EIA Quality Mark

This Environmental Statement, and the Environmental Impact Assessment (EIA) carried out to identify the significant environmental effects of the proposed development, was undertaken in line with the EIA Quality Mark Commitments.

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Non-Technical Summary

1.1 Introduction

1.1.1 Background
We, the Environment Agency, together with our local partners, are proposing a flood alleviation scheme (‘the Scheme’) to manage the flood risk to Oxford over the next 100 years.

The Scheme will involve lowering parts of the floodplain to create a new channel for holding water, modifying existing rivers and streams, and building new flood walls and embankments in some areas (see Figure 1a and 1b). These measures will reduce the frequency of flooding by creating more space for water within the existing western floodplain of the city. The Scheme will address flooding from the main channel of the River Thames and floodplain north of Oxford, and from the Hinksey, Seacourt and Bulstake Streams, which flow through the area (see Figure 2).

The Scheme will be approximately five kilometres long. It will run from north of the A420 Botley Road to south of the A423 southern by-pass, where it re-joins the River Thames. The Scheme area is located predominantly between the A34 to the west and the Oxford to London railway line to the east. It comprises all of the permanent works and temporary working areas required for construction of the Scheme.

The footprint of the Scheme lies predominantly within flood meadows and farmland but also passes through property gardens, allotments and access tracks. The Scheme area also falls within local sites of wildlife value, some of which support nationally rare grassland meadows and plants including the protected Snakeshead fritillary and Creeping marshwort. Additionally, the Scheme footprint passes through areas of high heritage value including the Old Abingdon Road Scheduled Culverts, which is considered to have national significance.

1.1.2 Planning and Environmental Impact Assessment
An Environmental Impact Assessment (EIA) has been undertaken for the Scheme in accordance with the requirements of the Town and Country Planning (EIA) (England and Wales) Regulations 2011 (SI 2011 No. 1824). EIA is a process to assess the likely significant environmental effects of a proposed project together with ways to avoid or reduce any negative environmental effects. We requested a formal Scoping Opinion from Oxfordshire County Council in 2016, which outlined the content of the EIA required under these regulations.

In May 2017, we prepared a summary environmental report (outlining the options we considered during development of the Scheme and a summary of the environmental scoping) and submitted this to Oxfordshire County Council to accompany a request for formal pre-application advice.

The findings of the EIA are presented in a detailed Environmental Statement, which, together with this Non-Technical Summary, is available on the www.gov.uk website and at the following addresses:
- Oxford City Council offices, Town Hall, St Aldate's, Oxford, OX1 1BX;
- Oxfordshire County Council office, County Hall, New Road, Oxford, OX1 1ND;
- South Oxfordshire District Council office, 135 Eastern Ave, Milton, Abingdon OX14 4SB;
1.2 Need for the Scheme

The city of Oxford has a long history of flooding from prolonged rainfall (sometimes combined with snowmelt) on the large upstream catchments of the Thames and Cherwell (see Plates 1 to 3). Areas liable to flooding include Wolvercote, Wytham, New Botley, Osney, Kennington, South Hinksey, North Hinksey, New Hinksey and the city centre areas of Jericho and Grandpont.

If nothing was done to manage flood risk, approximately 2,500 properties would be at risk in a flood that has a 1 in 100 (1%) annual risk of occurring. Our existing flood risk management activities reduce this but around 1,500 properties still remain at risk. We have therefore designed a Scheme to reduce the likelihood of flooding for all of these properties. Over 1,200 properties would benefit from a standard of protection greater than a 1 in 100 (1%) annual risk of flooding on opening. If we do not take action, the impacts of climate change means that 3,431 properties will be at flood risk in 50 years’ time in the same event.

The threat of climate change will not only increase the extent of flooding, but its frequency and disruption to the city. Floods in this part of Oxford cause transport disruption, with frequent closure of the Oxford to London railway line and main roads to the west (A420 Botley Road) and the south (Abingdon Road) of the city. These roads are important for access to the city by cars, buses (including Park and Rides) and bicycles. The Scheme will also offer greater resilience to important utilities such as the sewer network, electricity sub-stations and broadband communications.

| Plate 1: View looking west along Botley Road (2007) | Plate 2: View looking north onto the railway line from the footbridge off Whitehouse Road (2007) | Plate 3: View of Earl Street, just off Botley Road (2007) |
Figure 1a and 1b: Scheme overview
Figure 2: Scheme Area and Flood Extent
1.3 Scheme Objectives
The Scheme has the following specific objectives:

- Reduce flood damages to at least 1000 homes and businesses currently at risk in Oxford;
- Reduce flood impacts on transport infrastructure and utilities in Oxford, particularly to Botley and Abingdon Roads, the railway line and the sewerage system;
- Safeguard Oxford's reputation as a thriving centre of commerce that is open for business; and
- Create and maintain new recreational amenities, wildlife habitat and naturalised watercourses accessible from the centre of Oxford.

