



**Oxfordshire Cotswolds Garden Village**

**Reports on Stakeholder Workshop and Community Drop-in Events  
12<sup>th</sup>, 21<sup>st</sup> & 23<sup>rd</sup> June 2018**

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## Report purpose and layout

This is a combined report document, relating to two separate phases of consultation and engagement undertaken in Eynsham during June 2018, relating to the proposed Oxfordshire Cotswolds Garden Village.

The Garden Village has been proposed by West Oxfordshire District Council as a means of meeting its future housing growth. Grosvenor, acting on behalf of seven affected landowners, have convened the design process and consultation, using a team of specialist consultants.

These two reports form a record of the Stakeholder Workshop of 12<sup>th</sup> June, and the Exhibition Drop-Ins of 21<sup>st</sup> and 23<sup>rd</sup> June. The material combines notes from the events and feedback provided by participants.

The purpose of these events was to introduce Grosvenor, their team and approach, and to seek initial views from participants, to inform the process of taking the Garden Village project forward.

## Stakeholder workshop

The format for the project's first invited stakeholder event, attended by 53 participants on the 12<sup>th</sup> June at the Eynsham Scout Hall, was a structured workshop, designed to cover all of the main development themes and issues that may arise, including:

- Governance (local planning authorities, statutory agencies and asset-management authorities)
- Employment
- Education and training
- Infrastructure of all kinds (grey, green, blue)
- Housing (types and tenure)
- Transport, access and connectivity
- Retail and leisure
- Greenspace, heritage and ecology
- Health (physical and mental well-being)

The format comprised initial briefing presentations, questions, then two cycles of group discussions, either side of lunch, each with feedback. Separate feedback forms were provided at the end.

## Community drop-in exhibitions

On the 21<sup>st</sup> June, the drop-in session was held from 3pm-7pm in St Leonard's Church Hall, and on the 23<sup>rd</sup> it was in the Eynsham Village Hall from 10am-1pm. The events were widely publicised in local press, social media and flyers.

During each session there was an exhibition setting out the team, approach, and potential themes for consideration. No solutions or designs were presented at this early stage. The exhibition content is provided at Appendix 2.

There were numerous team members from Grosvenor and their specialist consultants present to respond to queries and have conversations with people who attended, plus a feedback form to provide comments in a structured format in a manner similar to those used following the stakeholder sessions.

133 people attended the first drop-in exhibition and 117 people attended the second one.

## Headlines

There was a strong degree of commonality across the various discussions, workshop feedback and feedback form rankings. There were only minor variations, for instance around greater community emphasis on traffic concerns and affordability, but generally the priorities and messages were consistent, as the report tables show.

We list below what we interpret as an overview of the leading messages, though it is best to examine the reports for the full detail.

- a) Whilst the proposed garden village is to be separate from Eynsham, with its own distinct and character, it is important to **consider Eynsham and the new settlement as complimentary parts of a greater whole**, in terms of community, institutions, new homes, infrastructure and services. There were diverse views on the level of separateness and overall cohesion-connectedness.
- b) The new settlement **should enhance the existing village of Eynsham, and its community, and not detract from it** in any way, either physically or socially. This is about learning and adding more of the successful elements Eynsham already has (independent shops, good schools), and seeking to provide additional facilities like a new multi-purpose community hub, a swimming pool, and high street retail and workspace.
- c) **The delivery of key social/community infrastructure** such as schools, health facilities and community space should be delivered as early as possible to ensure that Eynsham's facilities are not over-burdened through new development.
- d) The necessary **infrastructure should be delivered in advance** so that it is in place, ready to be used, as homes are occupied. This will require careful phasing – it's not about selling all the homes first to pay for infrastructure, but about **putting the community first, with community space, healthy active lifestyles, and the fostering of social cohesion/community spirit**.
- e) **A proactive, planned approach is needed to ensure design quality, landscape heritage and optimised biodiversity**, given the special/unique character of the allocated area. The areas of **highest cultural heritage and ecological interest should be protected** through buffer treatment and appropriate management into the longer term. These factors will inform where and how new infrastructure (e.g. sustainable urban drainage – 'SUDS') and new housing can be located, informed by the AAP and EIA processes. There are many organisations already working together towards these goals but **creating a formal partnership** from the outset **will be critical to good governance and long-term management**.
- f) The **A40 is a key concern** of many who attended. Concerns are around the current level of use (it is reportedly very congested) and its ability to take any more traffic were strongly raised, along with the fact the **A40 is a geographical barrier to permeability** and essential connectivity between Eynsham and the new garden village while traffic noise could affect the amenity of the OCGV.
- g) Well-designed **underpasses were considered preferable by some, others preferred bridges**, with challenges for cyclists and wheelchairs/mobility scooter users also identified. Connectivity and ease of movement, especially for walking and cycling, are generally seen as fundamental to the success and were ranked highly.

- h) **Effective transport planning and strategic traffic management** are therefore absolutely critical, with a greater **focus on sustainable options for walking, safe cycling, and better public transport (possibly including light rail)**. This should include provision of a Park and Ride facility for Eynsham that will mitigate use of the village streets as free 'unofficial' park and ride.
- i) **New housing will primarily be for local people** so it needs to be **affordable for local salaries**. There should be a **full range of affordability**, not just 'help to buy' but also help to build, co-housing and social housing. Mechanisms for this and for on-going management and maintenance of community assets need to be part of the S106 agreements. This could include new burial capacity, including woodland burial.
- j) The **design approach should be distinctive, high quality** and tenure blind, using locally appropriate materials and design features **within an agreed Design Code for the whole site**. It should not be an indistinct 'anyplace estate' nor a pastiche copy of Eynsham. It needs to be future-proofed, encompassing technology, energy efficiency, climate resilience and low carbon/resource efficiency (including green roofs) and increasing levels of home-working. Retaining the essential rural feel and character will be critical for both the OCGV and for Eynsham.
- k) **Genuine collaboration** - Some disquiet and distrust was expressed with respect to the **roles of West Oxfordshire District Council and Oxfordshire County Council**, particularly around the Garden Village allocation process, as well as the 'failed' Neighbourhood Plan process. There was a need to overcome such distrust and several participants requested that consultation on the OCGV is meaningful and genuinely collaborative. This would mean extending beyond providing information, to a more collaborative process whereby local people could input directly into the evolving design approach and plans.

### Reports A and B

These two reports are records of the events and issues raised. To retain authenticity they have not been overly restructured or processed, therefore some material may appear as raw or repetitive to non-participants.

### Next steps

The next steps are to issue this report to participants and via the website, and to hold meetings to discuss the approach to future events in Autumn 2018 and beyond.

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**Oxfordshire Cotswolds Garden Village**  
**PART A Report**  
**Stakeholder Workshop 12th June 2018**

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## Report A: Oxfordshire Cotswolds Garden Village Stakeholder event, 12<sup>th</sup> June 2018

### Format for event

The format for the Oxfordshire Cotswolds Garden Village project's first stakeholder event was a structured daytime workshop for invited stakeholders (mainly local organisation and agency representatives). Some 53 people attended in addition to the Grosvenor team.

The event was designed to cover all of the main development themes and issues that may arise including links between them, including:

- Governance (local planning authorities, statutory agencies and asset-management authorities)
- Employment
- Education and training
- Infrastructure of all kinds (grey, green, blue)
- Housing (types and tenure)
- Transport, access and connectivity
- Retail and leisure
- Greenspace, heritage and ecology
- Health (physical and mental well-being)

Eynsham's Scout Hall was the workshop venue, being central for everyone to get to with parking for those who needed it. The room was set-up cabaret-style with participants free to sit where they wished, the only proviso to this being that during the two workshop sessions people were asked not to sit with colleagues or those whom they already worked closely with, i.e. to move to other tables to balance numbers and to ensure the mix of skills and experience at each table was fairly balanced.

The event was facilitated by Kevin Murray Associates (KMA), who opened the workshop by explaining the 'ground rules' for the day and the main purpose of the workshop, namely to share knowledge, explore and discuss the key issues that will shape how the project could develop.

Kevin Murray emphasised that the workshop would be conducted under Chatham House rules so that all of the discussion points would be written-up, but that nothing would be attributed to any specific organisation or individual. This was because the workshop needed to be an open-thinking session enabling local knowledge to better inform the initial desk reviews and survey work being undertaken by Grosvenor's team of specialists.

Participants were also asked if they were comfortable about being the various session throughout the day being photographed as part of the record of the event; one person asked to be excluded from the photographic record.

**An opening presentation** by Grosvenor's project team explained the background to the Oxfordshire Cotswolds Garden Village (OCGV) concept and the baseline information they currently held about the 'area of search' within which development was proposed by the Council to be located. Participants were invited to ask questions throughout the presentation with the aim of getting everyone up to speed for the two subsequent workshop and feedback sessions. Consequently, issues emerging during the opening presentation included:

- The strategic importance of the **West Oxfordshire District Area Action Plan (AAP)** in shaping the development brief for the OCGV
- That nothing had yet been determined as to precisely **where any new development would be located** within the area of search
- **Heritage and wildlife assets of national and international** interest that have developed unhindered over time, *“by-passed by history”* would be a development constraint, but also potential features of importance for the prospective development
- The need for **transport and movement to be fundamental to building the business case**, with the A40 seen as a major planning and design issue – *“its total chaos at the moment”* - for which peak period congestion times need urgent clarification, coupled with lack of public transport priority and inadequacy of routes across the area.
- The Environment Agency **flood risk map** being out of date for the local area
- Concerns that the development could harm and detract from Eynsham’s **active community spirit** and sense of place.

Prior to each workshop session KMA briefed that each group could cover any topics they wanted to, but that they should ensure that the nominal topic their group been allocated should be covered so that no subject got lost or glossed over in the debate. Each group was provided with a project team member and facilitator to record the discussion, enabling stakeholder participants to freely discuss issues, challenges and opportunities as they saw fit.

### Workshop participants

The workshop was scoped and organised for Grosvenor by specialist PR and media consultants, Four Communications. A broad range of stakeholder organisations encompassing commercial, public and NGO sectors, plus community groups were directly approached via personal invitation in advance of the event. Invitees were free to bring a colleague, or if they were unable to come on the day, to delegate to an appropriate colleague. The full list of organisations and groups invited and represented on the day comprised the following:

- Bartholomew School
- Berkeley Homes
- Berkshire, Buckinghamshire & Oxfordshire Wildlife Trust
- Bikesafe
- City Farm Management Company Ltd
- CPRE
- CycloX
- Eynsham Day Centre
- Eynsham History Group
- Eynsham Medical Centre & Long Hanborough Surgery
- Eynsham Parish Council
- Eynsham Partnership Academy
- Eynsham Planning Improvement Campaign
- Eynsham Retail Group
- Eynsham Society
- Hanborough Parish Council
- Land Trust
- Natural England
- Oxfordshire County Council
- Oxfordshire Mind
- OxLEP
- Peace Oak Association
- Public Health
- South Leigh Parish Council
- Stagecoach
- St Leonard’s Church
- West Oxfordshire County Council
- Windrush Bike Project
- Women’s Institute



Selection of images from Workshop sessions



## Two workshop stages

The format for each workshop was designed to encourage a wide-ranging discussion, both in groups and in plenary feedback sessions, with the aim of sharing perspectives, concerns and ideas about the proposed location for the OCGV. This format helps to table both contentious issues and potential for enhancing local assets and opportunities, bringing together professional experience and expertise and invaluable local knowledge at different levels of granularity. This enables a more complete understanding of how best to develop the full scope of the masterplanning exercise in advance of the formal planning process.

Each workshop session comprised the same eight thematic groups, and people were free to join a different theme/group in the second session as they felt appropriate, depending on the plenary results of the first session.

### Workshop one objectives were to:

- i. Identify the core local issues, policies and influences for consideration
- ii. Consider the key issues and opportunities for taking the garden village approach forwards

### Workshop two objectives were to:

- i. Identify specific parameters/processes and performance the development should meet
- ii. Set out key goals and aspirations for the OCGV
- iii. Identify next steps and priorities for action

KMA explained that the purpose in using this approach was to provide information that would act as a 'brief' for the project team, by helping to set the tone and direction for the master-planning process. The lead themes allocated to groups were:

- Governance (local planning authorities, statutory agencies and asset-management authorities)
- Employment and enterprise
- Community and Housing (types and tenure)
- Transport, access and connectivity
- Sustainability
- Leisure and retail facilities
- Landscape, ecology and heritage
- Infrastructure of all kinds

## Group Feedback

Each theme was covered by groups setting out the headline points arising from their discussion on flip-charts. These are reproduced on the following pages and supplemented by the notes taken by each group's rapporteur/scribe, summarised as key lines of discussion.

Some groups clearly produced more written material than others, some were more comprehensive in the topics they covered than others, and some produced more recorded notes of their discussion than others. Nevertheless, the sum total of the various group discussions and plenary feedback sessions collectively provide an extensive, well-rounded set of perspectives on the issues, potential and ideas arising from the this very early stage of the OCGV project.

## Group 1: Governance

### Main issues:

- How do we put building block for organic community growth?
- How do we make financially sustainable/viable?
- Get community buy-in?
- Role of the Parish Council?
- Role of the church? Great Western Park an example.

### Other issues:

- Employment (linked to nursery provision, schools and housing)
- Affordable housing (what mix would be provided - would developer want to buy the land?)
- Health care – concern over dilution of existing facilities, hub opportunity for a wider service
- Education – very successful local school, catchment capacity?
- Nursery provision – is key for employment
- Elderly housing – a new approach? Specialist housing?
- Social isolation – key mental health concern. How do we design out isolation, connect with people/access, contact with nature, exercise provision.

### Further lines of discussion within the group and arising from the plenary sessions:

Views were expressed about “*a real opportunity for development here to be exemplar*” concerning low carbon and renewable energy, similar to developments in Europe (e.g. Holland), and whether the OCGV could, with Eynsham, have a community-owned energy centre locally so that existing residents also benefit.

**Transport** was seen as a major issue with current proposals that “*do not go far enough*” and concerns voiced about the impact of the OCGV on existing road congestion, especially the A40. Eynsham needs to be safely connected to the new development (either using bridges or underpasses) with both needing to be well-connected to Hanborough and other villages. Connectivity for cycling across the road hierarchy was seen as important plus light rail development using older decommissioned rail routes. Some felt that air quality was an issue whilst others did not. Concerns were voiced about being able to get bus operators to run new and improved routes.

*“The local community has to be seriously involved, we need a stake and benefits”.*

**Design is key**, both the hierarchy of any new road network plus the need for housing to meet every life-stage with a range of tenures, with key worker homes as well as special care. Construction was seen as a big issue for existing Eynsham residents; some may leave the area.

**Employment** - Live/work homes and more workshop space, especially for starter businesses were identified as issues, not least because major international companies within a mile of Eynsham (Polar technology and Siemens) need local sub-contractors. The group were also concerned about the “*need to protect independent shops in Eynsham*” and the need to create a distinctive new community, learning from the neighbourhood planning exercise, which included provision for better public space including a new park for Eynsham.

**Natural assets** like Eynsham Woods are underused and hard to get to. Residents have been asked to take over the day to day running of the woods but do not want to. There needs to be a sustainability assessment for flooding and woodland, as well as city farm. Land to the east of the site is considered the most sensitive, the best farmland, biodiversity and listed buildings. The OCGV could have “*living streets, new allotments and green corridors*”.

**Community assets** including new burial space and new churches are needed; could the OCGV help to meet Eynsham’s needs, including housing for new clergy?

## Group 2: Employment and Enterprise

### Issues

- Challenging to get net ecological gain
- Travellers site
- Water drainage and surface water run-off concerns
- Light pollution }
- Dust pollution } Mitigation
- Noise pollution }
- New Park and Ride – who benefits?
- New connections, e.g. Cowley by bus
- Crossing of the A40, accessibility of the bus stops
- Benefit of co-locating employment and homes, with enough space to provide, not just cram them in.
- Heritage

### Further lines of discussion within the group and arising from the plenary sessions:

The **timing of the workshop** meant that many members of the business community were unable to attend, nor could workers. Future events need to be in the evening and/or at weekends, including Sundays. *“It’s important to build local trust. Encourage the local community to invest in the new OCGV community.”*

The **Garden Village should be aspirational**, aim to attract life sciences, technology, manufacturing industry that currently has no space for expansion. Science Park and new business investment south of Eynsham [could be driving] Oxford’s unmet housing need, which in turn creates need for local employment. Align phasing of development with early infrastructure delivery

Providing more employment in Eynsham could make cross-commuting traffic congestion worse, so it needs to be **supported by the right transport strategy**. Parking is also an issue that needs resolving. Phasing of development; more inward investment with opportunities for business space to expand in the long term.

An assessment of whether the current Eynsham Business Park performs well and whether that can accommodate more businesses instead of new development at the Garden Village is needed. A **variety of new employment space should be provided**, i.e. a Business Park, softer retail, live-work space, with space for start-ups and room for businesses to grow over time. This approach should encourage younger ‘30s generation for more mixed residential profile and consider future context/technology, including connectivity/high spec broadband and home-working with facilities for communal/hub working; shared workspace.

If at large scale, **new employment should be located away from the Eynsham Village**, not opposite. It might make sense to consolidate employment around the new Park & Ride facility

New large format retail should not be a repetition of the existing Business Park in Eynsham - this is too dense and there are no amenities or open space. New employment should be **low density and surrounded by generous, high quality open space**, with good access to amenities, avoiding light pollution. The Design Code should cover very clearly all matters relative to landscape principles with effective SUDs included in high quality design of business and live/work units including green roofs/walls.

New development should be business-led and mixed use to avoid zoning; this will make walking and cycling more feasible. Integrate employment and education facilities for synergies/optimal outcomes on skills set and open space shared use and provide childcare facilities, these are critical to enabling employment opportunities to be taken up locally

### Group 3: Community and housing

The flip charts created by this group for the first and second workshop sessions are below:

#### Issues

Fed-up with haphazard development

Welcome a more joined-up, holistic approach to this GV

Proposition of more homes around Hanborough station & CEG sites

Potential for piece-meal development [*across wider area*] is concerning

#### Transport

Parking charges at Hanborough station mean that people park in streets nearby

Light rail is the only real solution

Transport infrastructure has to be resolved/sorted before any other development takes place

OCC has a strategy for A40 improvements

How do you plan for non-car based/focused development?

