. The eco-towns must meet nine key performance indicators, or sustainable objectives set out by the Government.

4.32 All dwellings would be fully compliant from the outset with level 4 of the Code for Sustainable Homes. (Building regulations will only require compliance on energy alone by 2013). Wind turbines (providing 24MW) will be designed to oversupply energy, so the town can export energy locally, thus enabling all homes to reach code 6 for energy and carbon.

- 4.33 Community heating pipes would supply all the heat and hot water for all buildings. Biogas Combined Heat and Power (CHP) would be provided from anaerobic digestion of agricultural and food waste. The potential to link into City district heating schemes is noted.

e) CURRENT ASSESSMENT AGAINST LEICESTER CITY COUNCIL'S FIVE TESTS

- 4.34 The City Council has set out 5 tests as a means to consider the potential impacts and benefits that the Eco-town proposal will have on the development and growth of the City. Each Test is listed below with consideration given to the potential benefits and issues of ongoing concern from the latest Co-op Vision.

Test 1 – Will the Co-op's proposals help to address the housing shortage currently being experienced in the City and the general area? This should be viewed in terms of house types and affordability as expressed by demonstrable housing need.

- 4.35 i) Potential Benefits

The proposal could potentially help to address the regional and sub-regional needs for housing that are likely to significantly increase following the review of the regional Spatial Strategy (RSS) which will take into account 2006 population growth projections. This could include housing provision to meet local needs that are currently not being adequately met including larger family homes and affordable homes. The site could contribute significantly to the provision of affordable housing both within the development itself but also in other areas of high local need. The Co-op is holding discussions with The Housing Corporation and English Partnerships (shortly to become the Homes and Communities Agency (H&CA)) to potentially link investment from the Eco-town to the City, to bring forward affordable housing on City sites. In particular this could potentially support the delivery of affordable homes in city regeneration sites where currently commercial viability is preventing the development of balanced communities of both private sector and affordable housing.

- 4.36 ii) Issues

The proposed Eco-town has not yet been assessed as part of a Regional Spatial Strategy (RSS) process to determine the most appropriate locations and phasing of future housing growth in the sub region to meet likely higher future housing needs. The competition in the housing market with city regeneration projects needs careful consideration. The current proposals could skew the eco-town's demographic toward the younger and more affluent, carrying the risk of 'city flight' by one of the key groups needed to establish robust and enduring new communities in our regeneration areas. Given the finite size of the market, unless carefully phased, attractive green field eco-town sites are also likely to appeal to developers more than difficult, risky in-city sites. The Eco-town's proposers state a wish to avoid this conflict,

There has been no clarification of the mechanisms for enabling the delivery of affordable housing benefit in the City.

The Strategic Assessment commissioned by the local authority partners will help provide a better understanding of these issues requiring further analysis.

4.37 iii) Next steps

EMDA launched consultation on the RSS 'mini-review' on 17th October 2008, which will consider all major housing growth proposals, including, eco-towns, through the development plan system. A study of the sub regional housing market needs, future housing projections and relative phasing is needed if the project is shortlisted. Discussions should continue with the Housing Corporation (and its successor the Homes and Communities Agency) and with the Co-op concerning the potential delivery mechanisms to divert some investment into affordable housing in the City.

Test 2 – Can the Co-op's proposals generate sufficient capacity for transport to cope with the extra journeys the Eco-town would create, without adding significant pressure to our road network that is already close to capacity at peak times.

4.38 i) Potential Benefits

The Eco-town could be the catalyst for tram provision in Leicester, which would bring substantial benefits to the city. If everything the Co-op is proposing is delivered, i.e. the whole package of rigorous parking restraint through to all possible smarter choices, the evidence base shows that the transport impacts of the Eco-town would be manageable. A tram will be ultimately necessary to achieve the modal split between car use and public transport/walking/cycling that the analysis work to date shows is required from the new homes. Connectivity between a new tram, the City centre rail station and other public transport nodes would bring clear benefits in terms of joined up public transport infrastructure.

4.39 ii) Issues

The means for delivery of a tram system have not been considered in detail at yet. It is a complex project and will take several years to procure. It will not be delivered exclusively by the development and the funding needs to be secured separately, with 25% of the capital costs likely to be required from local contributions. The proposed bus based Rapid Transit System (RTS), whilst potentially providing a good quality public transport system in the shorter term, would not attract sufficient car users compared to a tram and reassurance would be required on the provision of a tram based system during the later phases of the development.

