

**ENVIRONMENT AGENCY
(OXFORD FLOOD ALLEVIATION SCHEME)
COMPULSORY PURCHASE ORDER 2023**

STATEMENT OF REASONS

Table of Contents

1.	Introduction	3
2.	Use of Compulsory Purchase Powers by the Environment Agency	3
3.	Strategic Context	4
4.	CPO Scheme Selection	8
	Table 1 - Oxford FAS SOC long list options	9
	Table 2 - The preferred way forward (options ranked by BCR)	10
	Table 3: Summary of OBC options	11
	Table 4: Economic appraisal summary (all costs and benefits in £ millions)	13
	Table 4A: FBC Economic appraisal summary (costs and benefits in £ millions)	15
5.	Benefits of the CPO Scheme	16
6.	CPO Scheme Affordability	17
7.	The CPO Scheme	19
8.	The Order Land	21
9.	Planning Position of the Order Land and Compulsory Purchase Order History	24
10.	Environmental Assessment	25
11.	Carbon	28
12.	Listed Buildings, Conservation Areas, Ancient Monuments, Consecrated Land, Nature Conservation Designations and other Special Considerations Affecting the Order Land	29
13.	Special Category Land – National Trust Land, Common Land, Open Space, Fuel or Field Garden Allotments, Local Authority Land and Statutory Undertakers Land	29
	Table 6 – Open Space included in the CPO	30
	Table 7 – Exchange Land Locations and Areas	31
	Table 8 - Local Authority Land impacted by the CPO	32
	Table 9 – Utility Companies impacted by the CPO	34
	Table 10 – Network Rail Land impacted by the CPO	35
14.	Obstacles to the CPO Scheme and other Orders, Consents or Authorisations Required for the CPO Scheme	36
15.	Steps Taken to Acquire Interests in the Order Land by Agreement	40
16.	Justification for Compulsory Purchase	42
17.	Equality	42
18.	Economic Growth	43
19.	Miscellaneous	43
	Appendix A – CPO Plot Numbers – Local Authority Land	46
	Appendix B – CPO Plot Numbers – Statutory Undertakers Land	48

1. Introduction

1.1 The Environment Agency has made the Environment Agency (Oxford Flood Alleviation Scheme) Compulsory Purchase Order 2023 (the “CPO”) under the provisions of section 154(1), (2) and 3 of the Water Resources Act 1991 and under section 2(1)(a)(iii) and (iv), section 6(1), section 7(1)(a) and (c) and section 37(1)(a) and (b) of the Environment Act 1995 in order to acquire land, and rights over land, for the purposes of constructing and operating flood alleviation works in areas situated in and to the west, south west and south of Oxford, Oxfordshire known as the Oxford Flood Alleviation Scheme (“the CPO Scheme”).

1.2 The overall aim of the CPO Scheme is to reduce the flood risk to homes and businesses to the west and south of the city of Oxford, Oxfordshire. The CPO Scheme will provide flood risk reduction to 1085 properties in Oxford on opening which are currently at risk of flooding in an event which has a 1% (1 in 100 year AEP) chance of occurring in any given year.

1.3 The CPO Scheme will also provide greater flood protection for key local infrastructure, principally the Botley Road, Abingdon Road and main railway line which runs through Oxford. It will also improve the resilience of key utility services in the city including the sewer network and electricity supply and make them less vulnerable to disruption in future floods.

1.4 The Environment Agency made a previous compulsory purchase order on 21 September 2018 – the Environment Agency (Oxford Flood Alleviation Scheme) Compulsory Purchase Order 2018 (“the 2018 CPO”). The 2018 CPO was subsequently submitted to Defra for confirmation. It was withdrawn in March 2020 following the decision to work jointly with Oxfordshire County Council to design a new solution for the channel under the A423 Kennington Railway bridge as outlined in paragraph 4.23 below. This new solution is incorporated in the CPO Scheme.

2. Use of Compulsory Purchase Powers by the Environment Agency

2.1 The Environment Agency was established by the Environment Act 1995 with a wide range of powers and duties encompassing the protection and management of rivers and other waters. Many of these powers and duties are now contained in the Water Resources Act 1991. Included within the ambit of the Environment Agency’s powers and duties, insofar as they relate to flood defence, is the function of exercising general supervision over all matters relating to flood defence.

2.2 Section 154 of the Water Resources Act 1991 gives the Environment Agency the power, subject to appropriate authorisation, to purchase compulsorily any land and rights over land in England which it requires to carry out, or in connection with the carrying out, of any of its functions. The flood defence and land drainage functions of the National Rivers Authority were transferred to the Environment Agency by Section 2(1)(a)(iii) of the Environment Act 1995. Section 154 of the Water Resources Act 1991 therefore enables the Environment Agency to acquire land and rights over land required for the construction, operation and maintenance of flood alleviation works including areas for associated landscaping, biodiversity and amenity features, temporary working areas and site compounds.

3. Strategic Context

3.1 The Environment Agency is a non-departmental public body, sponsored by the Department for Environment, Food & Rural Affairs (“Defra”), with responsibilities relating to the protection and enhancement of the environment in England. It has a strategic overview of all sources of flooding and coastal erosion and advises on the planning and management of flood risk. It is responsible for the delivery of flood and coastal erosion risk management activities.

3.2 In 2010 the Government enacted the Flood and Water Management Act, partly in response to the impacts of the severe flooding experienced in parts of the United Kingdom in July 2007. This Act created new roles for Regional Flood and Coastal Committees and Lead Local Flood Authorities, as well as additional duties for the Environment Agency. Oxfordshire County Council fulfils the role of Lead Local Flood Authority for Oxford.

3.3 In January 2018, Defra, on behalf of the government, launched its “25 Year Environment Plan”. This Plan sets out a comprehensive and long-term approach to protecting and enhancing landscapes and habitats in England, putting the environment first. It includes the goal to deliver “a reduced risk of harm from environmental hazards such as flooding and drought” whilst mitigating and adapting to climate change. The CPO Scheme helps to achieve this goal whilst maintaining a longer-term environmental vision aligned to policy themes “recovering nature and enhancing the beauty of landscapes” and “connecting people with the environment to improve health and wellbeing”.

3.4 In July 2020, Defra published a Flood and Coastal Erosion Risk Management Statement (“the Statement”). The Statement forms part of the government’s wider commitment to tackle climate change and builds on the approach taken in the 25 Year Environment Plan and was, in part, informed by the Environment Agency’s consultation on its National FCERM Strategy for England. The Statement is set around five policy areas including upgrading and expanding national flood defence and infrastructure whilst emphasising the importance of delivering overall environmental improvements (biodiversity net gain) as part of the development of flood defence schemes.

3.5 The Government enacted the Environment Act 2021 (“the 2021 Act”) in November 2021. Whilst, at the date of writing this statement, the provisions in the 2021 Act relating to biodiversity have not yet been brought into force, the CPO Scheme has been designed to meet the same objectives. The 2021 Act sets statutory targets for the recovery of the natural world including an obligation for projects. Planning policy applicable to the CPO Scheme requires these targets to be met even though the 2021 Act biodiversity provisions have yet to come into force, so the CPO Scheme has to provide 10% biodiversity net gain in three categories (habitat, hedges and river). This must be measured using Defra’s biodiversity metric, whilst damage to irreplaceable habitat requires a bespoke, site-specific mitigation plan.

3.6 The National Flood and Coastal Erosion Risk Management (FCERM) Strategy for England was first published in 2011. It sets a framework for action by flood risk management authorities to reduce the risk of flooding and coastal erosion and its consequences. With further learning from recent flood events, better understanding of climate science and developments in government policy, a new strategy was published in July 2020. The new strategy better prepares England for a 2°C warming in global temperatures as well as planning for higher temperature scenarios, such as a 4°C rise in global temperatures. Its ambitions include creating climate resilient places and infrastructure and securing sustainable growth and environmental improvements. The Environment Agency’s functions as a flood risk management authority include bringing forward flood alleviation schemes such as the CPO Scheme.

3.7 The National FCERM Strategy is supported by an Annual Plan. Within the context of the Action Plan, better protection against flooding and coastal erosion is to be achieved through the delivery of a £5.2bn capital investment programme over the six years to 2027, to better protect 336,000 homes and non-residential properties and reduce national flood risk by 11% by 2027.

3.8 The contribution of flood alleviation schemes towards delivering Defra’s plans is measured using a series of outcome measures. Outcomes monitored include economic benefits delivered, properties moved into a lower flood risk category and environmental improvements in terrestrial and river habitats.

3.9 The Environment Agency has duties under the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. This ensures that a sustainable approach is taken to water resources and aquatic ecosystems when managing flood risk, and wider environmental and social benefits are delivered to local communities.

3.10 The Thames Catchment Flood Management Plan of 1 December 2009, produced by the Environment Agency, provides the catchment level strategic context in which to promote the CPO Scheme. The Thames Catchment Flood Management Plan states that “the actions recommended in the Oxford Flood Risk Management Strategy will be delivered once approved”. The Plan also considers a review of watercourse maintenance and promotes local policies to create safe and sustainable development that positively reduce flood risk. It also promotes a greater awareness of flood risk amongst organisations and communities, building on current flood warning work. Oxfordshire County Council, in its remit as Lead Local Flood Authority, produced a Local Flood Risk Management Strategy in 2015. This document also supports the strategic need for the CPO Scheme.

3.11 The Oxford Flood Risk Management Strategy (“OFRMS”) was adopted by the Environment Agency in September 2010, following a public consultation, and describes the Environment Agency’s preferred approach to managing flood risk in Oxford over 100 years. This is a strategic adaptive plan for a three phased approach to reduce flood risk and respond to the potential impacts of climate change in Oxford.

3.12 The Oxford Flood Alleviation Scheme Sponsoring Group was set up by Oxfordshire County Council, Oxford City Council, Vale of White Horse District Council, Oxfordshire Local Enterprise Partnership, Thames Water, the University of Oxford, the Oxford Flood Alliance, the Thames Regional Flood and Coastal Committee and the Environment Agency in response to flooding experienced in the Oxford area in 2013/2014. This culminated in the formation on 2nd April 2014 of a formal partnership Sponsoring Group and a commitment from all to deliver phase two of the OFRMS as described in paragraph 4.2 and 4.3 below. National Highways subsequently joined the Sponsoring Group in May 2019. These organisations are referred to in this statement as project partners.

3.13 Throughout the development of the CPO Scheme, the latest available guidance on climate change has been followed. The UK government first published climate projections in 2009. These were updated in 2018 (UKCP18). The Environment Agency issued updated climate change allowances in July 2021. The CPO Scheme has been designed taking the latest allowances into account. Further details of the updated allowances are included in paragraph 4.24.

3.14 The Environment Agency completed phase one of the OFRMS in 2014. This consisted of an investment of £2.5 million to increase the capacity of local river channels and structures which included the Willow Walk Culverts and Network Rail Culverts near Old Abingdon Road and to provide temporary defences at Osney Island, Lake Street and South Hinksey. This work helped to reduce flooding in the most recent floods.

3.15 Phase two of the OFRMS, which is the CPO Scheme, involves increasing the capacity of the river channels in the western floodplain. Phase three of OFRMS, which does not form part of the CPO Scheme, is likely to involve upstream flood storage, taking into account the need to improve further the effectiveness over time of the river channel improvements proposed as phase two of OFRMS and to address the predicted effects of climate change. Construction of the CPO Scheme does not mean that phase three of OFRMS will necessarily be implemented at any time. Any phase three project would need to be considered and justified at a future time.

3.16 Oxford sits at the confluence of several rivers draining a catchment area of approximately 3000km². The floodplain narrows significantly immediately downstream of Oxford to only 300m wide which constrains flow and effectively acts as a throttle, holding back water within Oxford during times of high flows. This flooding within Oxford has been exacerbated by historic development within the floodplain, which includes road and railway embankments that further restrict flow. Oxford also has an extensive network of braided watercourses that leave and re-join the River Thames. All these constraints result in flood water flowing out of the river channels and causing damage to property and infrastructure during periods of high flow.

3.17 Flooding causes property damage to homes and businesses, damages infrastructure including mains sewers and cuts off road and rail links. Flooding in Oxford is long lasting, typically seven to nine days. This duration of flooding to key roads brings Oxford to a standstill, disrupts Oxford's residents, businesses and visitors, reducing investor confidence and limiting Oxford's future growth opportunities. Flooding has a much wider impact on Oxford than just the area in the floodplain.

3.18 Oxford has experienced flooding a number of times in the last 20 years. The numbers of properties reported to the Environment Agency as flooded internally are as follows:

2000 – 56 properties

2003 – 123 properties

2007 – 169 properties

2012 – 14 properties

2013/14 – 55 properties

3.19 Properties were also reported to have flooded internally in 2009 and 2011, but the Environment Agency has been unable to verify figures. Oxford experienced 3 high flow events in early 2021, but no internal flooding was reported.

3.20 The floods experienced in recent years have been relatively small, with only the properties at highest risk of flooding affected. However, in assessing the need for the CPO Scheme, we consider the more widespread impacts which would occur in a larger flood. The standard benchmark size of flood for appraisal is that which is deemed to have a 1% chance or greater of occurring in any one year. Publicly this is termed "medium risk" as defined by the EU Floods Directive and used by the UK government. A flood of this size would exceed the largest that Oxford last experienced in living memory in 1947. Current modelling tells us that if nothing is done to manage flood risk in the city, 2,195 properties would flood internally in this size of flood. The work the Environment Agency undertakes, such as regular channel maintenance and the deployment of temporary defences, reduces this number, but 1,603 properties remain vulnerable to such flooding. A more permanent solution is needed to reduce the financial impact, the physical damage to the properties themselves and prevent the stresses on mental health which flooding can cause to the people affected.

3.21 The case for investment is further reinforced when considering that if the estimated impacts of climate change are experienced, an even greater number of properties will be at risk. Even conservative climate change scenarios suggest the number at risk by the 2080s in the 'do nothing' scenario could more than double for a flood which has a 1% chance of happening in a given year. This threat of climate change will not only increase the extent of flooding, but also its frequency and disruption to Oxford.

3.22 Flooding within Oxford also causes transport disruption, with frequent closure of the railway line and main roads to the west (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 Ride) and bicycles. Flooding in Oxford also adversely affects important utilities such as the sewer network, electricity substations and broadband communications.

3.23 In addition to property and infrastructure damage, there is a wider economic impact on Oxford from flooding. A significant flood event would cause an adverse impact on tourism and would harm the external reputation of the city. Oxford needs to become more resilient as the extent and frequency of flooding becomes greater due to the impact of climate change, so that it is an attractive prospect for investors and can retain and improve its economic prosperity.

4. CPO Scheme Selection

4.1 The OFRMS, referred to in paragraph 3.11, provides the approved strategic approach to flood risk management in Oxford. This takes an adaptive approach to climate change over three phases. This allows for flexibility in future investments as interventions can be adjusted in scale and timing depending on the actual climate impacts observed over time.

4.2 Extensive and prolonged flooding in Oxford during winter 2013/14 led to a flood summit in Oxford hosted by Oxfordshire County Council. This flooding coincided with the first planned review of the OFRMS known as the "Oxford FAS Initial Assessment" approved in October 2014.

4.3 Initial assessments are high level reviews used to inform whether there is a viable scheme and whether undertaking a detailed appraisal is justified. There is no formal guidance on what should be included in an initial assessment. Given the potential value of phase two of the OFRMS (>£100m), the Oxford FAS Initial Assessment included updating the hydrology and hydraulic models and also included an updated economic analysis undertaken in accordance with the Flood and Coastal Erosion Appraisal Guidance (FCERM-AG) dated March 2010. Six options (do nothing, do minimum, interim measures such as further localised desilting and small, medium and large channels) were reviewed. Interim measures were introduced to the assessment to check whether there were further measures that could be implemented at minimal cost if phase two of the OFRMS was not viable. The Oxford FAS Initial Assessment, completed in 2014, concluded that Phase 2 of the OFRMS was now economically viable, primarily due to more frequent flooding, the introduction of partnership funding and the latest predicted effects of climate change being used as the baseline.