**Housing** is very important to attract people to the area, e.g. NHS staff

The 'knowledge spine' – for some it's not well-thought through

Buffer recycling plant (permanent) – a lot of air pollution from this

Archaeological sites will constrain available land for development

Separation buffer from Eynsham to ensure distinction/separation

A number of constraints so what can be done around those points/parts, e.g. around recycling plant, solar panels

#### Infrastructure

West Eynsham includes a new primary school

Eynsham community is rural and sense that this will be lost

Needs an underpass under A40 to OCGV

General access/connectivity points – needs to be appropriate to where and why

Build infrastructure first before any housing

National challenges – where are we with the bid? £135m for whole package of improvements, use GV

badge to our advantage for funding

Eynsham is a transition town

Want sustainable, forward-thinking C21st design.

**Technological changes** – need to be taken into account, e.g. more home-working

Adopt GV principles – should be entirely separate

- Community ownership (how will this work in reality?)

- GV will create community assets – who owns these/who manages?

- Will it have its own Parish Council, e.g. Cambourne (Cambridge) now has its own PC

Headlines – local and national constraints

- The GV idea well-received initially because it was considered to be a separate village to Eynsham, needs:
  - Footpath links
  - Create a distinct of identity in view of close proximity – a different place and identity
  - Use Millenium Wood as an extension across the front/along A40
  - Good health – do we start off with good health at the GV:
  - Dealing with an ageing population
  - Open green spaces, places for people to meet. Sporting facilities, swimming pool (Eynsham doesn't have one)
  - Eynsham doesn't have a village green, that's why community are upset about losing greenspace
  - Bike paths
  - Integrated places and spaces for all ages
  - Tenure mix throughout the development, no clustering of affordable and social housing
  - High spec housing
  - Quality fixtures and fittings
  - Flexible community spaces/facilities – similar to Eynsham Community Centre
  - Pubs, cafes, shops (small independents) hubs
  - Need a high street
  - Will there be a 'brownfield chunk'?
  - Design in flexibility for places to grow/develop organically over time, e.g. bars, restaurants, cafes where there is footfall.
- Health and well-being – physical and mental
- Intergenerational, i.e. for all ages
- Integration for social *capital*
- Transport links – suitable for buses, pedestrians, cycling
- Climate change (*meaning climate impact resilient*)
- Multi-purpose facilities, e.g. a school that acts as a community centre
- Quality of design very important – design of meeting spaces
- Affordable housing – is this really going to be affordable for first-time buyers?
- Different housing options – self-build and co-housing
- Important to get the housing mix right to ensure well-balanced communities
- S106 agreement – what will this include?
- Could the OCGV be progressed without the issues of the A40 being taken into account?
- Preservation of biodiversity and heritage
- Environmental Impact Assessment if imperative

#### Specific lines of discussion within the group and arising from the plenary sessions:

**Physical and mental well-being is dependent on green** infrastructure and is further helped by inter-generational social integration enabled by good community facilities. **Facilities need to be multi-purpose**, including the schools, to be flexible to changing needs over time.

The new settlement should be **climate resilient**

**High quality design** is critical, with housing made affordable for younger people and families, with opportunities for self-build and co-housing using Section 106 agreements.

## Group 4 – Transport and connectivity

The notes prepared by the transport-oriented group are provided over the following two pages.

### Decarbonise

Prioritise walking and cycling, linking places (Cumnor – Hanborough)

Invest in rail transport, including linking Hanborough with East Oxon

#### UNDERSTAND & ASSESS HIGHWAY IMPACT:

- Baseline [*now*]
- Future change (EVs, development, infrastructure, behaviours)

How will the concept of meeting “Oxford’s unmet need” affect travel and social integration?

Existing car parking – GP’s space and others used as informal Park and Ride

Need certainty about proposed Park and Ride and bus lane proposal

This is a massive topic [*mobility links to everything else*] – needs more time going forward, with ‘Future forum’.

#### Other aspects:

- |             |   |
|-------------|---|
| Healthcare  | - GP on-site, more staff<br>- How staff access for all hospitals<br>- Ageing population<br>- Active & healthy travel <i>options</i>                   |
| Environment | - Ecology/biodiversity on site  |
| Pollution   | - Vehicle emissions<br>- Energy efficiency<br>- Renewables<br>- Technology change   |
| Education   | - Primary and secondary on site and/or in Eynsham   |
| Housing     | - Attractive options to enable owners to downsize, <i>free-up family homes</i><br>- Real affordability for 1 <sup>st</sup> timers<br>- Quality design |
| Site design | - Prioritise/build-in walking and cycling for on-site and off-site <i>through routes</i>  |

#### **Parameters/processes/policies**

Secure details/funds to ...planning process including childcare facilities, co-housing, convenience store(s), community hub, play space and links to nature  
Phased delivery of affordable housing  
Define [*development*] site boundary via the AAP  
Align infrastructure and development delivery starting with early transport improvements

#### **Future context & technology**

Is there *contingency* housing demand?  
Timing/delivery of strategic transport improvements  
Energy efficiencies including Passive House standard of development and provision for downsizing 'baby boomers' to free up family homes  
High-spec broadband provision  
Changing work practices, more flexible and greater home-working and communal work areas locally  
Electric bikes and cars (demise of petrol engine) plus tram and/or light rail from Hanborough

#### **Goals and aspirations**

Thriving mixed community: healthy, active, sustainable, adaptable, self-sufficient, low environmental impact, with.

- Integration between employment and education
- Mix of adaptable employment
- Housing that is affordable for all
- High level/*quality* accessible greenspace (flora and fauna, trees)

#### **Transport and connectivity:**

- create nil-detriment to existing community, prioritising healthy, active travel (walking, cycling and public transport) over cars
- Improve safety with direct connections to Eynsham and Hanborough (rail) via sustained PROW, providing local network, wider better routes encompassing Witney, Oxford, Botley and smaller settlements

#### **Priorities**

- Transport improvements
- Early delivery of infrastructure
- Affordable housing

#### **Further lines of discussion within the group and arising from the plenary sessions:**

Secure the new community hub, links to nature and affordable housing commitments through **legal agreements and also put a Design Code in place**. Passive house standards should be considered.

**Integrating employment and education** will be important, with safer travel routes and safe, secure A40 crossings

*"There should be nil detriment to the existing community"*



## Group 5 – Sustainability

This group provided summary headline points as follows:

<b>Issues/challenges/goals</b>
1) High quality design
- Innovative
- Exemplary
- Low CO2
- Mixed tenure (at every stage), every generation
- Not pastiche
2) Biodiversity
- Hedgerows
- Large space
- Variety of spaces
- Serve Eynsham
3) Walkability and cycle routes
- Links across A40
- Compact ( <i>walkable</i> )
4) Live/work
- Small <i>businesses</i> and start-ups
- Serve/ <i>supply</i> ? big companies
5) Process
- Construction
- Early infrastructure

**Further lines of discussion within the group and arising from the plenary sessions:**

**Burial provision needs more capacity**, including considering options for woodland burial which could have particular social/community meaning.

**Keeping 'dark skies'** (especially to the north of the site" and providing new amenities like a naturalistic swimming pool would suit the location.

The existing **woodland could be more accessible** to people.

The **new centre needs to be compact and walkable** for all with new public spaces and safe off-road cycle routes

**Smart technology** will be increasingly important in encouraging live/work units

Locate **larger commercial premises next to the existing re-cycling facility** (enables higher resource efficiencies from a waste management/circular economy perspective).

## Group 6 – Leisure and retail facilities

### Issues/approach

- A40 is a geographical barrier to connectivity and safe off-road cycling and walking (difficult across are generally).
- Needs enhancement and complementarity of existing retail offer, i.e. bring in more independents, resist large superstore retailers and enable small businesses to obtain rate relief. Provide what Eynsham doesn't have, e.g. swimming pool, large community centre/hub
- Guarantee early infrastructure provision using evidence for success from other places, e.g. Barton Park (share experiences with that community)
- Free parking provision, including new Park and Ride, or outsiders will use local streets and spaces – stops local shoppers from parking, harmful to smaller shops
- Maintain existing education ethos at Bartholomew school, don't put strain on this but try to extend out to new capacity
- Who is the new housing actually for; local people on local salaries can't afford high prices, even with Help to Buy, etc. Has to meet all local needs/affordability.

### Goals/Priorities and next steps

- Don't treat Eynsham and OCGV as separate 'in a bubble' but as complimentary, to enhance what is already there, including community spirit
- Cross the A40 with underpasses at key points, not by bridges (*these marked up as possibilities on plan*)
- Avoid creating through routes for non-locals/non-residents by encouraging non-car modes of travel, making these really easy to use
- Create new circular mini-bus route around the PCGV and Eynsham: regular hop-on/off demand responsive.
- Light rail option linking Hanborough, Eynsham, OCGV, Witney and through to Cirencester and Cheltenham
- High quality and diverse mix of housing, including affordable integrated across OCGV
- High quality public realm with ongoing maintenance and management system in place
- Create a new high street orientated to encourage flow into/out of Eynsham, encouraging more independents
- Provide units enabling businesses to grow and expand as needed/adapt to market
- Provide accessible primary care as a new. Larger GP centre serving Eynsham, West Eynsham and OCGV

### Next steps

Use the summer events to develop possible options/maps that suggest where things could be located, encouraging more informed/responsive discussion, e.g. possible A40 crossing points, where the new high street could go, etc

**Further lines of discussion within the group and arising from the plenary sessions:**

**Infrastructure needs to be guaranteed/commitment for early provision**, including crossing points under the A40 for walking and cycling routes.

The current **health facility in Eynsham is too small** so further capacity is required, but over time so an interim arrangement could be considered. A business-led **mixed-use approach to development**, favouring independents and organic growth would be best.

*“A level playing field for independent retailers is needed”*

There should be a **definite high street in the new development** with good public spaces to encourage social activity/cohesion. All development, including housing needs to be high and of a similar quality for all types of homes including social housing.

**Group 7 – Landscape/ecology and heritage****Issues/challenges**

- **Agricultural land classification categories across site linked to land value?**
- **Site knowledge increased, e.g. EA drainage and flood mapping inaccuracies – several solutions to localised flood risk**
- **Sensitive biodiversity (Oxford Meadows)**
  - Air pollution assessment (A40)
  - Net gain challenging
  - Call for a specific forum
  - Recognise opportunities
  -
- **Collaboration and governance to ensure long-term gain, i.e. Land Trust**
  - Subsidiary Trusts – placemaking
  - Fosters emotional ownership
- **Green infrastructure planned from the outset across site and wider strategic integration of provision**

**Further lines of discussion within the group and arising from the plenary sessions:**

Some 77% of the land is Grade 3 and land adjacent to Lower Road is Grade 2 but hasn't been mapped so **surveying and formal classification is urgently needed**. Current aggregates traffic, lighting and noise issues and connectivity to Hanborough train station issues need addressing.

City Farm has very special arable species, rich biodiversity and wider area within site is unique so **there will be development constraints**. This also applies to public open space provision versus ecological sensitivities. Net gain for biodiversity is not possible on this site and there are many specific policies to meet including NPPF, HRA, FRA, JSSP, WODC Design Guide, etc.

Formal **governance arrangements between various trusts and organisations** will be needed from the outset. Opportunities need to be explored collectively and SUDs and sewerage solutions should be integrated for optimal results including a GI strategy and offsetting solutions for which phasing of development will be crucial: *“The environment needs to be the beating heart of this GV”*

## Group 8 - Infrastructure

### Community infrastructure issues

1. Capacity (satellite) and catchment (14K patients, 11 GPs, 25% over 65, 41,300 total and oversubscribed)
2. Timing of provision (IDP/AAP)
3. Studies and site suitability, including Health Impact Assessment
4. Local synergies (businesses – Siemens, Polar Tec, education, public transport)
5. Public transport and Retail destinations (*including* Witney, Kidlington)
6. Placemaking and future-proofing

### Education

New primary schools will need to be delivered through phasing  
Secondary school capacity for Eynsham, and the West Eynsham and OCGV new development can be met by providing a new sixth form college (STEM) maintaining the Bartholomew pastoral ethos and educational standards.

### Actions/policies/next steps for infrastructure:

- Holistic review taken by upcoming Joint Spatial Needs Assessment
- Director of Public Health Annual Report recommendations taken into account
- Healthy New Towns guidance – covering new models of care, health in built environments
- GP provision review to inform what facilities needed where on an interim and final basis over all phases of new development (West Eynsham and OCGV)

### Specific lines of discussion within the group and arising from the plenary sessions:

For education **issues around potential sites for new primary feeder schools and possibly a new secondary school were considered, as well as the amount of control school may need over their finances and future development. Location was considered critical to ensuring good place-making concerning walkability, access by cycling, etc. Catchments should not erode existing school catchments but enable all schools to meet community needs across Eynsham, the new development and outlying areas.**

**Health impact assessment** was considered necessary to provide “*rapid evidence*” about changing demographics to guide decisions about meeting needs whilst building in future capacity. Existing buildings were felt to be unable to meet additional capacity posed by the OCGV. A further issue is that new residents will be attracted to the OCGV from all over the area and beyond, not just from Oxford.

**Lifetime homes** are needed for flexibility over lifetimes and changing demographics

## Post-event stakeholder feedback

The following statements and graphs provide the summary analysis for each theme using the feedback forms completed by individuals immediately after the event or later, as an on-line submission; only one form per participant was possible. The feedback form used is attached at Appendix 3 for information.

The themes and general questions used for post-event feedback are being used consistently at each subsequent event, with minor refinements to ensure that issues are accurately scoped and fleshed out.

### Q1. What do you consider to be the key issues in taking forward the Oxfordshire Cotswolds Garden Village concept?

- Creating a new settlement/community with its own identity, the relationship with Eynsham needs to be complimentary
- Protecting and enhancing the environment, building on Appropriate Assessment process, protecting BIO assets and achieving net gain in biodiversity by providing an inspirational Green Infrastructure (GI) network with long-term management
- *“Irreversible and unnecessary destruction of valuable farmland, habitats and biodiversity; this is a good idea in totally the wrong place.”*
- Design-Quality, Governance, Infrastructure
- Zero carbon construction, renewable energy generation,
- *“Build a balanced integrated community..... The Land value enhancement is so big that it can pay for everything. “*
- Good baseline data and information is required prior to commencement of masterplan so that full assessments are undertaken to minimise impacts (environmental, light pollution, traffic and noise, etc) and maximise access to good, affordable housing and economic opportunity.
- Co-ordinated transport and infrastructure for safe, active healthy travel (cycling and walking) for health and well-being. Design the spine road around direct, future bus routes.
- Provide accessible health care and education facilities, meeting anticipated future need. Create community hub(s)/centre(s) towards meeting the social, psychological and spiritual needs of residents.
- 

### Q2: What are the policy parameters and/or threshold requirements from your sector/specialism (if applicable)?

- NPPF, Environmental Legislation, Local Plan Policy, habitat regulations, Local Plan, AAP, Design Guide, GI SPD, WRA, EIA Benchmarking of GI/Biodiversity. Net gain in Bio diversity
- Preserve the character of the historical landscape where possible, involving archaeological investigation, conservation of sensitive areas
- Affordable retail units for independent (retailers) to enable them to thrive rather than chains. Park and ride free to assist parking issues
- Mix of Housing size/types/tenures. Social housing, starter and elderly housing. Co-housing, self-build, community land trust. Affordable housing particularly to provide for sufficient care workers
- Support local businesses, live/work, reduce need to travel/car use. Encourage active, non-car travel. Integrated development: Jobs and homes together. Build/provide infrastructure

before homes and jobs. Ensure that reference is made to the Oxfordshire Active and Healthy Travel Strategy and that walking design Standards and cycle design standards are followed.

- S106 contribution to pump prime bus services. Spine road at least 6.5 M wide.
- All above required to inform location of schools Capacity within the Eynsham Partnership Academy and the secondary school in particular. Phasing of build/generation of new students. Education is subject to lagged funding.