1.4 Alternative Options Considered
Following flooding in 2007, the Environment Agency considered over 100 options to reduce the flood risk in Oxford and surrounding areas. The options were assessed in the context of technical, social and environmental constraints and potential environmental improvements. Some of the options included raising existing flood walls at the village of Wolvercote, development of a flood plan for Oxford, an improved watercourse maintenance regime, measures to reduce flood damage to buildings where water is allowed to enter, a channel to carry flood water to the west of the city, and an upstream flood storage area.

The alternative options were subject to discussions with the public and various organisations. They were also subject to appraisal of cost, engineering considerations, social/environmental risk and opportunities. The results of this appraisal are set out in the Oxford Flood Risk Management Strategy, which was published by the Environment Agency in 2010, following public consultation. The Strategy recommends a phased approach to managing flood risk in Oxford over 100 years. The first phase of this strategy was to carry out local channel works to help reduce flood risk and this phase has already been completed. The second phase is the creation of more space for water within the existing western floodplain of the city. The third phase is future upstream flood storage, should predicted climate change result in the reduced effectiveness of the first two phases (the proposal for a flood storage area was later rejected due to cost). This Scheme represents phase two of the Strategy to manage the risk of flooding to people, property and the environment.

Following further assessment and feedback from the public and government organisations, we selected the most appropriate alignment of a new and modified flood channel and new defences to minimise environmental harm. Further options were then considered to vary the capacity of the proposed new channel to carry floodwater. Modelling showed that a channel significantly smaller than that proposed would not work as intended, while a significantly larger channel would be impossible to construct given known constraints (e.g. bridge and culvert crossings) at Old Abingdon Road and the railway.

Various design options were considered for the Scheme. These included alternative channel alignments and widths, types and alignments of new flood defences and alternative surfaces for the new structures, which are described in the Environmental Statement.

We chose a route for the new second stage channel, which has varying widths on either side to retain as much of the existing wildlife as possible (particularly rare
grassland at Hinksey Meadow, vegetation and trees), as well as minimising negative impacts on views, maintaining existing access, and minimising impacts on land use.

1.5 Consultation
We presented the flood risk management options and the preferred Scheme to the public and key stakeholders at various events including:

- Numerous public exhibitions and events between June 2015 and December 2017.
- Meetings with statutory consultees, local authorities (Vale of White Horse District Council, Oxford City Council and Oxfordshire County Council), environmental groups and stakeholders, downstream community focus groups, recreation and business interest groups, businesses, landowners and residents.
- Other public engagement through pop-up ‘engagement’ shops in shopping centres, newsletters, leaflet drops, on-line consultation, and social media.

Key issues raised during the consultation events are summarised below:

- Need to protect wildlife around the river (and need for surveys) and opportunities to enhance wildlife habitat.
- Concerns over the landscape and natural habitat, particularly wildflower meadows, and concerns over channel maintenance.
- Anxiety that water could be carried around Oxford more quickly and on to lower reaches of the river, with flooding of downstream communities. This issue has been addressed through flood modelling and a separate independent review undertaken by the Vale of White Horse District Council.
- Interest in taking a wider catchment approach to flood management using natural processes. Some respondents were concerned that the solutions focus too much on Oxford when other areas are also vulnerable to flooding;
- Ensuring the landscape is considered sensitively; and
- The creation of new cycle ways and footpaths including both north-south and east-west routes.

Comments and concerns raised by the public and other consultees from all the consultation activities have been fed into the design, helping to improve the Scheme.