4.4 With a viable scheme identified, a detailed appraisal was commissioned and is summarised in the Oxford FAS Strategic Outline Case (SOC) approved by HM Treasury in June 2015. The detailed appraisal was conducted in accordance with HM Treasury guidance on the basis of a Five Case Model. The Five Case Model approach envisages a project being progressively developed and approved over three iterative stages, each building on and adding to the previous stage. The three stages are known as the Strategic Outline Case (SOC), Outline Business Case (OBC) and Full Business Case (FBC). It is accepted therefore that decisions are proportionate to the stage and information known at that time. At each stage (SOC, OBC and FBC) the appraisal looks at five cases. The Strategic Case outlines the case for change, the Economic Case reviews whether the preferred option represents value for money, the Commercial Case assesses whether the solution is deliverable in the marketplace, the Financial Case determines if the project is affordable and the Management Case describes how the project will be managed and delivered.

4.5 The Five Case model guidance recommends the use of both long lists and short lists of options. The purpose of the long list is to identify as wide a range of options as possible that meet the objectives, scope and benefits criteria and avoid assuming a solution. HM Treasury guidance recommends at least a dozen long list options. As such the Oxford FAS SOC long list re-introduced several options that had been reviewed and discounted in the OFRMS. The Oxford FAS SOC long list options were:

Table 1 - Oxford FAS SOC long list options

	Option Name	Description
1	Do Nothing	All existing work ceases. No operation or maintenance of assets or watercourses would take place. Blockages would not be removed. Included as baseline option as per FCRM Appraisal Guidance
2	Do Minimum (sustain)	Existing assets and watercourse would be maintained and replaced. The standard of service would be maintained over the appraisal period.
3	Channel Widening	Standalone channel widening discounted on technical grounds but localised widening to smaller streams retained as part of overall solution.
4	Removal of Control Structures	Removal of existing weirs discounted on technical grounds; impact on navigation and wider environmental issues.
5	Enhancement of Control Structures	Increasing weir capacity shown to have no or negligible impact as constraints are elsewhere in the system so discounted.
6	New Flood Channel – Small (18m ³ /s)	Excavation in the undeveloped floodplain to the west of Oxford to provide increased flood flow capacity of 18m ³ /s.
7	New Flood Channel – Medium (38m ³ /s)	Excavation in the undeveloped floodplain to the west of Oxford to provide increased flood flow capacity of 38m ³ /s.
8	New Flood Channel – Large (57m ³ /s)	Excavation in the undeveloped floodplain to the west of Oxford to provide increased flood flow capacity of 57m ³ /s.
9	Reduce Channel Friction	Hard engineering existing channels would reduce flood risk but discounted on environmental and cost grounds.
10	Culverting	Localised culverts may be appropriate in restricted locations but otherwise discounted on environmental and cost grounds.
11	Enhanced Maintenance	Regular maintenance already undertaken on River Thames. Localised works elsewhere would reduce flooding in frequent events but wider extensive maintenance discounted on environmental grounds.
12	Reduce Downstream Flood Levels	Lowering downstream levels has little benefit so discounted.
13	Reduce Localised Constrictions	Insignificant reduction in flood risk so discounted.
14	Interim Measures	Localised further desilting and works. Those with benefit retained.

4.6 Only options 6, 7, 8 and 14 met the investment objectives and critical success factors agreed by the project partners. These were taken forward as the short list 'do something' options for detailed economic analysis in accordance with the Flood and Coastal Erosion Risk Management Appraisal Guidance ("FCERM-AG"). Option 1 (do nothing) and option 2 (do minimum – sustain) were also retained as they form the baseline against which options are assessed. This analysis involves the application of both benefit/costs ratios ("BCR") and incremental benefit/cost ratios ("iBCR").

4.7 Options are ranked by either their average benefit:cost ratio or by benefits. In table 2 below the options are ranked by BCR. An iBCR is then applied between each sequential option whereby the additional benefits are compared against the additional costs of moving to the next option. The sequential process is repeated until the iBCR falls below 1. Table 2 shows that it is not possible to move from a "medium" to a "large" channel as the additional costs are greater than the additional benefits. The preferred way forward is therefore option 7 (new flood channel – medium). Constraints within the floodplain effectively mean we have maximised what is possible in terms of channel capacity.

Table 2 - The preferred way forward at SOC (options ranked by BCR)

	Option	PVd (£M) present value damages	PVb (£M) present value benefits	PVc (£M) present value costs	BCR benefit: cost ratio	iBCR incremental benefit: cost ratio
1	Do Nothing	1180.7	-	-	-	-
2	Do Minimum (Sustain)	333.4	847.4	19.8	42.9	-
14	Interim Measures	324.7	856.1	23.4	36.6	2.41
6	New Flood Channel (Small)	189.8	991.0	109.7	9.1	1.58
7	New Flood Channel (Medium)	149.9	1030.9	141.4	7.3	1.22
8	New Flood Channel (Large)	139.9	1040.9	161.8	6.4	0.49

4.8 With a preferred way forward identified, detailed appraisal and design work was undertaken on the medium channel during 2016 and 2017. Whilst the proposed scheme needed to meet both the partner objectives and be economically viable, the overall alignment itself was defined by local topography and physical structures such as the A34, main railway line and major utility infrastructure. The optimised route was analysed using a multi-criteria analysis approach. Multi-criteria analysis allows non-economic criteria to be included within an assessment and whilst there are a number of guidance documents, the process is designed to be flexible. For the CPO Scheme, the proposed channel alignment was broken in to seven sub-sections (mainly due to physical constraints such as bridges) where detailed local alignments were reviewed against five principle objectives (economic, social, technical, environmental and institutional). Each objective was given equal weighting.

4.9 The public were consulted on the seven sub-section alignments between January and March 2016. Over 850 people attended drop in events as detailed in the Statement of Community Involvement submitted with the planning application for the CPO Scheme (see section 9).

4.10 The public consultation responses were taken into account as part of the multi-criteria analysis along with the results of a detailed review of the hydraulic modelling. This work resulted in the final scheme design and recommended a 5km long medium channel to the west of Oxford plus three local defences at Botley Road, New Hinksey and South Hinksey. Alongside this work a further review of the channel through Hinksey Meadow was undertaken allowing us to further reduce the impacts on the nationally rare MG4 grassland.

4.11 The detailed economic analysis was finalised in March 2017. This reviewed 14 options (see table 3 below). During the course of the analysis, several further options and sub-options were introduced to check the emerging conclusions. Option 2a was introduced to check whether it was economically preferable to continue to use existing assets and watercourses without undertaking any asset replacement or watercourse maintenance. Option 15 was introduced to check whether it was economically preferable just to construct the local defences at Botley Road, New Hinksey and South Hinksey derived from the channel alignment analysis described in paragraph 4.8.

4.12 Upstream flood storage (phase 3 of the OFRMS) was introduced to check whether it would become economically viable to provide this enhancement within the assessment period due to the impacts of climate change. Three climate change figures were applied in year 0, year 20 and year 50 of 10%, 15% and 25% respectively in accordance with allowances issued in February 2016. This introduced new options 6c to 6e and 7a to 7c. The large channel (and sub-options therein) had been removed by this stage as it was found not to be economically viable as explained in paragraph 4.7. An option of constructing just the channel and upstream storage was not reviewed as the earlier work had confirmed the three local defences were integral to the preferred solution.

Table 3: Summary of OBC options

	Option Name	Description
1	Do Nothing	All existing work ceases. No operation or maintenance of assets or watercourses would take place. Blockages would not be removed.
2	Do Minimum (Sustain)	Existing assets and watercourses would be maintained and replaced. The standard of service would be maintained over the appraisal period.
2a	Do Minimum (no maintenance)	Existing assets and watercourses would be retained without undertaking any asset replacements or watercourse maintenance. The standard of service will decrease over the appraisal period.
6	New Channel	Excavation in the undeveloped floodplain to the west of the city centre to provide increased flood flow capacity of 18 cubic metres per second.
6a	Small Channel + Defences	Small channel with the addition of raised defences to provide increased protection to properties and the Abingdon Road.
6b	Medium Channel + Defences	Medium channel with the addition of raised defences to provide increased protection to properties and the Abingdon Road.

6c	Small Channel + Defences + Flood Storage (in year 0)	Small channel plus defences with the implementation of a 9.8m m ³ upstream flood storage area at the same time as the flood channel and defences.
6d	Small Channel + Defences + Flood Storage (in year 20)	Small channel plus defences with the implementation of a 9.8m m ³ upstream flood storage area 20 years after the flood channel and defences.
6e	Small Channel + Defences + Flood Storage (in year 50)	Small channel plus defences with the implementation of a 9.8m m ³ upstream flood storage area 50 years after as the flood channel and defences.
7	Medium Channel	Excavation in the undeveloped floodplain to the west of the city centre to provide increased flood flow capacity of 38 cubic metres per second.
7a	Medium Channel + Defences + Flood Storage (in year 0)	Medium channel plus defences with the implementation of a 9.8m m ³ upstream flood storage area at the same time as the flood channel and defences.
7b	Medium Channel + Defences + Flood Storage (in year 20)	Medium channel plus defences with the implementation of a 9.8m m ³ upstream flood storage area 20 years after the flood channel and defences.
7c	Medium Channel + Defences + Flood Storage (in year 50)	Medium channel plus defences with the implementation of a 9.8m m ³ upstream flood storage area 50 years after the flood channel and defences.
15	Raised Defences only	Construct the local defences at Botley Road, New Hinksey and South Hinksey derived from the channel alignment analysis described in paragraph 5.10

4.13 All 14 options were subject to a detailed economic appraisal in accordance with the FCERM-AG.

4.14 From this analysis, options involving a small or medium channel plus defences and flood storage were all rejected as each such option achieved an iBCR of less than 1. Even though it had an iBCR of greater than 1, Option 15, involving just local defences, was rejected because it did not achieve the objectives of the project partners. It provided only localised benefits, reducing risk only for floods having a 5% chance or greater of happening in any one year. There would also have been a need to provide substantial compensatory storage for removal of the floodplain (not costed within the economics). Option 2a involving the retention of existing flood defence and watercourses without any maintenance was also rejected because it would see an immediate increase in flood risk, did not meet the objectives of the project partners and the decision matrix allows us to move to the next option.

4.15 The results of the appraisal are summarised in Table 4 below as detailed in the Oxford FAS OBC. Of the options with an iBCR of greater than 1, the medium channel plus defences (option 6b) is the preferred option because whether the decision route is taken via the small channel or small channel plus defences, the iBCR for the next option is above 1. This is therefore the preferred option for phase 2 of OFRMS.

Table 4: OBC Economic appraisal summary (all costs and benefits in £ millions)

Option Number	1	2	2a	6	6a	6b	6c
PV Costs	0.0	14.9	11.2	94.7	98.5	111.2	175.8
PV Benefits	0.0	931.5	915.6	1,041.1	1,077.4	1,112.4	1,117.6
Residual damages	1,221.8	290.3	306.2	180.7	144.4	109.4	104.1
Net Present Value	n/a	917	904	946	979	1,001	942
BCR	n/a	62.6	81.8	11.0	10.9	10.0	6.4
iBCR		4.32		1.37	1.74	2.75	0.52
Option used for iBCR		2a to 2b		2b to 4a	2b to 5a	5a to 5b	5a to 6a
Option Number	6d	6e	7	7a	7b	7c	15
PV Costs	138.7	113.7	107.8	188.6	151.5	126.4	64.1
PV Benefits	1,105.7	1,091.3	1,084.8	1,135.3	1,128.7	1,120.9	1,001.7
Residual damages	116.1	130.5	137.0	86.4	93.0	100.9	220.1
Net Present Value	967	978	977	947	977	994	938
BCR	8.0	9.6	10.1	6.0	7.5	8.9	15.6
iBCR	0.70	0.91	3.34	0.30	0.41	0.56	1.43
Option used for iBCR	5a to 6a	5a to 6a	4a to 4b	5b to 6b	5b to 6b	5b to 6b	2b to 3

4.16 Option 6b (medium channel plus defences) also achieves the highest net present value (“NPV”) of all 14 options. Whilst the Environment Agency uses benefit:cost ratio to determine scheme selection, NPV is HM Treasury’s preferred measure of economic viability as it offers the greatest return to the country from the money invested. NPV is present value benefits minus present value cost.

4.17 Following approval of the OBC by HM Treasury in September 2017, we began developing the Full Business Case (FBC). The economic analysis was updated to ascertain whether the decision made in the OBC is still valid.

4.18 As part of the updated economic analysis, refinements were made to the medium channel plus defences option (option 6b now renamed option 6bi) to add the continuation of the current deployment of the dedicated Osney Island temporary barriers (for the remainder of their current life, 25 years) (option 6bii). The Environment Agency already erects temporary barriers on Osney Island during flood events. It purchased these barriers following the 2007 floods. The minimal cost of deploying and maintaining these has been tested to understand whether this should continue after the Oxford FAS is constructed.

4.19 A further option was also added consisting of these Osney Island temporary barriers plus an additional defence along Ferry Hinksey Road at the Osney Mead industrial estate (option 6biii). This defence will further reduce flooding to the existing commercial buildings but as government funding and decision making is prioritised towards reducing flood risk to residential properties, it needed to be assessed economically as a separate option.

4.20 Raised defences (option 15) has been updated to include a provisional cost of providing compensatory storage.

4.21 Options involving upstream flood storage (options 6c, 6d, 6e, 7a, 7b and 7c) tested at OBC were not included in the FBC update as they had already been proved non-viable. The continued use of the temporary defences at Osney Island noted in paragraph 4.18 was reduced to 25 years to reflect the remaining lifespan of the assets. A new 'do minimum' option 2b involving the continued deployment of the existing temporary barriers in a number of locations across Oxford, again until year 25, was introduced to reflect the current practice of mobilising these during flood events and to provide a realistic simulation for the 'do minimum' based on current practices. In addition, on further inspection of the flood modelling it was clear that option 15 (standalone raised defences) was making the situation worse for some properties in certain flow conditions due to the displacement of water from the protected areas. Mitigating these impacts through the use of local compensatory storage proved unfeasible. The Environment Agency does not promote schemes that make the situation worse for others, nor would it be acceptable from a planning policy perspective. This option has now been removed from the FBC analysis.

4.22 In addition to the above-described changes in approach to economic decision making, a number of factors also needed to be changed before the updated FBC economic appraisal could be undertaken.

4.23 In early 2019 Oxfordshire County Council advised that they had found serious structural issues with the A423 Kennington Railway Bridge and that it would need to be replaced. Getting additional flood capacity under the A423 is critical to the success of the CPO Scheme. The 2018 CPO Scheme's proposed configuration of large independent culverts either side of the existing bridge was no longer acceptable due to the structural problems with the existing bridge and the need for its replacement regardless of whether the CPO Scheme proceeded. In November 2019, the project partners agreed that they should work on a joint solution at this location whereby the County Council include the additional flood capacity required by the CPO Scheme within the design of the new bridge. The CPO Scheme now includes the agreed joint solution at this location, with the County Council's proposals now incorporating the additional flood flow capacity as part of their design. Independent flood culverts under this bridge are no longer part of the CPO Scheme.

4.24 Updated climate change allowances were issued in July 2021. Improved evidence enabled allowances to be split into smaller management catchments. The CPO Scheme now incorporates the latest predicted increases of 11%, 13% and 30% on the originally estimated peak river flows in the 2020s, 2050s and 2080s based on the figures for the catchment which has the greatest influence on the Thames in the Oxford area. Importantly, the increased peak flow for the 2020s now forms the baseline of the updated hydraulic modelling completed in December 2021.

4.25 The FBC economic analysis uses up to date appraisal analysis and revised costs set in July 2022. These costs use detailed construction estimates and updated supplementary cost figures set to the current expected programme of work. This brings the cost estimate in line with expected

prices at the point of construction. The results of the FBC updated economic analysis are summarised in table 4A.