*“A new health centre will be required, timing such that we are not inundated with patients without the building/staff to cope.”*

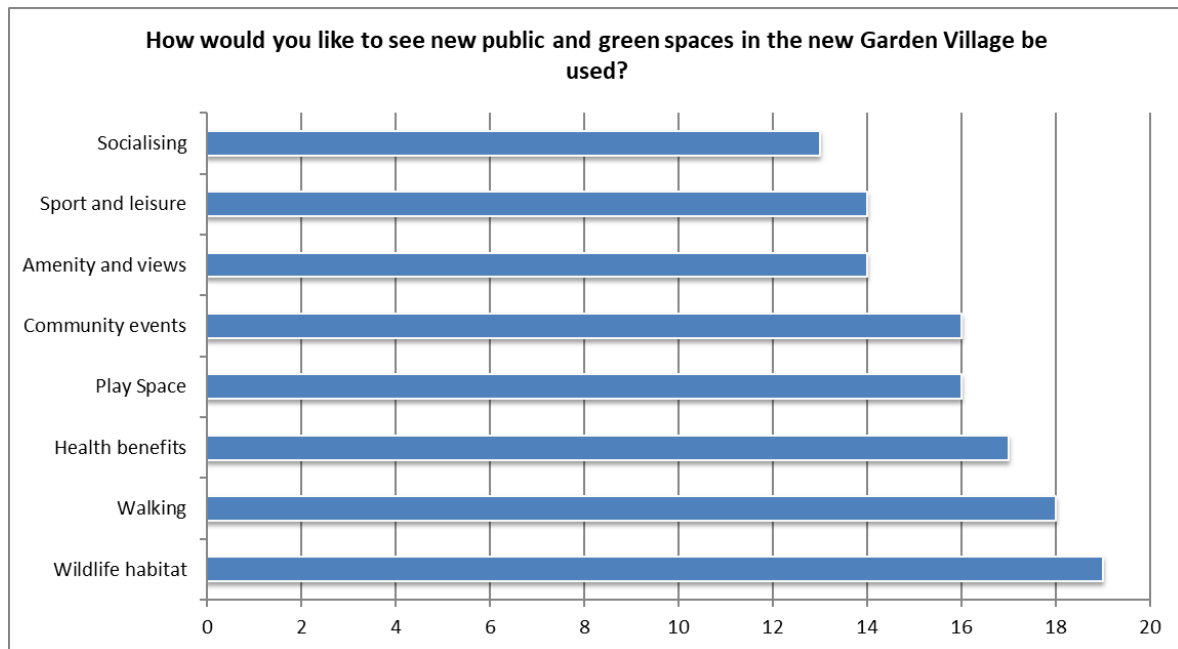
**Q3: What ideas or concepts would help to develop the Garden Village most beneficially from your perspective?**

- Great care over environmental and heritage issues, landscape-led design; building with nature. Strong sense of space. Healthy town/active travel. Wildlife Trusts, "Home for people and Nature" vision, a Country Park, connectivity using GI, Green Roofs, allotments.
- Putting in place 'Governance' up front; main objective to ensure complete integration, with measures to mitigate the adverse effect on Eynsham, aiming for benefits to Eynsham as a whole region. To provide some positives that Eynsham Village does not have, a swimming pool, cinema, places to socialise. New green space and leisure space for Eynsham with safe cycle routes to schools, Hanborough station, Botley
- A mixed community of age, income, family stage suitable for the rural environment "Cotswolds", a separate identity but one that would compliment the adjacent long-established village. Not to be seen in direct competition with Eynsham. Connectivity will be very important. Design to enable community cohesion, prioritise walking (1st priority) and cycle (second priority), and space for cycles in houses.
- Local grid for Eynsham: energy efficiency of homes, work places, layout and travel, etc. Energy generation from PV.
- The concept of significantly minimising car use must be a key concept. It will minimise congestion and lead to healthier lifestyles. Health promotion with management of the demand in the area for GP's by the CCG.

*“Please involve me in the location and site parameters of school sites”*

*“My key concern is the holistic needs being met, without which the long-term viability of enriching community life will be compromised. This even included need for community graveyard”.*

## Uses for new public and greenspace

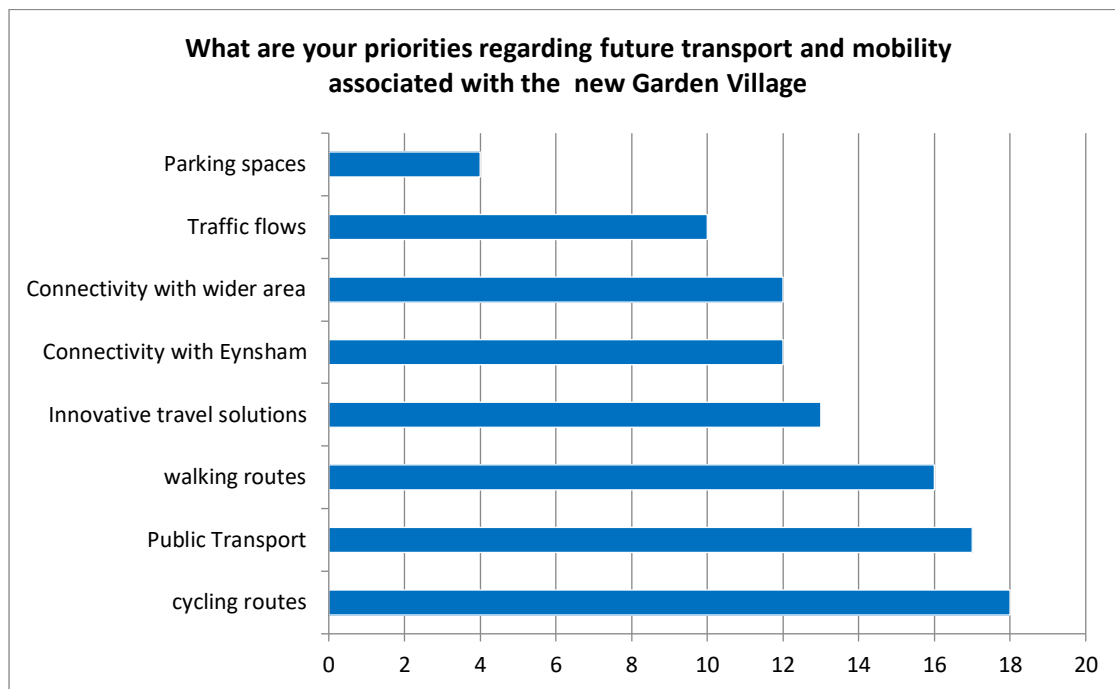


**Wildlife habitat, walking and health benefits** emerged as the leading use/driver for public and green spaces.

Summarised, additional comments provided for this theme include:

- Creation of new, high quality public greenspace close to where people live, such as a Country Park and pocket parks, as well as making better use of existing assets to create a multi-functional GI network within and around the OCGV, into the wider area is fundamental.
- *“Green space is not just an add on and needs to be protected and promoted”*
- The future management of new greenspace and existing assets are very important. Securing early agreement on funding in perpetuity will be important. Organisations like the Land Trust can play a critical role in supporting such assets for the long-term benefit and resilience of the community.
- Light pollution needs to be avoided in what is a rural area
- Design new GI using the existing hedgerow structure for connectivity to the wider landscape *“using green space in a naturalistic way”*, supporting both physical and mental health. Features could include a swimming pool, splash park, inclusive seating areas for all ages, exercise routes but in such a way as to provide buffering and protection for areas of national and European ecological interest.
- *“Lots of trees, Cycling and running tracks, space to walk dogs a, space for older people and young families to come together.”*

## Priorities for future transport and mobility



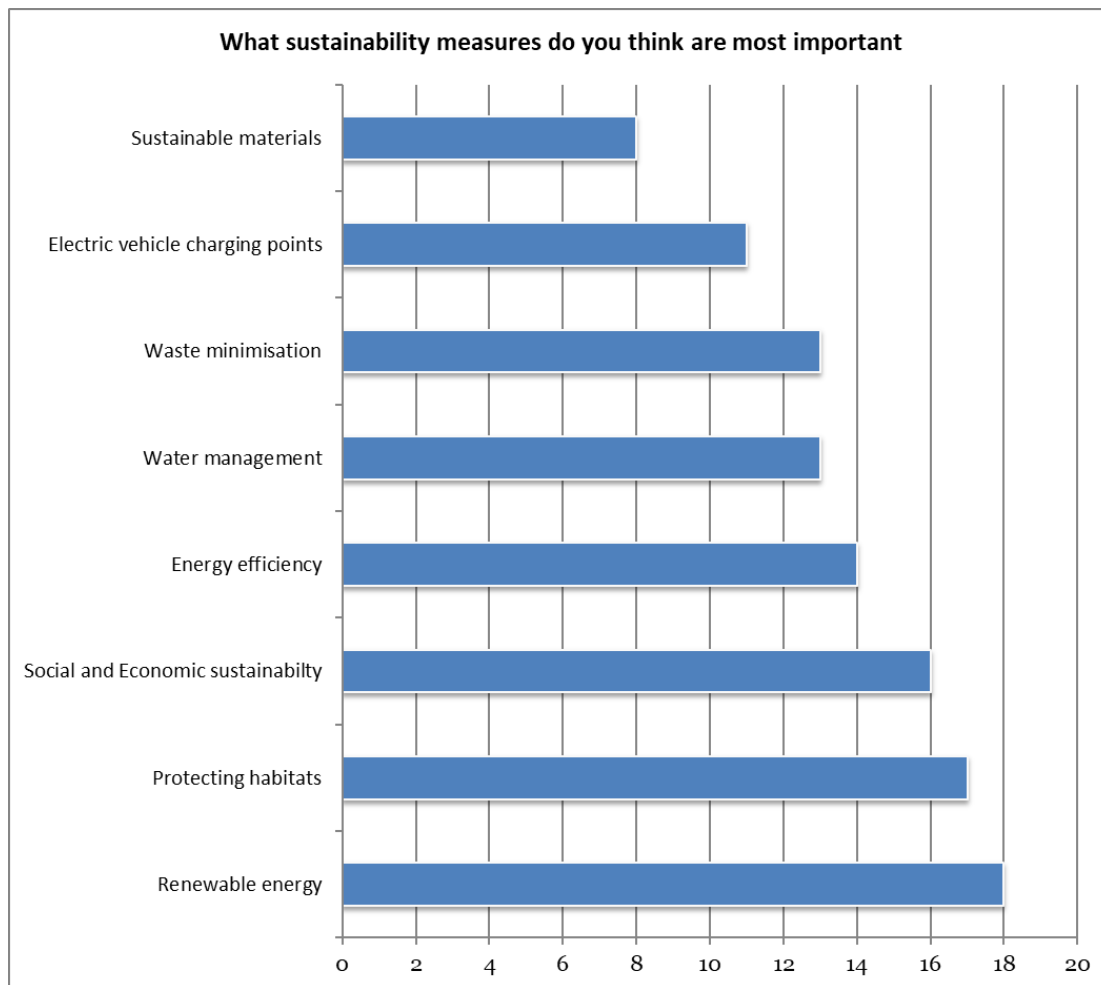
The aggregated transport and mobility priorities were **cycling, public transport and walking**.

Summarised, additional comments provided for this theme include:

- Access across the A40 is critical. A40 improvements are needed BEFORE the village is built. Consider "movement", rather than "transport", fully reviewing the various transport solutions for the wider area and be given priority if the new village is to be a success. Look at impact this development will have on Witney. Also remember horse riders, mobility scooters, multi-functional routes.
- Innovative travel solutions; light rail and rail; suspend monorail in the footprint of the A40 (e.g. over cycle path), New west Oxon train link to oxford and then on to London/other commuter cities.
- *"Bring back trams for access to Oxford."*
- Reduce car use by investing in and providing bus, walking and cycle routes within the new area. Build enabling cycle route connectivity within and to and from the new development, specifically the B4044 path extended. Local Cycle Schemes - Hire (Short/long term).
- Travel is a health issue and motorised traffic is causing serious health problems, including air pollution, sedentary lifestyles and obesity. Encouraging walking creates community so this is good socially and environmentally - location of bus routes will be key to encourage this.



## Sustainability measures

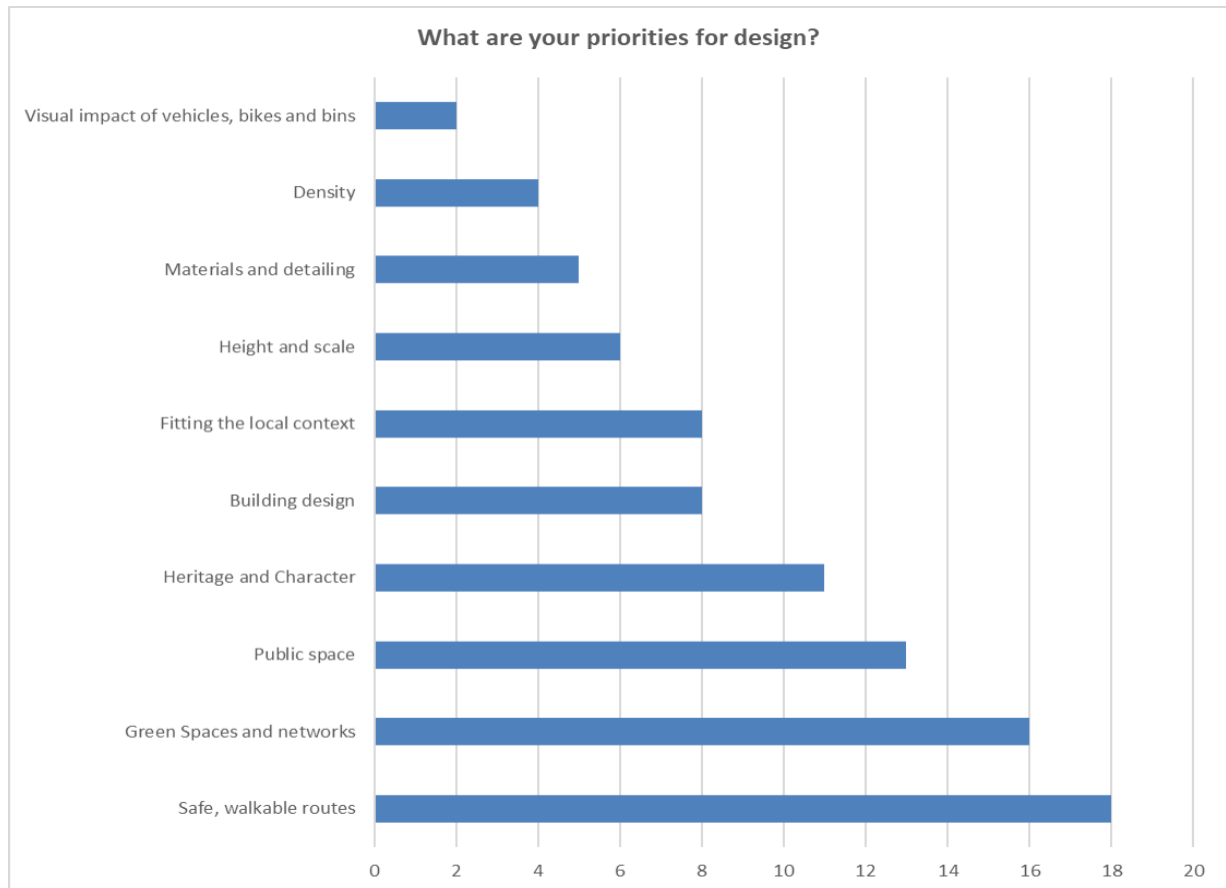


The leading sustainability measures identified were **renewable energy, protecting habitats and social and economic sustainability**.

Summarised, additional comments provided for this theme include:

- Self-sufficiency, sustainability leading to better physical and mental health, community cohesion and happiness.
- Provision of cycling infrastructure throughout Oxfordshire as well as the B4044 pathway
- Opportunity to build on Oxfordshire expertise in developing local grid for energy self-sufficiency.
- Low energy construction, an exemplar of innovative, resilient low carbon design; these are integral to good design

## Priorities for design and place-making

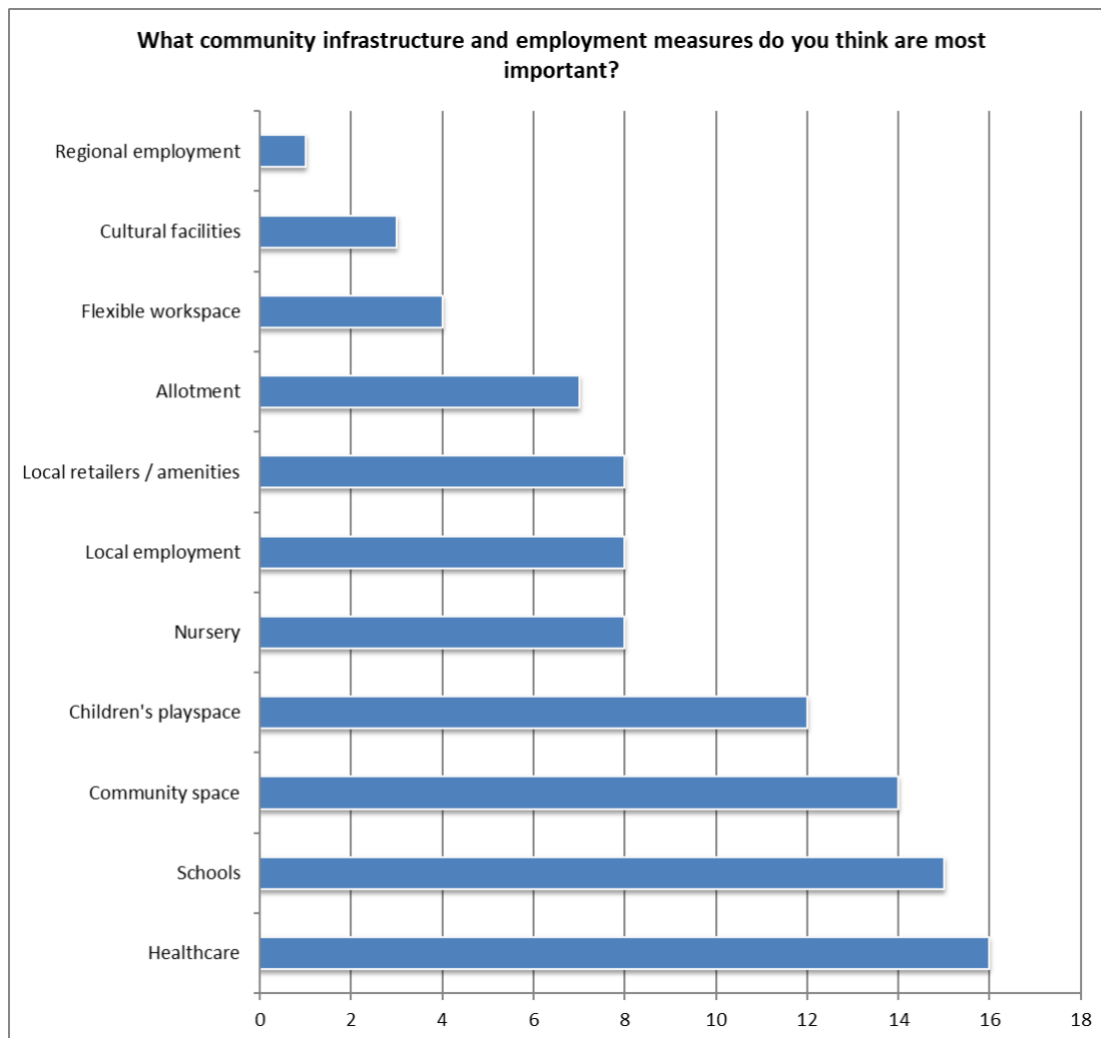


The four leading design priorities were **safe, walkable routes, green spaces and networks, public space** and **heritage and character**.