1.6 The Scheme
The Scheme and associated works are presented on Figures 1a and 1b ‘Scheme Overview’ and will involve the following:

- Construction of a new channel to the west of Oxford city centre, which will comprise two stages (see Figure 3):
  - First stage channel – this will be the inner part of the channel, which will be permanently wet and carry flowing water all of the time; and
  - Second stage channel – this will be created by lowering the ground between 1m and 1.5m to one or both sides of the first stage channel. The second stage channel will be dry for most of the time but when river levels are sufficiently high, water will flow along the second stage channel. This may occur regularly during wetter periods, especially during the winter months. During heavy rainfall, the fields in the existing floodplain around the new channel will also continue to flood. Further details are provided in the Environmental Statement.
- New flood defences (embankments and walls) to defend houses from flooding;
- New culverts and bridges to allow footpaths, cycleways and a bridleway to remain open;
• New flood gates for access (under normal, non-flood, conditions) through the new defences;
• Creation of new and/or improved wildlife areas to maximise opportunities for wildlife and to deliver an overall gain in habitats;
• Removal of Towles Mill weir to improve the movement of fish within the river network.

Figure 3: Typical cross-section of first and second stage channel

Detailed drawings are provided in Appendix A of the Environmental Statement.

1.7 Construction, operation and maintenance

Managing our impact on the environment

We are committed to protecting the environment and people during the construction of the Scheme. Some disruption is unavoidable, but we will do all we can to minimise and manage this. All of the measures we have identified in the Environmental Statement to avoid or reduce negative impacts will be incorporated into an Environmental Action Plan. The Environmental Action Plan will be used to ensure that the environmental management and improvement measures are fully implemented as the works are built.

Once the Scheme is built, the affected areas of land will be reinstated and replanting of native tree species and vegetation will be carried out. This will include the creation of new meadow grassland, woodland and wetland habitats.

We will produce a manual indicating what monitoring, routine maintenance and other maintenance activities will be undertaken.

Our construction programme

We have programmed construction to minimise disruption to residents, recreational users, vehicle travellers and businesses in Oxford, and to avoid impacts on protected species and fish.

We expect that the Scheme will take three years to construct from late 2018 to 2021. The main earthworks will take two calendar years, with approximately 15 months of works due to the need for a winter break each year when the ground is too wet. Tree felling and vegetation clearance will be carried out in winter to avoid the bird breeding season.

Normal working hours are likely to be 7.00am to 7.00pm Mondays to Fridays, and 8.00am to 1.00pm on Saturdays (with piling works restricted to 8.00am to 6.00pm Monday to Friday). We will avoid construction activities on Sundays, Public Holidays and during special events/festivals. Deliveries and certain other activities will be further
restricted to avoid peak commuting times as described in Chapter 3 of the Environmental Statement.

1.8 Environmental impacts and the actions we will take

1.8.1 Local community
The Scheme will benefit the local community by reducing the flood risk to approximately 1,500 houses and commercial properties, infrastructure and recreational assets in Oxford. The Scheme will reduce flood risk to employment zones that have been protected by local planning authorities, and some of the existing businesses (notably those along Botley Road, Abingdon Road, the grounds of and access to Oxford Spires Hotel and those within adjacent retail/business parks and industrial estates to the Scheme) that will be temporarily affected during construction. Such changes will have associated positive effects on the health of those living, working and visiting the area.

There will be some unavoidable but temporary disruption (notably land-take, access disturbance, service diversions, localised noise and increased traffic) during the main construction works.

Measures to minimise any nuisance and reduce anxiety for nearby residents, recreational users and businesses have been identified and we will keep the local community fully informed of the nature and timing of the works.

1.8.2 Recreation and public access
The Scheme will provide a long-term reduction in the risk of flooding to many recreational assets (including public rights of way, public access land, parks and recreation grounds) in Oxford. There will also be improvements to some of the new bridges in the Scheme area with enhanced surfaces, fencing, railings and signage, which will benefit those using the affected public rights of way (e.g. at Willow Walk bridleway and North Hinksey Causeway footpath). We have also re-designed the railings on Devil’s Backbone bridge, to provide an opportunity for the path to be upgraded to a cycleway in the future.

However, there will be some negative impacts on recreational users (horse-riders, pedestrians and cyclists) during construction including temporary restricted access to parts of the floodplain and to small boats, canoes and anglers on the Bulstake and Hinksey Streams in the Scheme area. The Scheme will result in the temporary and permanent loss of public open space, and some allotment gardens, some of which will be re-created elsewhere within the Scheme area.

Some temporary and/or permanent closures of a bridleway, footpaths and cycleways will be required, resulting in increased walking/cycling distances along alternative public rights of way or to alternative bus-stops during temporary closure of Old Abingdon Road (and bus route 35). There will also be some traffic on existing pedestrian, cyclist and equestrian routes that will be managed.