Table 4A: FBC Economic appraisal summary (costs and benefits in £ millions)

Option Number	1	2	2b	6	6a	7
PV Costs	0.0	19.6	19.7	106.1	119.0	132.0
PV Benefits	0.0	1,288.4	1,303.9	1,428.8	1,475.0	1494.4
Residual damages	1710.1	421.7	406.2	281.3	235.41	215.7
Net Present Value	n/a	1268.7	1284.2	1,322.7	1,355.9	1,362.4
BCR	n/a	65.7	66.3	13.5	12.4	11.3
iBCR			545.6	1.4	3.6	1.5
Option Number	6bi	6bii	6biii			
PV Costs	144.5	144.6	148.6			
PV Benefits	1,533.8	1,536.4	1,536.7			
Residual damages	176.3	173.7	173.4			
Net Present Value	1,389.3	1,391.8	1,388			
BCR	10.6	10.6	10.3			
iBCR	3.2	53.0	0.06			

4.26 The project completed its appraisal of the ‘do something’ options in line with the Treasury Green Book and the Flood and Coastal Erosion Risk Management Appraisal Guidance (FCERM-AG) in December 2021. This has demonstrated that the “nationally preferred economic option” is Option 6bii. Whilst Option 6biii is cost beneficial in its own right, the increase in costs over Option 6bii are greater than the increase in benefits. This means that there is not incremental justification to move to this option.

4.27 Because economic appraisals consider the national losses incurred because of flooding, it is recognised that there may be local benefits that are not quantified in the assessment. This has been catered for within the Defra Partnership Funding Policy as it allows local choice selections for an option that delivers benefits over and above the nationally preferred economic option. The caveat is that Government funding, through the Partnership Funding Calculator, is capped at the nationally preferred economic option choice. Therefore, local choices need to be funded in full by local funding and are not eligible for Flood and Coastal Erosion Risk Management Grant in Aid.

4.28 The University of Oxford has a wider masterplan for redeveloping the Osney Mead site and is keen to ensure flood risk is reduced to existing businesses as part of their long-term vision. They subsequently offered to fund a local choice enhancement to the CPO Scheme in full to deliver this local flood risk reduction. This offer and the change to the project scope was formally accepted by the Oxford Flood Alleviation Scheme’s Sponsoring Group. This has been formalised through a legally binding contribution agreement drafted and signed by the relevant parties.

4.29 The inclusion of these additional local choice works delivers greater outcomes for the CPO Scheme, contributing to the objectives of reducing flood damage to homes and businesses in Oxford as well as to the objective of safeguarding Oxford's reputation as a thriving centre of commerce that is open for business. This is achieved without additional expenditure of public money. This is justified as a part of the CPO Scheme, being both consistent with the wider national policies for Flood and Coastal Erosion Risk Management appraisal and funding as well as delivering enhanced benefits consistent with the CPO Scheme's stated objectives.

4.30 During the development of the 2018 CPO and the CPO Scheme, a number of alternative proposals have been and continue to be promoted by others. All alternative proposals have been and continue to be reviewed but none reduce flood levels to the same extent across the whole area as the proposed scheme, nor provide the same certainty and reliability of operation. Several would simply transfer risk elsewhere.

4.31 There are two main scheme wide alternative proposals which have been promoted by others: a twin pipe, pumped option and a 'no channel' or smooth floodplain option. The twin pipe option is similar to the culvert option discounted in the OFRMS on costs, technical and environmental grounds. Wherever possible the Environment Agency promotes passive solutions that operate automatically in a flood event. Therefore a twin pipe, pumped option is not considered to be a viable alternative option.

4.32 The 'no channel' option would mean omitting parts of the main section of lowered floodplain from the CPO Scheme. The lowered ground alongside the new stream will provide more capacity for floodwater and a defined route for this to move through the floodplain through a range of different size of floods. Without increasing the capacity of the western floodplain, additional flood water would redistribute under this option in ways that are difficult to predict. The existing floodplain and river network in and around Oxford is complex and changes in one area can lead to unintended consequences elsewhere. Additionally, reliability and certainty of the CPO Scheme would be compromised, requiring enhanced maintenance and intervention, greater risk of failure and earlier activation of contingency plans. Therefore a 'no channel' or smooth option is not considered to be a viable alternative.

5. Benefits of the CPO Scheme

5.1 Section 3.20 above outlines that there are around 1,600 properties currently at risk of river flooding in a flood that has a 1% (1 in 100) annual risk of occurring (these are also termed "at medium risk"). This flooding will not only cause physical damage to homes and businesses but also has a huge personal impact on those affected whether through loss of sentimental items or as an impact on mental health.

5.2 The CPO Scheme is vital to reduce the likelihood of flooding for all properties at risk of flooding from the River Thames, with 1,085 benefiting from a standard of protection greater than a 1% (1 in 100) annual risk of flooding on scheme opening. This means that a flood event of the size seen in recent years (2007, 2012, 2013, and 2014) will not cause flooding to these properties.

5.3 In addition to direct properties at risk, flooding has the potential to impact thousands more people due to the wider impacts it can have on the city and its infrastructure. By reducing flood risk, the CPO Scheme will avoid the city suffering such frequent damage and disruption from flooding. Specific benefits will include:

5.3.1 reduced flooding to Botley Road and Abingdon Road - the main roads from the west and south used by work, leisure and tourist travellers;

5.3.2 reduced flooding to the railway line south of the city which forms part of the mainline passenger and freight route from Birmingham to the south coast;

5.3.3 providing greater resilience of the electricity and broadband network by reducing the likelihood of infrastructure becoming flooded and causing power or communications outages; and

5.3.4 reduced flood risk to non-residential properties and supporting future economic growth in the City.

5.4 The economic analysis to support the Full Business Case for the CPO Scheme values the impact of these benefits to the UK at £1,536.7 million over the next 100 years. This figure has been calculated using standard flood appraisal techniques, described in the Multi Coloured Manual (2020), and values the damages avoided to homes and businesses, the reduced emergency response costs and consideration of the mental health impacts from flooding.

5.5 Working closely with Thames Water Utilities, it has also been identified that the CPO Scheme will cause 88 properties to be at a lower risk of sewer flooding. This flooding occurs when the sewer network is overwhelmed with flood water. The CPO Scheme will reduce the likelihood of this happening.

5.6 In addition to reducing flood risk, the landscape design of the scheme is such that it will create 3.8km of new, high quality river habitat set within a new wetland wildlife corridor. This will deliver a range of benefits through creating habitats to attract new species into the area, and areas of biodiversity that are accessible to local communities.

6. CPO Scheme Affordability and Funding

6.1 The analysis in sections 4 and 5 considered the economic cost and justification for the CPO Scheme. This section 6 considers the CPO Scheme's affordability by comparing the funding available to the estimated cash cost to deliver the CPO Scheme.

6.2 The total estimated cash cost of the CPO Scheme, including pre-planning costs in preliminary investigations, construction costs, fees, land acquisition, project management, risk and inflation amounts to £169,980,000. Added to this is £6,100,000 which will cover the initial 10 years of operational and landscape/habitat maintenance. Once the CPO Scheme is built, maintenance costs will become part of annualised Environment Agency budgets. This brings the target funding costs of the CPO Scheme, to £176,080,000.

6.3 The CPO Scheme will be funded in part through central government Flood Risk Management Grant in Aid, allocated in accordance with published policy. The remaining funding comes from third party contributors.

6.4 Table 5 below shows the current breakdown of financial contributions to achieve the target cost of £176,080,000.

Table 5 – Financial contributions summary

Contributor	Amount	Status
Central Government Grant in Aid	£135,381,368	Project confirmed in Environment Agency annual investment programmes since November 2014. Current estimated value of Grant in Aid funding.
Thames Regional Flood and Coastal Committee	£14,000,000	Confirmed - minutes November 2017 meeting
Oxfordshire County Council	£1,500,000 £5,250,000	Legal Agreement signed - March 2015 Legal Agreement signed - February 2018
Oxford City Council	£1,500,000	Legal Agreement signed - March 2015
Thames Water	£3,400,000	Legal Agreement signed – July 2018
National Highways	£10,000,000	Legal Agreement signed – March 2020
Department for Education	£500,000	Legal Agreement signed nationally in relation to whole EA/DfE programme – December 2021
University of Oxford	£4,548,362	Contributions Agreement signed – August 2018
PROVISIONAL TOTAL	£176,080,000	

6.5 The contribution from the University of Oxford is solely linked to a specific element of the CPO Scheme at the Osney Mead Industrial Estate, as described in paragraphs 4.28 and 4.29.

6.6 The total funding shown in Table 5 meets the cost of the CPO Scheme. The central government Grant in Aid and the contribution from the Thames Regional Flood and Coastal Committee are secured within the 6-year programmes published annually by the Environment Agency. There is currently financial approval in place to take this project to the next approval Gateway. Once the Full Business Case has been approved by Defra and HM Treasury, all the necessary permissions will be in place to draw on this funding for construction.

6.7 The contributions have been secured in line with the Environment Agency's standard terms when contracting for contributions to flood risk management schemes. Some early payments have been made by the Thames Regional Flood and Coastal Committee, Oxfordshire County Council and

Oxford City Council to help deliver design work for the CPO Scheme.

6.8 The remaining contributions will be drawn down during the construction phases.

7. The CPO Scheme

7.1 The CPO Scheme involves the construction of a new river channel, between the A34 to the west and the railway to the east, to the west of Oxford city centre. The channel will extend for a length of approximately 5km, south-easterly from the confluence of the Botley and Seacourt Streams lying approximately 0.6km north of Botley Road, to just south of Kennington (approximately 0.3km south of the A423 ring road). The new channel will divert some flood flow from the Seacourt Stream, Bulstake Stream and Hinksey Stream channels during a flood event, thereby reducing the flows and levels in the main River Thames and other streams, thus reducing the frequency of flooding in built-up areas. The river channel will comprise two stages:

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 0.6m and 1.2m 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 it. This may occur regularly during wetter periods, especially during the winter months. During large flood events, the fields in the existing floodplain around the second stage channel will also continue to be flooded to the same or a less extent as now, without the new channel. In some local areas, a second stage channel will be constructed without a first stage channel. New wetland habitat will be created within the footprint of the second stage channel and will include scrapes, ponds and backwaters. A spillway off-take (fixed crest weir with shallow side slopes) will be installed at the southern end of Seacourt Park Nature Reserve.

7.2 In addition to the river channel, the CPO Scheme will involve the construction of the following features:

7.2.1 seven new bridges over the channel - a replacement Westway cycle bridge (south of Botley Road) along with bridges at Willow Walk, North Hinksey Causeway, pedestrian bridge at North Hinksey, Devils Backbone, Old Abingdon Road and Kennington Road;

7.2.2 new maintenance access tracks alongside the CPO Scheme channels, and new access tracks to reach the CPO Scheme north of West Way, north of Botley Road, south of Ferry Hinksey Road, at Manor Farm, South Hinksey, at Kennington Road, at Redbridge Park and Ride and at Eastwyke Lane, Abingdon Road;

7.2.3 eight watercourse low flow control structures at Bulstake Stream, Eastwyke Ditch, divergence of new channel and Hinksey Stream, Hinksey Railway Ponds, Cold Harbour and the existing channel which runs north between the railway lines next to New Hinksey which are designed to have a natural appearance and will be drowned out at typical flows. Redbridge Stream flow control structure will keep water in the stream after it is severed by the new channel;

7.2.4 removal of Towles Mill Weir and channel widening, to lower upstream water and improve the movement of fish within the river network;

7.2.5 new earth embankments and flood walls just north of Botley Road, to the east of Abingdon Road at New Hinksey, at the Oatlands Recreation Ground, at Old Abingdon Road, to the south of Osney Mead Industrial Estate and at South Hinksey;

7.2.6 flood ramps in flood walls to provide uninterrupted access at New Barclay House at Botley Road, at the east of Willow Walk bridleway, at the south of Terry's Stone Cottage Hinksey Ferry Road footpath diversion and at Eastwyke Lane off Old Abingdon Road;

7.2.7 flood gates at Helen Road, Henry Road, Bulstake Close, Seacourt Park and Ride, South Hinksey and Old Abingdon Road;

7.2.8 retrofitting of flap valves to land drainage outfall pipes at Prestwich Place, Helen Road and Henry Road, located north of Botley Road, Oxford and retrofitting flap valves to the outfalls of two drainage channel culverts that run under Weirs Road, Oxford;

7.2.9 installation of river flow gauging stations at Botley Bridge Botley Road, Bulstake Stream Bridge Botley Road and at River Thames at Baltic Wharf;

7.2.10 diversion or ground reinforcement of utility services across the CPO Scheme comprising:

electricity – south of Botley Road, at Willow Walk North Hinksey, at farmland between North Hinksey and Osney Mead, east of South Hinksey, at Kennington Road Kennington, at Old Abingdon Road and at Eastwyke Farm Abingdon Road;

gas – at farmland between North Hinksey and South Hinksey, at Old Abingdon Road and at Eastwyke Farm Abingdon Road;

water – north of Botley Road, at farmland between North Hinksey and South Hinksey, at Old Abingdon Road, and at A423 Southern Bypass;

mains drainage – north of Botley Road, at Old Abingdon Road, and at north of Kennington Village;

telecoms - at Old Abingdon Road and Kennington Road junction, and at north of Eastwyke Lane Abingdon Road;

7.2.11 creation of approximately 17ha of species-rich floodplain meadow. Approximately 15ha of species-rich meadow will be created in an area between Bulstake Stream and Hogacre Ditch, between the new second stage channel and the railway, and 2ha in an area just north of South Hinksey, between Hinksey Stream and the new second stage channel. This is being created as mitigation for the disturbance of the nationally scarce floodplain grassland at Hinksey Meadow;

7.2.12 areas of mitigation tree planting north of Botley Road, north of Hinksey Meadow, west of Seacourt Stream, north of Hogacre Eco-park, south of North Hinksey, Kendall Copse and Kennington Pools; and

7.2.13 provision for public open space Exchange Land at Hinksey Meadow North Hinksey, at land south of Osney Mead, at Egrove Park Kennington and at Eastwyke Lane Abingdon Road.

7.3 Major earthworks will be required to construct the CPO Scheme. These will involve the excavation, transportation and disposal of approximately 400,000 cubic metres of topsoil, alluvium

and gravels. The CPO Scheme has been designed to re-use as much of this material as possible on-site but a large proportion of it will require removal from the floodplain and will be transported off site for re-use in restoration schemes.

8. The Order Land

8.1 The CPO will acquire the freehold of all land where the CPO Scheme is making a material change in the current land use. This will include the flood channel (including existing watercourses that become part of the flood channel), flood bunds, new and replacement bridges, maintenance tracks, lowering of watercourse bed under bridges, sleeves of land under highway bridges, watercourse control structures, removal of Towles Mill weir, flood embankment and walls, flood wall gates and ramps, drainage outfall flap valves, river gauging stations, diversion and reinforcement of utility services, environmental mitigation land and public open space Exchange Land. Additionally, rights will be acquired over land where there will be no land use change but where access is required to operate the CPO Scheme. Rights will also be acquired over land which is only needed on a temporary basis, in order to construct the CPO Scheme. Through the design process, efforts have been made to minimise the extent of land and rights required to deliver the CPO Scheme.

8.2 Exchange Land has to be provided, as freehold, to the owners of public open space land that is being acquired for the CPO Scheme or over which rights are being acquired. Section 13 details the exchange land to be provided.

8.3 Where the CPO provides for the acquisition of the freehold of land, the maps referred to in the CPO show these areas of land shaded pink. The areas over which rights over land are to be acquired are shown shaded blue on the maps. Where the CPO provides for the acquisition of the freehold of a restricted part of certain land and the acquisition of rights over another part of that land, the maps show these areas shaded pink and hatched blue. Land that is to be acquired to exchange for existing open space is shaded green. Where that same land is also required for environmental mitigation purposes a separate plot for acquisition of the necessary rights over land for those purposes is shown on the maps. Both the land and rights over land to be acquired are described in the schedule to the CPO.

8.4 The CPO provides for the acquisition of the land and rights over land required to construct, operate and maintain the new river channel, flood alleviation structures and associated landscaping and amenity features. The CPO also provides for the acquisition of rights of access for construction and operation of the channel and structures including temporary working areas and site compounds.