Summarised, additional comments provided for this theme include:

- A desirable place to live, good for public health, good for young families and older people, Do not segregate the generations; there should be opportunity for elderly to mix with younger people and to be able to do so. Provide affordable housing.
- Innovative modern design- look at Dutch, Danish examples, run a design competition. Achieve high quality design and build for private **and** social housing, not too visible/ high rise. Reduce the visual Impact of vehicles, bikes, bins.
- Low embodied energy, passivehaus design and all buildings as PV/solar generators. Low energy generation (or net energy generation) including “*sustainable green employment buildings*” with power generation on-site and distributed grids.
- Position community buildings adjacent to school/schools, open space with highway frontage and access around site. Achieve varied interaction between housing, community and natural areas. focus on safety, e.g. safe cycling paths and reduction of noise from the A40.
- Mitigate impacts on highly sensitive areas within the site (ecology/biodiversity, hydrology),

## Community infrastructure and employment measures



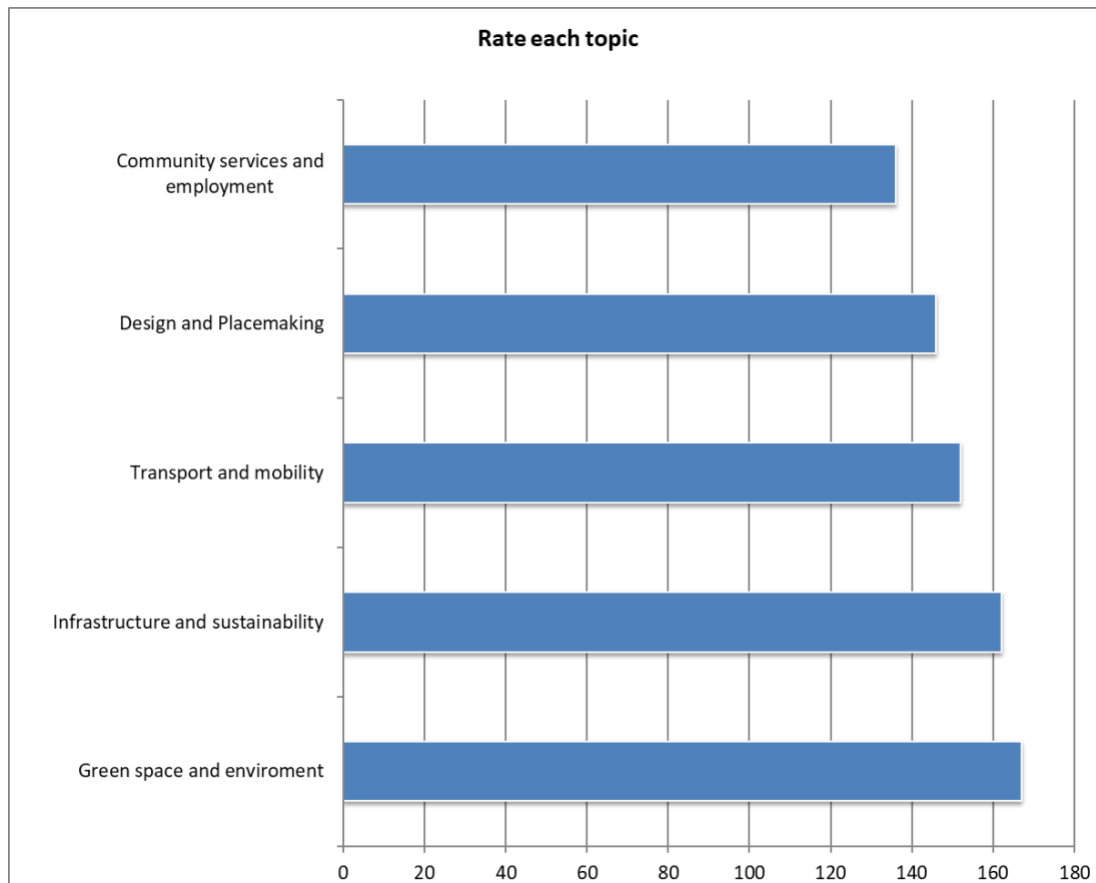
The lead community infrastructure elements from the workshop group were **healthcare, schools, community space** and **children's playspace**.

Summarised, additional comments provided for this theme include:

- Needs to be driven by local demand; need schools and an extended facility for medical care in Eynsham that's walkable, plus access to acute hospitals.
- Need more primary and secondary education, more burial space, a country park, community farm and churches in the new area.
- Community that works as a community 'plays together' so needs a multi-purpose space for arts/events bringing people together. A community hub should be a flexible space with a variety of room sizes. Needs to be delivered and managed in a way which means that room hire charges are affordable e.g. mother & baby groups.
- Live/work small units with good broadband that have space to grow, encouraging employment, not warehousing. Support Siemens/Polar.
- A priority should be a walkable community with safe routes for walking and cycling that meet Oxfordshire's design standards.
- 
-

## Overall rating of the importance of each topic to stakeholders

The final question on the feedback form asked respondents to rate from 1 to 10 (with 10 being the most important) which topics were of greatest importance to them. The bar chart below provides details of the ratings, with **green space and environment** – in terms of quality – of greatest aggregate importance. The next topic of importance is **infrastructure and sustainability**, closely followed by **transport, design** and **community services and employment** in that order.



We consider these overview results fairly reflect the discussion over the course of the workshops, where participants emphasised that the design approach should be led by the environment and landscape-led, with a commitment to providing infrastructure in advance of new housing over the phasing of the development.

The A40, as a cause for concern, was a common thread and this shows through in each element of the discussion and feedback process, together with the need for improving transport choices including safe walking and cycling.

The final section covering initial stakeholder participation and engagement summarises all of the workshop and feedback material into emerging headline messages for shaping the design brief and master-planning process.

### Stakeholder consensus/early headlines overview

The following themes and headline messages were distilled from the main headlines produced over the course of the morning and afternoon stakeholder workshop sessions on the 12<sup>th</sup> June, plus the post workshop feedback submitted by individual participants:

- a) Whilst the proposed garden village is to be separate from Eynsham, with its own distinct and character, it is important to **consider Eynsham and the new settlement as complimentary parts of a greater whole**, in terms of community, institutions, new homes, infrastructure and services.
- b) The new settlement **should enhance the existing village of Eynsham, and its community, and not detract from it** in any way, either physically or socially. This is about adding more of what Eynsham already has (independent shops, good schools) and additional facilities like a new multi-purpose community hub, a swimming pool, and high street retail and workspace.
- c) The necessary **infrastructure should be delivered in advance** so that it is in place, ready to be used, as homes are occupied. This will require careful phasing – it's not about selling all the homes first to pay for infrastructure, but about **putting the community first, with community space, healthy active lifestyles, and the fostering of social cohesion/community spirit**.
- d) **A proactive, planned approach is needed to ensure design quality, landscape heritage and optimised biodiversity**, given the special/unique character of the allocated area. The areas of **highest cultural heritage and ecological interest should be protected** through buffer treatment and appropriate management into the longer term. These factors will inform where and how new infrastructure (e.g. SUDS) and new housing can be located, informed by the AAP and EIA processes. There are many organisations already working together towards these goals but **creating a formal partnership from the outset will be critical to good governance and long-term management**.
- e) The **A40 is a geographical barrier to permeability** and essential connectivity between Eynsham and the new garden village. **Well-designed underpasses were considered preferable to bridges**, which take up much land, are visually unappealing, and not easy for cyclists and wheelchairs/mobility scooter users. Connectivity and ease of movement, especially for walking and cycling, are seen as fundamental to the success
- f) **Effective transport planning and strategic traffic management is absolutely critical**, with a greater **focus on sustainable options for walking, safe cycling, and better public transport (inc light rail)**. This should include provision of a free new Park and Ride facility for Eynsham that will counteract using the village streets as free unofficial park and ride (undermining patronage of local independent shops and services).
- g) **New housing will primarily be for local people** so it needs to be **affordable for local salaries**. There should be a **full range of affordability**, not just 'help to buy' but also help to build, co-housing and social housing. Legal agreements for this and for on-going management and maintenance of community assets need to be part of the S106 agreements. This could include new burial capacity, including woodland burial.
- h) The **design approach should be distinctive, high quality** and tenure blind, using locally appropriate materials and design features **within an agreed Design Code for the whole site**. It should not be indistinct 'anyplace estate' nor a pastiche copy of Eynsham. It needs to be future-proofed, encompassing technology, energy efficiency, climate resilience and low carbon/resource efficiency (including green roofs) and increasing levels of home-working. Retaining the essential rural feel and character will be critical for both the OCGV and for Eynsham.



## Oxfordshire Cotswolds Garden Village

### **PART B Report Community Drop-in Events 21<sup>st</sup> and 23<sup>rd</sup> June 2018**

Kevin  
Murray  
Associates

## **Report B: Oxfordshire Cotswolds Garden Village Community Drop-in Events at Eynsham 21<sup>st</sup> and 23<sup>rd</sup> June 2018**

### **1 Purpose and Format of the Community Drop-in Events**

The community drop-in events for the Oxfordshire-Cotswolds Garden Village were held on the 21<sup>st</sup> and 23<sup>rd</sup> June in Eynsham, following on from the Stakeholder Workshop on 12h June. The event format was a drop-in exhibition that the community could attend at any point during each session, with the primary purpose of introducing the Grosvenor team and approach to the community, and to begin to understand the headline issues, concerns and aspirations of the wider community with respect to the proposed Garden Village.

On the 21<sup>st</sup> June, the drop-in session was held from 3pm-7pm in St Leonard's Church Hall, and on the 23<sup>rd</sup> it was in the Eynsham Village Hall from 10am-1pm. The events were widely publicised in local press, social media and flyers (Appendix 1).

During each session there was an exhibition setting out the team, approach, and potential themes for consideration. No solutions or designs were presented at this early stage. The exhibition content is provided at Appendix 2.

There were numerous team members from Grosvenor and their specialist consultants present to respond to queries and have conversations with people who attended, plus a feedback form to provide comments in a structured format in a manner similar to those used following the stakeholder sessions. This report contains a digest of feedback that the team received directly at these sessions, plus an analysis and summary of the responses received on the feedback forms.

Over the course of the two sessions, a wide range of people from the community visited, with varying degrees of knowledge around the proposals for the Oxfordshire Cotswolds Garden Village. At the first session there were 133 attendees, and at the second 117 attendees, which is considered a healthy number compared to similar events for other projects elsewhere.



Figure 1: Exhibition event, St Leonard's Church Hall, Eynsham, 21 June.



Figure 2: Exhibition event, Eynsham Village Hall, 23 June.



## 2 Headline Summary of Discussion Reflections

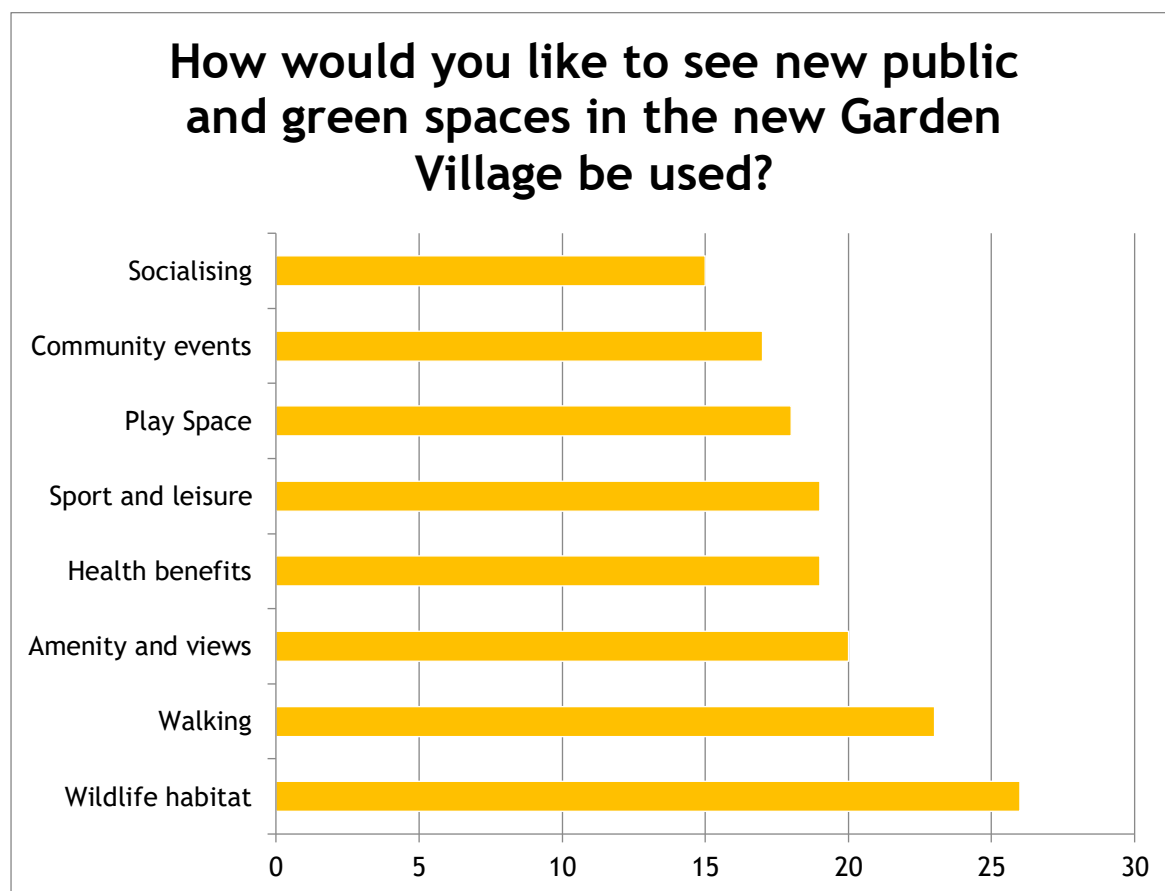
The Grosvenor team were involved in a range of intensive discussions throughout both exhibition events. There were a number of recurring themes from the individual notes provided by each team member, reflecting the conversations that they had with people during each of the sessions.

The following are the key points from their reflections on these conversations:

- The **A40 is a key concern** of many who attended. Concerns are around the current level of use (it is reportedly very congested) and its ability to take any more traffic; that it acts as a barrier and crossing the A40 to connect the OCGV and Eynsham will be challenging (this also links to the point about whether Eynsham and OCGV would be separate or connected places); noise and impact of traffic on A40 on the amenity of OCGV
- Is the OCGV an **expansion of Eynsham, or a new, separate place**? There were many conversations held around this. Some would rather keep Eynsham as it is, ensuring that its current services and facilities are for people in the village and that it remains a village. Some considered whether this should be an expansion, in which case proper access and connection(s) across the A40 would be needed as vital elements to access facilities, services and amenities.
- Some disquiet and distrust expressed with respect to the **roles of West Oxfordshire County Council and Oxford City Council** – particularly around the Garden Village allocation process, as well as the ‘failed’ Neighbourhood Plan process.
- **Delivery of key social/community infrastructure** – such as schools, health facilities, community space – was considered important to come early to ensure that Eynsham’s facilities are not overburdened through new development.
- **Wider transport connections** – in addition to concerns over local connections and the A40, wider transport connections, particularly to Oxford and beyond, were raised as an issue.
- **Affordability** – comments were made about the term being too vague and tighter definitions would be preferred – such as “affordable to local people” or something similar.
- **Collaboration** – several participants requested that consultation on the OCGV is meaningful and genuinely collaborative. This would mean extending beyond providing information, to a more collaborative process whereby local people could input directly into the evolving design approach and plans.

The following pages set out the responses provided on the feedback forms at, or after the two sessions

### 3. Uses for new public and greenspace

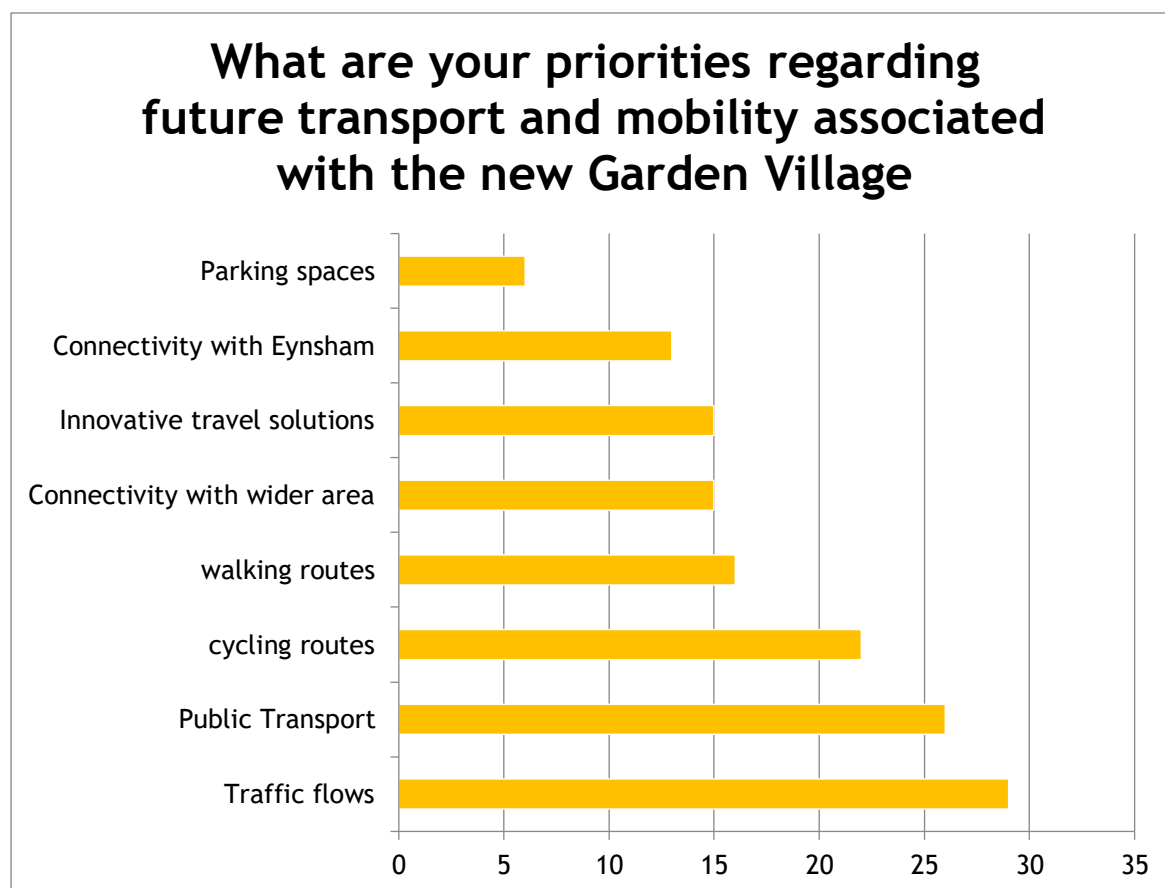


The priority identified by respondents for green space is as **wildlife habitat**; from the comments this includes retaining existing high quality habitat that exists across the site, as well as creating new habitat. **Walking trails and access** were the second priority, followed by **amenity and views**, then **health benefits** and **sport and leisure** (equally), **play space**, **community events** and **socialising**. All had a reasonable scope – none scored very low responses.