Measures to minimise disruption to recreational users have been identified and we will continue to consult those affected during construction of the Scheme.

1.8.3 Landscape and visual amenity
Changes to the local landscape and views will be inevitable during construction due to the loss of vegetation and mature trees in the footprint of the Scheme, the temporary presence of construction vehicles, construction compounds, vehicular movements, and the earthworks and excavations. Initially, these impacts will be particularly prominent
at Seacourt Nature Park, Hinksey Meadow, Willow Walk and Devil’s Backbone public rights of way, Kendall Copse and Kennington Pool Local Wildlife Site.

After 15 years from Scheme completion, when planting will have become established, there will only be significant impacts on the views and landscape at Kendall Copse due to the new culverts/bridges and new channel. At this time, the vegetation within the copse will be nearing maturity, helping to integrate the new bridges and channel into the landscape.

We have sensitively designed the Scheme to minimise impacts on landscape features of high value such as mature trees and nationally rare grassland meadows. We will create new woodland, wetland meadow and grassland areas to replace those lost during construction and to enhance the landscape in areas where it is currently less valued. Wherever possible, existing vegetation within the boundary of the Scheme will be retained to integrate the proposals with the surroundings. In the long-term, the landscape and ecological design of the new channel will enhance the experience of walking, cycling, riding or boating in the area.

1.8.4 Wildlife

We have designed a Scheme that will create new and improved areas for wildlife (including fish). These areas will help replace habitat losses arising from the Scheme and support government targets for habitat creation, as follows:

- The second stage channel will be grazed by cattle to create floodplain grazing marsh and include many wetland features, creating a new wildlife corridor.
- The wetland features in the second stage channel will incorporate a variety of depths, dimensions and gradients, to maximise the diversity of wetland wildlife.
- The habitat in the existing streams will be improved and the new channel has been designed to maximise biodiversity.
- The removal of Towles Mill weir, in conjunction with a separate scheme at the upstream end of the Seacourt Stream, will enable fish movement around Oxford for the first time in over a century.

Although we have designed the Scheme to avoid impacting on wildlife sites, wherever possible, the Scheme is likely to result in the loss of 2ha of nationally rare grassland in Hinksey Meadow. Established woodland and trees in the footprint of the new channel and flood defences will also be lost. There is also the risk of losing Creeping marshwort plants from from one of only two UK sites due to temporarily reduced grazing during construction of the Scheme and potential groundwater changes. We are therefore taking action to ensure the survival of this species and will monitor its population during and following completion of the Scheme.

We will create new wildlife areas to balance the loss of ecologically valuable habitats and ensure there is an overall gain for plants and animals. Where possible, we will recreate habitats in the same location as they are currently, to increase the chance of success. We will carefully remove and replant the 2ha of Hinksey Meadow that is on the route of the second stage channel. We will also create 17.8ha of new meadow. Approximately 15.8ha of new meadow will be created in an area between Bulstake Stream and Hogacre Ditch, between the new second stage channel and the railway, and 2.0ha in an area just north of South Hinksey, between Hinksey Stream and the new second stage channel. The loss of part of Hinksey Meadow, will be of much higher value than the newly created meadows, until they have had time to develop their ecological interest. We will plant 9.7ha of new woodland to replace up to 398 individual trees and 60 groups of trees, which we will need to fell. Due to the need to minimise the number of obstructions in the second-stage channel, there will be fewer
trees on river banks than there are at present, meaning less wet woodland and more lowland mixed deciduous woodland.

Surveys have identified that birds, bats, reptiles, amphibians, badgers, water voles and otters are or could be present in various locations across the Scheme. These are legally protected and we have therefore taken precautionary measures to minimise risks to them. We will use good practice procedures for work near water to ensure that no contaminants or silt are released that could affect wildlife or their habitats.

Invasive weed species are present within the Scheme area. Treatment of Himalayan balsam and Japanese knotweed is on-going and will continue for five years following Scheme completion, or until the land is returned to its current owner, in line with best practice.

1.8.5 Water
There is potential for accidental pollution of the Seacourt, Bulstake and Hinksey Streams, and groundwater, during construction. Our contractors will follow strict guidance to avoid causing pollution, especially when working near water. Landscaping and re-planting to stabilise soils will be undertaken as soon as practicable following earthworks.