8.5 The CPO acquisition of land will include all minerals lying beneath the land.

8.6 The CPO provides for the following acquisitions:

8.6.1 to the north of West Way, Botley, Oxford and east of A420 Road and west of Seacourt Stream, land is being acquired for the flood channel, flood walls and access to reach the CPO Scheme. Land is being acquired for environmental mitigation. Rights over land are being acquired for permanent access for inspection and maintenance of the flood alleviation works and environmental mitigation. Rights over land are being acquired for construction purposes;

8.6.2 to the north of Botley Road, Botley, Oxford and east of Seacourt Stream, land is being acquired for flood channel, flood walls, flood embankments, flood gates and ramps, for drain outfall flap valves, river flow gauging stations including control cabinet and cables, sleeves of land under existing highway bridges, environmental mitigation, utility diversions and associated flood defence elements. Rights over land are being acquired for works to flood-proof existing property walls. Rights over land are being acquired for permanent access to maintain the flood alleviation works and environmental mitigation. Rights over land are being acquired for construction purposes and to carry out enabling works for replacement allotment land. Rights are also being acquired to provide utility services for the new infrastructure in this location;

8.6.3 to the north and east of North Hinksey and between Botley Road and Willow Walk, land is being acquired for the flood channel, flood walls, public access bridge, spillway, access to reach the CPO Scheme, utility diversions and associated flood defence elements. Land is being acquired for environmental mitigation and exchange land for existing open space. Rights over land are being acquired for permanent access to maintain the flood alleviation works and environmental mitigation. Rights over land are being acquired for third parties to replace rights being extinguished. Rights over land are being acquired for construction purposes;

8.6.4 to the west of Ferry Hinksey Road, Oxford and south of Osney Mead, land is being acquired for flood walls, flood embankments and ramps, environmental mitigation and associated flood defence elements. Land is being acquired for public rights of way diversions. Land is being acquired for exchange land for existing open space. Rights over land are being acquired for permanent access to maintain the flood alleviation works. Rights over land are being acquired for construction purposes;

8.6.5 to the east of North Hinksey and the A34 Road, and from Willow Walk at North Hinksey and Devils Backbone at South Hinksey, land is being acquired for the flood channel, flow control structures, public rights of way bridges, utility diversions and associated flood defence elements. Land is being acquired for environmental mitigation. Land is being acquired for public rights of way diversion. Rights over land are being acquired for permanent access to maintain the flood alleviation works. Rights over land are being acquired for third parties to replace rights being extinguished. Rights over land are being acquired for construction purposes;

8.6.6 to the east of South Hinksey and the A34 Road, between Devils Backbone and Old Abingdon Road, Redbridge, land is being acquired for the flood channel, flood walls, flood embankments, access to reach the CPO Scheme, utility diversions and associated flood defence elements. Land is being acquired for environmental mitigation. Land is being acquired for public rights of way diversions. Rights over land are being acquired for permanent access to maintain the flood alleviation works. Rights over land are being acquired for third parties to replace rights being extinguished. Rights over land are being acquired for construction purposes, including a temporary working area which will give access to the rail sidings for the removal of excavated material away from site by rail;

8.6.7 to the north of Kennington, to Old Abingdon Road, land is being acquired for the flood channel, bridges, flood walls, flood embankments, flow control structure, utility diversions, access to reach the CPO Scheme, boat slipway, sleeves of land under a highway bridge that is being built by others and associated flood defence elements. Land is being acquired for exchange land for existing open space. Rights over land are being acquired for permanent access to maintain the flood alleviation works. Rights over land are being acquired for third parties to replace rights being extinguished. Rights over land are being acquired for construction purposes;

8.6.8 at the north of Kennington village and within Kennington village, land is being acquired for the flood channel, flood walls and utility diversions. Rights are being acquired for permanent access to inspect and maintain flood alleviation works. Rights over land are being acquired for construction purposes;

8.6.9 at Redbridge north of Old Abingdon Road, land is being acquired to remove Towles Mill weir and widen Hinksey Stream Channel. Rights over land are being acquired for construction purposes;

8.6.10 at Redbridge east of the railway line, land is being acquired at Redbridge Park and Ride for the flood channel, a maintenance access ramp to the river channel, hardstanding for access and associated flood defence elements. Rights over land are being acquired for permanent access to maintain the flood alleviation works. Rights over land are being acquired for construction purposes;

8.6.11 to the south of A423 Southern By-pass and east of the railway line, land is being acquired for the flood channel. Rights over land are being acquired for construction purposes;

8.6.12 to the east of New Hinksey between Eastwyke Ditch and south of Weirs Lane, land is being acquired for flood walls, flood embankments and ramps, access to reach the CPO Scheme, utility diversions, drain culvert outfall flap valves, flow control structures and associated flood defence elements. Land is being acquired for exchange land for existing open space. Land is being acquired for public rights of way diversions. Rights over land are being acquired for permanent access to maintain the flood alleviation works. Rights over land are being acquired for third parties to replace rights being extinguished. Rights over land are being acquired for construction purposes;

8.6.13 at Friars Wharf/Baltic Wharf, River Thames northeast of Grandpont, land is being acquired for a river flow gauging station including control cabinet, cables and gauging sensors and rights over the river for the continued operation of flow gauging sensors. Rights are also being acquired to provide utility services for the new infrastructure in this location. Rights over land are being acquired for construction purposes;

8.6.14 at Grandpont, Oxford and west of Whitehouse Road, land is being acquired to install flow control structures and associated flood defence elements, and for access to reach the flood defences. Rights over land are being acquired for permanent access to maintain the flood alleviation works and for installation and operation of services. Rights are also being acquired to provide utility services for the new infrastructure in this location. Rights over land are being acquired for construction purposes; and

8.6.15 at New Hinksey Park, rights over land are being acquired for works to floodproof existing property walls. Rights over land are being acquired for construction purposes.

8.7 The areas included in the CPO Scheme are currently mainly used as agricultural grazing land and watercourses. Some areas included in the CPO Scheme are currently used for public recreation, nature parks, commercial premises, public highways, footpaths and bridleways, watercourses, residential garden land and woodland.

9. Planning Position of the Order Land and Compulsory Purchase Order History

9.1 The CPO Scheme falls within the jurisdiction of Oxford City Council and Vale of White Horse District Council as district planning authorities and Oxfordshire County Council as county planning authority.

9.2 Due to the excavation of minerals involved in constructing the CPO Scheme, the planning application for the CPO Scheme is a 'county matter' under the Town and Country Planning Act 1990 and consequently has been made to Oxfordshire County Council. The County Council will consult Oxford City Council and Vale of White Horse District Council as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015.

9.3 The Environment Agency submitted a pre-planning advice request to Oxfordshire County Council in May 2017 and received a response in August 2017.

9.4 The Environment Agency submitted a planning application to Oxfordshire County Council in March 2018 (ref: MW.0028/18) ("the 2018 Planning Application"). Oxfordshire County Council duly consulted on the 2018 Planning Application through the normal process and kept the Agency informed of issues raised by consultees. In August 2018, Oxfordshire County Council made a Regulation 25 request for further information under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Further information was duly submitted in November 2018 and Oxfordshire County Council carried out a second consultation on the 2018 Planning Application.

9.5 In March 2020, the 2018 Planning Application was withdrawn following the decision to work jointly with Oxfordshire County Council to design a new solution for the channel under the A423 Kennington Rail bridge as outlined in paragraph 4.23 above. The advice and information received during this previous planning application process has been taken into consideration and informed the detailed design of the CPO Scheme.

9.6 The 2018 CPO was also withdrawn in March 2020 when the 2018 Planning Application was withdrawn as outlined in paragraph 1.4 above.

9.7 The Environment Agency submitted a new planning application in February 2022 (ref:MW.0027/22) which encompasses all elements of the CPO Scheme (“the CPO Scheme Planning Application”). The CPO Scheme Planning Application is for a flood alleviation scheme to reduce flood risk in Oxford, comprising the construction of a new two stage channel from the confluence of the Botley and Seacourt Streams, extending south easterly to north Kennington. The CPO Scheme Planning Application also includes floodwalls, floodgates and flood defences across the area and a number of control structures, bridges and culverts to cross highways and footpaths which are to be built to maintain access routes. The CPO Scheme Planning Application includes the creation of new and improved habitat for flora, fauna and fisheries, and the change of use of land to provide exchange land for existing open space and the change of use of land to allotments. Works will include extraction of some sand and gravel for reuse on the site and for export from the site. Excavated material which is not reused on site will be transported off site by road.

9.8 At the date of this statement, the CPO Scheme Planning Application has not been determined. A further information request under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 was received on 17 August 2022. The requested further information is in the process of being submitted. We anticipate that planning permission will be forthcoming in due course.

9.9 The Environment Agency will also submit a second planning application for the removal of excavated material away from site by rail (“the Temporary Access Track Planning Application”). The Temporary Access Track Planning Application will cover the additional haul route and access point from the main scheme just north of South Hinksey to the northern point of the Hinksey Rail sidings.

9.10 Although the intention is to remove some material from site by rail, due to the lead in time for construction of the CPO Scheme there is no certainty that the operator of the sidings will have the capacity to convey the material and the ability of the Agency to do so will also rely on an acceptable commercial agreement being in place with the operator. For these reasons it was decided to separate out this element into the Temporary Access Track Planning Application. If planning permission on the Temporary Access Track Planning Application is granted, it will only be implemented if both planning permission is granted on the main CPO Scheme Planning Application and if a suitable commercial agreement is agreed with the sidings operator. We anticipate that planning permission will be granted in due course in accordance with the Temporary Access Track Planning Application, but if it is not, then all material will be removed by road pursuant to the CPO Scheme Planning Application.

9.11 The CPO includes acquisition of land and rights over land that are needed for the CPO Scheme encompassed in both the CPO Scheme Planning Application and the Temporary Access Track Planning Application.

10. Environmental Assessment

10.1 In accordance with Schedule 2(10) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations_2011 (SI 2011 No.1824),_an Environmental Impact Assessment (“EIA”) of the 2018 CPO was undertaken and documented in an Environmental Statement (“ES”). The application fell under the 2011 Regulations rather than the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (SI 2017 No.571), as the request for a scoping

opinion was submitted in September 2016, before the current regulations came into force in May 2017.

10.2 Oxfordshire County Council were consulted on the topics that should be covered in the EIA (Request for a Scoping Opinion) in September 2016, and in line with their response, the EIA considered the potential impacts that the construction and operation of the CPO Scheme would have upon the local community, recreation and public access, landscape and visual amenity, flora and fauna, water and hydromorphology, cultural heritage, sustainable use of land, air quality, carbon, sustainability and climate, and cumulative effects. It also included a consideration of the environmental impacts of alternative scheme options and alternative scheme designs, as well as the management and monitoring plans for the CPO Scheme.

10.3 The ES formed part of the 2018 Planning Application. In August 2018, the Council requested further environmental information under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and this additional information was submitted in November 2018. The Council undertook statutory consultation on the 2018 Planning Application and the additional environmental information.

10.4 As described in section 9 above, the 2018 Planning Application was withdrawn in March 2020 to accommodate the replacement of the A423 Kennington Rail Bridge, and the CPO Scheme Planning Application was made in February 2022. In the intervening period between the two planning applications, the advice and information received during the 2018 Planning Application process informed the detailed design of the CPO Scheme and some minor changes were made, including further exploration of the potential for some materials to be removed from site by rail. All of these updates to the CPO Scheme were taken into account in the ES that was submitted with the planning application made in February 2022 under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. As a result of the fact that only minor amendments were being made to the CPO Scheme, the ES was based on the same Scoping Opinion as the 2018 Planning Application.

10.5 The CPO Scheme will benefit the local community, once complete, by reducing flood risk to over 1,000 houses, commercial properties, infrastructure, public rights of way and recreational assets in Oxford. The CPO 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 CPO Scheme). Such changes will have associated positive effects on the health of those living, working and visiting the area. The ES identified that, after mitigation, some potentially moderate adverse effects on the local community would still occur during construction, due to temporary localised noise from piling. Minor adverse impacts on recreation and public access include the temporary and permanent diversion of paths, the temporary and permanent loss of some publicly accessible open space and the temporary loss of three allotment plots.

10.5.1 The ES identified a temporary reduction in visual amenity and some adverse impacts on landscape character during construction. There will be permanent moderate adverse effects on the landscape at Kendall Copse community woodland, which is on an old landfill site. The creation of a lined channel through the site and the introduction of two new bridges next to the copse will lead to the permanent loss of woodland and affect views into and out of the site. However, the ES concluded that 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 CPO Scheme area as a whole.

10.5.2 In terms of flora and fauna, the ES identified that, following mitigation, there will be some minor beneficial and minor adverse impacts on protected species (see section 14 for a summary of protected species licence requirements). There will be a significant adverse impact on the rare floodplain meadow at Hinkley Meadow Local Wildlife Site. The 2ha of Hinkley Meadow that is on the route of the second stage channel will be carefully removed and replanted and approximately 17ha of species-rich floodplain meadow will be created as part of a bespoke mitigation strategy. Up to 361 individual trees and 5.91ha of woodland (approximately 2000 trees in total) will also need to be felled to build the CPO Scheme. A greater area of new woodland will be planted as mitigation, the majority of which will be wet woodland.

10.5.3 The CPO Scheme will create a wetland wildlife corridor to the west of Oxford. The majority of the second stage channel will be available for livestock grazing to supplement the creation of floodplain grazing marsh and include many wetland features. 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, in conjunction with a separate scheme at the upstream end of the Seacourt Stream, will enable unimpeded fish movement around Oxford for the first time in over a century.

10.5.4 Defra's Biodiversity Metric 3 has been used to measure the biodiversity gains and losses for the CPO Scheme. According to the metric, the CPO Scheme will deliver a net gain in biodiversity for rivers, with a slight on-site loss for terrestrial habitats and hedgerows. It is not possible to re-plant hedgerows or woodland in the second stage channel because they would restrict flows and there are limited opportunities for hedgerow and woodland planting outside the channel; therefore, additional hedgerow and wet woodland planting will be undertaken off-site. In order to deliver sufficient biodiversity net gain, additional terrestrial habitat creation and restoration, including grassland and reedbeds, will also be undertaken off-site.

10.5.5 The ES concluded that on the whole there will be some minor beneficial impacts and minor adverse impacts on water and hydromorphology as a result of the CPO Scheme.

10.5.6 Extensive archaeological investigations were undertaken across the CPO Scheme area as part of the EIA. In areas where cultural heritage assets were identified, a programme of mitigation has been agreed with Statutory Consultees. There is only one Scheduled Monument within the CPO Scheme as discussed in paragraph 12.1. The ES concluded that there will be no major impacts on cultural heritage.

10.5.7 As with most projects of this nature, there will be some traffic disruption during construction, from new access routes to the construction site, temporary road closures and from construction-related traffic. Transport disruption and increased traffic flows will be managed through measures set out in a Construction Traffic Management Plan in consultation with the Highway Authorities.

10.5.8 Following completion of the CPO Scheme, there will be a permanent change in wetness of the agricultural land in the footprint of the second stage channel due to the increased frequency of flooding but it will still be possible for most of the land to be grazed during drier months. The CPO Scheme will provide an improved standard of protection against flooding for existing land uses outside the two-stage channel, including agricultural land and soils.

10.5.9 The ES concluded that, following the mitigation measures set out in the Environmental Action Plan, there will be no significant air quality issues arising as a result of the CPO Scheme. The Environmental Action Plan was produced alongside the ES and will be used and updated throughout

construction of the CPO Scheme to ensure that the contractor implements the measures required to minimise and manage any adverse environmental impacts.

10.6 The carbon impacts of the CPO Scheme are covered in section 11 below.

11. Carbon

11.1 The CPO Scheme has been designed to appear as a natural feature in the landscape with limited management and maintenance required. Emissions are associated largely with the manufacture of the materials (concrete and steel) needed for the built elements of the CPO Scheme, alongside fuel needed for plant to construct these elements and the channel, including removal of spoil from site.