In summary, additional comments provided for this theme included:

- **Rights of way** – retain the existing ones as part of the network. These are well used already and do not want to lose these.
- **Bridleways** – there is an opportunity for these to be enhanced.
- **Maintenance of green space** – a mechanism needs to be put in place to ensure that there is ongoing maintenance to keep the high quality promised.
- **Community space** – need to provide and maintain
- **Sports facilities** – such as a gym, swimming pool
- Getting the **right mix of development and space** – including green corridors, etc
- Retention of the **existing quality environment** – as much quality habitat should be retained as possible. This is preferred to re-creating it following development. Eynsham Millennium woods, existing hedgerows, etc were cited.
- **Wildlife habitats** – retention of natural habitats is pivotal
- Concerns were expressed around the **loss of existing habitats and agricultural land**, plus the impact on existing communities.

#### 4. Priorities for future transport and mobility

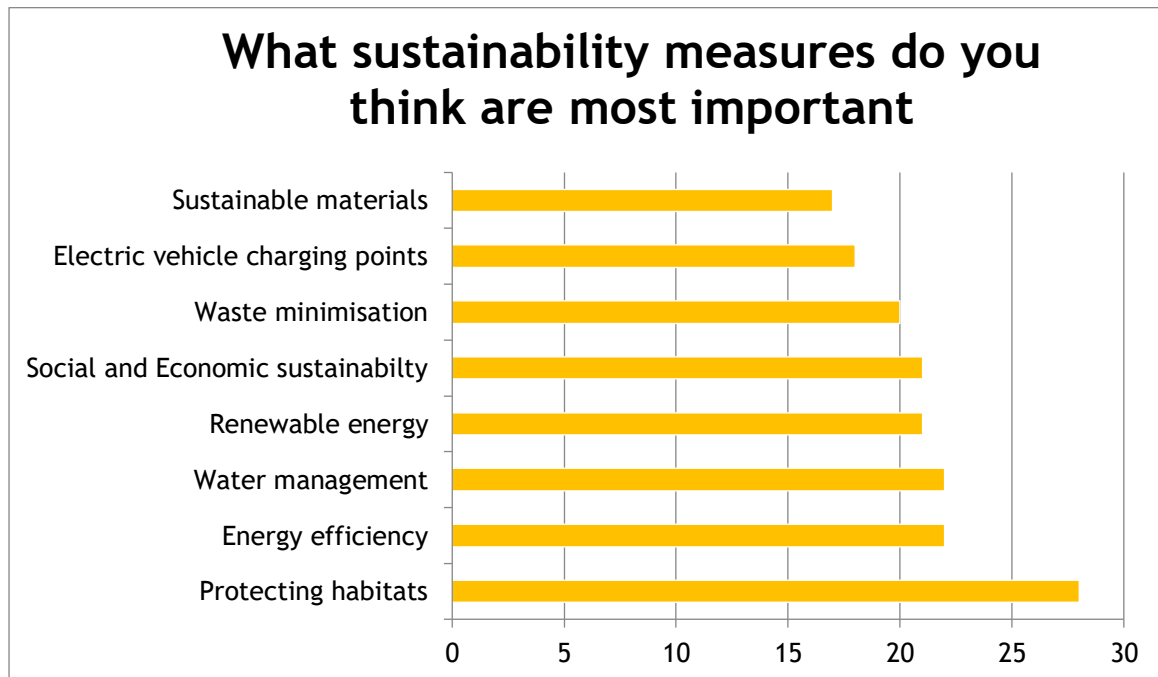


Clear priorities were identified around **traffic flows**, followed by **public transport provision** and **cycle routes**. As the comments accompanying these priorities reflect, car use is still the dominant mode of travel that people believe will be used.

Additional comments provided for this theme included:

- Aspiration that **current A40 congestion** would need to be remedied prior to accepting the additional traffic that would be generated from OCGV. There is a great deal of concern that the A40 will be unable to carry any additional traffic without radical change or alternative transport options.
- **Railway connections** – including light rail or trams, were proposed to link the area to Oxford, either directly or through Hanborough, and onwards to London, as alternatives to road travel.
- **Park and Ride and bus lanes** – current solutions are not considered to be sufficient if there is to be significant population growth in the area. These would need to be reconsidered to create the additional capacity required.
- **Active travel** – cycle and walking routes would need to be excellent, and of a high standard, to encourage people out of cars and to use active travel. As well as creating connections within the OCGV these routes should also connect to Eynsham and other surrounding settlements. Bridleways are an important part of this mix.
- **Local and other GV connections** need to be considered. How will people access Eynsham? Will it be a separate area, and if not, how to the two places integrate?

## 5. Sustainability measures

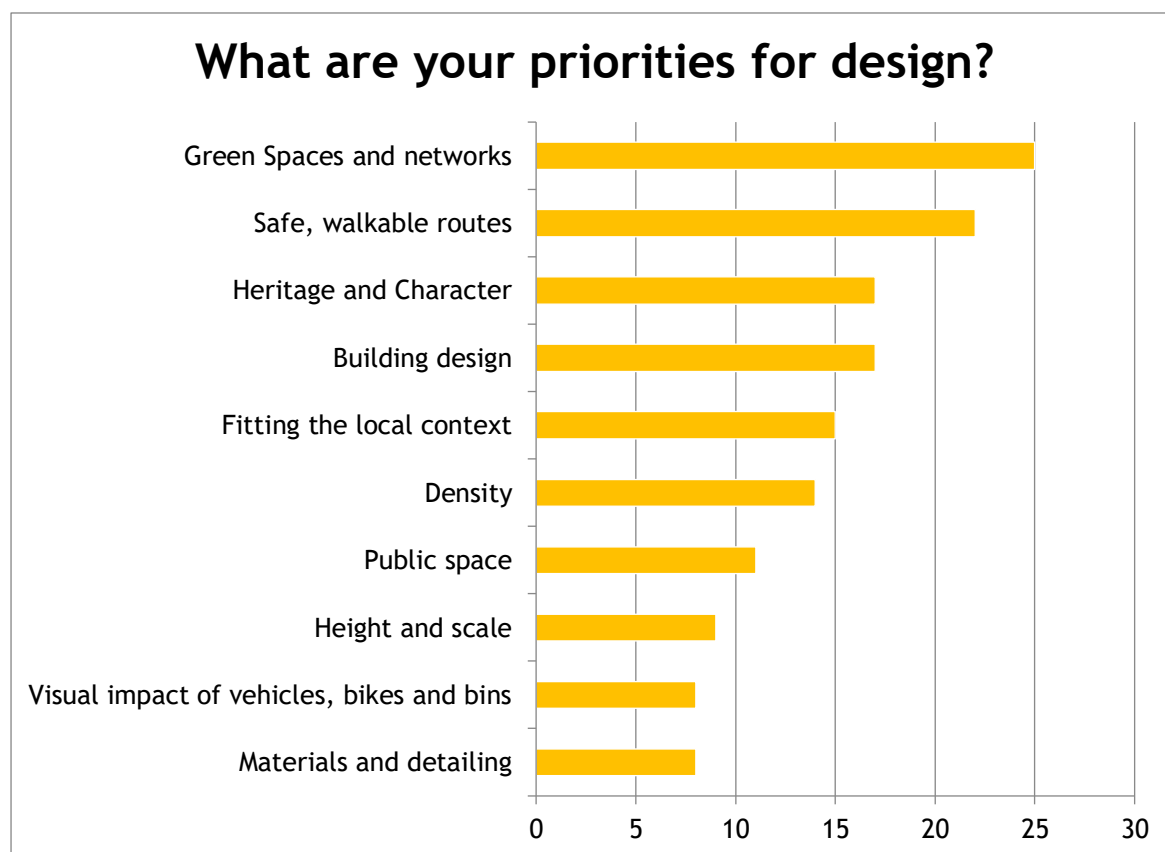


The highest priority identified by respondents is **protecting habitats**. Following some way behind this, and grouped closely together in terms of priority, are **energy efficiency**, **water management**, **renewable energy** and **social and economic sustainability**. Lower priorities were **electric car charging points** and **use of sustainable materials**.

Additional comments provided for this theme are summarised as:

- **Retaining natural landscape** – particularly hedgerows and retaining habitats to ensure that the place is biodiverse, and there is no disruption to the Area of Outstanding Natural Beauty.
- **Pollution, air quality** concerns - both during the construction phases, but also with the increased population and vehicle usage later.
- **All measures seem to be important** to include, and would not take any at the expense of others
- **Flood prevention concerns** if there is development – how will flood risks be mitigated?
- Development must embed and **pursue a genuinely sustainable approach** and not simply a nod through a standard approach, with sustainable add-ons. From first design principles up.
- **Carbon neutral/Passiv Haus development standards** should be the standard that is aimed for in the development. These standards should apply to all buildings - not just homes, but all commercial, community and other properties.
- **Transport and access sustainability** – as well as dealing with issues such as capacity and congestion, developing a place that has sustainable transport and access options integrated from the outset is key. Therefore these need to be early elements in the delivery, and not something that comes along once people have established travel patterns and habits that would then need to shift. This also includes consideration of future transport needs and patterns, so that the place can adapt and be flexible.
- **Sustainability of facilities** – health and education facilities need to be provided in a way that ensures that pressure is not put onto existing services, compromising these. Again, early delivery is required to ensure that the place develops around sustainable options, and not requiring a shift in use and behaviour after the place has become established.

## 6. Priorities for design and place-making

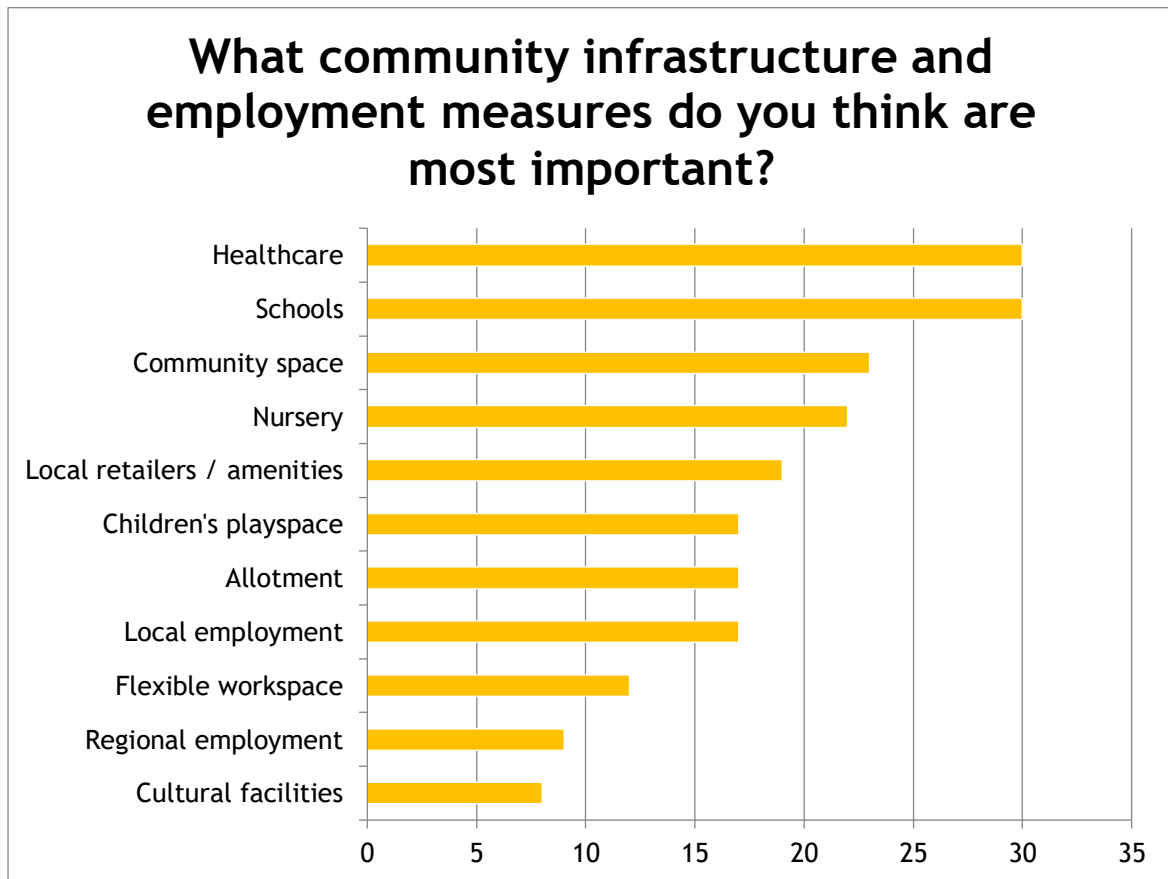


The highest design and place-making priority was the **creation of green spaces and networks**, followed by **safe, walkable routes**. **Heritage and character** and **building design** were listed at the next level. At this stage a lower priority was accorded to matters that could be considered more detailed, such as **materials and detailing**, **height and scale**, and the **visual impact of bins** etc.

In summary, additional comments provided for this theme include:

- **Green buffer zones** that separate housing areas from other areas.
- A **fully integrated place** that has all that is necessary for working, living and community life. It must have this and not become a dormitory town.
- **Affordability** should be considered as **locally affordable** – rather than the national standard of affordable.
- Consideration should be given to **how social housing and market housing are mixed** – some mixed views were expressed on how to approach this: whether an integrated approach or to keep housing tenures or types separate. This also relates to the comments on design and density, where mixed views were expressed
- **Design** – while the priority identified was “Heritage and Character” some comments suggest that a contemporary approach should be taken. This is in part because they believe there is an opportunity to take a different approach without an immediate built environment context, and the focus should instead be on high quality design and materials with the aim of creating a sustainable place.
- **Design code** – there were calls for a proper design code to be prepared, that ensures high quality design, character and prevents the place from being repetitive or “just another estate.”.

## 7. Community infrastructure and employment measures

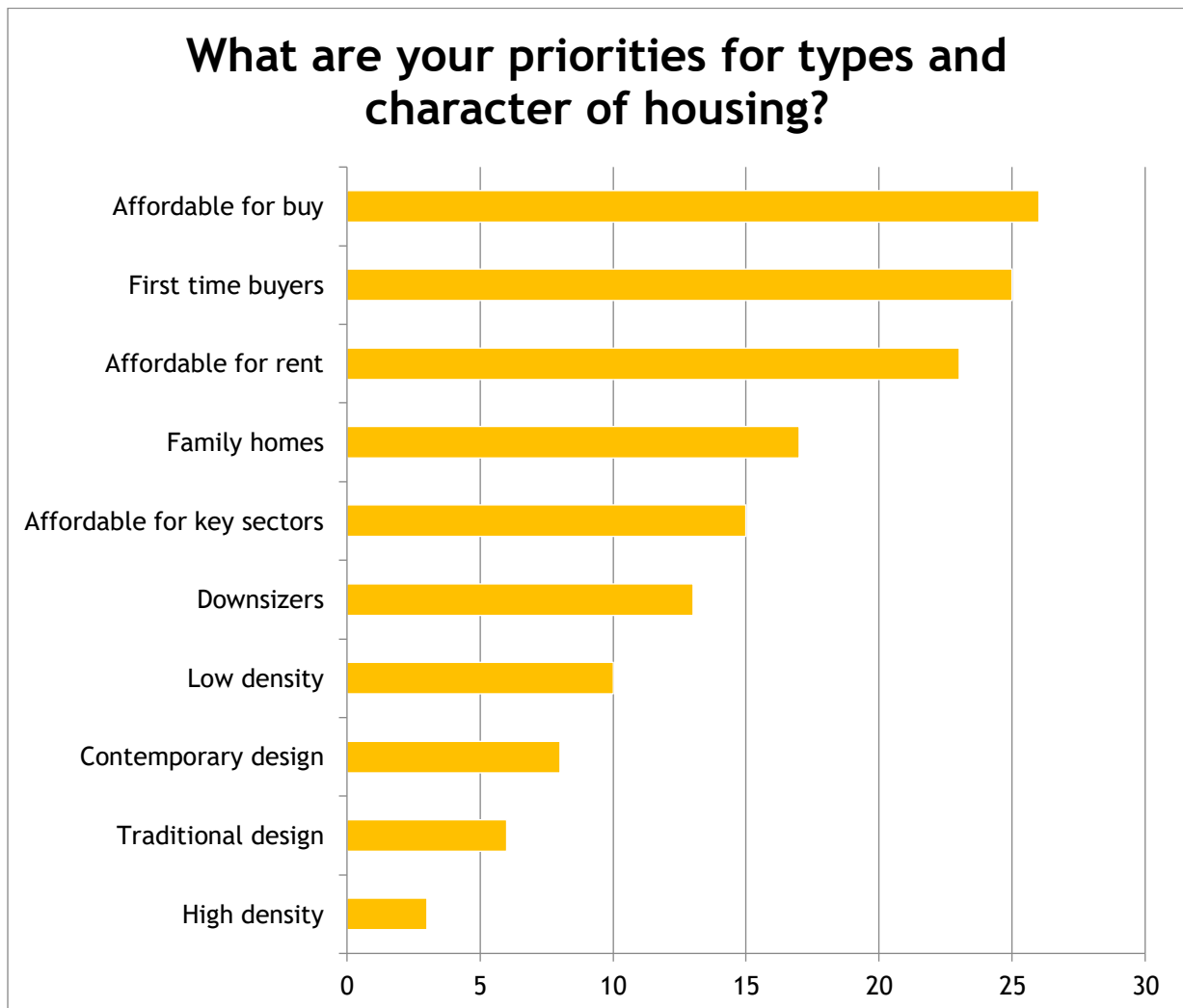


**Health care** and **Schools** were the equal highest priority, reflecting concerns that without these facilities and services being delivered, the existing settlement would have to meet the demand for additional capacity. **Community space** and **nursery** were next in order of priority.