We have modified the design of the Scheme to minimise any additional lowering of groundwater levels and affecting areas of wildlife value during periods of dry weather flow. Our modelling has shown there will be no changes to the water regime that might affect the designated conservation sites of Port Meadow and Iffley Meadow that lie outside of the Scheme area. At Hinksey Meadow, we have designed the Scheme to ensure groundwater levels remain similar (or marginally higher) than pre-Scheme levels during a dry year. Similarly, no significant changes are anticipated during an “average year.” Dry year groundwater levels beneath the northern and central part of Hinksey Stream and the associated ponds are predicted to slightly rise or remain similar to pre-Scheme levels. There may be a slight drop in groundwater levels in the vicinity of the new channel, particularly to the west of it, increasing in scale (typically in the range of 10 to 40cm) in the area between South Hinksey and Old Abingdon Road. This will not significantly affect water in the adjacent streams and ditches. We will however monitor groundwater changes as part of the Scheme design.

The Scheme will result in the removal of some river structures to improve fish passage, improvements to channel habitat and the creation of new and improved wetland habitat.

1.8.6 Cultural heritage
Construction of the Scheme will change and remove some known and potential archaeological remains and historic structures, identified through extensive archaeological field investigations. These features predominantly date from the prehistoric and post-medieval periods, and include North Hinksey Causeway, Willow Walk, an enclosure of possible Roman date, and areas of prehistoric activity. Additionally, the Scheme will affect the Old Abingdon Road culverts; a Scheduled Monument and medieval historic causeway considered to be of national importance. Through expert advice and continued liaison with heritage stakeholders, we refined the Scheme design to avoid greater archaeological impact on this Scheduled Monument.

There will also be some impacts on the historic landscape, mainly changes to the current Hinksey Stream and Bulstake Stream, which have been mitigated through sensitive design of the Scheme.
We will carry out archaeological mitigation prior to and during the works, which will comprise a range of techniques at different locations of heritage value. These techniques include excavation and recording buried archaeological remains, measuring and mapping existing earthworks and landscaping. Where high value heritage assets have been identified and will be significantly affected such as the scheduled Old Abingdon Road culverts, we will carry out further targeted field investigations to record the buried archaeological remains. We will also enhance the setting of these culverts through the installation of information boards. We will also carry out excavations where significant effects on buried heritage assets have been identified. A watching brief, which is when the construction is monitored by an archaeologist to identify and record archaeological remains, is proposed for the site of a former mill at Botley.

The completed Scheme will provide a reduced flood risk to a variety of sites of historic interest including Listed Buildings within South Hinksey, Grandpont, New Hinksey and Abingdon Road, as well as Templeton College and Iffley Lock, Conservation Areas, Scheduled Monuments and other heritage assets.

1.8.7 Traffic and transport
As with most projects of this nature, there will be some traffic disruption during construction, from new access routes to construction sites, and from construction related traffic.

The main access routes that will be used by construction vehicles for the Scheme will be the A34 via the A420 Botley Road/West Way where we will share access to Seacourt Park and Ride, the South Hinksey Interchange on the A34 and Old Abingdon Road and the A4144 Abingdon Road.

The number of vehicles required and the proposed duration of works equate to approximately one vehicle movement each way on the A34 every 5 minutes during working hours while earthworks are being undertaken. This peak traffic level will apply for approximately 21 months within the three year construction period.

During construction, Old Abingdon Road and Kennington Road will be closed for up to 15 months, which will disrupt traffic for those accessing the A423 Southern By-Pass and the A4144 Abingdon Road and looping around the Hinksey Hill interchange and Kennington roundabouts. The temporary closure of Old Abingdon Road will also affect bus services along route 35, which operates between the city centre, Kennington and Abingdon.

We will manage this transport disruption and increased traffic flows through measures described in an outline Construction Traffic Management Plan, which will be finalised in consultation with the Highway Authorities. We will plan deliveries in advance, keeping the roads clean and providing temporary signage to minimise disruption and maintain access as far as possible during construction.

The completed Scheme will help protect the transport network such as local roads and the London/Didcot to Oxford/Birmingham railway line through reduced incidents of flooding and the reduced need for emergency closures of both roads and the railway.

1.8.8 Sustainable use of land
There will be localised impacts on ground conditions and soil structure as a result of changes in land and soil stripping during construction. The Scheme will also affect local farms and associated tenancies from temporary land-take during the construction works and from the division of land. There is potential for the construction works to expose contaminants.
Following completion of the Scheme, there will be a permanent change in wetness of the agricultural land in the footprint of the Scheme due to the increased frequency of flooding. This will affect some local farms, particularly between North and South Hinksey, but most of the second stage will still be grazed during drier months. We will implement appropriate practices to minimise damage to soils (e.g. for example, programming earth movements during summer months) and we will manage risks from soil contamination during construction.