4.40 iii) Next Steps

The Co-op has done a lot of work in designing a tram and has costed it out as between £250m - £300m with an additional c£100m for a Wigston branch. They have indicated that they are willing to put in £1m per year for the next five years towards the development of a tram and have indicated that the approx £40m reserved for bus based RTS could be redirected into a tram. Further detailed consideration should be carried out in this respect as part of the ongoing transport studies which should focus attention on early provision of a tram.

Test 3 –The Eco-town should be an exemplar of the highest environmental standards, with an overall effect of carbon neutrality, it should also be used to reduce the carbon footprint of the general area including in the City.

4.41 i) Potential Benefits

The Eco-town has ambitious environmental and sustainability standards (to become zero carbon i.e. higher standard than carbon neutrality). All dwellings would be fully compliant from the outset with level 4 of the Code for Sustainable Homes. Wind turbines (providing 24MW) will be designed to oversupply energy, thus enabling all homes to reach code 6 for energy and carbon and potentially exporting low cost energy to nearby areas. Community heating pipes would supply all the heat and hot water for all buildings with potential connection to City district heating systems identified. Biogas Combined Heat and Power (CHP) would be provided from anaerobic digestion of agricultural and food waste.

4.42 ii) Issues

Sustainability is holistic, including economic, social and environmental measures, plus sustainable infrastructure. Failure to provide the highest quality public transport systems early in the development would significantly undermine the environmental credentials of the Eco-town. Furthermore the potential creation of on-site employment opportunities (which should not conflict with City employment site proposals) to deliver the proposed levels of self containment on the site to deliver a carbon zero development remain to be evidenced.

4.43 iii) Next Steps

Further work is required in respect of transport and employment provision as indicated under tests 2 and 4. The Eco-town proposals require further clarification in this respect in order to demonstrate how they achieve carbon zero for the site and also a reduction in the carbon footprint of the general area including in the City.

Test 4 – The Eco-town needs to complement the City’s regeneration endeavors and significantly increase the number of net jobs for City residents. This will require an undertaking from the public agencies, the Coop, other involved investors, developers and builders to work with the City in pursuit of its regeneration goals. EMDA, the Homes and Communities Agency, Department for Transport and CLG must renew their commitment to the regeneration of the City.

4.44 i) Potential Benefits

14,000 jobs are proposed in the town and a high degree of commitment to education, training and apprenticeship, to provide a skilled workforce over a 20 year period. Investment related to innovation through modern methods of construction could potentially offer something on this site that may not be achievable elsewhere in the region. The scale of the Eco-town, potentially linked to other housing growth sites in the region could give it a competitive advantage in attracting such investment and related skilled employment and training opportunities.

4.45 ii) Issues

The information in the Vision reiterates the overall 14,000 job target but does not provide specific job numbers or floor space in particular sectors, in contrast to the detail provided in previous background papers on office and retail job numbers. Clarification will need to be sought in this respect to safeguard against any potential threat to key regeneration projects in the City during their delivery phases.

The potential for attracting investment related to modern methods of construction remains unclear due to the immature nature of this industry in this country and in particular the East Midlands. The opportunities should however be fully explored as this is a potentially significant investment in local skilled employment opportunities that would not happen without the focus and economies that a large scale development such as the Eco-town could bring.

The Vision also emphasises environmental innovation as a key employment theme. Some aspects, such as research and development, carry the potential to compete for Science and Technology employment on the Science Park. Co-op emphasise that this is not their intention, so discussion is needed of agreements and phasing to ensure this is safeguarded.

For the Eco-town to function as a sustainable community as envisaged there would need to be a broad balance between jobs and housing to deliver acceptable levels of self containment and reduce unsustainable transport movements. The lack of sufficiently detailed information about job provision, particularly in the early stages, prevents a clear understanding of this self containment issue at the present time.

For the Eco-town infrastructure to be delivered at the required level to deliver the form of development proposed and to maintain the momentum on City regeneration activity, substantial investment will be required from public bodies and the mechanisms for securing this have yet to be explored in detail with potential funding agencies.

4.46 iii) Next Steps

The general information in the Vision is not consistent with some details provided in previous background papers regarding employment provision. The Strategic Assessment commissioned by the 4 local authorities will consider this issue further and provide a focus on key issues requiring clarification. Further consideration will need to be given to potential sources of funding that might be available from key public agencies.

Test 5 – The Eco-town has to provide the required social and community infrastructure to enable it to be sustainable and for that infrastructure to be provided with regard to the City’s sustainability.

4.47 i) Potential Benefits

The vision proposes an accessible good range of facilities to serve the new community and also proposes an innovative community governance model. There are potential City benefits in terms of linkages between proposed educational provision in the Eco-town and the transformation programme for education in Leicester. Potential federation of schools across the wider area could bring benefits from the experience the Co-op has in the development of Eco-schools elsewhere.