Additional comments provided for this theme include:

- Concern over viable sustainable, arrangements for **maintaining community space**.
- **Health care is a key area of concern**, ideally facilities to be in place in the first instance, to ensure that no additional pressure is put on existing services in Eynsham.
- Community infrastructure should all be **in place in the first phase**, including a suggestion that the s106 agreement ensures this happens.
- **Attracting workers** for the schools, health centres, shops and other facilities will be important. Concern that it won't be an attractive place to work as it is close to Oxford, where there may be better or other employment opportunities.
- Services should allow **OCGV to be an independent settlement**, and not dependent on Eynsham or Witney for services or shopping. This also helps cut down the level of vehicular traffic impact that there may be on the A40.
- The **right mix of facilities** needs to be considered to build community cohesion – community halls, pubs, churches are among the suggestions.

## 8. Housing and Character



**Affordability** is the primary priority within this theme, particularly for **first-time buyers** and **renters**. **Design** and **density** were lower priorities, though **contemporary design** is marginally preferred to a **traditional design** approach.

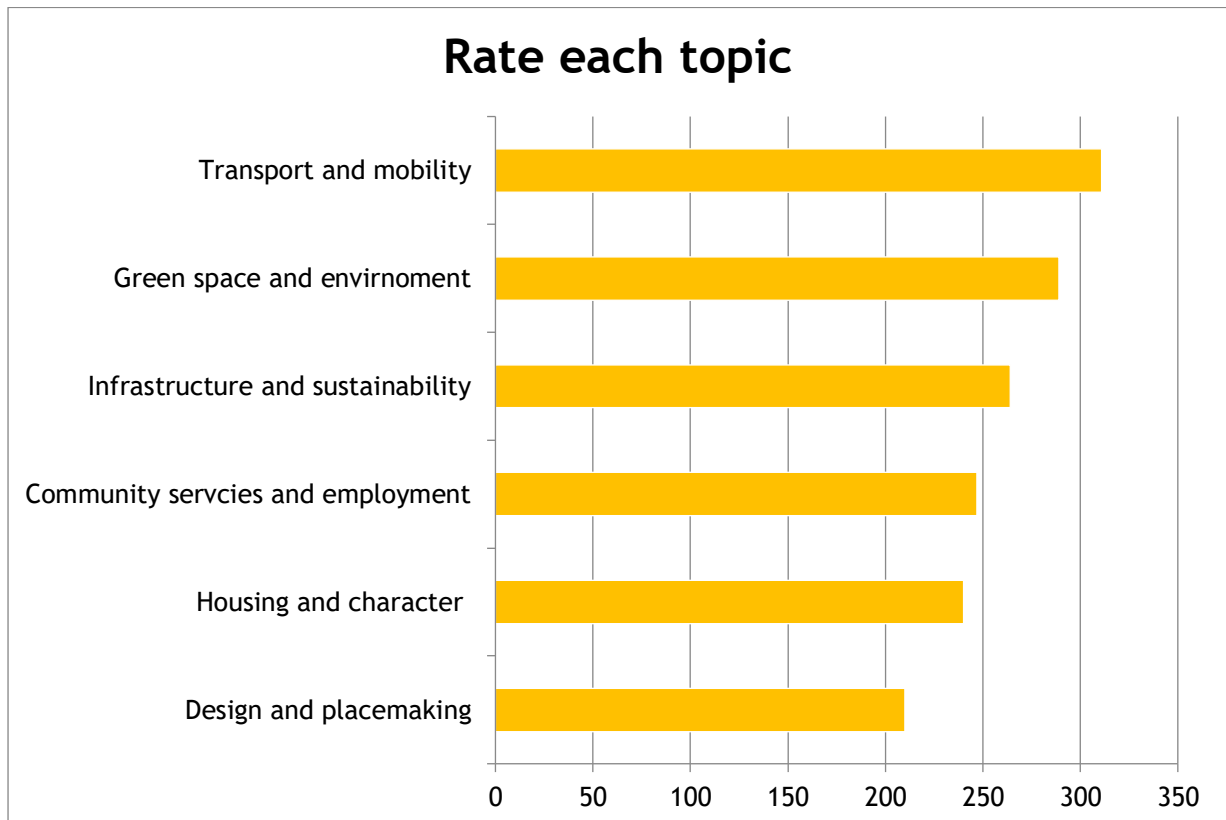
The summary of additional comments provided for this theme included:

- **Concerns regarding affordability make up 90%** of the comments under this theme. There is particular concern that ‘affordability’ is vague, and it may apply narrowly to first time buyers, while key workers and local people are excluded.
- Affordability also relates to the **housing type mix**, with several comments made that large executive style homes are not the main need.
- Developing a **mix of type and tenure** that creates a socially balanced community. The mix would include areas of high density, areas of low density and self-build sites.
- Homes for elderly people who are **looking to downsize** or move into more appropriate accommodation (such as a bungalow).

## 9. Overall rating of the importance of each topic to stakeholders

The final question on the feedback form asked respondents to rate, from 1 to 10, which topics were of greatest importance to them, with 10 being the most important. The bar chart below provides details of the accumulated scores, with **transport and mobility** of greatest cumulative importance.

The next most important topic is **green space and environment**, followed by **infrastructure and sustainability**, **community services and employment**, then **housing and character** and **design and placemaking** in that order.



We should be careful not to read too much into these broad brush responses at this early stage, but they are a useful barometer of opinion, with a strong read-across between stakeholders and general public.

The Grosvenor team members attest that these headline results fairly reflect the discussions over the course of the two drop-in sessions, where attendees particularly emphasised their concerns over the **capacity of the A40** and other movement infrastructure.

Capacity as a cause for concern more generally was a common thread, whether it be in relation to movement, health or education provision, and this shows through in most of the themes.



## Appendix 1 - Publicity Material



# Your invitation to the first public exhibition for the Oxfordshire Cotswolds Garden Village

**Thursday 21 June**

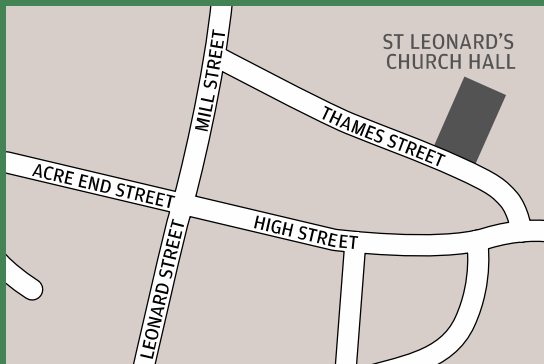
**Time** 4:00pm to 8:00pm

**Venue** St Leonard's Church Hall  
Thames Street, Eynsham  
Oxfordshire OX29 4HF

**Saturday 23 June**

**Time** 10:00am to 1:00pm

**Venue** Eynsham Village Hall  
46 Back Lane, Eynsham  
Oxfordshire OX29 4QW



As part of their emerging Local Plan, West Oxfordshire District Council has allocated land to the north of the A40, opposite the village of Eynsham, for the provision of around 2,200 new homes in the form of a Garden Village. This event is an early opportunity for you to share your views on the Garden Village and help shape the principles behind the proposals.

### Contact details

**T** 020 3109 0393

**E** [oxfordshirecotswolds@fourcommunications.com](mailto:oxfordshirecotswolds@fourcommunications.com)

**W** [oxfordshirecotswoldsgv.commonplace.is](http://oxfordshirecotswoldsgv.commonplace.is)



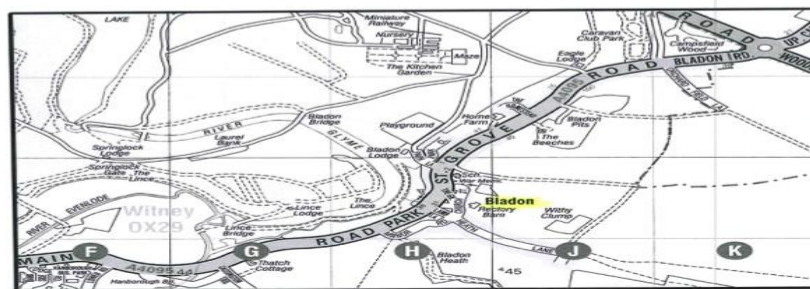
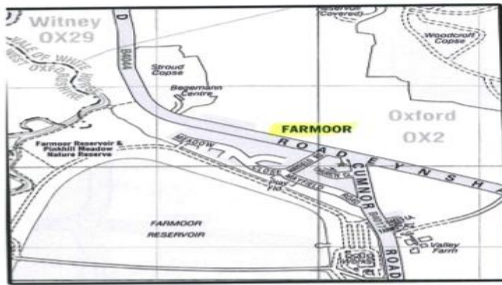
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**Eynsham**

**OX29**



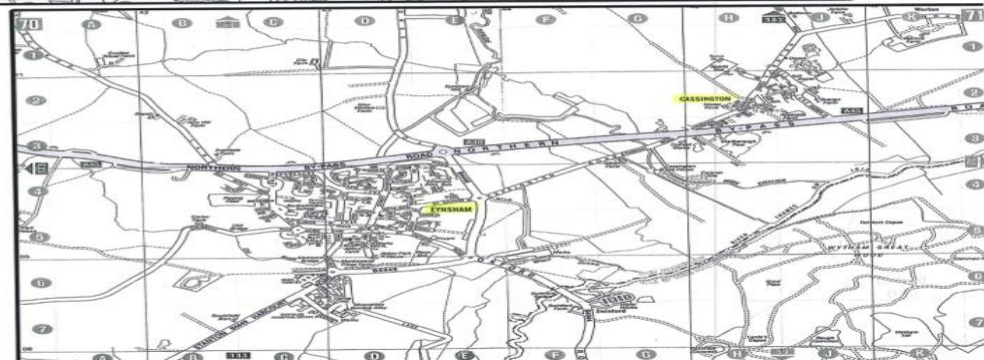
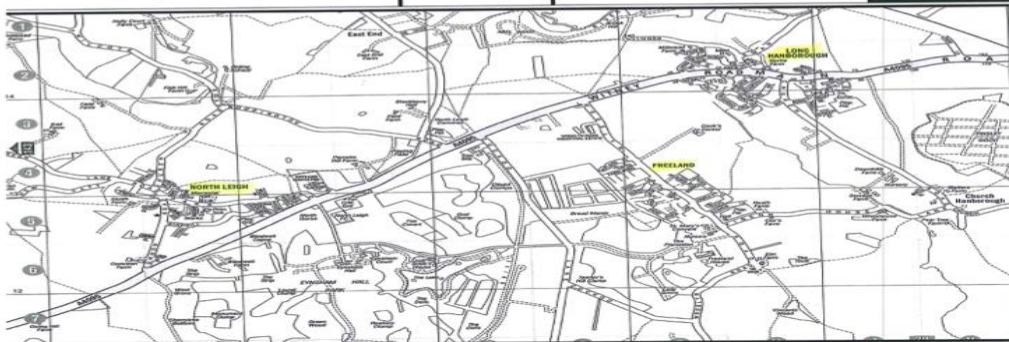
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**Eynsham**

**OX29**



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**Eynsham**  
Overview Map

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Leaflet distribution

## Appendix 2 - Exhibition panels

## Introduction

Welcome to the opening public exhibition on the proposed new Garden Village in West Oxfordshire.

This is the first of a series of drop-in events in the public consultation process, through which Grosvenor will gather the views of local people.

This exhibition explains some of the background for the Garden Village, including:

- The team
- The context
- The concept of a garden village
- Key issues to be considered
- The process and next steps

This event also aims to inform the wider public about the outcome of a technical Workshop held on the 12 June 2018 with a variety of stakeholders including local groups, organisations and national and local agencies and service providers.

We hope you will take the opportunity to:

- Speak with the team and tell us your views on the Garden Village
- Let us know if you have any comments on the outcome of the 12 June Workshop
- Complete the feedback form
- Register your interest to attend future events

Between events we will be providing regular updates through newsletters and the project website, which can be visited here:

<https://oxfordshirecotswoldsgv.commonplace.is/>



Trumpington Meadows, Cambridge



Community Allotment Day, London



Discovery Day, Trumpington Meadows



Barton Park, Oxford, Image kindly provided by Hill

## About us

### Grosvenor

Grosvenor Britain & Ireland brings over 300-years of history of creating, managing and maintaining high quality places for people to live, work and play. This is our enduring mission. We seek to work collaboratively with and leave a positive impact on the communities we serve.

We have appointed a world-class team to assist us in bringing forward proposals for the new Garden Village.

#### AECOM

AECOM are specialist planning consultants advising Grosvenor on the key infrastructure benefits the scheme must deliver. This includes organising meetings with community infrastructure stakeholders and relevant planning authorities.

#### Terence O'Rourke

Terence O'Rourke is an award-winning planning and design company, integrating these skills to help deliver exceptional projects. They will be leading with the ongoing design & masterplan for the Garden Village.

#### Peter Brett Associates

Peter Brett Associates are an independent multi-disciplinary practice including engineers, delivering major development and infrastructure projects. They will be helping to develop the transport and engineering strategy, as well as advising on sustainable drainage.

#### Kevin Murray Associates

Kevin Murray Associates is an independent consultancy practice specialising in community and stakeholder engagement in planning, regeneration and urban design across the UK. They facilitate engagement in the shaping of visions, strategies, action plans and projects through creative collaboration and review, usually over several stages of joint working.

#### Four Communications

Four Communications is a leading specialist in community engagement and development consultation. They work closely with local people to ensure that the places they help create reflect the needs and ambitions of local communities.

Below is a sample of Grosvenor's experience



Trumpington Meadows, Cambridge



Barton Park, Oxford - An NHS Healthy New Town Pilot Scheme



Liverpool ONE - A regeneration scheme of regional importance



Barton Park, Oxford

# Local context

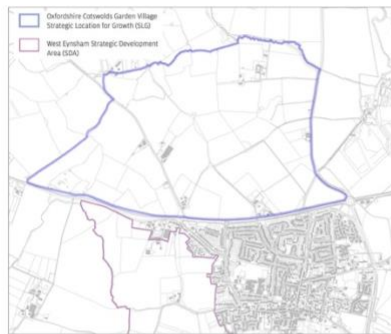
West Oxfordshire District Council's Local Plan allocates land to the north of the A40 opposite the village of Eynsham as a Strategic Location for Growth, for the provision of around 2,200 new homes, employment space and new community facilities in the form of the Oxfordshire Cotswolds Garden Village.

West Oxfordshire District Council is now preparing an 'Area Action Plan' (AAP) to bring forward a series of guiding principles and policies that will then be used to determine the planning application for the site.

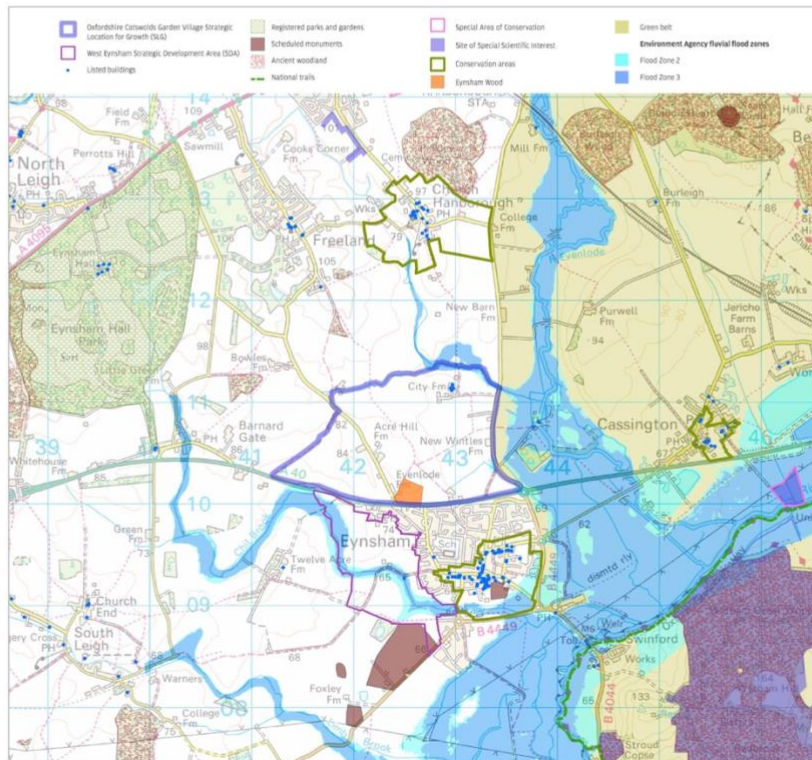
Oxfordshire County Council has prioritised the site for strategic transport investment and is bringing forward proposals for a new Park & Ride and a new bus lane on the A40.

The 7 landowners who control the majority of the site appointed Grosvenor to work with the local community and stakeholders to bring forward proposals for the Garden Village.