11.2 The Environment Agency has considered the carbon emissions associated with the CPO Scheme and how to reduce these through the design, construction and operational phases of the CPO Scheme. The Environment Agency has reviewed the design and construction elements to identify materials and methods which will reduce the carbon footprint of the CPO Scheme. Measures taken include:

11.2.1 regular meetings held within the CPO Scheme's project team specifically to consider ways to reduce the carbon footprint of the CPO Scheme;

11.2.2 design changes to reduce carbon use including replacement of concrete headwalls with alternative materials, replacement of rock scour protection in low risk areas and design phase reviews of concrete specified on the CPO Scheme, identifying elements which can be replaced with low emission concrete; and

11.2.3 wide ranging construction phase reviews, identifying potential carbon and financial costs and savings in materials and methods used to construct the CPO Scheme, building on outputs of the project team's carbon meetings.

11.3 Future options to be assessed as the construction contractor develops the construction phase management plans include the use of alternative power at compounds, alternative materials such as low carbon steel and concrete, and use of electric vehicles on site, amending the design and materials for access tracks and reducing the use of cladding for sheet piling. All options need to be balanced with other needs for future use, landscape and biodiversity as well as cost. Carbon emissions from the CPO Scheme will continue to be reviewed alongside new and emerging materials, techniques and technology which may help to reduce this further through the construction and operational phases of the CPO Scheme. The designer and construction contractor will use the Environment Agency's Whole Life Construction Carbon Planning Tool throughout detailed design and construction. This will include Carbon Optimisation Reporting, the continued use of the Carbon Calculator and the submission of a Final Carbon Report.

11.4 The CPO Scheme has incorporated construction carbon emission reductions to contribute to the organisational achievement of Net Carbon Zero. The CPO Scheme will result in an additional 17,773t CO₂e over its life compared to the Environment Agency's current flood risk management arrangements. However, the CPO Scheme will prevent an additional 70,878t CO₂e that would otherwise be released through recovery and refurbishment from flood damage that the CPO Scheme will prevent, an almost 4 to 1 ratio of carbon reduction.

12. Listed Buildings, Conservation Areas, Ancient Monuments, Consecrated Land, Nature Conservation Designations and other Special Considerations Affecting the Order Land

12.1 The CPO Scheme will affect the Old Abingdon Road culverts, which are a Scheduled Monument and part of a non-scheduled medieval historic causeway considered by Historic England to be of national importance. Through expert advice and continued liaison with heritage stakeholders, the CPO Scheme has been designed to avoid physical impacts on the culverts themselves and to minimise archaeological impact on this Scheduled Monument, although part of the non-scheduled causeway that has already been impacted by post-medieval rebuilds will be excavated. Upon completion of the CPO Scheme, the scheduled culverts will be more visible to the public and information boards will be installed at Kendall Copse explaining their history and significance.

12.2 Oxford Meadows Special Area of Conservation (“SAC”) is an internationally designated wildlife site which lies 0.8km to the north of the CPO Scheme and comprises several Sites of Special Scientific Interest (“SSSI”): Port Meadow with Wolvercote Common and Green, Pixey and Yarnton Meads, Wolvercote Meadows, and Cassington Meadows. A Habitats Regulations Screening Assessment was undertaken in March 2018, which considered possible impacts on the SAC, including groundwater levels and air quality. The assessment concluded that there will be no significant impacts.

12.3 Iffley Meadows SSSI lies 130m to the east of the CPO Scheme area and is connected via the watercourses and groundwater. The CPO Scheme will have no significant impacts on Iffley Meadows.

13. Special Category Land – National Trust Land, Common Land, Open Space, Fuel or Field Garden Allotments, Local Authority Land and Statutory Undertakers Land

13.1 The CPO includes special category land within the following categories: Open Space Land, Local Authority Land and Statutory Undertakers Land.

13.2 The CPO does not affect any National Trust land, Common Land or Fuel and Field Garden Allotment land.

Open Space Land

13.3 Open space land is required for permanent flood alleviation works and structures, and for temporary working areas during construction which will be returned to open space use on completion of the works. The CPO also includes several areas where additional rights are being acquired for access on a permanent basis following construction, for example to maintain structures or environmental mitigation.

13.4 The open space land included in the CPO is shown in Table 6.

Table 6 – Open Space included in the CPO

Open Space Land Location	Area required for permanent acquisition – Square metres	Area required for temporary working – Square metres	Area required for additional rights – Square metres
Seacourt Nature Park, Botley Road, Oxford	11,634.5	4,890.1	1857.5
Oatlands Recreation Ground, Ferry Hinksey Road, Oxford	1,795.8	7,041.5	[1,214.4 with negligible impacts so N/A]
Kendall Copse, Kennington Road, Kennington, Oxford	8,495.3	13,103.5	498.5
Kennington Pools, Kennington, Oxford	4,430.5	5,121.9	139.9
Grandpont Recreation Ground & Dean's Ham Recreation Ground	484.4	731.5 [an additional 744.3 with minimal impact so N/A]	[1,233.0 m2 with negligible impacts so N/A]
Hinksey Park, New Hinksey, Oxford	N/A	[3,076.5 with Exempted impacts so N/A]	N/A
Botley Park, Botley Road, Oxford	N/A	[6,678.0 with Exempted impacts so N/A]	N/A

13.5 The inclusion of open space land invokes the requirements of Section 19 and Schedule 3, Paragraph 6 of the Acquisition of Land Act 1981. Subject to certain exceptions, this requires a compulsory purchase order acquiring open space land or rights over open space land to provide land in exchange ("Exchange Land" as referred to in paragraph 8.2) for the affected open space land and for the Secretary of State to provide a certificate confirming that this requirement is satisfied.

13.6 The Exchange Land must be of an equivalent or greater area to the open space being acquired and must be equally advantageous to the owners of the affected open space land and to the public who use it. Where rights only over open space land is being acquired, the exchange land area must be adequate to compensate for the disadvantage that will result from the acquisition of the rights.

13.7 If the Secretary of State does not provide a certificate to that effect, the CPO must be subjected to Special Parliamentary Procedure.

13.8 An exception to the requirement of provision of Exchange Land is where the Secretary of State is satisfied that the land with the right being acquired will be no less advantageous to its users and the public. Another exception is where rights are exercised over an area not greater than 250 square yards and Exchange Land is not needed.

13.9 To satisfy the above requirements, where the CPO takes permanent acquisition of open space land, an area of Exchange Land of equivalent area is included in the CPO. Where the CPO takes rights over open space land, an additional area of Exchange Land is provided to compensate for the interference of those rights with use of the open space land. Where the rights taken by the CPO over open space land also result in a reduction of enjoyment of that land when it reverts to public use following the works, an additional area of Exchange Land is provided to compensate for that reduction. The total Exchange Land to be provided for each area of existing open space land is shown in Table 7 below.

13.10 The Exchange Land acquired under the CPO will be vested in the owners of the corresponding existing open space which is also acquired under the CPO and will be made subject to the rights which the users and the public enjoy over that existing open space land. Where required, the CPO will include rights to access the Exchange Land for enabling works to be undertaken ahead of it being vested in the owners of the existing open space. These works will ensure that when it is vested in the owners of the existing open space, the Exchange Land will be equally advantageous to the users and the public as the existing open space.

13.11 A search has been made of non-open space land in proximity to the open space land being acquired for the CPO Scheme which is suitable to be Exchange Land. An assessment of this land has been made looking at the criteria: size of available land, location and proximity to the acquired land, current use, character and suitability as Exchange Land and the extent of enabling works required to make it suitable as Exchange Land. The most favourable options are included in the CPO and are set out in Table 7 below.

Table 7 – Exchange Land Locations and Areas

Open Space	Exchange Land location	Exchange Land Area provided in CPO (m2)
Seacourt Nature Park Plots - 03/018, 03/019, 03/022, 03/023, 03/024, 03/045, 03/046, 03/047, 03/048, 03/049, 03/050, 03/051, 03/052, 03/053, 03/054, 03/055, 03/056, 03/057, 03/058, 03/059, 03/060, 03/061, 03/062, 03/063, 03/064, 03/065, 03/066.	Land south west of Lamarsh Road, Oxford Plots – 03/067, 03/068, 03/069, 03/070, 03/071, 03/072, 03/073.	11,765
Oatlands Recreation Ground Plots - 05/001, 05/002, 05/003, 05/004, 05/005, 05/006, 05/007, 05/008, 05/009, 05/013, 05/014.	Land southwest of Osney Mead industrial estate, Oxford Plots - 05/072, 05/073.	1,880
Kendall Copse	Land south of the A423 southern bypass road and being part of Egrove Park, Oxford	9,283

Plots - 11/051, 11/052, 11/059, 11/060, 11/063, 11/064, 11/067, 11/068, 11/076, 11/077, 11/078, 11/079, 11/080, 11/083, 11/086, 11/087, 11/088, 11/090, 11/092, 11/093, 11/095, 11/097.	Plots – 13/002, 13/003, 13/004, 13/005, 13/006, 13/007, 13/009, 13/010, 13/014, 13/015, 13/016, 13/017, 13/018, 13/019, 13/020, 13/021, 13/022.	
Kennington Pools Plots - 13/021x, 13/022x, 13/023, 13/030, 13/033, 13/034, 13/035.	Land south of the A423 southern bypass road and being part of Egrove Park, Oxford Plots - 13/001, 13/008.	4,538
Grandpont Nature Park & Dean's Ham Meadow Plots - 14/034, 14/035, 14/036, 14/037, 14/038, 14/047, 14/048.	Land northwest of the Oxford Spires Hotel, Abingdon Road, Oxford Plots - 15/014, 15/015, 15/016, 15/019.	490
Hinksey Park Plots - 15/001, 15/002, 15/006, 15/010.	None	0
Botley Park Plots - 02/080, 02/082.	None	0

Local Authority Land

13.12 Land owned by a local authority is subject to Section 17 and Schedule 3 Paragraph 4 of the Acquisition of Land Act 1981. A compulsory purchase order which provides for the acquisition of such land or the acquisition of rights over such land will be subject to Special Parliamentary Procedure if the local authority objects to the order and does not withdraw that objection. Table 8 details the Local Authority Land impacted by the CPO and Appendix A outlines the CPO plots applicable to each Local Authority.

Table 8 - Local Authority Land

Local Authority Land	Description
Oxford City Council	North of West Way Road and Botley Road, Oxford; to the east of North Hinksey and between Botley Road and Willow Walk; to the west of Ferry Hinksey Road; to the east of North Hinksey Village and over Willow Walk at North Hinksey: around South Hinksey between the A34 Road and the railway line and to north of Old Abingdon Road, Redbridge; at Redbridge Camping Ground; at Redbridge Park & Ride; at Kennington Road north of the Southern By-pass Road; Weirs Mill Stream running upstream from Mundays (rail) Bridge and A426 Southern Bypass Road; at Grandpont and Dean's Ham Recreation Parks and Hinksey Park, Abingdon Road, Oxford; and south of Weirs Lane, Oxford.

Oxfordshire County Council	Oatlands Recreation Ground to the west of Ferry Hinksey Road, Osney Mead; at Redbridge Hollow, Old Abingdon Road; and at Grandpont Park, Abingdon Road, Oxford.
Vale of the White Horse	East of Kennington Road situated to the north and south of the Southern By-pass Road.
Highway Land	Highways land in which Oxfordshire County Council has an interest at A420 Road, Botley; West Way Road, Oxford; Botley Bridge, Bulstake Bridge and Botley Road, Oxford; Helen Road, Oxford; Henry Road, Oxford; Ferry Hinksey Road, Oxford; South Hinksey flyover at Manor Farm entrance; A423 Southern Bypass at Redbridge, Oxford; Kennington Road, Kennington; and Abingdon Road, Oxford.

Statutory Undertaker Land

13.13 Land owned by a statutory undertaker and acquired for the purpose of its undertaking is subject to Section 17 and Schedule 3 paragraph 4 of the Acquisition of Land Act 1981. A compulsory purchase order which provides for the acquisition of such land or the acquisition of rights over such land will be subject to Special Parliamentary Procedure if the statutory undertaker objects to the order and does not withdraw that objection.

13.14 Land acquired by a statutory undertaker for the purposes of its undertaking and used for the purposes of that undertaking or where an interest in that land is used for the undertaking, is subject to Section 16 and Schedule 3 paragraph 3 of the Acquisition of Land Act 1981. If the statutory undertaker makes a representation under these provisions, the compulsory purchase order can only be confirmed to the extent that the Secretary of State is satisfied that the land or right over land can be purchased without serious detriment to the carrying on of the undertaking or where any detriment can be made good by the undertaker by using other land owned by the undertaker or available for acquisition by them.

13.15 The locations of land owned by statutory undertakers in the CPO are detailed in Tables 9 and 10. Appendix B outlines CPO plots applicable to each section of land.

Table 9 – Statutory Undertaker interests in the Land in the CPO (other than Network Rail)

Utility Company	Location of land impacted
Southern and Southern Electricity Networks	<p>An underground 11kV HV cable runs parallel to the existing Seacourt stream by West Way Bridge.</p> <p>An underground 11kV HV cable at Hinksey Meadow field.</p> <p>An 11kV HV cable runs underground at Willow walk.</p> <p>A 33kV HV overhead cable at North Hinksey.</p> <p>An underground 11kV HV line that runs to the north of Devil’s Backbone.</p> <p>Unknown underground LV cable at Old Abingdon Road.</p> <p>An underground 11kV HV cable runs to the north of Old Abingdon Road (OS coordinates 451577, 203636).</p> <p>Two oil-filled cables to the south of Old Abingdon Road (OS coordinates 451596, 203641).</p> <p>Two oil-filled cables run parallel to the existing channel near the railway at Kennington village (OS coordinates 451966, 203250).</p> <p>A 415V power connection to Eastwyke ditch control structure</p> <p>3 x 415V power connections to the gauging stations adjacent to Botley bridge, Bulstake bridge and Malborough Rd adjacent to the River Thames.</p>
British Telecom PLC	<p>A BT asset runs across Botley bridge by the north side of the road</p> <p>A BT asset at Seacourt Park & Ride</p> <p>A BT cable at Osney industrial state</p> <p>A 12-way duct runs along the northern side of Old Abingdon Road</p> <p>A 2-way duct runs along the western side of Kennington Road</p> <p>A 4-way duct to the eastern side of Kennington Road</p> <p>3 BT cables at the access track to the boathouse at New Hinksey</p> <p>A BT cable runs from a joint box on the north side of the access track to the boathouse heading south to an unknown location (OS coordinates 451921, 204856).</p>
Virgin Media	<p>A Virgin Media cable is within close proximity to a proposed access track adjacent to a proposed flood wall nearby Cowmead Allotments</p> <p>A Virgin Media asset is located at the edge of Kennington Road</p> <p>A Virgin Media cable runs within the Kennington Road carriageway</p> <p>Virgin Media records shows an asset running parallel to Old Abingdon Road, approximately 10m away.</p>

Thames Water Utilities	<p>A 27" Strategic main on the northern side of Botley Bridge</p> <p>An 8" Distribution main on the southern side of Botley Bridge</p> <p>A 24" Strategic main located in South Hinksey, approximately 250m to the north of Devil's Backbone footpath</p> <p>A 24" Strategic main at Oatlands ground located on the northern side of the proposed embankment</p> <p>A 24" Strategic main runs within close proximity to Eastwyke ditch</p> <p>A 450mm foul water pipe runs north to south through South Hinksey village. This pipe would be located beneath the proposed earth embankment</p> <p>A 6" clean water main running parallel to Old Abingdon Road</p> <p>A 6" clean water main running parallel to Kennington Road</p> <p>A 24" strategic main at A423 West of Bypass Railway Bridge at Kennington</p> <p>1200mm foul water pipe runs through Kennington village from west to east by Munday's bridge</p> <p>An abandoned pipe nearby Munday's Bridge</p> <p>A 900mm surface water pipe which flows into existing channel by Munday's Bridge</p> <p>A 3" distribution main is located at the centre of the access track to the Boathouse at New Hinksey</p> <p>A 600mm (assumed diameter) foul water pipe located to the north of the access track to the Boathouse at New Hinksey</p> <p>A 24" strategic main to the east of the allotments at New Hinksey</p> <p>A 3" distribution main to the north of Donnington Bridge road</p>
Centrica PLC	Interests in the land only (no impact)
Instalcom PLC	Interests in the land only (no impact)
Lumen Technologies UK Limited	Interests in the land only (no impact)
National Highways Limited	Interests in the land only (no impact)
Vodafone Limited	Interests in the land only (no impact)

Network Rail Land

13.16 Network Rail is also a statutory undertaker. It owns land as detailed in Table 10 below. Appendix B outlines the Plots applicable to Network Rail.