4.48 ii) Issues

The potential linkages between the community and social infrastructure, including any education linkages, to be provided at the Eco-town and wider provision would require further more detailed discussion.

4.49 iii) Next Steps

Further more detailed consideration is required into the potential linkages of social and community infrastructure over a wider area should the proposal progress further.

f) CITY COUNCIL CONSULTATION RESPONSES

- 4.50 30 representations were received from the City Council's consultation on the Website and in the Link magazine, 16 letters, 13 e-mails, and one petition of 71 names, were received. (3 were from non city residents). One is in support and the remainder oppose the Eco-town. The letters cover general comments about the eco-town while the e-mails are more focused on the City's 5 tests. A summary of comments is provided in **Appendix 1.**

5. FINANCIAL, LEGAL AND OTHER IMPLICATIONS

Financial Implications

- 5.1 There are clearly significant financial implications from any future development both in terms of our existing regeneration work and finding sufficient funding to develop new linkage infrastructure. In relation to future infrastructure funding some guidance has been issued on how the Community Infrastructure Levy may work and its interaction with the current system of negotiated section 106 agreements. The Planning Bill, which introduces the levy, is still going through its committee stages before going to the House of Lords.

Martin Judson, Head of Finance, extension 297390

Legal Implications

- 5.2 The proposal is for an Eco-town in South East Leicestershire. Although Market Harborough District Councillors are likely to be the primary decision makers, if the scheme does go ahead, there will be implications for the city which may require planning applications to be determined by City Councillors. This means that a degree of care has to be taken by City Councillors who may be involved in the planning and development control process when making any statements that might suggest they already have a predetermined view on what is being proposed.

Dina Nathwani Legal Service, extension 296345

6. OTHER IMPLICATIONS

OTHER IMPLICATIONS	YES/NO	Paragraph references within the report
Equal Opportunities	Yes	Whole Report
Policy	Yes	Whole Report
Sustainable and Environmental	Yes	Whole Report
Crime and Disorder	Yes	Whole Report
Human Rights Act	No	Not at this stage
Elderly/People on Low Income	Yes	Whole Report

7. BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972

See Government background papers at:-

<http://www.communities.gov.uk/housing/housingsupply/growthareas/ecotowns>

<http://www.communities.gov.uk/publications/housing/ecotownsgreenerfuture>

Also visit the Council's micro site for copies of the inter Authority and Coop Technical Group action points and other briefing material at:

<http://www.leicester.gov.uk/your-council--services/ep/planning/pennbury-eco-town-hp>

8. CONSULTATIONS

Officers from within Regeneration and Culture and Legal Services have been consulted in the preparation of this report.

See section 2.10 for public consultation.

9. REPORT AUTHOR

Andy Keeling Deputy Chief Executive

Key Decision	No
Reason	N/A
Appeared in Forward Plan	N/A
Executive or Council Decision	Executive (Cabinet)

Appendix 1 – Summary of City Council Consultation

30 responses, including 16 letters, 13 emails, and one petition of 71 names, were received. (3 were from non city residents). One is in support, the remainder oppose the Eco-town. The letters cover general comments about the eco town while the emails are more focused on the City's 5 tests.

Petition

A petition of 75 names was received. The petition was signed mainly by people living in two specific areas, in the North and South West of the City. They oppose the Eco-Town plan and want a proper public planning consultation procedure including a full democratic planning process and consultation with local authorities and neighbours if the eco-town is selected. They want the short listing and decision making process by the government to be open and transparent and the Eco-town to be in accord with the Regional Spatial Strategy.

Letters

All letters received were in response to the link article and all but one were strongly opposed to the eco-town. The main issues raised come under four broad headings, Environmental, Economic, Social & General Comments.

Environmental Issues

- The proposal will irreversibly damage sensitive ecosystems and the general natural environment, including wildlife.
- The development will increase the risk of flooding in that area and further up and down stream.
- Lack of water to supply the town's needs.
- Noise pollution from wind turbines.
- Health issues from additional traffic pollution.
- Extensive parts of green wedge will be lost as well as areas of attractive landscape and existing countryside.
- The development will involve losing important fertile farmland in the time of a food crisis.
- Existing brownfield sites in the City should be developed instead.
- The development will not be carbon neutral due to the fact that: -
 - Extensive amounts of additional roads will be built.
 - People will never give up their cars.
 - People will not work into the eco-town they will commute to either Leicester or further away.
 - The tram will never be built and is just an eye catching bribe and if it does will cause extensive damage to the environment due to the route required.
 - There will be increased carbon emissions from transporting biomass fuels to the combined heat and power plant.
 - The new buildings will not actually be carbon neutral.
 - The eco technology is too expensive now, in a few years when technology has developed, all new houses will be "eco" anyway.

