

EPIC/GreenTEA/Peace Oak/City Farm Management/Eynsham Society/TCPA
member/Eynsham residents
Responses to Oxfordshire Cotswolds Garden Village Charrette May 16-17
2019

1 Areas of consensus

- Development should be led as a response to the Climate Emergency.
- Landscape led masterplan.
- Design to reduce car use, encourage healthy lifestyle, minimise adverse environmental impact and maximise environmental benefit.
- Protect, enlarge and enhance ecologically rich area along north edge including City Farm, with new water features and restrict access by people/domestic animals to the most sensitive ecological areas.
- Protect the Salt Way and Saxon estate boundary path as rural hedged lanes for pedestrians/mobility vehicles ; plus cycle route outside hedges in wide strip of green for shared growing; limit crossing points. Wide hedges should be retained also with limited crossing points and not all footpaths should be paved.
- The village should be well connected by cycle and on foot to other areas of Eynsham and the wider area- idea for a circular park linking to West Eynsham, Eynsham mill, Wharf Stream Way and Fishponds to south.
- Provide facilities which Eynsham lacks eg public park, nature , sports facilities, burial space; flexible community facilities.
- Complement rather than compete with Eynsham eg no new supermarket in early stages to encourage people to support Eynsham shops; build on existing facilities eg small expansion of Tesco; avoid negative impact of large new supermarkets.
- Attractive and safe non road access to Eynsham.
- Protect and celebrate views to Church Hanborough, Wytham etc.
- Need to cater for flexible ways of working; live/work etc.
- Build good off road cycle routes through GV and connecting to Hanborough station and B4044 path park and ride, Eynsham and West Eynsham.
- Emphasis on plenty of opportunities to grow food- Community allotments, orchards, edible streets, growing spaces in shared gardens, community farm (supported and managed by a Community Land Trust on most fertile soil in the eastern part of site)- possibly linked to innovation hub, market square for selling farm produce and café, supported/therapeutic living/school/intergenerational housing.
- Idea of Rehabilitation Village with research, training and housing for nursing and physiotherapy students sounds promising; could also complement health care facilities in Eynsham.
- Idea of wide green fingers/corridors extending into village and connecting to countryside beyond.
- Support for keeping existing trees and hedgerows and significant scrub and tree planting in all areas.
- Water attenuation/new ponds/SUDS needed that could become attractive amenity and ecological areas.

- Preference for dense development (maybe up to 4-5 storeys in places) to protect more open space, enhance walkability and discourage car use – terraces, some apartments over shops/businesses etc.
- Must build for the future- zero carbon, energy positive.
- Interest in exploring local low carbon opportunities- solar powered park and ride (mode change point/ clean energy hub - with electrical charging for bikes, cars and buses and in future, driverless electric train shuttle services to Hanborough and Oxford Parkway), renewable energy generation as standard for all buildings, with battery storage in buildings and at the mode change point and local grid with project Leo, and link to Agrivert anaerobic digester/Barnard Gate; solar use of passive design with attention to orientation.
- Net gain in renewable energy (with local grid) essential, therefore productive or energy-positive buildings.
- Support for electric cars and bikes.
- Range of street typologies and building- tree lined boulevards to narrow streets with no front gardens- as at centre of Eynsham- pedestrian mews, and some with central shared gardens and growing space.
- Future proofing- flexibility in parking and encouragement to shift from using private cars ; eg squares and other spaces may not be needed for parking in longer term when the mass transit hub or mode change point and other schemes were sufficient to enable to let go of their car(s).
- Future proofing-flexibility in use of buildings and in layout of later phases.
- Reduce reliance on private cars.
- Most options had a 'centre' slightly south of the centre of the GV – near Salt Way and with easy access to Eynsham (Witney Road for school children etc) with possible Bartholomew satellite/sixth form centre on southern edge, healthcare facility nearby and beautiful multi-function non-denominational, secular and sacred meeting house.
- Landmark tower/spire/trees of some kind as focus on the high ground.
- A large range of housing types and tenures including smaller, non traditional. provision, key workers, supported and shared housing, self and custom etc. Mixed throughout site and tenure blind.
- Careful phasing needed.
- We are a very knowledgeable community and this is a great strength.

2 Essential areas to be resolved

- Road access through GV- a range of views on how this can be achieved to allow essential public transport and emergency service access but to restrict through traffic; idea of 'bus plug' (only buses go through).
- How much is car free?
- No solution to the fundamental problems of the A40-how can safe attractive crossings be made suitable for bikes, pedestrians and horses; how to change the character of the A40 if it has to stay where it is; how to reduce noise and emissions.
- Science park- many are wary of a large segregated area with sheds and generating lots of traffic and would much prefer part of employment to be better integrated throughout the village to add activity, vibrancy (this happened in Eynsham) with facilities for home working and start ups; gateways either side of Eynsham.

- Build on high ground or leave it open? (some consensus that it might be better to build on plateau and protect slopes but others suggested it should be wooded and green).
- One village centre or more? How many neighbourhoods?
- How much parking provision and where? Need to be flexible over time and plan for future decline in future private car use- eg car free squares, parking provision within ground and lower ground floors of buildings more easily converted to extra living space when not needed for cars, without further building density.
- Edge treatment- soft or hard? Idea of large buildings on part of A40 or Cuckoo Lane to define sense of place but others want soft green edges.
- Treatment of Cuckoo Lane crossing.
- Location and nature of school/ Lifelong Learning centre.
- Location and nature of Health/ Wellbeing/ positive health/ prevention/ alternative centre.
- Can WODC insist on zero carbon/Passivhaus through AAP now? How far, how quickly?
- Design review, board to allow ongoing challenge to standards and agreed vision through delivery and for longterm management – with community voice. Must be set up soon and well before Grosvenor disappear.
- Flood risks.
- Design for security- police crime prevention was quite influential on two tables. Do not favour keeping cars away from fronts of houses. Also concerned about trees as a screen separating walkers and bikes.

22 May 2019