Table 10 – Network Rail interests in the Land in the CPO

Network Rail	<p>Lakes north of Old Abingdon Road, Oxford towards South Hinksey adjacent to the operational railway</p> <p>Ditch between mainline and commercial rail lines, north of Old Abingdon Road, Oxford</p>
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	<p>Land just north of Old Abingdon Road, Oxford forming access track to the railway sidings</p> <p>Rail land intersecting to the north of the A423 Southern Bypass down to Munday's Bridge in Kennington, along the eastern and western side of the operational Railway.</p> <p>Rail land at north Kennington Village and in Kennington Village, off Kennington Road, Oxford</p> <p>Rail land to the west of Eastwyke Ditch at Grandpont, Oxford</p>
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14. Obstacles to the CPO Scheme and other Orders, Consents or Authorisations Required for the CPO Scheme

14.1 A number of non-vehicular highways will be closed permanently using orders under Section 13 of the Acquisition of Land Act 1981 ("Non-Vehicular Highway Permanent Closure Orders"). These are listed below. The orders will be made by the Environment Agency in conjunction with or shortly after making the CPO. The Environment Agency does not anticipate there being any reason why these orders cannot be confirmed. An appropriate alternative permanent non-vehicular highway route will be provided in each case as an integral part of the Non-Vehicular Highway Permanent Closure Orders.

Non-Vehicular Highway Permanent Closure Orders

14.2 Footpath 320/16 - Hinksey Causeway. The footpath will be closed from Ferry Hinksey Road southwards for 125m to where the path crosses the electric road. The footpath will also be closed from the right bank of the Bulstake Stream southwards for 100m.

14.3 Footpath 352/3/10 - South Hinksey from Old Abingdon Road to Barlycott Road. The footpath will be closed from Old Abingdon Road north westward for 150m. The path will also be closed from Pin Cottage at Barlycott Road running east for 69m.

14.4 Footpath 352/1/20 the footpath will be closed from John Peers Lane north westward for approximately 52m.

14.5 Footpath 320/18 will be closed from Weirs Mill Lane for 20m south eastwards.

Vehicular Highway Permanent Closures

14.6 The following vehicular highways will require permanent closures orders which will form part of the Section 278 and highway lands agreement with Oxfordshire County Council.

14.7 Botley Road by Waitrose service entrance, approximately 2m permanently closed.

14.8 Hinksey Ferry Road opposite and north of Willow Walk, approximately 5m of the layby will be permanently closed.

14.9 Kennington Road and A423 slip road north of Kennington village, approximately 44m of verge will be permanently closed.

Vehicular Highways Affected by Flood Gates

14.10 The following vehicular highways will be permanently affected by the installation of flood gates. The arrangements for the closure and operation of the flood gates will form part of the Section 278 and highway lands agreement with Oxfordshire County Council including the requisite licences for the installation of the flood gates in the highway and the necessary traffic regulation for the operation of the flood gates at times of flood risk.

14.11 Northern end of Helen Road, an approximately 6m arc will be affected when the flood gate is moved into position.

14.12 Northern end of Henry Road, an approximately 6m arc will be affected when the flood gate is moved into position.

14.13 Manor Road, South Hinksey, an approximately 6m arc will be affected when the flood gate is moved into position.

Vehicular and Non-Vehicular Highway Temporary Closures

14.14 The following vehicular and non-vehicular highways will require temporary closure orders to be promoted by Oxfordshire County Council under Section 14 of the Road Traffic Regulation Act 1984.

14.15 A420 north of West Way traffic lights, approximately 35m of verge will be temporarily closed.

14.16 North of West Way Road opposite Minns Business Park and over Botley Bridge, approximately 91m of footway and part roadway will be temporarily closed.

14.17 South of West Way Road opposite Minns Business Park and over Botley Bridge, approximately 60m of footway will be temporarily closed.

14.18 South of Botley Road opposite Seacourt Nature Reserve, approximately 23m of footway will be temporarily closed.

14.19 Seacourt Park and Ride access road, approximately 83m of roadway and footway will be temporarily closed around the western curtilage of the property New Barclay House occupied by Johnson's Garage.

14.20 Botley Road and east of New Barclay House, approximately 13m of footway and verge will be temporarily closed.

14.21 Botley Road by Waitrose service entrance, approximately 30m of verge and service entrance will be temporarily closed.

14.22 Cycleway along north of Oatlands Recreation Ground. The cycleway along the northern edge will be temporarily closed from Ferry Hinksey Road westwards for approximately 28m during construction.

- 14.23 Hinksey Ferry Road opposite and north of Willow Walk, approximately 31m will be temporarily closed.
- 14.24 Hinksey Ferry Road southern end and north of Terry's Stone Cottage, approximately 24m will be temporarily closed.
- 14.25 Bridleway 320/14 Willow Walk and Sustrans national cycleway across Willow Walk between North Hinksey Lane and Ferry Hinksey Road. The Bridleway and national cycleway will be temporarily closed starting approximately 77m east of North Hinksey Lane for around 320m and also starting west of Ferry Hinksey Road it will be temporarily closed for around 37m.
- 14.26 Accessway to Manor Farm at Parker Road, South Hinksey slip road to A34, approximately ~~190~~ 13m of roadway, footway and verge will be temporarily closed.
- 14.27 Manor Road, South Hinksey, approximately 7 metres by the Village Hall and approximately 35m of roadway and footway will be temporarily closed and a flood gate across the footway installed.
- 14.28 Footpath 352/01/10 north of Manor Road, South Hinksey, approximately 176m will be temporarily closed.
- 14.29 Footpath 352/01/20 south of Manor Road, South Hinksey, approximately 100m will be temporarily closed.
- 14.30 Old Abingdon Road between A34 and Junction with Kennington Road, approximately 190m of roadway, pathway and verge will be temporarily closed. An alternative diversion will be provided via a temporary carriageway whilst this road is closed.
- 14.31 Kennington Road south of Old Abingdon Road, approximately 85m of roadway, footway and verge will be temporarily closed and a further 95m of verge will be closed. An alternative diversion will be provided via a temporary carriageway whilst this road is closed.
- 14.32 Oxford Southern By-pass A423 between Kennington Road and the railway, approximately 114m of verge on the north side west of the railway and on the south side 170m of cycleway and footway on the south side will be temporarily closed.
- 14.33 Kennington Road and A423 slip road north of Kennington village, approximately 154m of verge will be temporarily closed.
- 14.34 East of Abingdon Road opposite Redbridge Park and Ride and leading onto A423, approximately 550m of cycleway and verge will be temporarily closed.
- 14.35 North of Weirs Lane, west of Weirs Mill Stream, approximately 20m of verge will be temporarily closed.
- 14.36 East side of Abingdon Road by Eastwyke Lane, approximately 29m of footway will be temporarily closed.
- 14.37 Friars Wharf and footbridge over The Thames river, approximately 54m of footway and footbridge will be temporarily closed.

14.38 The Environment Agency does not anticipate any impediment to entering into Section 278 and highway lands agreement or obtaining orders/licences for the vehicular and non-vehicular permanent and temporary closures noted above from Oxfordshire County Council.

Vehicular Highway Speed Restriction

14.39 A Temporary Traffic Regulation Order will be required for a reduction in speed limit of 40mph on the A34 for a stretch of the strategic road network, as yet the length is unconfirmed, between the Botley Road junction and the Hinksey Hill Interchange. This will include any miscellaneous matters required through the consent process. The Environment Agency does not anticipate any impediment to obtaining this order from National Highways.

Other Licences and Permissions

14.40 A number of Environmental Permits and consents will be required as detailed below. The Environment Agency does not anticipate any impediment to obtaining these:

14.41 Environmental Permits required from the Environment Agency include:

Permit for Flood Risk Activities;

Waste Transfer Licences;

Waste Storage and Treatment Permit or Exemptions;

Variation to existing Landfill Waste Permits;

Water Abstraction Licences;

Impoundment Licences;

Water Transfer Licence; and

Water Discharge Licences.

14.42 Ordinary Watercourse Consent is required from the Lead Local Flood Authority under the Water Resources Act 1991 for works within an ordinary watercourse (anything not classified as Main River). The Environment Agency does not anticipate any impediment to obtaining this consent.

14.43 The ES concluded that the Environment Agency will need to apply to Natural England for a licence to disturb a badger sett. A European Protected Species (EPS) licence is required for bats because there are some roosts on site that may be disturbed during construction. Pre-construction surveys are planned to ascertain whether EPS licences will be required for great crested newts, water voles and otters. The Environment Agency will continue to consult Natural England and does not anticipate any impediment to obtaining the necessary licences.

14.44 Part of the CPO Scheme requires the Environment Agency to carry out construction within Network Rail land and alongside some of their assets. Network Rail has a policy of making a holding objection to a CPO until a suitable agreement is made between both parties to protect their property and infrastructure. Regular meetings are being held between the Environment Agency and Network Rail to ensure such an agreement is made. The Environment Agency does not anticipate any issues which would prevent such an agreement being made.

14.45 Within the CPO Scheme area, cyclists and pedestrians have informal access to a track known locally as the Electric Road, beneath which major power cables are located. The Electric Road extends from the electricity substation at Osney Mead Industrial Estate to the electricity substation just south of the footpath known as the Devil's Backbone (at South Hinksey). National Grid has advised the Environment Agency that protection measures must be installed over their cable assets as part of the CPO Scheme. National Grid requires the Environment Agency to enter into an Asset Protection Agreement otherwise it will make a holding objection to the CPO. The Environment Agency is working with National Grid to make this agreement. The Environment Agency does not anticipate any issues which would prevent such an agreement being made.

14.46 The Environment Agency has been advised by Southern Gas that it will need to install protection measures across its buried pipe at Eastwyke Farm, Abingdon Road where the Environment Agency will be building a flood embankment as part of the CPO Scheme. Southern Gas requires the Environment Agency to enter into an Asset Protection Agreement otherwise they will make a holding objection to the CPO. The Environment Agency is working with Southern Gas to make this agreement and does not anticipate any issues which would prevent such an agreement being made.

15. Steps Taken to Acquire Interests in the Order Land by Agreement

15.1 The Environment Agency began work on the delivery of OFAS in 2015 and it has sought from an early stage in the development of the CPO Scheme, and during the process leading up to the 2018 CPO (withdrawn), to establish dialogue with all potentially affected ownership interests. This has been achieved by direct contact and meetings with landowners, tenants, lessees and occupiers affected by the CPO Scheme and at public information events. The Environment Agency has approached owners, lessees, tenants and known occupiers, for the purchase of the land and/or rights in land, that are required for the CPO Scheme and terms for such purchases on a voluntary basis were issued during Autumn 2018 ("the 2018 Terms"). The Environment Agency encouraged the affected parties to obtain professional advice to help steer them through the process of reaching a voluntary purchase agreement where appropriate. Each affected party was advised that they could engage a qualified surveyor to act on their behalf and that the Environment Agency would meet their appropriate and reasonable fees incurred.

15.2 Where the 2018 CPO would deprive an owner wholly or partly of an interest in their land, the 2018 Terms provided for an acquisition option agreement of property and rights in property, in favour of the Environment Agency, to be exercised when all approvals for the CPO Scheme had been obtained. During negotiations that followed the issue of the 2018 Terms, the Environment Agency addressed various design issues raised by affected parties and where practicable, accommodations were made in the design or as mitigation measures. Examples included the safeguarding of existing private services, provision of access to severed land parcels, diversion of affected utilities and the provision of new field access points.

15.3 Where in the 2018 CPO only minor works or temporary works occupation was required, owners were offered simplified terms in the form of a Works Licence Agreement.

15.4 Following the withdrawal of the 2018 CPO, a number of minor Scheme design changes have been necessary and negotiations on the 2018 Terms generally became dormant whilst design changes were finalised. Where agreement on the 2018 terms had been reached with an affected party and where the design changes since 2018 did not affect those agreements, the Environment Agency continued with the process to legally document these in relation to the CPO Scheme.

15.5 Since 2018, some changes have been made to the proposed option terms to align them to the details of the CPO made in 2023 and to simplify the form of the terms, where affected parties are not seeking to retain in the long term, ownership of CPO Scheme land. In advance of the making of the 2023 CPO, new terms for an option agreement with affected parties, where suitable terms are not already agreed, were issued in January / February 2022 ("the 2023 Terms"), replacing the earlier 2018 Terms. The 2023 Terms have, where practicable, included landowner specific accommodations and other acceptable points arising from negotiation of the 2018 Terms.

15.6 The simplified Works Licence arrangements have also been updated. Where an affected party is able to continue to use their land during the CPO Scheme works, a new Licence with revised licence dates, has been issued. Where an owner will only be deprived of the use of land for a limited period for the purposes of a temporary works area, instead of receiving a Works Licence, owners are now invited to enter into a Lease of the area of their land required for the construction of the CPO Scheme. Terms for Works Licences and Leases were issued to affected parties in February 2022.

15.7 At the date of this statement, the Environment Agency does not have agreements in place in respect of all of the land and rights over land required for the CPO Scheme. However, the Environment Agency will continue negotiations to attempt to secure agreements.

15.8 At regular intervals throughout the progress of the CPO Scheme, the Environment Agency has provided general updates to owners, lessees, tenants and occupiers of land affected by the CPO Scheme as well as engaging with specific parties to secure agreements. The Environment Agency has sought to explain the effects of the CPO Scheme in general terms and to give affected parties opportunities to find out the effect on their specific interests. In the period since withdrawal of the 2018 Planning Application and 2018 CPO and prior to the CPO being made in 2023, letters providing updates were sent in March 2020, March 2021 and December 2022. An online public engagement exercise was undertaken in May 2021. An offer to meet with affected parties who had not yet engaged with the Environment Agency was issued by letter early in 2023.

16. Justification for Compulsory Purchase

16.1 Having regard to the criteria for justifying compulsory purchase orders in paragraphs 12 to 15 of the Department for Levelling Up, Housing and Communities “Guidance on Compulsory Purchase Process and the Crichel Down Rules” of July 2019, the Environment Agency considers that the making of the CPO is justified and expedient.

16.2 The Environment Agency considers that there is a compelling case in the public interest for the compulsory purchase of land and rights in land as set out in the CPO and that use of compulsory purchase powers is now necessary in the public interest in order to implement the CPO Scheme. The CPO Scheme delivers significant public benefits principally through the reduction of flood risk, as set out above in section 5. These benefits justify the compulsory acquisition of land and rights in land. The Environment Agency considers that the CPO contains only the land and rights over land that are needed to implement the CPO Scheme. Reasonable steps have been taken to acquire the required land and rights over land through constructive engagement with affected parties and offers of reasonable compensation. Compulsory purchase powers are now needed as a last resort in order to deliver the CPO Scheme which cannot be delivered by other means.

16.3 The CPO Scheme is fully funded, and the Environment Agency considers that all necessary resources for implementation of the CPO Scheme are likely to be available and that there is a reasonable prospect of the CPO Scheme going ahead. The Environment Agency does not consider that there are any impediments to implementation of the CPO Scheme, provided that the CPO and the associated Non-Vehicular Permanent Highway Closure Orders are all confirmed.

16.4 The making of the CPO engages rights protected under Article 1 to the First Protocol and Article 8 to the European Convention on Human Rights (“ECHR”). The Environment Agency considers that making the CPO is in the public interest, in accordance with law and its consequences are proportionate to the purpose for which the CPO is sought. It also considers that the CPO Scheme represents a fair balance between the competing interests of the individual and the community as a whole and that it could not be achieved without the CPO. Accordingly, the making of the CPO does not in the opinion of the Environment Agency violate Article 1 to the First Protocol or Article 8 of the ECHR, nor would these provisions be violated by subsequent confirmation of the CPO by the Secretary of State for Environment, Food and Rural Affairs.

