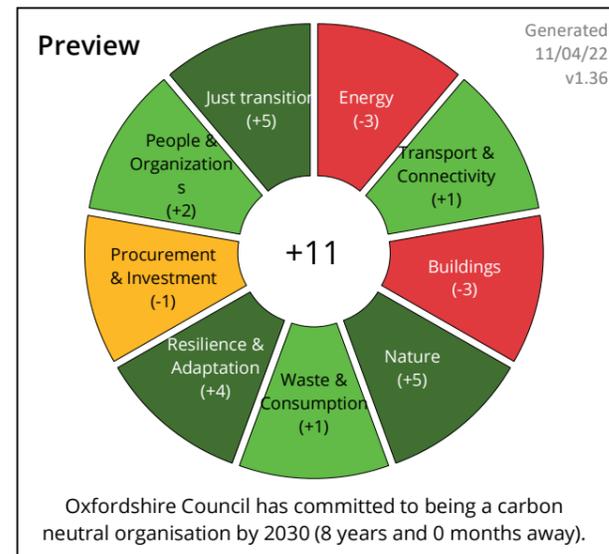


# Climate Impact Assessment

## Summary

<b>Directorate and Service Area</b>	Environment and Place
<b>What is being assessed</b>	Didcot Garden Town Housing and Infrastructure Fund Scheme
<b>Is this a new or existing function or policy?</b>	Yes although within LTP and SODC/VoWH local plans
<b>Summary of assessment</b>	Buildings and energy use are key issues that need to be explored further. However, it should be noted that with buildings this is a District issue as the are LPA for housing sites.
<b>Completed by</b>	Gavin Belcher and Dan Townsend
<b>Climate action sign off by</b>	
<b>Director sign off by</b>	
<b>Assessment date</b>	



## Detail of proposal

<b>Context / Background</b>	Version 1. Changes to be detailed as scheme progresses.
<b>Proposal</b>	<p>Didcot and surrounding area has poor walking and cycling provisions to key employment and public services. It has poor journey time reliability for public transport and the highway network is over capacity. This has resulted in numerous objections to developments that include one house developments in the area. Which have been upheld by PINS on four occasions.</p> <p>LTP and District Local Plans all have policies and land safeguarded to allow this scheme to come forward to allivate the noted issues above whilst also supporting the deliver of thousands of homes and commercial buildings.</p>
<b>Evidence / Intelligence</b>	Refer to the Statement of Community Involvement.
<b>Alternatives considered / rejected</b>	Please refer to the OAR

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	0	Existing street lights will be converted to LED as well as being dimmed during night time hours. Improved journey times resulting in reduced idling and stop start improving energy consumption.			
Energy	Promotes a switch to low-carbon or renewable energy	-3	The scheme allows for additional PCUs (resulting from the local plan allocated sites) which may detract from residents from switching to other modes of transport.	The scheme is not a predict and provide. The traffic model has an 80% demand built in it from the new housing sites. Promotion of the high quality pedestrian and cycle facilities throughout the life cycle to help modal shift.	HIF1 Officers	Throughout the scheme life
Energy	Promotes resilient, local, smart energy systems	0	Not applicable	Not applicable		
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	-3	Investing in road building as a result of the SODC and VoWH local plan housing allocations - circa 15k homes.	High quality cycle and pedestrian infrastructure is also being built to offer residents real modal choice.	District/O CC policy	
Transport & Connectivity	Supports active travel	2	The scheme creates and improves over 11km of cycle and pedestrian provisions. With the majority being segregated and adequate buffer from the carriageway. This will link major housing and employment sites whereby users will not need to leave this high quality facility to reach their destination.	MfS		
Transport & Connectivity	Increases use of public transport	2	18 new bus stops are being created to allow for new routes to be proposed once the housing sites come forward. The scheme also removes traffic off existing bus routes that will improve public transport journey time reliability within the surrounding villages. This may also lead to an increase in frequency of the existing routes.			