The Scheme will provide an improved standard of protection against flooding for existing land uses including agricultural land and soils, and some small areas of potential contamination within the floodplain.

1.8.9 Air quality
Construction activities are not anticipated to significantly affect local air quality. There will also be elevated dust levels in some parts of the Scheme area, which will be managed to ensure that there are no significant impacts on people or wildlife.

During operation, there will be very few traffic movements, related only to periodic inspection and maintenance, which will not affect the air quality.

The Contractor for construction of the Scheme will be required to operate vehicles with low emissions of nitrogen oxides. They will also be required to implement a Construction Environmental Management Plan, which we are preparing and will include a range of best practice mitigation measures to minimise dust and air quality impacts.

We will also carry out six months of air quality monitoring before, during and after construction, at a number of locations, agreed with Oxford City Council and the Vale of White Horse District Council.

1.8.10 Carbon, sustainability and climatic factors
The construction of a new channel will produce approximately 459,000m$^3$ of excavated materials, much of which will require removal from the floodplain, with associated emissions from vehicles. We have sought to re-use some of the excavated materials from ground lowering for landscaping and flood defence (earth bund) construction. We also sought to reduce carbon emissions from transportation of excess material by disposing of a quantity at a land raising area south of Hinksey Heights, but this area has since been rejected due to planning constraints.

We have incorporated environmentally sustainable techniques and materials (e.g. sustainable timber for use in new bridges) into the design of the Scheme. Our design has sought ways to be as sustainable as possible, re-naturalising parts of the river corridor, as well as mitigating any potentially adverse effects that could result from the Scheme. We will re-use the majority of the gravels excavated within the Scheme area for channel improvements (although some of the gravels will be transported off site for re-use in other environmental improvement projects).

Our Contractor will ensure the sustainable use and disposal of materials.

1.8.11 Cumulative effects and inter-relationships
An assessment has been undertaken of the potential for combined (and cumulative) impacts, related to the various components of the Scheme, and in-combination with other plans and projects.

No additional cumulative impacts associated with components of the Scheme have been identified.
There is potential for cumulative impacts with proposals for expansion of a car park at Seacourt Park and Ride (involving new car parking and various facilities including a building, cycle parking and lighting). Our Scheme proposes to use the existing roundabout on Botley Road into the park and ride for construction traffic. There is therefore potential for in-combination impacts on the operation of the park and ride site during construction of the Scheme in 2019 and 2020.

Oxfordshire County Council are currently planning a road improvement scheme at Hinksey Hill Interchange to increase public transport use and reduce traffic pressure on the A34. There is therefore potential for cumulative traffic impacts on the road network around the A423 Southern By-Pass due to the overlap between the works.

We will continue to liaise with the relevant councils as the construction programmes of the various schemes are developed to avoid or minimise any in-combination negative impacts on traffic.

1.9 Conclusions
Building the Scheme will cause temporary disruption to the local community, as well as to wildlife and other environmental features. The disruption will last from Winter 2018 until 2021.

The Scheme will create new areas of channel and thus reduce some areas of meadow grassland and trees through which the channel will pass but these losses will be offset by creating woodland, meadow grassland and wetland habitat in other locations.

Through consultation and by undertaking an EIA, we have sought to avoid or minimise these impacts to an acceptable level.

The flood defence scheme is expected to bring significant long-term benefits to Oxford by reducing (but not eliminating) the risk of flooding to large areas of the city containing houses, businesses, transport links, public spaces and areas of high historic and amenity heritage value. The Scheme will also deliver an overall gain in important habitats, creating a new wetland corridor that links existing wildlife sites and enhances the distinctive landscape to the west of Oxford.

1.10 Comments
Copies of the Environmental Statement together with copies of the plans and supporting information will be made available for inspection by the Environment Agency at our offices and at the offices described in Section 1.1.2, as part of the planning process.
Would you like to find out more about us, or about your environment?

Then call us on
03708 506 506 (Mon-Fri 8-6)
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e-mail
enquiries@environment-agency.gov.uk

or visit our website
www.environment-agency.gov.uk

incident hotline 0800 80 70 60 (24hrs)
floodline 0845 988 1188