16.5 To ensure that human rights issues were appropriately considered, the Environment Agency has undertaken a human rights impact assessment (HRIA). The HRIA has been reviewed for the CPO Scheme and relevant sections updated including impacts and benefits assessment, consultation and engagement and figures related to economics and properties protected.

17. Equality

17.1 The Equality Act 2010 requires the promotion of understanding of the importance of equality and diversity, and the encouragement of good practice in relation thereto. Section 149 of the Equality Act 2010 gives public authorities a duty, when exercising their functions, to have due regard to the need to:

17.1.1 eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;

17.1.2 advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and

17.1.3 foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

17.2 From the outset of the design of the scheme and in the promotion of the CPO, the Environment Agency has had due regard to the need to discharge its duties under the provisions of the Equality Act 2010, with particular regard to the locations and accessibility of the places selected for the deposit of documents relevant to the CPO Scheme. To ensure that equality issues were appropriately considered, the Environment Agency has produced an Equality Impact Assessment (EqIA). The Environment Agency will endeavour to continue to comply with its duties under the Equality Act 2010 in respect of its on-going work in relation to the CPO Scheme. The EqIA includes the past good practice already undertaken to avoid or remove any disproportionate impact of the CPO Scheme on people who live, work and study in Oxford, and who have characteristics which are protected under the Equality Act 2010, as well as a 'live' action tracker to manage the equality risks and opportunities going forward.

18. Economic Growth

18.1 The Deregulation Act 2015 and The Economic Growth (Regulatory Functions) Order 2017 require the Environment Agency, when carrying out its regulatory functions, to have regard to the desirability of promoting economic growth. In particular, the Environment Agency is required to consider the importance of exercising its regulatory functions in a way which ensures that regulatory action is only taken when it is needed and that any action is proportionate. In the promotion of the CPO, the Environment Agency has taken account of these duties on it and considers that its promotion of the CPO complies with these duties.

19. Miscellaneous

19.1 The CPO Scheme has been brought to the attention of the Secretary of State for Environment, Food and Rural Affairs, who is the confirming authority for the CPO.

19.2 Other government departments have been involved in decisions regarding wider bids for funding. A Growth Deal bid in 2014 was scrutinised by the Department for Communities and Local Government, Department for Business, Innovation & Skills and the Cabinet Office. The Housing Infrastructure Fund bid in 2017/18 is administered by the Department for Levelling Up, Housing and Communities and facilitated by Homes England. Successful funding bids in both of these cases, demonstrate support for the CPO Scheme's outcomes and reinforce the wider benefits the reduced flood risk delivers to the local economy. Due to the changes in delivery timescales since the funding was allocated, the income has been redirected to support Oxfordshire County Council's A423 bridge replacement project. The funding now forms a contribution to the bridge works in recognition of the elements being delivered which are a part of the CPO scheme. Consequently, it is not shown as a separate contribution directly to the CPO Scheme's accounts.

19.3 Throughout the development of the CPO Scheme, there has been ongoing dialogue with the network of local Councillors and Members of Parliament. This group has provided both challenge and support to ensure the CPO Scheme delivers the right solution for Oxford.

19.4 In addition to confirmation of the CPO by the Secretary of State for Environment, Food and Rural Affairs, several other orders and consents must be granted or confirmed for the CPO Scheme to proceed. These are:

19.4.1 consent to the planning application for the CPO Scheme (in section 9 above); and

19.4.2 the various orders, licences and permissions in section 14 above including the Non-Vehicular and Vehicular Permanent Highways Closure Orders (paragraphs 14.2 – 14.9 above).

19.5 If consent to the planning application is not given by Oxfordshire County Council and the Environment Agency appeals against refusal or non-determination of the planning application and/or if objections are received and not withdrawn for any of the Non-Vehicular Permanent Highway Closure Orders, the Secretary of State for Levelling Up, Housing and Communities may need to consider whether to grant consent on the planning application and the Secretary of State for Environment, Food and Rural Affairs may need to consider whether to confirm the relevant Non-Vehicular Permanent Highway Closure Order(s), at the same time as the Secretary of State for Environment, Food and Rural Affairs considers whether to confirm the CPO. Should a public inquiry be necessary for one or more of the Secretaries of State to make any such determinations, the Environment Agency would expect the public inquiry to cover any outstanding matters relating to all such determinations.

19.6 In connection with the CPO, the Environment Agency will apply to the Secretary of State for Levelling Up, Housing and Communities for a certificate of the adequacy of exchange land provision in accordance with Section 19 and Schedule 3 Paragraph 6 of the Acquisition of Land Act 1981, as described in section 16 above. Should the Secretary of State consider that a public inquiry is necessary to determine whether to grant the certificate, the Environment Agency would expect the public inquiry called to examine the other matters noted above to cover this issue as well. Should such a certificate not be forthcoming, confirmation of the CPO would be subject to Special Parliamentary Procedure.

19.7 Temporary vehicular and non-vehicular highway closure orders (paragraphs 14.15-14.37 above), vehicular highway speed restriction (paragraph 14.39 above) and environmental permits (paragraphs 14.40-14.43) required for the CPO Scheme are described above. However, these are minor orders and permits and the Environment Agency does not anticipate any issues with obtaining these orders or granting these permits. Consequently, it is not expected that these would be part of any coordinated decision by the Secretaries of State.

19.8 Anyone affected by the CPO and who wishes to discuss the position regarding technical matters should contact the Environment Agency's Strategic Engagement Manager – Helen Cukier by post at Kings Meadow House, Kings Meadow Road, Reading, RG1 8DQ, or via email to the Oxford Flood Alleviation Mailbox, OxfordScheme@environment-agency.gov.uk.

19.9 Documents concerning the CPO will be available for public inspection during normal office hours at (please check opening hours for each location as they may differ):

- 19.9.1 Environment Agency, Kings Meadow House, Kings Meadow Road, Reading RG1 8DG
- 19.9.2 Vale of White Horse District Council, Abbey Close, Abingdon OX14 3JE
- 19.9.3 Oxfordshire County Library, Queen Street, Westgate, Oxford OX1 1DJ
- 19.9.4 Kennington Library, Kennington Village Centre, Kennington Road, Kennington, Oxford OX1 5PG
- 19.9.5 Abingdon Library, The Charter, Abingdon OX14 3LY
- 19.9.6 Botley Library, 5a Church Way, Botley, Oxford OX2 9TH

and can be viewed online at <https://consult.environment-agency.gov.uk/thames/oxfordscheme/>

19.10 The documents are:

19.10.1 the CPO including its schedules and the CPO maps;

19.10.2 the Statement of Reasons for the CPO; and

19.10.3 the Environmental Statement for the CPO Scheme Planning Application.

19.11 The CPO Scheme Planning Application ref: MW.0027/22 and the Temporary Access Track Planning Application for the removal of excavated material away from site by rail (when the Temporary Access Track Planning Application has been made by the Environment Agency and validated by Oxfordshire County Council) along with the Environmental Statement for both applications can be viewed online via the Oxfordshire County Council eplanning system at [Planning Register | Oxfordshire County Council using the above reference.](#)

19.12 It is not intended that this Statement of Reasons should discharge the obligations of the Environment Agency under Rule 7 of the Compulsory Purchase (Inquiries Procedure) Rules 2007 to provide a Statement of Case.

Environment Agency

1 February 2023

Appendix A – CPO Plot Numbers – Local Authority Land

Oxford City Council - 01/036; 01/037; 01/038; 01/039; 01/048; 01/054; 01/055; 01/056; 01/056x; 01/056y; 01/057; 01/058; 01/059; 01/060; 01/061; 01/063; 01/064; 01/065; 01/066; 01/067; 01/068; 01/069; 01/070; 01/071; 01/072; 01/073; 01/074; 01/075; 01/076; 01/077; 01/078; 01/079; 01/080; 01/081; 01/082; 01/083; 01/084; 01/085; 01/086; 01/087; 01/088; 01/089; 01/090; 02/049; 02/065; 02/067; 02/069; 02/071; 02/073; 02/075; 02/079; 02/080; 02/081; 02/082; 02/083; 02/084; 02/085; 02/086; 02/087; 03/015; 03/016; 03/017; 03/018; 03/019; 03/020; 03/021; 03/022; 03/023; 03/024; 03/045; 03/046; 03/047; 03/048; 03/049; 03/050; 03/051; 03/052; 03/053; 03/054; 03/055; 03/056; 03/057; 03/058; 03/059; 03/060; 03/061; 03/062; 03/063; 03/064; 03/065; 03/066; 04/005; 04/006; 04/015; 04/017; 04/018; 04/019; 04/020; 04/021; 04/022; 04/023; 04/024; 04/025; 04/026; 04/027; 04/028; 04/029; 04/030; 04/031; 04/032; 04/033; 04/034; 04/035; 04/036; 04/037; 04/038; 04/039; 04/040; 04/041; 04/042; 04/043; 04/044; 04/045; 04/046; 04/047; 04/048; 05/001; 05/002; 05/003; 05/004; 05/015; 05/016; 05/017; 05/018; 05/019; 05/021; 05/022; 05/023; 05/024; 05/025; 05/026; 05/027; 05/028; 05/029; 05/030; 05/037; 05/038; 05/039; 05/040; 05/041; 05/042; 05/046; 05/047; 05/048; 05/049; 05/058; 06/003; 06/006; 06/007; 06/009; 06/037; 06/038; 06/040; 06/041; 06/045; 07/003; 07/004; 07/005; 07/006; 07/007; 07/008; 07/009; 07/010; 08/001; 08/002; 08/003; 08/004; 08/005; 08/006; 08/007; 09/001; 09/002; 09/003; 09/004; 09/005; 09/006; 09/011; 09/012; 09/013; 09/014; 09/016; 09/017; 09/018; 09/019; 09/020; 09/021; 09/022; 09/023; 09/024; 09/025; 09/026; 09/027; 09/028; 09/029; 09/030; 09/031; 09/032; 09/033; 09/034; 09/035; 09/036; 09/037; 09/038; 10/001; 10/002; 10/003; 10/004; 10/005; 10/006; 10/007; 10/008; 10/009; 10/010; 10/011; 10/012; 10/019; 10/020; 10/021; 10/022; 10/023; 10/024; 10/025; 10/026; 10/027; 10/029; 10/031; 10/041; 10/050; 10/051; 10/054; 10/056; 10/057; 10/058; 10/059; 10/060; 10/061; 10/062; 10/063; 10/064; 10/065; 10/066; 10/067; 10/068; 10/069; 10/070; 10/071; 10/072; 10/073; 10/074; 10/075; 10/076; 10/077; 10/078; 10/079; 10/080; 10/081; 10/082; 10/086; 10/087; 10/088; 10/089; 10/090; 10/091; 10/092; 10/093; 10/094; 10/095; 10/096; 10/097; 10/098; 10/099; 10/100; 10/101; 10/102; 10/103; 10/104; 11/002; 11/003; 11/010; 11/012; 11/013; 11/014; 11/015; 11/016; 11/017; 11/018; 11/022; 11/023; 11/024; 11/031; 11/037; 11/039; 11/042; 11/051; 11/052; 11/054; 11/055; 11/058; 11/059; 11/060; 11/061; 11/064; 11/066; 11/067; 11/070; 11/071; 11/072; 11/073; 11/074; 11/075; 11/076; 11/077; 11/078; 11/079; 11/080; 11/081; 11/082; 11/083; 11/084; 11/085; 11/086; 11/087; 11/088; 11/089; 11/090; 11/091; 11/092; 11/093; 11/094; 11/095; 11/096; 11/097; 11/098; 11/099; 11/100; 11/102; 11/107; 11/108; 11/109; 11/110; 11/111; 11/112; 11/113; 11/114; 11/115; 11/116; 11/117; 11/118; 11/119; 11/120; 11/121; 11/122; 11/123; 11/124; 11/125; 11/126; 12/001; 12/003; 12/005; 12/006; 12/007; 12/008; 12/009; 12/067; 12/068; 12/071; 12/072; 12/073; 12/074; 13/001; 13/001a; 13/002; 13/002a; 13/003; 13/003a; 13/004; 13/004a; 13/005; 13/005a; 13/006; 13/006a; 13/007; 13/007a; 13/008; 13/008a; 13/009; 13/009a; 13/010; 13/010a; 13/011; 13/087; 13/088; 13/097; 13/101; 13/102; 13/103; 14/001; 14/002; 14/003; 14/004; 14/005; 14/006; 14/007; 14/008; 14/009; 14/010; 14/011; 14/012; 14/013; 14/014; 14/015; 14/016; 14/017; 14/018; 14/019; 14/020; 14/021; 14/022; 14/023; 14/024; 14/025; 14/026; 14/027; 14/028; 14/029; 14/030; 14/031; 14/032; 14/033; 14/034; 14/035; 14/036; 14/037; 14/038; 14/039; 14/040; 14/041; 14/042; 14/043; 14/044; 14/045; 14/046; 14/047; 14/048; 14/049; 14/050; 14/051; 14/052; 15/001; 15/002; 15/005; 15/006; 15/007; 15/010; 15/014; 15/014a; 15/014b; 15/015; 15/015a; 15/015b; 15/016; 15/016a; 15/016b; 15/017; 15/018; 15/019; 15/019a; 15/020; 15/021; 15/022; 15/023; 15/024; 15/025; 15/026; 15/026z; 15/027; 15/028; 15/029; 15/030; 15/031; 15/032; 15/033; 15/034; 15/041; 15/042; 15/050; 15/059; 15/064; 15/065; 15/066; 15/067; 15/068; 15/069; 16/012; 16/013; 16/014; 16/015; 16/016; 16/017; 16/018;

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Vale of White Horse District Council - 04/014; 04/016; 12/001; 12/002; 12/003; 12/004; 12/005;
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13/040; 13/041; 13/042; 13/043; 13/044; 13/045

Cheshire West And Chester Borough Council – 02/006; 02/007; 02/008; 02/009; 02/010; 02/011;
03/034; 03/038; 03/039

North Hinksey Parish Council – 04/004

All Highway plots - 01/001; 01/002; 01/003; 01/004; 01/024; 01/025; 01/026; 01/027; 01/029;
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11/067; 11/126; 12/010; 12/011; 12/020; 12/021; 12/022; 12/023; 12/024; 12/027; 12/028; 12/029;
12/030; 12/031; 12/037; 12/038; 12/039; 12/040; 12/041; 12/042; 12/043; 12/044; 12/045; 12/046;
12/050; 12/051; 12/052; 12/053; 12/054; 12/055; 12/056; 12/057; 12/058; 12/059; 12/060; 12/061;

12/062; 12/063; 12/064; 12/065; 12/075; 12/076; 12/077; 12/078; 13/013; 13/015; 13/015a; 13/017; 13/017a; 13/018; 13/018a; 13/022; 13/022a; 13/026; 13/027; 13/029; 13/031; 13/032; 13/039; 13/098; 13/099; 13/100; 14/001; 14/002; 14/003; 14/004; 14/005; 14/006; 14/007; 14/013; 14/019; 14/020; 14/021; 14/022; 14/023; 14/030; 14/031; 14/032; 14/033; 15/011; 15/012; 15/013; 16/017; 16/018; 16/019; 16/020; 16/021; 16/023; 16/024; 16/025; 16/026; 16/027