Social Issues

- The proposal will encourage a large influx of people and the extensive additional pressure on services and community will mean they will not be able to cope.

- The necessary infrastructure and additional services & facilities within the Eco-Town will not be built in time for the new residents and therefore additional pressure will be put on the existing local facilities.
- Will lead to large amounts of vacant properties in both the Eco-Town and the city due the fact there is no evidence that these additional house are need.
- People in Leicester will not be able to sell their houses.
- The houses provided will not be affordable.
- No evidence exists that there is a need for affordable housing.
- There are 15,000 empty homes in Leicester which could be used instead.
- The development will lead to the loss of an important World War II historic landmark in the form of Leicester Airport.
- The development will put extensive pressure on the Road network of both Leicester and the surrounding area.
- Existing settlements in the future such Stoughton, Oadby, Great Glen, Houghton-on-the-Hill will be absorbed into Pennbury.

Economic

- The proposal will lead to a loss of local businesses including the go kart track at Stretton and Leicester Airport and will displace the Leicestershire Aeroclub.
- There will not be enough employment nor will it be diverse enough to support the new residents.
- Leicester does not have enough jobs to support the Eco-town.
- The Eco-town is not an attractive location for business so it will contain empty industrial estates.

General

- There is a general mistrust of The Co-Op and the Government actually delivering what they are promising.
- The Co-op sponsors the Labour Party and this has affected the decision.
- It is based on commercial reasons to make the Co-op profit, not eco grounds.
- There is more opposition against the proposal and very little in support.
- Eco-towns should only be built where they have support.
- The government money involved could be spent better elsewhere by making existing homes more energy efficient.

Email

10 of the emails received were regarding the 5 tests, the issues mentioned in the other two emails are included in the summary above regarding the natural environment.

Test	Issues and Comments.
Test 1	<ul style="list-style-type: none"> • It will not address the City's housing shortage, which should be done on brownfield land in the City. . • There is currently no need for the additional houses due to the credit crunch and the fall in house prices. • What do the co-op mean by affordable housing, will these be for people on low income or will they be sold to public & private landlords for letting. It will not be good for those on low incomes.

	<ul style="list-style-type: none"> • It will just attract wealthy City residents out of Stoneygate and Evington and also London commutes, raising house prices further. • This test should be amended to read “future housing need in the City”, as it needs to cover longer term issues, given timescale to build.
Test 2	<ul style="list-style-type: none"> • The ring road is at full capacity and could not take the increased amount of traffic movement caused by Pennbury. • It should be situated on a railway line. • It should only be allowed if a new link road from A6 at Stretton is connected to M1 south of Countersthorpe. • “Satisfactory transport solutions “ should be wider than just congestion and there should be a preference against resource based new infrastructure.
Test 3	<ul style="list-style-type: none"> • This is met by the proposal. • This is not met due to the amount of new development on greenfield sites. • If it were a leading example of the highest environmental standards, the site would all be used to grow local, organic food, to meet the City’s needs. This test also needs to consider the resilience of Leicester’s economy to the impact of rising fuel prices and to reduce the dependence on fossil fuel energy.
Test 4	<ul style="list-style-type: none"> • It will pose a risk to regeneration. • The proposal will divert important resources away from Leicester, which will damage Leicester’s regeneration. • Jobs must be provided within the eco-town to reduce travel. • It will cause unemployment in Leicester. • A net increase in jobs for City residents will increase need to travel and therefore disagree with this test. It must provide only local jobs. • Regeneration needs to be redefined as “robust supplies of energy, food and local employment”.
Test 5	<ul style="list-style-type: none"> • Due to the extensive increase in population there would need to be a massive amount of new social and community infrastructure to meet the need, which needs to be costed. • It is not Eco without this provision.
Additional Tests Required	<ul style="list-style-type: none"> • A test on education and the impact on the City’s children. • The new schools will attract people away from City school. • Police, Fire and NHS services need to be guaranteed. • Quality of life test, not to adversely affect Leicester residents, only to improve quality. • A sustainable use would to replace the eco-town with a “Transition Town”, where all of the site would all be used to grow local, organic food, to meet the City’s needs and to provide local work in sustainable agriculture.

Appendix 2 - Map extract from The Vision document of the Masterplan