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Transport & Connectivity	Accelerates electrification of transport	0	Scheme helps to unlock commercial development sites that are proposing EV charging station in accordance with OCC policy. Equipment to allow for CAG vehicles to be installed at signalised junctions to future proof the scheme.			
Buildings	Promotes net zero new builds and developments	-3	The reason for the scheme is to facilitate local plan housing sites within SODC and VoWH. The Scheme has no control over the buildings that will be constructed at these sites.	Outside the control of this scheme. District officers to ensure housing sites support net-zero aspirations.	District Council	
Buildings	Accelerates retrofitting of existing buildings	0	Not applicable	Not applicable		
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	2	Biodiversity Net Gain of over 10% across the scheme. Gain will be gradually as the scheme matures. Some negative impacts from the works but outweighed by the above. An increase in blue infrastructure is proposed with swales and attenuation ponds that will manage highway surface water.	Potential to work with local wildlife groups (BBOWT) to see if further enhancements can be achieved.	HIF1 Officers	
Nature	Develops blue and green infrastructure	2	Enhancements to Meadow Brook and Moore Ditch and an increased green infrastructure/landscaping that achieves over 10% BNG.			
Nature	Improves access to nature and green spaces	1	New accessibility to Public Rights of Way such as the Thames Path. New cycle and walking infrastructure allows for greater access to other rights of way across the whole			

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Waste & Consumption	Reduces overall consumption	-1	Design and build contract will detail requirements for recycled material on the scheme. However, certain aspects of the build will require virgin material due to the amount of fill required. Our procurement process is set up so that OCC can prioritise the specification of recycled materials (Including costing) through detailed design/ECI with a break clause prior to approval of the construction phase. There will also be quality questions with the procurement package to identify how contractors intend to reduce their carbon impact during the competition process to ensure we get the most appropriate Contractor requirements will look to ensure as much 'waste' is reused on site and what cannot be reused is to be recycled correctly.	During the Detailed Design stage OCC officers will look to reduce the overall consumption of the scheme through innovation and best practices.  OCC officers to also work with officers from other infrastructure schemes and asset to see what materials can be acquired from their schemes that will have a benefit for both	HIF1 Officers	
Waste & Consumption	Supports waste prevention and drive reuse and recycling	2			HIF1 Officers	
Resilience & Adaptation	Increases resilience to flooding	2	The scheme delivers a viable route that is designed to withstand flood events. The existing river crossings (Sutton Bridge/Culham Cut and Clifton Hampden Bridge) are closed to both pedestrians and motorist during flood events. SuDs will also be used throughout the scheme.			
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	-1	Where it can be achieved landscaping is designed to offer some shade to the carriageway. SuDs capture and store water which will have some positive impacts in retaining water within the local area.	During detailed design further work will be undertaken to ensure what we are providing is suitable and whether any additional measures can be achieved.	HIF1 Officers	

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	3	The scheme is future proofed against climate change with flood and surface water calculations accounting for 1 in 100 year + specified climate change percentage events. This allows the key infrastructure to remain operational during these events which increase network resilience.			
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	2	Contractors will be required to monitor and report carbon outputs. Emphasis will be put on the contractor to look for low carbon products. The priority of reducing virgin materials through the detailed design phase and ECI which forms	Throughout detailed design and construction OCC officers will ensure the contractor maintains a Register of Consideration of Sustainability.		
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	-3	Funding pot for the scheme is circa. Six years old. Therefore, the treasury investment has limited environmental best practices.  There is a commercial investment into this non-net-zero scheme.	Look to deliver pedestrian and cycle infrastructure first to ensure that the homes released, as a result of the scheme, have the opportunity to use these before the main carrigeway is opened. This will allow for greater mode shift.  Also explore all avenues to reduce carbon footprint of the schemeduring detail design	HIF1 Officers	

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2	The scheme provides infrastructure that supports behavioural change - high quality pedestrian and cycle routes linking key hotspots (housing and employment) and linking to existing cycle infrastructure. This will allow those wanting to travel, say from Didcot to Culham Science Centre, the opportunity to do so sustainably. Currently there is not a safe and convenient option to do so. Therefore, unless you have a car, there is no bus service, or pay for an inadequate train service, you cannot reach this destination. Those who do not own a car, or cannot drive will, once the scheme is built, be able to access these employment sites.			
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	0	Not applicable	Not applicable	Not applicable	Not applicable
Just transition	Promotes green innovation and job creation	1	The scheme supports the expansion of the fusion energy at Culham Science Centre. Without the scheme issues with the existing highway network could have a negative impact at this site.			
Just transition	Promotes health and wellbeing	1	The scheme promotes active travel through the delivery of high quality pedestrian and cycle provisions. The scheme also improves access to green spaces such as the Thames Path. Allows for allocated local plan housing sites to come forward which will deliver circa. 6k affordable homes.			
Just transition	Reduces poverty and inequality	1	Provides opportunities for both blue and white collar jobs which will be able to be accessed by foot and cycle which cannot currently take place due to severance by River Thames	District Council's to determine required build of houses.	District Council	