Appendix B – CPO Plot Numbers – Statutory Undertakers Land

BT Group PLC - 01/001; 01/002; 01/003; 01/004; 01/024; 01/026; 01/027; 01/040; 01/041; 01/042; 01/062; 02/003; 02/004; 02/005; 02/006; 02/007; 02/008; 02/009; 02/065; 02/083; 03/001; 03/002; 03/003; 03/006; 03/025x; 03/036; 05/009; 05/020; 05/024; 05/030; 05/039; 05/040; 05/043; 05/044; 05/054; 05/055; 06/011; 06/012; 09/011; 09/012; 09/014; 10/065; 10/066; 10/083; 11/025; 11/026; 11/027; 11/028; 11/029; 11/030; 11/032; 11/033; 11/034; 11/035; 11/036; 11/039; 11/040; 11/041; 11/042; 11/045; 11/046; 11/047; 11/050; 11/051; 11/054; 11/055; 11/056; 11/061; 11/062; 11/063; 11/065; 11/066; 11/101; 11/105; 11/106; 11/109; 11/126; 12/037; 12/038; 12/039; 12/049; 12/063; 12/064; 12/065; 13/001; 13/001a; 13/002; 13/002a; 13/003; 13/003a; 13/005; 13/005a; 13/010; 13/010a; 13/012; 13/013; 13/014; 13/014a; 13/015; 13/015a; 13/016; 13/016a; 13/017; 13/017a; 13/018; 13/018a; 13/020; 13/020a; 13/025; 13/028; 13/031; 13/032; 13/039; 13/040; 13/041; 13/097; 13/099; 14/034; 14/035; 14/036; 15/012; 15/020; 15/021; 15/023; 15/024; 15/026; 15/026z; 15/027; 15/028; 15/029; 15/030; 15/031; 15/032; 15/033; 15/034; 16/012; 16/013; 16/014; 16/015; 16/016; 16/022; 16/025; 16/026; 16/028; 16/029; 16/030; 16/033

Centrica PLC - 14/019; 14/024; 14/025; 14/026; 14/027; 14/028; 14/029; 14/035; 15/014; 15/014a; 15/014b; 15/015; 15/015a; 15/015b; 15/016; 15/016a; 15/016b; 15/017; 15/018; 15/019; 15/019a; 15/020; 15/021; 15/022; 15/023; 15/024; 15/025; 15/026; 15/026z; 15/027; 15/028; 15/029; 15/030; 15/031; 15/032; 15/033; 15/034

Instalcom Limited - 11/117; 11/126; 12/056; 12/057; 12/064; 12/067; 12/069; 12/070; 12/071; 12/072; 12/076; 12/082; 13/082; 13/083; 13/084; 13/089; 13/090; 13/091; 13/093; 13/094; 13/096; 13/097; 13/099; 13/100; 13/101; 14/039

National Grid Electricity Transmission PLC - 01/001; 01/005; 01/006; 01/007; 01/008; 01/011; 01/012; 01/013; 01/014; 01/015; 01/016; 01/020; 01/021; 01/022; 01/023; 01/028; 01/031; 01/032; 03/016; 03/018; 03/019; 03/020; 03/021; 03/022; 03/023; 03/024; 03/045; 03/046; 03/047; 03/048; 03/049; 03/050; 03/051; 03/052; 03/053; 03/054; 03/055; 03/056; 03/057; 03/058; 03/059; 03/060; 03/061; 03/062; 03/063; 03/064; 03/065; 03/066; 03/070; 03/070a; 03/074; 03/075; 03/076; 03/078; 04/013; 04/042; 04/044; 04/045; 04/048; 04/053; 05/019; 05/024; 05/030; 05/031; 05/032; 05/033; 05/034; 05/035; 05/036; 05/037; 05/038; 05/039; 05/040; 05/041; 05/042; 05/043; 05/046; 05/047; 05/048; 05/049; 05/057; 05/058; 05/059; 05/060; 05/061; 05/061a; 05/062; 05/062a; 05/064; 05/069; 05/080; 05/084; 05/087; 05/088; 05/091; 05/093; 05/094; 05/096; 05/099; 05/101; 06/003; 06/006; 06/007; 06/009; 06/021; 06/022; 06/023; 06/025; 06/026; 06/027; 06/028; 06/029; 06/030; 06/031; 06/032; 06/033; 06/034; 06/037; 06/038; 06/040; 06/041; 06/043; 06/045; 06/046; 07/002; 07/003; 07/004; 07/005; 07/006; 07/007; 07/008; 07/009; 07/010; 08/001; 08/002; 08/003; 08/004; 08/005; 08/006; 08/007; 09/001; 09/002; 09/006; 09/023; 09/024; 09/025; 09/026; 09/028; 09/035; 11/002; 11/003; 11/010; 11/030; 11/031; 11/035; 11/036; 11/037; 11/074; 11/075; 11/076; 11/077; 11/087; 11/096; 11/098; 12/008; 12/009; 12/017; 12/026; 12/032; 12/033; 12/034; 12/035;

12/054; 12/055; 12/063; 12/064; 12/066; 12/067; 12/069; 12/070; 12/075; 12/076; 12/077; 12/082;
12/083; 13/086; 13/087; 13/089; 13/095

National Grid Gas PLC - 06/003; 06/037; 06/038; 06/040; 06/041; 06/045; 07/003; 13/001; 13/001a;
13/002; 13/002a; 13/003; 13/003a; 13/004; 13/004a; 13/005; 13/005a; 13/006; 13/006a; 13/007;
13/007a; 13/008; 13/008a; 13/009; 13/009a; 13/010; 13/010a; 13/011

National Highways Limited - 01/001; 01/002; 01/003; 01/004; 09/007; 09/008; 09/009; 11/040;
11/041; 11/045; 11/046; 11/047; 11/048; 11/053; 11/054; 11/124; 11/125; 11/126; 12/039; 12/044;
12/046; 12/050; 12/052; 12/054; 12/055; 12/056; 12/057; 12/058; 12/059; 12/060; 12/061; 12/062;
12/063; 12/064; 12/065; 12/067; 12/068; 12/071; 12/072; 12/073; 12/074; 12/075; 12/076; 12/077;
12/078; 12/079; 13/031; 13/097; 13/098; 13/099; 13/100; 13/101

Network Rail Infrastructure Limited - 11/001; 11/004; 11/005; 11/006; 11/007; 11/008; 11/009;
11/011; 11/025; 11/026; 11/027; 11/028; 11/029; 11/030; 11/032; 11/033; 11/034; 11/036; 11/101;
11/103; 11/106; 12/034; 12/035; 12/036; 12/039; 12/044; 12/046; 12/047; 12/048; 12/051; 12/052;
12/053; 12/055; 12/065; 12/066; 12/069; 12/070; 12/077; 12/080; 13/024; 13/070; 13/073; 13/074;
13/079; 13/080; 13/081; 13/104; 13/105; 13/106; 14/039; 14/040

Southern Electric Power Distribution PLC - 01/001; 01/002; 01/003; 01/004; 01/005; 01/006;
01/007; 01/008; 01/033; 01/034; 01/035; 01/039; 01/040; 01/041; 01/042; 01/062; 01/072; 02/001;
02/002; 02/003; 02/004; 02/009; 02/037; 02/065; 02/082; 03/001; 03/002; 03/003; 03/004; 03/005;
03/006; 03/015; 03/016; 03/018; 03/020; 03/021; 03/023; 03/025x; 03/045; 03/048; 03/049;
03/051; 03/052; 03/056; 03/057; 03/070; 03/070a; 03/072; 03/072a; 03/073; 03/073a; 03/075;
03/076; 03/077; 03/078; 04/006; 04/015; 04/016; 04/018; 04/019; 04/020; 04/022; 04/026; 04/033;
04/034; 04/043; 04/044; 04/045; 04/049; 04/050; 04/051; 05/001; 05/002; 05/003; 05/004; 05/005;
05/006; 05/007; 05/008; 05/009; 05/012; 05/013; 05/014; 05/020; 05/025; 05/026; 05/027; 05/028;
05/029; 05/030; 05/031; 05/043; 05/055; 05/064; 05/065; 05/066; 05/067; 05/068; 05/070; 05/071;
05/075; 05/076; 05/080; 05/084; 05/087; 05/088; 05/091; 05/092; 05/093; 05/096; 05/097; 06/002;
06/003; 06/004; 06/005; 06/006; 06/007; 06/011; 06/012; 06/020; 06/021; 06/037; 06/046; 07/001;
07/002; 07/003; 07/008; 07/009; 08/002; 08/003; 08/005; 08/006; 08/007; 08/008; 08/009; 09/001;
09/002; 09/003; 09/004; 09/005; 09/014; 09/016; 09/018; 09/020; 09/021; 09/022; 09/025; 09/028;
09/029; 09/030; 09/032; 09/033; 09/034; 09/036; 09/037; 09/038; 10/004; 10/006; 10/007; 10/008;
10/013; 10/014; 10/015; 10/016; 10/018; 10/020; 10/021; 10/022; 10/024; 10/026; 10/027; 10/028;
10/031; 10/035; 10/036; 10/037; 10/050; 10/051; 10/054; 10/056; 10/063; 10/065; 10/067; 10/068;
10/069; 10/071; 10/072; 10/073; 10/076; 10/077; 10/079; 10/080; 10/081; 10/083; 10/084; 10/085;
10/086; 10/087; 10/088; 10/090; 10/091; 10/092; 10/093; 10/094; 11/002; 11/003; 11/013; 11/019;
11/020; 11/021; 11/028; 11/029; 11/032; 11/035; 11/039; 11/040; 11/042; 11/043; 11/044; 11/045;
11/046; 11/047; 11/050; 11/051; 11/052; 11/055; 11/056; 11/057; 11/058; 11/059; 11/061; 11/062;
11/063; 11/065; 11/066; 11/067; 11/068; 11/069; 11/076; 11/078; 11/082; 11/083; 11/084; 11/087;
11/101; 11/106; 11/126; 12/005; 12/012; 12/013; 12/014; 12/023; 12/024; 12/037; 12/038; 12/039;
12/040; 12/063; 12/064; 12/065; 13/021x; 13/023; 13/024; 13/031; 13/032; 13/035; 13/036;
13/037; 13/038; 13/039; 13/042; 13/046; 13/051; 13/053; 13/055a; 13/055b; 13/056a; 13/056b;
13/061; 13/065; 13/069; 13/070; 13/073; 13/074; 13/079; 13/099; 13/104; 13/105; 13/106; 14/001;
14/002; 14/006; 14/007; 14/013; 14/019; 14/021; 14/022; 14/023; 14/030; 14/031; 14/032; 14/033;
14/034; 14/035; 14/036; 14/037; 14/038; 14/041; 14/042; 14/044; 15/001; 15/002; 15/006; 15/010;
15/012; 15/013; 15/014; 15/014a; 15/014b; 15/016; 15/016a; 15/016b; 15/017; 15/018; 15/019;
15/019a; 15/020; 15/021; 15/026; 15/028; 15/034; 15/036; 15/038; 15/039; 15/041; 15/042;
15/043; 15/045; 15/046; 15/047; 16/024; 16/025; 16/026

Southern Gas Networks PLC - 01/024; 01/026; 01/027; 01/062; 02/003; 02/004; 02/009; 02/044; 02/082; 03/001; 03/002; 03/003; 03/025x; 04/006; 06/003; 06/006; 06/007; 06/009; 06/011; 06/021; 06/028; 06/029; 06/030; 06/031; 06/032; 06/037; 06/038; 06/040; 06/041; 06/045; 06/046; 07/001; 07/002; 07/003; 07/009; 08/002; 08/003; 08/004; 08/005; 08/006; 09/001; 09/002; 09/003; 09/004; 09/005; 09/006; 09/017; 09/018; 09/019; 09/020; 09/021; 09/022; 09/023; 09/024; 09/025; 09/026; 09/027; 09/028; 09/029; 09/030; 09/031; 09/032; 09/033; 09/034; 09/036; 09/038; 10/001; 10/002; 10/003; 10/009; 10/010; 10/011; 10/012; 10/041; 10/066; 10/067; 10/083; 10/092; 10/093; 10/094; 10/100; 11/002; 11/003; 11/010; 11/012; 11/013; 11/014; 11/015; 11/016; 11/017; 11/018; 11/031; 11/035; 11/036; 11/038; 11/039; 11/040; 11/041; 11/042; 11/047; 11/048; 11/049; 11/050; 11/051; 11/053; 11/054; 11/055; 11/056; 11/065; 11/105; 11/108; 13/001; 13/001a; 13/088; 14/001; 14/002; 14/003; 14/004; 14/009; 14/015; 14/020; 14/021; 14/022; 14/034; 15/001; 15/002; 15/006; 15/010; 15/014; 15/014a; 15/014b; 15/015; 15/015a; 15/015b; 15/016; 15/016a; 15/016b; 15/017; 15/018; 15/019; 15/019a; 15/020; 15/021; 15/022; 15/023; 15/024; 15/025; 15/026; 15/026z; 15/027; 15/028; 15/029; 15/030; 15/031; 15/032; 15/033; 15/034; 15/035; 15/041; 15/042; 15/050; 15/052; 15/059; 15/064; 15/065; 15/066; 15/067; 15/068; 15/069; 15/070; 15/072

Thames Water Utilities Limited - 01/014; 01/019; 01/020; 01/021; 01/024; 01/025; 01/027; 01/028; 01/062; 02/001; 02/002; 02/005; 02/006; 02/007; 02/008; 02/009; 02/013; 02/014; 02/015; 02/045; 02/046; 02/047; 02/048; 02/049; 02/065; 03/001; 03/002; 03/004; 03/005; 03/015; 03/016; 03/025; 03/025x; 04/005; 04/006; 05/002; 05/006; 05/007; 05/008; 05/009; 05/030; 06/011; 06/012; 06/017; 06/018; 07/001; 08/002; 08/006; 08/008; 08/009; 09/001; 09/002; 09/003; 09/004; 09/005; 09/010; 09/018; 09/019; 09/020; 10/004; 10/005; 10/006; 10/007; 10/008; 10/067; 10/068; 10/070; 10/079; 10/081; 10/082; 10/083; 10/085; 10/086; 10/092; 10/097; 10/098; 10/099; 10/100; 10/102; 10/103; 10/104; 11/019; 11/020; 11/021; 11/035; 11/038; 11/039; 11/041; 11/042; 11/043; 11/044; 11/046; 11/047; 11/048; 11/050; 11/051; 11/060; 11/064; 11/066; 12/011; 12/012; 12/013; 12/015; 12/016; 12/020; 12/025; 12/027; 12/028; 12/037; 12/038; 12/039; 12/063; 12/064; 12/065; 13/005; 13/005a; 13/006; 13/006a; 13/007; 13/007a; 13/009; 13/009a; 13/016; 13/016a; 13/017; 13/017a; 13/018; 13/018a; 13/021x; 13/022; 13/022a; 13/022x; 13/023; 13/024; 13/030; 13/033; 13/034; 13/035; 13/036; 13/037; 13/038; 13/039; 13/040; 13/041; 13/042; 13/043; 13/044; 13/045; 13/051; 13/055a; 13/055b; 13/059a; 13/059b; 13/060a; 13/060b; 13/061; 13/080; 13/098; 14/002; 14/003; 14/005; 14/009; 14/034; 14/039; 14/052; 15/001; 15/006; 15/021; 15/023; 15/024; 15/025; 15/026; 15/027; 15/052; 15/070; 15/072; 16/001; 16/002; 16/003; 16/006; 16/007; 16/024; 16/025

Virgin Media Limited - 01/062; 01/082; 02/001; 02/002; 02/037; 02/065; 03/001; 03/002; 03/003; 03/004; 03/005; 03/015; 03/016; 03/025x; 05/055; 11/035; 11/037; 11/038; 11/039; 11/057; 11/062; 11/063; 11/066; 11/067; 11/068; 11/069; 11/070; 11/071; 11/073; 11/106; 11/110; 11/126; 12/049; 12/056; 12/059; 12/061; 12/063; 12/064; 13/025; 13/028; 13/039; 13/097; 13/100; 13/101; 14/001; 14/002; 14/003; 14/005; 14/009; 14/015; 14/020; 14/022; 14/023; 14/030; 14/031; 14/032

Vodafone Limited - 11/039; 11/055; 11/056; 11/065; 11/124; 11/125; 11/126; 12/040; 12/045; 12/046; 12/049; 12/056; 12/059; 12/061; 12/063; 12/064; 12/067; 12/068; 12/071; 12/072; 12/073; 12/074; 12/075; 12/076; 12/077; 12/078; 13/025; 13/028; 13/097; 13/099; 13/101; 14/001; 14/006; 14/007; 14/013; 14/019; 14/020; 14/022; 14/030; 14/031; 14/032; 14/033