

EF Feedback Form Analysis V.2 THEMED
11 January 2017

ID No.	Policy name	Policy No.	Comment - Concern	Comment - Suggestion / Ideas / Requests	Validates previous evidence - already in plan	NEW EVIDENCE	THEME	
27	HOUSING	1		Support need for some housing, but with realistic vision		X	HOUSING: SUPPORT NEED	
82		1		Need for social housing for local people in GV to north			SOCIAL HOUSING	
29		1		provision of care home / sheltered housing for increased no. of older residents	X		Housing Types, AGE DEMOGRAPHIC	
5		1	Eynsham will become a town				X	LOSING VILLAGE FEEL
68		1			Include self-build in smaller developments too. Would they be single or group self-build? Both are needed		x	Housing Types: More self-build
27		1		good if there was specific provision for key workers and can't afford Oxford prices. Perhaps multiple occupancy and houses specifically for renting			X	MULTI-OCCUPANCY/RENTING
2		1		new housing to include 1 bed units, sheltered housing for elderly			x	SHELTERED HOUSING
5 & 34		1	too many houses proposed, no-one understand true depth				x	TOO MANY HOUSES
7		1	walking distance limit to 1200m is helpful			x		
18		1		Adequate housing/bedsits for younger generation			X	BEDSITS
15		1		more emphasis on self-build to ensure well designed variety of homes			x	Housing Type: SELF-BUILD
26		1	energy policy already obsolete - not in keeping with international developments	More eco, self builds and solar tiles			X	HOUSING TYPES; ENERGY POLICY OBSOLETE

29	1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC		
15	DESIGN	2			x	MASTER PLAN	
22 & 42		2				SINGLE ARCHITECT DESIGN	
21 & 44		2			X	SINGLE ARCHITECT DESIGN	
22 & 42		2	eco building		X		
50		2				success of development depend on execution of plan, not simply the strategy	
15		2.13	concern over sewage, water, road infrastructure, flood areas, flood risk		X	DANGER/RISK -	
1	COMMUNITY FACILITIES AND HEALTHCARE	3	fears strain on local services, shops, doctor's surgery etc.		x	Infrastructure	
5		3	lack of infrastructure		X	INFRASTRUCTURE WILL NOT COPE	
5		3	lack of facilities (shops, businesses, school, surgery) will not cope with proposed housing number		X	INFRASTRUCTURE WILL NOT COPE	
5		3	how will village cope?		X	INFRASTRUCTURE WILL NOT COPE	
6		3	overburden existing health and education services		X	INFRASTRUCTURE WILL NOT COPE	
13		3	health care is not covered in NP		X	Health Care	
14		3		another health surgery is must if more homes are built		X	Health Care
15		3		new medical centre		X	Health Care
16		3		add non religious burial ground		x	BURIAL GROUND
16		3	medical centre - can it take new patients from new development?				INFRASTRUCTURE WILL NOT COPE - Health centre
18		3		develop Arts Centre at the Evenlode. Has excellent potion between Eynsham and Tilgarsley to provide harmony by way of Arts shared.		X	BEYOND OUR SCOPE OR RECOMMENDATIONS

29	1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
18	3		museum housing local artefacts and information	X	
22 & 42	3		Allotment, space for self-sufficiency with shared gardens and playspaces		SHARED GARDENS AND PLAYSPACES
26	3		Not enough provision for infrastructure - transport, education, health, social amenities like pubs		X INFRASTRUCTURE – NOT ENOUGH
28	3		Provision of burial ground		BURIAL GROUND
65	3		Explicit plans for doctors, schools, roads and other infrastructure		INFRASTRUCTURE - EXPLICIT PLANS
13	3		need new primary school	X	school
14	3		new burial ground	X	BURIAL GROUND
14	3		good infrastructure	X	
	3+6		school and medical centre should come first		INFRASTRUCTURE FIRST
35	3		infrastructure first		INFRASTRUCTURE FIRST
35	3		No development without infrastructure. In 1973 Western development rejected mainly due to inadequate infrastructure which has not really changed since (member of EPIC Eynsham planning improvement campaign 1973)		X NO DEVELOPMENT WITHOUT INFRASTRUCTURE
73	3		Cynicism that enough money will come forward to provide it/based on Bicester GV experience/Eynsham will be under enormous pressure if GV infrastructure (services and road) comes later in the development/Infrastructure must come early in the development		x INFRASTRUCTURE FIRST