In doing this, we will also have regard to the West Eynsham Strategic Development Area (SDA) and the potential for joined-up thinking on infrastructure and community facilities such as joint A40 access.



Proposed allocation plan



Environmental designations

## Our approach to sustainability

Grosvenor’s purpose is to deliver lasting commercial and social benefit. This is demonstrated through our ‘Living Cities’ philosophy, which aims to guide and inspire our property activities.

The Living Cities philosophy makes us strive to apply our expertise with a far-sighted perspective to tackle housing shortage in a sustainable way, to provide a positive impact on communities, neighbourhoods and the environment.

### Our key strategic objectives are:

- 1 Reducing our impact on global warming
- 2 Valuing nature
- 3 Enabling healthy and prosperous communities
- 4 Bringing our partners with us

We will have achieved our aim if we can objectively measure and demonstrate the positive impact of our actions as the new Garden Village grows over time. Below are some examples of successful outcomes in sustainability and innovation.

### We will have achieved our aim if...

#### 1. Reducing our impact on global warming

...New residents and existing communities will choose to make their journeys by bus, train, cycles and walking instead of using their cars.

...People will choose to share car travel and use electric cars, helping further with carbon reduction.

...Low-carbon and renewable energy sources will have increased their share in meeting low demand from energy efficient buildings and contributed to the gradual decarbonisation of the grid.



Solar power technology, such as photo voltaic panels, could be used on the roof of employment and residential buildings, as well as the Park & Ride (an initiative that is being led by Oxfordshire County Council in collaboration with Oxford University and EDF).

#### 2. Valuing nature

...Surface water flooding on the site is controlled and mitigated by sustainable urban draining systems (SUDs) and maximising the use of permeable surfaces and green roofs.

...Green and blue infrastructure, such as attenuation features, becomes an attractive and accessible feature of the place and an ecological asset.

...We will have achieved a net gain in biodiversity value, by on-site and off-site mitigation and enhancement measures.



Water management and retention/storage systems, such as swales, ponds and green/brown roofs, can add character and create and support wetland habitat.

#### 3. Enabling healthy and prosperous communities

...People will choose to live and work in the new Garden Village.

...The amenities, facilities and types of homes provided allow people to remain in the area for many generations.

...Local jobs are created for a multitude of skills and offer choices to live and work locally.





## A new community

We intend to work with local communities, the landowners and the authorities to deliver a successful and attractive new community.

Our neighbourhood-scale projects in London and around the country, including locally in Oxford, have brought us a deep understanding of the way in which the best places flourish for the long-term.

We regard the new Garden Village as a great opportunity to deliver high quality new homes, workspace, green and open space, underpinned by its own social and physical

infrastructure and amenities to reflect local aspirations and complement existing facilities.

The new community will combine 21st Century best practice with the existing quality of life and the strong ethos of the village of Eynsham.

We believe this will create a place with a long-term appeal in which people will choose to live, work and play.



Site in context

## Site assets

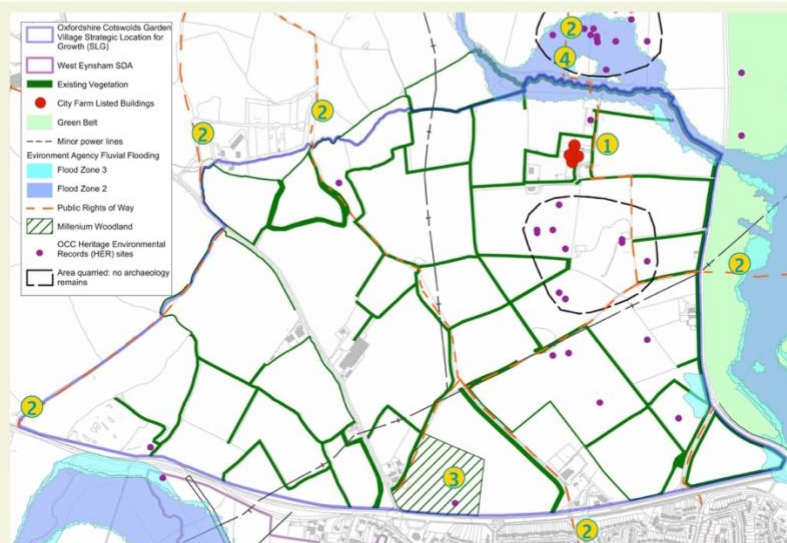
Protecting existing environmental and heritage assets will be a key design priority.

The site has a number of attractive landscape, ecological and heritage features and an intrinsic visual quality that will need to be respected and dealt with sensitively as part of any development proposals.

Areas of environmental sensitivity include small localized fluvial flood zones along the northern and eastern site

boundaries, four Listed Buildings within City Farm and the Woodland Trust millennium woodland, known locally as Eynsham Wood.

The environmental and green features of the site offer a strong baseline for the creation of a green infrastructure network.



Environmental and Historic Assets

**1 Listed buildings**

The treatment of and the setting to the attractive listed buildings needs careful consideration



**2 Public right of way connections**

Ensure that routes to the public right of way network are direct, clear and accessible



**3 Eynsham Wood**

This will be treated as a site asset



**4 Water features**

Ensure that the existing water features on site are protected and enhanced for a variety of uses, including habitat creation, education and leisure



Project website: [oxfordshirecotswoldsgv.commonplace.is](http://oxfordshirecotswoldsgv.commonplace.is)

## Transport and Connectivity

We know that transport and connectivity will need to be carefully considered as plans for the Garden Village are brought forward. This includes tackling traffic congestion but also importantly includes promoting walking, cycling, bus and rail connectivity between the Garden Village, the village of Eynsham and the wider area

### Constraints include:

- A40 traffic congestion and safety concerns
- Lack of bus priority and limited destinations served by high frequency bus services
- Lack of high quality cycle paths
- Lack of safe, quick pedestrian and cycle crossings across the A40
- Existing parking in Eynsham is being used as informal P&R parking

### Opportunities include:

- Reducing the need to travel by car by delivering easily accessible employment, education, health and leisure facilities to serve the day to day needs of the community
- Prioritising walking, cycling and public transport ahead of car travel through well connected routes and adequate cycle parking facilities
- Embrace technology and existing / future transport innovations such as cycle hire, e-bikes, car clubs, Demand Responsive Buses and Electric Vehicle Charging
- Support delivery of emerging Community Cycle Paths (e.g. B4044 route from Eynsham to Botley - Bike Safe)
- Provide improved cycle and bus connections to Hanborough Rail Station
- County Council led transport improvements including a new P&R site at Eynsham and A40 bus lane
- Opportunities for increased travel demand to support new bus services providing access to more destinations

**The Garden Village transport strategy will need to respond to these constraints and opportunities and continual changes to travel behaviour as technology increasingly affects our daily lives and how we move about.**



# Placemaking and design

Our first step is to create a shared and bespoke vision for the new Garden Village with all stakeholders, including the Eynsham community.

## A place where people belong

- A well connected neighbourhood both within the site and with the surroundings
- Mixed-tenure homes and a variety of house types and affordability to support local workforce
- Beautifully designed buildings and public realm
- Access to nature, generous play and open spaces, parks and the countryside



## Employment and local jobs

- Opportunity to live and work locally through new business space which is suitable to new ways of working and living in the 21st century
- Connections to nearby employment hubs
- Opportunity for start-up businesses, grow on space and live-work space
- Use of a Community Employment Plan (CEP) to provide local training opportunities and upskilling of local workforce



## Creating healthy communities

- Make walking and cycling easy to choose over car travel
- Accessible green spaces to promote physical health and mental wellbeing
- Active trails to relax and enjoy the outdoors
- Safe streets where you get to know your neighbours and children can play
- Health benefits through allotments and gardens which also enrich biodiversity
- Community space for local classes and activities



## Protecting and enhancing the natural and heritage environment

- A landscape driven masterplan with wildlife corridors and ecology as defining features of the new Garden Village
- Protecting existing landscape, ecology and heritage assets and incorporating them successfully into the Masterplan
- Sustainable water management and drainage system
- Achieve a net biodiversity gain
- Nature trails



## Vibrant neighbourhoods

- An enterprising place that responds to the changing needs and aspirations of residents, businesses and workers
- A rich mix of uses including homes, offices, education, health and amenities
- Accessible local facilities for shopping and socialising
- Space for community meetings and events
- Places that encourage the community to be creative and participate in public art



## Sustainable mobility and technology

- A clear and safe network of new streets and routes where walking and cycling are prioritised
- E-bike schemes
- 'Pay as you go' car clubs
- Electric charging points
- High quality digital infrastructure to enable home working
- Energy efficient homes



## Community infrastructure

The new Garden Village will be self-sustaining and provide the right amount of new infrastructure to support the future living and working community.

Our vision is for the Garden Village to benefit both existing and future residents.

### Employment

- Provision of new employment space
- Creation of new jobs and training opportunities
- Synergy between new employment space and education
- Working at home and flexible live/work spaces, facilitated through design and provision of superfast broadband

### Education and Healthcare

- New education facilities to meet the needs of the future population
- Provision of a new health facility
- Application of lessons learnt through the NHS England Healthy New Town programme at Barton Park, such as early collaboration with service providers and a masterplan that fosters physical and mental wellbeing
- Multifunctional space for community facilities and health and wellbeing

### Retail

- The Garden Village will provide a mix of retail and convenience shopping space
- An environment that supports independent shops and community cafés that will serve the local people
- Potential synergies between commercial space and the Park & Ride

### Recreation and Leisure

- A new multifunctional Village Hall
- Indoor and outdoor space including formal sports provision, informal open space, play space and local parks, including a new Village Green
- Opportunities to grow and consume food locally, the provision of new allotments and private garden space
- Design and layout that encourages walkable, vibrant and sociable neighbourhoods e.g. multi-functional/inter-generational spaces, a mix of uses and sharing of spaces



## Housing and character

The Garden Village will provide well designed homes offering a mix of densities and housing sizes and types to cater for different needs and tenures - for example families, smaller households, older people and local workers - available to buy and rent.

Different building styles will provide an opportunity for character and distinctiveness.

A variety of building densities and heights will be provided throughout the Garden Village. This will help to create a variety of characters ranging from the village centre through to less dense housing adjacent to the countryside edge.



Homes could be designed in a variety of styles to reflect the local context and a more contemporary style which could draw from international examples.



Attractive public spaces and tree lined streets will provide a rich and generous setting to the new homes. All homes will benefit from a variety of accessible and useable green space.



Carefully designed architectural and well managed public spaces help to create a strong sense of place and engender civic pride.



## Stakeholder Workshop - 12/06/18

We invited local groups and organisations, national and local institutions, service providers and the authorities to attend an initial Stakeholder Workshop on 12 June at the Scout Hall in Eynsham, to begin to scope issues and ideas in relation to the new garden Village.

It should be noted that attendance at this Workshop did not mean that participants endorsed the proposals for a new Garden Village.

Many disciplines and sectors were represented by those attending including transport, health, education, design, farming, environment and ecology, history and archaeology, with attendees also bringing important local knowledge about Eynsham and its surroundings.

There are some common themes that emerged from the workshop, which we can now start considering in developing the outline planning application proposals and these are set out below. However, we are preparing a detailed report to capture all of the discussions, outcomes, key themes and priorities from the day and this will be made publicly available via the project website.

### Transport, movement and connectivity

- Effective transport planning and strategic traffic management is critical, with a greater focus on **sustainable options for walking, safe cycling, and better, faster public transport** to reduce car usage
- **New Park & Ride Facility:** debates around benefits to existing residents of Eynsham. Need for free parking to encourage use and reduce abuse of car parking in Eynsham
- **Safe and quick access to bus services on A40:** to benefit Eynsham residents
- **Bike Safe Project:** enhanced connections to Botley, Oxford central and west, including Cowley and other employment areas
- **Separation of cars, cycling and pedestrians:** such as in Houten, Holland
- **Suitable infrastructure, utility networks and public realm:** to accommodate E-bikes, Electric cars and car sharing schemes
- **Improved wider cycle connectivity:** for example overcoming challenges such as the pinch-point at Swinford Bridge

### Relationship and connectivity with Eynsham

- The Garden Village should have its own **distinct character** and should **not be a burden on the existing community**
- Consider Eynsham and the new settlement as **complementary parts of a greater whole**, in terms of community, infrastructure and services that can benefit both existing and new residents
- Careful consideration of integration and connectivity given the physical barrier of the A40
- **Crossing the A40:** The group discussed the possible locations and the benefits and disadvantages of bridges, underpasses and pedestrian crossings
- The new settlement should **enhance the existing village of Eynsham**
- Adding more of what Eynsham already has and does well (independent shops, schools, pubs, a multipurpose Village Hall)
- Additional facilities like new leisure facilities, a park, a Village Green, workspace, a burial ground and easier access to Hanborough Station

### Community first

- Retaining the **existing ethos** of the Village of Eynsham
  - **Early delivery** of social Infrastructure
  - Careful phasing, putting the **community first:** promoting **healthy active lifestyles**, social cohesion and **community spirit** from the outset
- ### A place of choice and commitment
- A place in which people choose to be, fostering **community investment for the future**
  - **New housing affordable for local people.** A full tenure blind mix of true affordability including co-housing and social housing
  - Securing on-going **management and maintenance of community assets**
  - **Caring for older generations:** homes for older generations, access to local amenities and social inclusivity

### Protecting the natural, cultural and historical environment

- A proactive, planned approach is needed to ensure **design quality, landscape heritage and a rich biodiversity**
- Protecting the **cultural heritage and ecological interest** through buffer treatment and appropriate management
- **Early investigation** to inform where and how new infrastructure (eg SUDS) and new housing can be sensitively located
- **Dark skies should be promoted** - Minimising **light pollution**

### Environmental issues

- Mitigation of noise and dust from the A40 and the New Wintlet Recycling Facility
- Wildlife corridors could provide an opportunity for a soft buffer with ecological potential
- Careful attenuation and management of rain water

### Distinctive high quality design, housing and placemaking

- A design code using locally appropriate materials and design features to secure the **distinctive quality of the place**
- Looking at **international best practice:** Future-proofing to accommodate changing technology, energy efficiency and climate resilience
- **Retaining the essential rural feel** and character of the area: delivering higher density housing with more green space
- **Way finding and walkability is essential.** Easily legible network of connections within the new village and the surrounding area

### Sustainable energy

- Photovoltaic panels should be considered on commercial and residential buildings to tap into renewable energy

### Employment space

- A balance between increased local employment and additional burden on the transport network
- Synergies between secondary education and employment
- **A variety of employment space:** low density surrounded by landscape, softer retail and live-work space, avoiding **big sheds and distribution warehouses**

### Naming the new village

- A naming competition involving the whole community and stakeholders



## Next steps

**Thank you for taking the time to visit our exhibition today.**

**We are here to listen to your views and will report back on our analysis and emerging options at future consultation events.**

### What happens next?

- To assist us in gathering your views, if you cannot complete the feedback form today please return one to us in the freepost envelopes provided.
- Following this event, we will be reviewing all of the feedback received and plan to come back later in the year with our initial concepts for further input to help shape and evolve the Masterplan.
- There will be continuous engagement sessions throughout 2018 and 2019.
- We expect to submit a planning application to West Oxfordshire District Council in Autumn 2019.

### Contact

If you have any further questions or would like more information, please do contact us on:

**Oxfordshire Cotswolds Garden  
Village Consultation**  
**c/o Four Communications**  
**20 St Thomas Street**  
**London SE1 9BF**

**T 0203 3109 0393**

**E [oxfordshirecotswolds@  
fourcommunications.com](mailto:oxfordshirecotswolds@fourcommunications.com)**

Project website  
**[oxfordshirecotswoldsgv.  
commonplace.is](http://oxfordshirecotswoldsgv.commonplace.is)**





Appendix 3 - Feedback Form

# Thank you for coming to our first Public Exhibition about the Oxfordshire Cotswolds Garden Village

June 2018

**Your contact details**

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

We would be grateful if you would take a few minutes to fill out this questionnaire with any views you may have to offer on the planning and design of the new Garden Village. For any other comments not contained in the questionnaire please use the additional lined paper provided. If you would like to take this form home you can return it to us in one of the pre-labelled envelopes.

Green space and environment

**How would you like to see new public and green spaces in the new Garden Village be used?**

<input type="checkbox"/> Amenity and views	<input type="checkbox"/> Wildlife habitat	<input type="checkbox"/> Socialising	<input type="checkbox"/> Health benefits
<input type="checkbox"/> Walking	<input type="checkbox"/> Play space	<input type="checkbox"/> Sport and leisure	<input type="checkbox"/> Community events

**Please use this space to tell us more about your ideas for future public and green space**

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Transport and mobility

**What are your priorities regarding future transport and mobility associated with the new Garden Village?**

<input type="checkbox"/> Traffic flows	<input type="checkbox"/> Parking spaces	<input type="checkbox"/> Cycling routes	<input type="checkbox"/> Walking routes
<input type="checkbox"/> Connectivity with Eynsham	<input type="checkbox"/> Public transport	<input type="checkbox"/> Connectivity with wider area	<input type="checkbox"/> Innovative travel solutions

**Please use this space to tell us more about your ideas for the future of transport and mobility associated with the new Garden Village**

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Infrastructure and sustainability

**What sustainability measures do you think are most important?**

<input type="checkbox"/> Energy efficiency	<input type="checkbox"/> Renewable energy	<input type="checkbox"/> Water management	<input type="checkbox"/> Sustainable materials
<input type="checkbox"/> Waste minimisation	<input type="checkbox"/> Electric vehicle charging points	<input type="checkbox"/> Protecting habitats	<input type="checkbox"/> Social and economic sustainability

**Please use this space to tell us more about your ideas**

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**Design and placemaking**

**What are your priorities for design?**

Public space     
  Building design     
  Green spaces and networks     
  Safe, walkable routes  
 Fitting the local context     
  Heritage and character     
  Height and scale     
  Density  
 Materials and detailing     
  Visual impact of vehicles, bikes, bins

**Do you have any specific suggestion about the approach to the design of this Garden Village?**

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**Community services and employment**

**What community infrastructure and employment measures do you think are most important?**

Schools     
  Nursery     
  Healthcare     
  Community space  
 Regional employment     
  Local employment     
  Flexible workspace     
  Local retail/amenities  
 Cultural facilities     
  Allotment     
  Children’s playspace

**Please use this space to tell us more about your ideas for community infrastructure and types of employment**

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**Housing and character**

**What are your priorities for types and character of housing?**

Family homes     
  Downsizers     
  First time buyers     
  Affordable for rent  
 Affordable for buy     
  Affordable for key sectors - specify below     
  Traditional design  
 Contemporary design     
  High density     
  Low density

**Please use this space to tell us more about your ideas for the types and character for housing, including types of affordable you would like to see**

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**On a scale of one to ten (ten being the most important) please let us know how important each topic is to you**

Green space and environment \_\_\_\_\_     
 Infrastructure and sustainability \_\_\_\_\_     
 Transport and mobility \_\_\_\_\_  
 Design and placemaking \_\_\_\_\_     
 Community services and employment \_\_\_\_\_     
 Housing and character \_\_\_\_\_

**Keeping you updated**

If you would like to receive regular updates and be kept informed please tick this box

Four Communications Ltd and Commonplace Digital Ltd will retain the information you provide only for the purposes of keeping you updated about this development. This

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**Contact us**

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## Appendix 4 – Feedback Response Comments

The following comments are the unprocessed comments received through the feedback forms.

