



The Campaign Against Urban Sprawl in Essex

COMPARISON BETWEEN CAUSE VISION AND WEST TEY NEW TOWN

	West Tey stand-alone settlement	East Colchester urban extension	'Pearls' on Clacton Line
	15000 houses	Up to 10,000 houses	Up to 9000 houses
Economic viability. Garden City Principle: land value capture for the benefit of the community;	<p>Slightly higher house prices, but viability destroyed by four factors:</p> <ol style="list-style-type: none"> 1. Costs of creating a stand-alone settlement and all its infrastructure 2. Cost of overcoming capacity constraints on the main line to London. This is a non-linear cost curve. 3. Land value uplift capture may be limited because of existing options & hope value as this area has been under consideration for so long. 4. Contribution to A120, which will leave little for other s106 contributions 	<p>Yet to be assessed. Depends on:</p> <ol style="list-style-type: none"> 1. House prices – a forward-looking approach is needed 2. Existing options on land 3. Cost of a road link between the A120 and A133 	<p>Rail infrastructure is in place already and this reduces the cost per unit of housing (N.Falk);</p> <p>Lower hope value probable. Little known optioning activity.</p> <p>Lower existing house prices but a coherent infra-structure strategy will generate value.</p>



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<p>Vision. Garden City principle: strong vision, leadership and community engagement</p>	<p>This settlement has been proposed by land-owners. No credible vision communicated to date. Strong local opposition.</p>	<p>Potential for coherent university linked development.</p>	<p>This is a visionary approach based on a top-down strategy in which infrastructure and employment options were considered before housing.</p>
<p>Garden City principle: community ownership of land and long-term stewardship of assets;</p>	<p>Possible</p>	<p>Possible</p>	<p>Possible</p>
<p>Affordability. Garden City Principle: mixed-tenure homes and housing types that are affordable for ordinary people</p>	<p>Local people will compete with commuters and house prices will rise.</p>	<p>More potential for local people than west of Colchester.</p>	<p>Lower infrastructure costs, thus more residual to support social housing.</p>
<p>Employment. Garden City Principle: 1. a series of settlements linked by rapid transport providing a full range of employment opportunities</p>	<p>No potential for transit-oriented development.</p>		<p>Transit-oriented development falls in line with Garden City principles</p>



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<p>Employment. Garden City Principle: 2. a strong local jobs offer in the Garden City itself, with a variety of employment opportunities within easy commuting distance of homes.</p>	<p>Commuting likely to be favoured and no support to the growth of the local economy. Even at Network Rail's conservative estimate that 10% of those living at West Tey will commute to London by train, this still equates to 1700 additional commuters a day on the rail network!</p>	<p>Essex University and the Knowledge Gateway is a key driver for growth in the east of England; Colchester and St Botolph's (new enterprise zone) offer employment.</p> <p>Development here supports the growth of the local economy.</p>	<p>Essex University and the Knowledge Gateway is a key driver for growth in the east of England; Colchester and St Botolph's (new enterprise zone) offer employment, as do the ports of Tendring and proposed enterprise zones.</p> <p>Development here supports the growth of the local economy.</p>
<p>Garden City principle: Beautifully and imaginatively designed homes with gardens, combining the very best of town and country living to create healthy homes in vibrant communities.</p>	<p>Possible</p>	<p>Possible</p>	<p>Compact settlements where residents will have easy access to beautiful countryside and coastlines.</p>
<p>Garden City principle: Generous green space linked to the wider natural environment, including a surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public</p>	<p>Sited between Witham, Colchester and Braintree. Difficult to avoid the impression of sprawl.</p>	<p>Easy access for residents to the coastlines and protected countryside of Tendring & Dedham Vale.</p>	<p>Compact settlements with easy access for residents to the coastlines and protected countryside of Tendring & Dedham Vale.</p>



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<p>parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces</p>			
<p>Garden City Principle: opportunities for residents to grow their own food, including generous allotments</p>	<p>Possible</p>	<p>Possible</p>	<p>Possible</p>
<p>Community. Garden City Principle: strong local cultural, recreational and shopping facilities in walkable neighbourhoods.</p> <p>Strategic Plan Reference: “...commitment to make Colchester a vibrant, prosperous, thriving and welcoming place...”</p>	<p>It will be difficult to prevent West Tey becoming a commuter town orientated towards London and Chelmsford rather than Colchester.</p>	<p>This option supports Colchester’s Strategic Plan.</p>	<p>CAUSE’s vision is based around compact & walkable settlements offering low order services such as shops, community facilities, primary schools, green space and doctor’s surgeries. High order services will be accessed in larger settlements along, or at either end of, the pearls.</p> <p>This option supports Colchester’s Strategic Plan.</p>



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<p>Connectivity / Transit Oriented Development. Garden City Principle: integrated and accessible local transport systems with walking, cycling and public transport being the most convenient and affordable – with a series of settlements linked by rapid transport</p>	<p>Major rail and road problems:</p> <ul style="list-style-type: none"> Existing A120 seriously congested and dangerous. Public will not accept further gridlock. East Coast Main line already under pressure especially with “Norwich in 90”. Very limited scope to increase rail capacity. Little scope to connect West Tey to Colchester or Braintree by mass rapid transit. West Tey is too far from Colchester or Braintree for cycling. 	<p>Close enough to town centre and to University/Knowledge Gateway for cycling to be planned as a key mode of transport.</p> <p>Bus rapid transit to Colchester required.</p> <p>A120/A133 link needed.</p> <p>New station at University an option.</p>	<p>An under-used rail line with capacity to quadruple the frequency of trains with no infrastructure investment.</p> <p>Settlements along the line would be compact and therefore walking and cycling would take a large share of travel.</p>
<p>Timescales for deliverability</p>	<p>Earliest realistic start date 2025, the earliest possible completion date for the dualled A120. West Tey should not be considered until the next plan period, when infrastructure will be completed.</p>	<p>Deliverable in phases, with Colchester providing services in early phases</p>	<p>Deliverable in phases starting immediately. Improved service on Clacton line needed – mainly opex not capex.</p>
<p>Overall compliance with Ebenezer Howard’s principles</p>	<p>LOW</p>	<p>MEDIUM</p>	<p>HIGH</p>