29	1		provision of care home / sheltered housing for increased no. of older residents	X		Housing Types, AGE DEMOGRAPHIC
73	3		Development Plans very scary//Fear re adequate medical services/Policing/ Will extra officers be taken on to cope with demands of new development?/ Witney officers unable to cope with current demand/		x	INFRASTRUCTURE – NOT ENOUGH
73	3		Flooding/Biodiversity evaluation needed/Teenagers little to do in village – social infrastructure considered?/Heritage - Abbey and ancient monument sites must be properly appraised.	x		INFRASTRUCTURE - proper evaluation first
	4		Unused spaces could be temporary 'green open spaces'		X	GREEN OPEN SPACE - temporary
68	4.7		Require street trees on new roads		X	STREET TREES
1	5		flood risk for north and western development			ENVIROMENTAL RISKS - Flood
1	5		pollution caused by increased traffic		x	TRAFFIC POLLUTION
22	5		Wildlife and bee/insect provision	X		
&42						
26	5		not enough provision for green energy and (can't read)		x	RENEWABLE ENERGY
&64						
69	5		B - Prepare site energy strategies in consultation with the community and work with local partners to develop innovative integrated and de-centralised renewable energy (heat and power) schemes and facilitate community renewable installations wherever possible		X	RE-NEWABLE ENERGY
69	5		C - All homes on a development site shall have an average of 3kWpV generation capability or equivalent more efficient renewable energy - this has already been added.		X	RE-NEWABLE ENERGY

29	1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
69	5		Add to Reasons, Eynsham's Transition Town Group, GreenTEA, have a track record of collaborating in community energy generation in the village. The group has ambitions for innovation and there is a wealth of local expertise, e.g., Environmental Change Institute, University of Oxford and Low Carbon Hub, Oxford.	X	RE-NEWABLE ENERGY
70	5		Re underpass, It could flood because the water table is so high in the winter here		FLOODING
71	5		Building on the flood plain would seem a non-starter	X	FLOODING
26	1+5+10		energy policy already obsolete - not in keeping with international developments	X	HOUSING TYPES; ENERGY POLICY OBSOLETE
21 & 44	5		more self sufficiency	x	MORE SELF-SUFFICIENCY
2	EDUCATION	6			
13		6	new secondary school necessary to cater for north and west development	X	
11		6	need new primary school	X	school
14		6	secondary school provision	X	
16		6	new school	X	
16		6	children's centre is going to close? Is primary school using it for additional classrooms?	X	INTERIM PLANS FOR SCHOOL PLACES
16		6	interim plans for development of school places should be addressed to make sure there are enough while new schools are being built	X	INTERIM PLANS FOR SCHOOL PLACES
16		6	interim plans whilst new development is being built - are there enough primary school places for approved Thornbury Road development	X	INTERIM PLANS FOR SCHOOL PLACES
16		6	has Bartholomew School got capacity for Thornbury Road development?	X	INTERIM PLANS FOR SCHOOL PLACES

29	1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
22 & 42	6	Adult learning and education for increasing aging population	Vocational skills / apprenticeships geared to support local businesses/enterprises	X	ADULT LEARNING/VOCATIONAL SKILLS/APPRENTICESHIPS
71	6	One of the main reasons for being 'open' to development appeared to be need for a better primary school but this could be achieved in the new GV (and the existing school improved via s106 agreements)			
73	6	Second primary school creating division in community		X	DIVISION IN COMMUNITY
1	7		no multi-lane A40		A40 - Dual carriageway
1	7	approved nursery site will cause access and transport problems		x	TRANSPORT NEW PROBLEMS ; cumulative effect with other developments
2	7		no development should be allowed before transport improvements	X	INFRASTRUCTURE BEFORE DEVELOPMENT
2	7		dualling of A40 into Oxford	X	RECOMMENDATION TO OCC
2	7		Shuttle bus to Hanborough Station	X	RECOMMENDATION TO OCC
4	7		A40 to stay single carriageway	x	A40 - Dual carriageway
4	7	Park and Ride	tunnel and electric trains running to Hanborough Station, linking with Parkway. Line of tunnel above ground to become biodiversity / landmark corridor to offset loss of habitat by development.	X	INNOVATION - Tunnel/electric train, biodiversity, solar,
4	7		Roof over P&R	AT ?? put solar panels on it?	X INNOVATION - Tunnel/electric train, biodiversity, solar
4	7	keep Toll Bridge as is, as it acts as barrier to keep traffic out		x	KEEP AS IS - Toll Bridge
6	7	risk of accidents on roads or otherwise			DANGER/RISKS - Road accident
8	Appendix		add bollards round the pavements at Harris's Corner	X	include in Priority Project and update plan