### Uses for new public and green space

- *Putting green - Bowls Cub. Space for w/e Education Activities Conservation and wildlife courses "Green space is not just an add on and needs to be protected and promoted"*
- *Are you putting things in the right order? Most People I spoke to at the meeting had no idea of these surgery schools & play grounds and houses at an affordable price*
- *An attractive mix of developments + space is essential*
- *Keep public right of ways open, all the above are essential.*
- *Football and cricket pitches are needed for new home owners.*
- *The existing public rights of way should be maintained as footpaths and not turned into roads. They should be for walkers/ cyclists only. Eynsham Millennium wood should not to change.*
- *Swimming pool please*
- *maintain footpaths with plenty of green space around them*
- *As much wildlife - friendly planting as possible - wildflower meadows, trees, hedges etc, - as well as plenty of diverse habitat. I'm deeply sad that so much beautiful + diverse countryside will be ripped up if this village is built*
- *Bigger sporting area, swimming pool connected to larger gym. The current gym isn't big enough already*
- *My concern is that existing habitats will be destroyed. Currently I walk my dog from my house and can do so in open countryside without concern. These plans will take 3/7 of my weekly walks. I regularly see clear, owls and red lutes - how will this habitat be possible in urban sprawl?*
- *Should be easy to walk to - not by car Long term agreement needed to keep them clean and tidy*
- *My son lives in Switzerland. Their apartments are built on a rectangle with a central play area which is overlooked by all the apartments. Underneath the play area is the car park for residents. Their underground basement has sections. Normally for air raids, but practically used for storage & washing/ utility area.*
- *Green Buffer zones either side of roads, etc including new tree planting. Hedges to observe. Housing etc. So at least you will have the illusion that there are no houses. In the area also for the residents of the houses. View trees is better than looking at roads.*
- *I would put play space, sport and community events at the top of the list.*
- *We don't understand the idea of creating new green artificial spaces in the already existing natural, the most beautiful (because unspoiled by human interference) greenery surrounded by wildlife. There is no need for new public or green spaces.*
- *I would like to see the Garden Village positioned elsewhere as it will obviously be part of Eynsham, becoming a 'town'.*
- *They need to be interspersed with the housing so everyone benefits and has green spaces nearby.*
- *This is almost a stupid question - all of the above are essential if this is to be a sustainable -(self sustaining) community.*
- *Wildlife corridor keep separate from amenity space*
- *All these developments in Oxfordshire are totally insane. None of the rural roads are capable of coping with the influx of this.*
- *This is agricultural land and should remain so*
- *Make the most of the interesting feature this site has to offer.*
- *Too many play areas located in front of houses on other developments. Separate area needed. Walking routes would be good. A lined 10km route for instance. Football/Netball pitches too.*

- *When I moved from London (Lambeth) in 1968 it was still a village and people know people. Now it is a rat race. No to the extension, build Southleigh Barnard Gate New Village*
- *I would like to see provision for additional bridleways to link Eynsham Village (existing) to the new development and links to surrounding villages such as Freeland, Long Hanborough, North Leigh. AN underpass under the A40 or bridge linking the 'villages' would be desirable to cross the A40 or bridge linking the two 'villages' would be desirable to cross the A40 safely.*
- *The loss of existing wildlife habitat cannot be compensated for by much smaller areas of 'constructed' green space. A full environmental impact study should be completed before any planning begins- and this should be honestly done.*
- *Density and layout should encourage food production, walking and cycling at configuration to enable regular bus services to link Hanborough Station.*
- *Shops, community building, schools (v Church) are a PRIORITY. The others are desirable but available nearby. Eynsham shops are small and struggle to cope with current demand.*

### Priorities for Future Transport and Mobility

- *I wish this exhibition had shown us how the existing roads are going to be upgraded/modernised in order to cope with all the extra work traffic caused by this proposed building. There's no use having pretty pictures without efficient transport links.*
- *Connecting with oxford & Witney evening buses*
- *Transport is the critical issue! Ideal solution is railway connection from Oxford to London. The roads are already way beyond capacity. Cycling option won't create a proper solution as not enough people will ever repeatedly do it. Integrated public transport is vital*
- *Light rail Infrastructure improve local bus service. Demolish the tollgate and widen the bridge*
- *How are you getting all the traffic from this village to Oxford Witney etc? The Cassington railway bridge. The railway canal bridges on the A40 and the Wolvecute roundabout are all too narrow so even more chaos!*
- *The A40 is beyond capacity at peak periods + this proposal will encourage those car-based travel. It is essential that the transport improvement progresses first!! This not an unrejected housing estate with no backup*
- *Railway is important*
- *Get a monorail (or light rail). The bus lane p&p will be a waste of money... it won't resolve present problems.*
- *Dual A40 first! Parking in Eynsham already atrocious*
- *Before any building work is commenced the A40 needs to be widened to allow the extra building traffic easy access to the site, and to accommodate additional vehicles.*
- *Very concerned about the A40. Any improvements with the planned park + ride are likely to be "pushed back" by the introduction of 200 cars!!*
- *The garden village should be independent of Eynsham; not them Eynsham into a town*
- *I think we defiantly need a cycle track from Eynsham/CGV to Botley and a track north to Hanborough. They need to be separate from the highway. The A40 is a huge problem and I cannot see how this can be resolved*
- *Road already very busy*
- *I am really concerned about the impact on the A40. How can 4500 more people not have a huge negative impact on volume of traffic + pollution.*
- *This development should not even begin until the A40 traffic problem is greatly reduced*
- *The truth about alternative options - train/tram? & Oxford/Witney*

- *This is my primary concern re the proposed development. The A40 needs a large-scale development but it must come with significant investment to keep more cars off the road. Trains/ trams / buses / cycle routes etc. Should all be included.*
- *A40 must be widened, no to bus lane to Oxford*
- *Bus lane both ways to Oxford to Witney to cut journey times & help reduce congestion + Cycle paths. Bus service to Hanborough rail station.*
- *As a person who must drive to Oxford on a daily basic transport and improving roads needs to be the 1st priority. It's good to encourage use of public transport & cycle paths but the majority of people can't use it.*
- *Something drastic needs doing to the A40. Suggestion I have heard is mono rail above, train links Hanborough to Swindon via Carterton*
- *The park + ride plan + widening of the A40 is ill conceived - the new bus lane will not be enough to compensate for numbers of new residents' park+ride should be at Witney. Bus lane ends at Dukes out = bottle neck*
- *Are you intending to build all the new amenities ie shop school medical centre etc before any houses? Of course not therefore new residents will quite rightly use Eynsham thus being part of the Village.*
- *The links between new settlement and Eynsham need to be particularly well thought through*
- *Connectivity with the wider area is essential with improved major routes. Links to Hanborough railway station are needed - the centre should be closer to Hanborough than it is to Eynsham.*
- *How about a 'light' railway to Hanborough station?*
- *Amount of traffic. The stress that this is causing to the local people is immense.*
- *If houses are to be built then a new 2/3 lane dual carriage way needs to be built prior to building anything to deal with existing traffic and traffic from this and numerous other developments in this area. Leaving the existing A40 to cater for buses, cyclists etc going to Oxford.*
- *Sort out the A40 problem*
- *Must be enough parking spaces for people because they will have cars*
- *I just wanted to drive me to the doctors or shops there are no spaces daily commuters park and get on a "BUS"*
- *As above, bridleways or public byways to allow horse riders and cyclists to access the surrounding villages.*
- *The issue of traffic is another one which should be prioritised and resolved before any further development begins.*
- *No Houses should be built until there has been a solution to the A40 congestion. All principles and design should minimise propensity for car travel, especially commuting to Oxford, which is the major risk of the proposal.*
- *Innovative travel solutions- nice words. What does it mean? A40 traffic is v v congested - many people in the new settlement will be working in Oxford - So how do they get there*
- *The connectivity of the proposed garden with Oxford should be the main priority for the planners, especially as the development is supposed to meet Oxford's housing needs. The new park and ride should improve and not hinder existing Eynsham residents bus commute to Oxford. The current S1 route is already very successful and should be improved not neglected in favour of a park and ride bus priority lane on the A40 which bus stop will be placed too far from the existing village centre. The toll bridge bus priority lane has been quietly scrapped but this needs to be looked at again as there is clearly demand for both bus routes (S1 & S2) to be improved and run in tandem. I worry existing residents easy access to regular reliable bus public transport will be restricted by the new park and ride, by taking demand away from already successful S1 route though deliberately improving S2 route over the S1 to Oxford. I propose a shorter bus priority bus lane than the one last proposed along the Oxford road sports field to the roundabout towards the toll bridge is looked at again and paid for by developer contributions. As a daily bus user, I know this would reduce the commuting time by at least 10 minutes. This would Give people a*

*real choice of which service to use rather than improving one over the other. Another option is the new park and ride bus route should consider running the last leg of the journey through the village of Eynsham so residents have the option to catch a bus to Oxford without a long walk to the A40 bus stop and the dangers of crossing the busy road.*

- *The A40 is already very busy morning and evening. Plans are to increase its size but this is an encouragement to bring more cars and may not solve the issue. Plus this will go against the new vision of Oxford and plan of green city (recent announcement). Encouraging a train line to the West with innovative connection with garden village could provide better life style for people (no time wasted commuting) and an ecological signal (reduce pollution for now, future generation and help with wild life).*

### Sustainability measures

- *Keeping + enhancing ancient hedging and right of ways*
- *Again very concerned about noise/pollution/traffic jams caused by the workers lorries/vans etc, needed to carry out all this building work.*
- *Also are you making the roads first priority?*
- *All seem important*
- *All measures*
- *All the above*
- *Protecting the current wildlife habitats to cause no disruption to the areas of outstanding natural beauty*
- *Building around Eynsham should not increase the rush of flooding I am very concerned about remains I am very concerned about remains.*
- *Transport flexibility. How will this settlement be able to flex with new transport needs and increasing traffic?*
- *E very house should be carbon neutral*
- *Needs to fit with local context – Cotswolds*
- *School and GP surgery should be built early in the build phase, not as a final addition . Local primary schools are not full, but are near capacity already. The secondary is oversubscribed and the addition of this development will have a profound impact on their treatment, there is no way to accommodate overspill while waiting for more schools.*
- *These are all important but I would put at the top of the list; energy efficiency, waste minimisation, renewable energy*
- *It is pointless building any new houses before improving the A40*
- *Another question where all are equally important.*
- *Proper sustainable design - not just a few solar panels put on the roof!*
- *More electric cars in the future so charging points will be needed*
- *Building recently completed on smaller plots within Eynsham has largely been carried out to the lowest allowable standards with minimal insulation (Shown in GREA TEA thermal imaging surveys) Development should only be allowed within strict environmental controls- Ideally Passiv Haus standards*
- *A key development principle must be REAL sustainability: PV generation designed in at the start; passive house standard for all development. This must apply to housing and employment buildings.*

### Priorities for design and place-making

- *Green buffer zones surrounding the perimeter and the housing/ business zones. The green zones need to include multi user tracks that accommodate horse riders. Bridle Bridge over A40 to connect the two Bridleways.*

- *Garden villages were conceived to integrate work, living + all social aspects. It is Essential this doesn't become a housing escape.*
- *No mass social housing - has too many already. House is needed*
- *At least 90% of the houses must be for our local children to remain in the community of Eynsham say a few bedroom homes for people wishing to downsize but mostly bedroom homes for the young couples)*
- *I can't bear to think of CGV looking like the wbsn spare which now surrounds Bicester. Character is important, as well as green space.*
- *Make it high density to avoid sprawl*
- *These measures need to be in place before the houses are fitted*
- *School & education separate from Eynsham Drs Surgery & Chemist for extra capacity, perhaps as part of Eynsham & L H Group.*
- *It should be further along between Eynsham and Witney where else along the A40 do you have 2 supposedly separate 'Villages' Opposite?*
- *There will be many who will want any new buildings to look like the old ones: Resist!*
- *Ditto (IM – presume this follows a 'all important' comment)*
- *Prepare a proper urban/rural design code for materials, height etc.*
- *Check out and follow Dutch design this type of development and follow closely.*
- *Make the most environmentally of this beautiful site.*
- *Enough space between houses. No to lots of flats, 3 storey + terraced houses - ghettos of the future. Give people enough room - Do not cram houses on top of one another.*
- *The emphasis should be on quality not quantity and prioritise genuine sustainability rather than surface appearances. This area of Oxfordshire has already suffered from over development and a surfeit of 'Cotswold-style' poor quality builds.*
- *The design should not be vernacular exactly. The site is not related to existing architectural character. High quality design and materials that delivers low energy usage: aspect, fenestration, strategic planting, etc. A mix of tenure, size and cost to create socially mixed areas.*
- *All the above - well integrated - and a variation of design, to avoid it looking like a Lego development. Eynsham has mixed design side by side.*

### **Community infrastructure and employment measures**

- *Concern over viable sustainable, arrangements for maintaining community space.*
- *As much as possible. Needs to have its own infrastructure intended.*
- *All of the above + it is imperative to remember it's not just about buildings - where will the GP's etc come from?*
- *GP unit - Drs need to be identified before housing starts - or no Dr will take it on - GPs are very thin on the ground*
- *Teachers, healthcare workers (Drs Nurses & staff) and retail shops. What about pubs and restaurants.*
- *Very Important that these are resolved before building the houses*
- *Include the infrastructure needed to support the community from the outset, school, shops, pubs, restaurants.*
- *Primary School full to capacity is most of KS2*
- *When this is taking up oxfords overflow, how realistic is it to expect people to want to live and work here? It will be attractive because it's so close to Oxford - that's the whole point. So, I don't honestly believe this positive message.*

- *Good new shops will reduce car journey on A40 a new GP Surgery will be needed.*
- *Need to be affordable for normal people - not just people with inheritance / highly paid jobs*
- *Community buildings are really important in developing a sense of community in a new housing area. A church with its associated community projects provides in my view an important element of social cohesion, and I would like to see space allocated for a church building*
- *Ditto. Pubs, Churches, Community halls?*
- *Have proper employment opportunities locally so travel/commute is cut down.*
- *Well paid employment for blue collar workers. No science parks, these are already well catered for in Oxfordshire.*
- *All of it is - A true garden village should be self-sufficient.*
- *Local facilities needed: Nursery, DR's, Schools, leisure (hall, allotments), work - good paid employment opportunities e.g. 30k-50k jobs. Good IT to enable working from home.*
- *Educational facilities should complement the existing schools (By working with the EPA) and should be of high quality but accessible to all*
- *Neither the schools, nursery or health care would be provided by the development. The s106 agreement must tie in these facilities at the start of the development programme. If provided late in the development programme local facilities in Eynsham will be overwhelmed.*
- *This overlaps the first questions - local retail/amenities are the anchor to a community (plus schools). It is where people meet one another.*
- *The new Garden village should include both a primary and secondary school and not be in any way dependent on Eynsham in line with garden village principles. Unlike many other older residents, I think the garden village should include a supermarket. Without one people will get in their cars and use the A40 to access one in either Witney or, Oxford or Kidlington. It seems crazy to have a settlement of this size and one small co-op which is already expensive and unable to cope to be expected to cater for 12,000 people. Some worry about the effect on the handful of independent business but seem to forget there will be another 7000 odd potential customers, many of which who will choose to use the current business and create new demand. I use a supermarket in Witney but also support the local shops by topping up a shop as I'm sure many others do and would if a new supermarket was included.*

## Housing and Character

- *As a young person for there to be affordable housing would be the most important. 2 bedroom - 220 max*
- *Affordable is most important to me. So much of available housing is 4-5 bedrooms at stupid prices. There should be an allocation for people only born in Oxfordshire (maybe 30%) This is the price WODG should pay for not listening to local opinion*
- *'Affordable' seems to be a very vague term. Housing to buy or rent should be affordable to large sections of the population, both 'key workers' such as teachers and nurses and also those on lower incomes.*
- *All new housing should be affordable - really affordable not 'Oxford' affordable.*
- *There are already more than enough 3-4 bed 'executive' homes locally - this is an opportunity to do something that's really needed!!*
- *Affordable bungalows for the elderly. Starter homes for the elderly.*
- *High density + low density. Self-build sites*
- *Mix of traditional and contemporary houses for families, couples and single buyers. Priority for local buyers - not too much social/rented housing as these people are always pepper potted nest to a 600k house!!*
- *Local houses for local people - Not overpriced five-bedroom executive houses!*



- *As the development is for Oxford overspill there should be a mix of house sizes, types and tenure to create a socially balanced community. Affordable housing is only 80% of the cost of market housing.*
- *Affordable for purchase, rent for key workers. It is for Oxford overspill - for hospital, social workers, education sectors is needed. No more 5 bed houses.*