29	1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
8	7		add Traffic lights by bus stop in Witney Road		X RECOMMENDATION TO OCC
8	7		school crossing needs press button system		X RECOMMENDATION TO OCC
8	7		Western road needed		X WESTERN LINK ROAD
8	7		Traffic free village centre		X RECOMMENDATION TO OCC
9	7	village can't take any extra traffic in the village		X	INFRASTRUCTURE WILL NOT COPE
9	7	development to west will create more traffic			X INCREASED VILLAGE TRAFFIC - West
9	7	80% of traffic on A40 goes east to get to Wolvercote roundabout and turn left to get to A34 and onto M40			X A40 direction of major traffic flow
9	7	little traffic on A40 turns right into Oxford			x A40 direction of major traffic flow
9	7	90% of traffic going into Oxford comes from Woodstock direction			A40 direction of major traffic flow
12	7		consider access to new development ensuring no increase in traffic going through the village	X	
13	7	dislikes Eynsham garden centre development due to traffic problems on Old Witney Road			X TRANSPORT NEW PROBLEMS
13	7		dual carriageway through Tilgarsley is good	X	TRANSPORT - GV
16	7		A40 diversion is essential		x A40/GV DIVERSION NORTH
20	7+9	concerned about pedestrian safety in Church Street, as parked cars and Co-op delivery lorries leave no safe walkway on pavement	proposal is to pave and mark area for pedestrians directly in front of houses to discourage parking	X	PARKING SAFETY - PEDESTRIAN
20	7	A40 transport difficulties are currently unsustainable	prioritise transport in NP	X	A40 SOLUTION FIRST
20	7	whole scheme is madness unless A40 problem is solved first	improve A40 transport before new housing north of A40 is built		X

29	1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
20	7		increase opportunities to walk and cycle safely to both north and west of Oxford City - cycle path through Botley		SAFETY - WALKERS & CYCLISTS
20	7		Buses along both routes		PUBLIC TRANSPORT
20	7	unconvinced that proposed P&R will solve traffic problems along A40 (especially considering Witney and Carterton extensions)			PARK & RIDE WON'T HELP A40 CONGESTION
21 & 44	7		B4044 car free route, bikes/walkers/small buses	X	CAR-FREE ROUTE
21 & 44	7		Serious restriction on private car use, affordable public transport	X	
22 & 42	7		should include western loop to village ring road	X	WESTERN LINK ROAD
22 & 42	7	Oxford /Witney railway essential to core transport policy			CORE TRANSPORT POLICY
22 & 42	7		GV to have 1st class transport infrastructure incl trains/trams		CORE TRANSPORT POLICY
22 & 42	7		Work/life/education all local, reducing need for transport		DECREASE NEED FOR TRANSPORT
27	7	Not enough info on how people will get to Park and Ride	Shuttle bus for Eynsham to P and R	X	GETTING TO PARK&RIDE
29	7		A40 should be diverted with bus lane in and out of Oxford, also bike lane on B4044	X	A40/GV DIVERSION NORTH
50	7		GV needs to be well connected, whatever happens re: public transport, A40 must be dualled from Witney to Oxford with connection to A34. Links to Hanborough Station should be part of plan	X	TRANSPORT - GV
57	7		need major road improvement now		
57	7		We want to be car friendly		

29	1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
65	7	Can't imagine that all extra housing will not create more problems - people on edge of village will use cars to take children to primary schools and to medical centre			
68	7		All new development should contribute to wider plan to improve public transport and reduce congestion		PUBLIC TRANSPORT
68	7		Improvements to access A40 e.g. re-instate right turn at Witney Road	X	A40 IMPROVEMENT
68	7		Land south of Chilbrook should stay open for walking but can also see advantage of western link road as would keep lot of traffic out of village and link to underused industrial site. Would need sensible speed limit and would be noisy	X	WESTERN LINK ROAD
68	7	Has air quality been considered and do we know current pollution levels and predictions with extra traffic?		X	TRAFFIC POLLUTION
71	7	Would also like to see a vision to entice buses to come into the village that go to Oxford along the A40 as many people work in the hospitals and Brookes but won't walk all the way to the A40.		X	PUBLIC TRANSPORT
72	7	Park & Riding not only in village centre, but up to the roundabouts, eg, in Cassington Road and near the Talbot. Need for restricted parking			PARKING RESTRICTIONS
	7	Put a weight restriction on the Toll Bridge			WEIGHT RESTRICTION
68	7.6		Crossing points needed on other roads too, e.g. B4449.	X	Pedestrian/cycle access

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22 & 42	7		Access to village only, from connecting ring roads - which in turn connect with A roads	X	ACCESS
22 & 42	7		new bridge over Thames towards Oxford		NEW BRIDGE OVER THAMES
25	7	no-one responsible to make A40 work		X	RESPONSIBILITY FOR MAKING A40 WORK
35	7		speed limit in village	X	SPEED LIMIT
73	7		Improvement to roads vital/Must be improved before GV given go ahead/Not in favour of moving A40/I do not support the proposal to move the A40/GV should not even be contemplated without a proper commitment to improving A40 substantially/Current plan is a drop in the ocean/Fear we will never get the investment that we feel is necessary, but worth making a fuss/In favour of dualling though impact will not be huge//Supporting the GV could take the pressure off Eynsham but if statutory requirement to build in Eynsham as well as GV then infrastructure needed	x	TRANSPORT - GV - Fear will not get investment needed
12	7		20mph limit essential in village	x	SPEED LIMIT
65	7		A40 needs improvement soon whatever outcome		A40 improvement
1	7	traffic congestion on Witney Road		x	
18	7		bicycle tracks - widen the roads	X	
21 & 44	7		GV integration of work/home to decrease transport needs	X	
71	7		A40 to be dual carriageway up to Wolvercote roundabout with motorway style interchange	x	A40 - Dual carriageway
65	7		A40 needs improvement soon whatever outcome		A40 improvement

29	1	provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
1	8	provision of secondary school needed	x	
10	8	consider access to facilities and ability to reach countryside	x	Access
13	8	lack of foot and cycle paths	X	
14	8	lack of foot and cycle paths	X	
4	8	Separate Garden Village, completely independent from Eynsham		GV
14	8	good opportunity to create cycle only routes	x	
14	8	more green space needed for walking and cycling close to the village	x	
14	8	more cycle path and adequate routes to Stanton Hartcourt and A40		x CYCLE ROUTES TO SURROUNDING SETTLEMENTS
27	8	Cheap eco transport for use within village		X
68	8	Safe, easy (pedestrian/cycle access to excellent schools.	X	
1	8	traffic congestion on Witney Road		x
18	8	bicycle tracks - widen the roads		X
73	8	Improvement to roads vital/Must be improved before GV given go ahead/Not in favour of moving A40/I do not support the proposal to move the A40/GV should not even be contemplated without a proper commitment to improving A40 substantially/Current plan is a drop in the ocean/Fear we will never get the investment that we feel is necessary, but worth making a fuss/In favour of dualling though impact will not be huge//Supporting the GV could take the pressure off Eynsham but if statutory requirement to build in Eynsham as well as GV then infrastructure needed		x TRANSPORT - GV - Fear will not get investment needed

29	1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC	
25	8 and 16		GV too close to Eynsham - new village should not feel tacked onto Eynsham and be-able to create own identity instead of being dominated by those already resident here.	X	DEVELOPMENT OPTIONS - GV TOO CLOSE (SPATIAL SEPARATION)	
3	9	PARKING	residents only parking in some areas	X	RECOMMENDATION TO OCC	
4			Proposed P&R will not help the A40	x	PARK & RIDE - Won't help A40 congestion	
4			parking within village and GV		X	PARKING RESTRICTIONS - Small village car park
				create small village parking area for residents to rent out extra space, each family allocated 2 plus cars. This is to minimise cars parked on the street, by either visitors and commuters into Oxford. Spaces would be reserved.		
5			parking within village and GV		X	
9			Acre End street is only road through village, where one lane is used for parking and one lane open for use; blind bend halfway. - difficult and dangerous to use for two way traffic		X	DANGER/RISKS - Road accident
10			parental school parking at drop off and pick up hasn't been considered in NP			RECOMMENDATION TO OCC
15 & 51			give more details			
15			any new development will exacerbate parking problem			RISK - Increased parking
25			difficulties on High Street when it is used as Park and Ride already	difficulties on High Street when it is used as Park and Ride already	X	PARKING IN CENTRE
49	9		residents parking	X	PARKING RESTRICTIONS	
71	9	Also if park and ride is built we would need short stay parking to prevent people using Eynsham as a car park		X	PARKING RESTRICTIONS	
19	9		increased access and increased parking in village, especially in centre	x	PARKING INCREASED	

29	1	provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
72	9	Park & Riding not only in village centre, but up to the roundabouts, eg, in Cassington Road and near the Talbot. Need for restricted parking		PARKING RESTRICTIONS
20	7+9	concerned about pedestrian safety in Church Street, as parked cars and Co-op delivery lorries leave no safe walkway on pavement	proposal is to pave and mark area for pedestrians directly in front of houses to discourage parking	X PARKING SAFETY - PEDESTRIAN
73	ECONOMY	10	Why new employment for people concerned with Oxford unmet need?/Why create new opportunities and then we need more house to be built to accommodate workers/The south-east has high employment already and other areas with low employment should be offered new opportunities	x WHY NEW EMPLOYMENT FOR PEOPLE ALREADY WORKING IN OXFORD?
26	10	energy policy already obsolete - not in keeping with international developments	More eco, self builds and solar tiles	X HOUSING TYPES; ENERGY POLICY OBSOLETE
4	RETAIL	11	only small independent shops to be allowed in GV, no chain stores	X NO SUPERMARKETS - GV
4	11		no supermarkets in new GW	X
3	11.4	cant read comment!		
73	11	Detrimental to current retail in Eynsham/People are time short and won't go to 2 places/Retail park not needed as facilities in Witney and Botley/		x NO SUPERMARKETS - GV

29	1	provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
		If the village doubles in size, we will become a target for a big supermarket/Shifting A40 a bit north to make the existing A40 into a new high street has certain appeal but would hate to think that Eynsham ended up looking like Kidlington, Bicester ...centres		
79	16	our beloved local shops (mainly on Mill Street) will find trading difficult if there is e.g. a supermarket built [IN GV] ... (which is surely inevitable in the future even if it is not part of current plans?)		GV - IMPACT ON EYNSHAM
80	16	I would imagine those that use the local shops would still do so. You could even think of [a supermarket in the GV]i as an opportunity? Tbh I would welcome a supermarket closer than Witney or Kidlington but as with the majority of new developments nowadays there will probably be a range of smaller style shops (think Madley Park and Shilton Park style) which may also benefit current Eynsham residents. We need to look to the future.		GV - IMPACT ON EYNSHAM
4	13	A40 with trees		A40 -with trees
4	13 AND 16	Woodland belt to be barrier between settlements	X	DEVELOPMENT OPTIONS - GV TOO CLOSE (SPATIAL SEPARATION) - green separation between settlements
68	13	Require street trees on new roads		
3	14	preserve Eynsham's village and community	X	PRESERVATION - Village feel/community

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16	14		no development until infrastructure is approved	X	INFRASTRUCTURE FIRST
68	14	Sue Chapman has been recording the decline of swifts in Eynsham, largely due to people renovating houses (such as Jantys) where they used to roost under the roof. Oxford has launched its 'Oxford Swift City' project to encourage the birds and Eynsham could do the same. Propose that new houses of 2 storeys or more have a built in swift nesting box. It really is cheap and could make a real difference!		X	PRESERVATION - WILDLIFE
75	14	(In response to permission to use City Farm field studies data in the NP) "Fab! Fingers crossed this helps!"			PRESERVATION - WILDLIFE/CITY FARM
87	14	[Robert Crocker] spoke very passionately & was obviously very concerned that these points had been completely ignored I would hope that this report should be a massive 'game changer'			PRESERVATION - WILDLIFE/CITY FARM
76	14		Very interesting, had no idea. Of course this land (CITY FARM) should be protected. Particularly if there are other local sites available		PRESERVATION - WILDLIFE/CITY FARM
77	14		Prove it and add to the argument.		PRESERVATION - WILDLIFE/CITY FARM

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73	14		Oxford City should take full responsibility for their housing requirements/ Using brown field sites in the city/Do people who work in Oxford want to live here?/Would they rather live in Oxford?/Is Oxford currently choosing not to build on land it has including brownfield?/Sidelineing of brownfield sites due to Cameron's opening up greenfield sites/Puzzled that Oxford City doesn't take its own housing need on board rather than farming it out/Protection of dreaming spires at all costs leading to huge developments in Witney, Carterton, Bicester and Abingdon led to horrific traffic problems on all trunk roads to Oxford/Why doesn't Oxford look for suitable Green Belt for its GV?	x	DEVELOPMENT - Alternative sites , using brownfield sites
17	14		better to support larger GV (2500+) and limit western development to 700 with room for further future expansion	X	DEVELOPMENT OPTIONS - AGREEMENT WITH ENP
49	14		Needs to be separate physically. In favour of plan for a green village because it would bring own infrastructure, relieving a significant part of the expansion pains of Eynsham village.	X	DEVELOPMENT OPTIONS - GV SUPPORT/PHYSICALLY SEPARATE
68	14		Why not build house for Oxford City between Botley and Farmoor to save cars going over Toll Bridge	x	DEVELOPMENT OPTIONS - ALTERNATIVE SITES FOR OXFORD UNMET NEED
68	14		Why can't WODC buy the 2 farms for sale on the A40 nearing Witney - one with the flyover would enable cars to go both ways		DEVELOPMENT OPTIONS - ALTERNATIVE SITES FOR OXFORD UNMET NEED

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79			Also, is there any reason it has to be north of Eynsham? If it is to be self-sufficient, is there any reason why it cannot be built either further east or west along the A40?		DEVELOPMENT OPTIONS - ALTERNATIVE SITES FOR OXFORD UNMET NEED
68	VILLAGE CENTRE	15	Over estimates distances older people can walk, doesn't take into account having to carry heavy shopping items. School children will have friends at each end of village - too long to walk	X	WALKING DISTANCES
3	DEVELOPMENT TO THE NORTH	16	Separate Garden Village		DEVELOPMENT OPTIONS - Separate GV
17		16	supports new GV	X	GV SUPPORT
3		16	if GV has been created - all development to go into GV; don't destroy two areas		DEVELOPMENT OPTIONS- Only to North in separate development
4		16	access from GV (New Tilgarsley) into Eynsham via existing footpaths only or by one traffic controlled pedestrian crossings - No road bridges	x	TRANSPORT - GV
4		16	preserve archaeology of GV site (i.e. Tar's Grave)	X	PRESERVATION archaeology
7		16	is confusing	X	
11		16	new development should be separate	?X	DEVELOPMENT OPTIONS - Separate GV
13		16	NP suggested improvements to GV are good	X	GV SUPPORT
13		16	NP suggested improvements to Tilgarsley GV are good	X	GV SUPPORT
14		16	dual carriageway A40 moving north is good idea and should happen before any other development	X	A40/GV DIVERSION NORTH
84		16	The local Conservative led council now have to sort out transport from Witney to Oxford and back. If they don't it could be a nightmare		A40 IMPROVEMENT

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19	16		doubts that new village will truly be separate from Eynsham	X	DEVELOPMENT OPTIONS - Separate GV
22 & 42	16		Rather build larger GV/Town than large western development on Eynsham side of A40.		
22&42	16		Only token consultation for GV - inadequate detail, needs more transparency e.g. shops - no deals with developers	X	DEVELOPMENT OPTIONS - GV CONCERNS
28	16		If Tilgarsley goes ahead, campaign to ensure it has GV ethos etc.	X	GV ETHOS
57	16		WE Need governance over northern development	x	GOVERNANCE
73	16		Recognition, possibly reluctantly, by residents that we would do better to accept and influence rather than raise a campaign against/We should promote the GV principle that it is a separate place and see the A40 is part of creating that separation, but need to argue for a bigger buffer between the settlements (implicit in GV concept)/Should not be ruled out until fully considered	x	DEVELOPMENT OPTIONS - Separate GV
21 & 44	16		GV integration of work/home to decrease transport needs	X	
50	16		Providing new development to high standard (not meaning expensive) should not fight new village	X	DEVELOPMENT OPTIONS - YES TO NORTH
4	13 AND 16		Woodland belt to be barrier between settlements	X	DEVELOPMENT OPTIONS - GV TOO CLOSE (SPATIAL SEPARATION) - green separation between settlements

29	1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
74	16 and 17		The scale of developments proposed in and around Eynsham are totally disproportionate to the size of the existing settlements and with proposals for the the rest of West Oxon.		TOO MANY HOUSES
15	16 and 17		Limit housing number over 15 year plan period		TOO MANY HOUSES?
17	16 and 17	has reservations about size of development to west		X	DEVELOPMENT OPTIONS - No to west
17	16 and 17	latest two planning approvals for large housing sites on Thornbury Road has not been asked to make adequate community contributions i.e. S106		X	
25	16 and 17		likes the suggestion on ENP of going north of current A40	X	DEVELOPMENT OPTIONS - AGREEMENT WITH ENP
28	16 and 17	thought it was supposed to be West or North, not both			
71	16 and 17	Strategy still seems too development friendly for Eynsham – if we are to accept a GV then development should be targeted here.		X	DEVELOPMENT OPTIONS - ONLY TO NORTH
1	16.19 to 16.24		northern development should be an integrated settlement south of a re-aligned A40 AND new separate development to the north of re-aligned A40	x	A40/GV - This suggestion seems muddled. She is in fact agreeing with what we have in the Plan (AT)
7	16.19 to 16.24		clearly state that new housing development should be focused in new separate settlement to the north	X	DEVELOPMENT OPTIONS- Only to North in separate development

29	1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
68	16		Better longer term visionary strategic infrastructure planning, prioritising effective public transport which connects Witney to Oxford centre/stations/hospitals	X	PUBLIC TRANSPORT
25	8 and 16		GV too close to Eynsham - new village should not feel tacked onto Eynsham and be-able to create own identity instead of being dominated by those already resident here.	X	DEVELOPMENT OPTIONS - GV TOO CLOSE (SPATIAL SEPARATION)
25	16		Village may become diluted if GV too close.	X	DEVELOPMENT OPTIONS - GV TOO CLOSE (SPATIAL SEPARATION)
51	16	If development happens across A40 - will it actually be separate and actually be a garden village?			DEVELOPMENT OPTIONS - GV TOO CLOSE (SPATIAL SEPARATION)
74	16		There is no evidence provided to support the notion of yet another science area as part of the Green Village.		SCIENCE PARK
84	16		There is no evidence provided to support the notion of yet another science area as part of the Green Village.		SCIENCE PARK/AFFORDABLE HOUSING
87	16		There is no evidence provided to support the notion of yet another science area as part of the Green Village.		SCIENCE PARK
86	16		There is no evidence provided to support the notion of yet another science area as part of the Green Village.		SCIENCE PARK

29	1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
78	16	Surely the GV is supposed to be being built to meet Oxford city's unmet housing need, so you would expect the majority of people should be working in Oxford. A science park will only create more jobs and lead to increased housing need. Plus more building on greenfield land.	There is no evidence provided to support the notion of yet another science area as part of the Green Village.		SCIENCE PARK
86	16	There are definitely mixed messages being spouted and they all need to be called out!			SCIENCE PARK
88	16	I agree [that the Science Park will provide employment for the people who come to live in the GV] but from what I can gather, most people are assuming [an overspill estate for people who all work, but can't afford to live, in Oxford, rather than another village with a good mix of ages and skills, much like Eynsham]. This is not because they agree with an overspill estate but because West Oxfordshire are proposing that the new developments are designed to meet "Oxford's unmet need"			SCIENCE PARK
87	16	I suspect that most people working in this unnecessary (in my view) Science Park would ideally (for government & developers) be living in the new GV. Surely this 'need' will push up the house prices making the 'affordable' housing even more unaffordable.			SCIENCE PARK/AFFORDABLE HOUSING

29	1		provision of care home / sheltered housing for increased no. of older residents	X		Housing Types, AGE DEMOGRAPHIC
87	16		The Science Park near Blackbird Leys , Oxford still seems to have many empty units and in fact I note that there is a 'suggestion' that new housing is proposed for that sight , yet again. Perhaps OCC should use that complete site to fulfil their housing need rather than 'farm it out' to Eynsham! This Oxford site has already been partially developed so why start to ruin more countryside and put more services under pressure by bringing it out of Oxford?		Didn't include this in findings as the Blackbird Leys site appears not to be a science park	SCIENCE PARK
78	16		In response to the facebook question, "Do you think WODC will consider building two garden villages along this stretch of the A40 or opt for one?", response is 'Hope not'.			TWO NEW GVS
73	16		The location of the garden village worries me. I can't visualise how it will actually be separate from Eynsham geographically and dependant on infrastructure.			DEVELOPMENT OPTIONS - GV TOO CLOSE (SPATIAL SEPARATION)
73			Unless absolute guarantees are put into place I fear there will not be enough infrastructure to support it.			INFRASTRUCTURE FIRST

29	1	provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC	
82	16	I agree the A40 needs to be sorted first and some of the houses for Eynsham people!! I am on about any social housing that might be built!		TRANSPORT - GV/AFFORDABLE HOUSING	
83	16	The A40 needs to be moved!		TRANSPORT - GV	
80	16	can never understand why people think the houses should be for local people. Surely anyone who has the money to buy them is entitled to live there? We all obviously like living in this area so must assume that others will too. Why try and stop them?		GV - NOT ONLY FOR LOCAL PEOPLE	
87	16	If I remember rightly there was a suggestion of 'affordable' housing within the GV is there such a thing as 'affordable' housing to most young people and families in Oxfordshire?		AFFORDABLE HOUSING	
81	16	They the money men will do as they please and you will not be able to stop them no matter how hard you try .		CYNICISM	
77	16	if most of the people living there are expected to work in Oxford; the A40 needs to be seriously improved.		TRANSPORT - GV	
1	DEVELOPMENT TO THE WEST	17	prefers W1 over W2, no development south of Chillbridge	x	DEVELOPMENT OPTIONS - no to south of Chillbrook
1		17	no further development to the west	x	DEVELOPMENT OPTIONS - No to west
4		17	no development to the west	x	DEVELOPMENT OPTIONS - No to west
7		17	new housing should not be allocated to the west	X	DEVELOPMENT OPTIONS - No to west
13		17	no western development	X	DEVELOPMENT OPTIONS- Only to North in separate development

29	1	provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
14	17	concern over western development		
14	17	western development would need better transport options to avoid traffic running into existing roads		INCREASED VILLAGE TRAFFIC West
23	17	A40 dualled from Witney to Wolvercote before any development takes place	X	INFRASTRUCTURE FIRST
24	17	A40 dualled from Witney to Wolvercote before any development takes place	X	INFRASTRUCTURE FIRST
28	17	keep development north of Chilbridge Road		Development options - no to south of Chilbrook EV
68	17	Land south of Chilbrook should stay open for walking	X	Development options - no to south of Chilbrook EV
25	17	Western development needing to integrate with village	x	DEVELOPMENT OPTIONS - YES to West
25	17	Western development needing to integrate with village	x	DEVELOPMENT OPTIONS - YES to West
73	17	West favoured over North/Why can't a GV to the west be considered?/Can Chilbridge development be allocated to GV?/Landscape and countryside to North much more appealing than flat featureless plains of Thames Valley to west/Destroying countryside to North would be mindless vandalism where much better opportunities to the west	x	Alternative sites: All development to west Alternative sites: GV to west of Eynsham Alternative sites: All development to west Alternative sites: GV to west of Eynsham
74	17	Support the proposal for 650 homes to the west of Eynsham, with the criteria clearly spelt out in the NP in terms of quality, environmental concerns, and focusing on smaller units to meet identified local need. It is unacceptable to increase this to include Oxford's unmet need.		DEVELOPMENT OPTIONS - YES to West

29	1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
15	16 and 17		limit housing number over 15 year plan period		TOO MANY HOUSES?
17	16 and 17	has reservations about size of development to west			X DEVELOPMENT OPTIONS - No to west
17	16 and 17	latest two planning approvals for large housing sites on Thornbury Road has not been asked to make adequate community contributions i.e. S106			X
25	16 and 17		likes the suggestion on ENP of going north of current A40		X DEVELOPMENT OPTIONS - AGREEMENT WITH ENP
28	16 and 17	thought it was supposed to be West or North, not both			
71	16 and 17	Strategy still seems too development friendly for Eynsham – if we are to accept a GV then development should be targeted here.			X DEVELOPMENT OPTIONS - ONLY TO NORTH
74	18		If there is evidence of need for a Science Park, surely a more appropriate brownfield site in the underused existing industrial site to the south of the village is more suitable.		X SCIENCE PARK
5	01 Intro	were not told about plans before		AT ??Explain that plans developed over life-time of ENP	X
29	Intro	No mention of threat of gravel extraction			GRAVEL EXTRACTION THREAT

29		1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
22 & 42	02 Eynsham as community	02		For quality of life, pollution control, health and well-being, essential to keep Eynsham's 'town and country characteristic'		TOWN AND COUNTRY CHARACTERISTIC - POLLUTION CONTROL
22 & 42	02 Eynsham as community	02		Essential to keep quality of life and well being / not becoming an urban sprawl dictated by needs of Oxford, becoming a place to just sleep		TOWN AND COUNTRY CHARACTERISTIC
26		02	The village	Building seems only for profit, not for benefit of community		X DEVELOPMENT OPTIONS - GV CONCERNS
51		04	NoteA	walking distances are too long		X WALKING DISTANCES
15 & 6	Spatial policies	05				X INFRASTRUCTURE FIRST
	Spatial policies	05		flood risk created by new housing		X ENVIROMENTAL RISKS - Flood
29	Methodology part of Plan			More robust response with best legal advice should be supported and sought from residents		X METHODOLOGY OF PLAN
29	Methodology part of Plan			Too much information, individual forms for ENP too exhausting		
28	Methodology			Has support from local villages been sought as they will be affected		X METHODOLOGY OF PLAN
		Other		Only a small thing but there are quite a few typo's e.g. recommendation and spatial often misspelt		PRESENTATION OF REPORT
71		Other		Finally, I appreciate that this is a thankless task you have signed up to so thank you for your efforts.		THANKS FOR OUR EFFORTS
71		Vision		vision needs to cover any development from 10 to 10,000 houses	X	

29	1		provision of care home / sheltered housing for increased no. of older residents	X	Housing Types, AGE DEMOGRAPHIC
15	Vision	Not adequate - so affected by GV proposal and it needs to propose development is concentrated north of the A40 and come to an agreement on S106.			X VISION
		Bus lane is total waste of time and money			x A40 bus lane
			significant improvement to public transport		X PUBLIC TRANSPORT
12	ENV3		safe, easy (pedestrian/cycle access to excellent schools. In ENP6 but should it feature on Vision Page?	x	Pedestrian/cycle access
68	ENV5		add 'should not exacerbate conditions, but contribute to improvement of local access and reduction in pollution from transport.'		traffic pollution
68		Need to put as much pressure as poss on WODC to take Neighbourhood plan into consideration when considering planning applications.		AT - WODC bound legally to take ENP into consideration with all planning applications	