

Welcome

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Place

Land opposite Redbridge Park & Ride

Welcome to our second public exhibition for the proposed development of the former landfill site opposite Redbridge Park & Ride.

We are working together with Oxford City Council as part of a wider £500m investment in Oxford's future to provide more homes, both private and affordable, across the city. As part of this we are looking to develop this unused site, which is allocated for a minimum of 162 homes in the adopted Oxford Local Plan.

We held our first exhibition of initial proposals for the site in October 2024, and received lots of feedback. We are holding this second event to let you know what we're going to be proposing in our planning application for the site, which we hope to submit to Oxford City Council by the end of this year.

We will be submitting a 'hybrid' application, with some key elements of the proposals submitted for detailed approval with fixed designs, and the remaining elements submitted in outline to be finalised through a future 'reserved matters' application.



The land opposite Redbridge Park & Ride

As part of our revised proposals for the land opposite Redbridge Park & Ride, we are proposing:

- **Up to 240 homes (a 20% reduction on our initial proposals)**
- **New affordable homes (a mix of social rent & shared ownership)**
- **More family homes than previously proposed (private & affordable)**
- **Buildings limited to a maximum of 4 storeys**
- **1/3 of the site turned into publicly accessible open space**
- **A new walking, wheeling & cycling route along the Weirs Mill Stream**
- **Dedicated areas for ecological protection & enhancement**

What You Told Us

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At our first exhibition in October 2024, we presented initial proposals for approximately 300 new homes on the land opposite Redbridge Park & Ride.

The feedback from the first exhibition highlighted some key issues:

- **Number of homes** – too many homes proposed in total across the site
- **Heights of buildings** – excessive heights for some of the proposed buildings
- **Ecology** – the impact on the existing ecology of the site and its surroundings
- **The landfill** – the impact of disturbing the landfill, both on residents and wildlife
- **Drainage** – the impact on existing flooding problems in the surrounding area
- **Traffic & access** – the impact on existing traffic problems along Abingdon Road



Previous illustrative masterplan, 2024

In response to these issues, our application will include:

- A reduction in the maximum number of homes from 300 to 240
- A reduction in the maximum heights of buildings from 6 storeys to 4
- An increase in the amount of open space to 1/3 of the total site
- A detailed strategy for remediating the landfill prior to development
- A detailed plan for altering the site levels to enable sustainable drainage
- A detailed design for the new vehicle access on Abingdon Road

Our Revised Proposals

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Land opposite Redbridge Park & Ride

This is our revised illustrative masterplan for the land opposite Redbridge Park & Ride. We are now proposing up to 240 homes on the site, a reduction of 20% on our initial proposals.

The reduction to 240 homes allows us to lower maximum building heights down from six storeys to four, move development further back from the Weirs Mill Stream, provide a greater amount of open space and enhance landscape treatment across the site. It also enables us to change our indicative housing mix, proposing many more family-sized homes than we previously were – both private and affordable – despite the overall reduction.

At the same time, 240 homes maintains a scale of development that can deliver a significant number of affordable homes and generate the funds necessary to transform a former landfill. Unlike most sites, the development of this site requires significant upfront investment – in land remediation, drainage infrastructure and environmental mitigation – before homes can be built.

With all these factors taken into consideration, we feel our revised proposals represent a careful balance between the feedback we received from residents back in 2024 and the significant challenges posed by building in this location.



- Up to 240 homes in a mix of apartments and houses, and up to 3 residential moorings
- 1/3 of the site provided as public open space, including play areas, ecological enhancement areas and sustainable drainage
- A 10-metre buffer along the Weirs Mill Stream to protect existing ecology
- Vehicle access from a new 'left-in, left-out' junction on Abington Road opposite Redbridge Park & Ride
- Vehicle movements and parking areas limited to a small number of internal streets
- Pedestrian & cycle movement prioritised across the site, including a 'riverside park' by the stream and east-west 'green corridors'
- Additional pedestrian & cycle access points along Abington Road

Revised illustrative masterplan, 2026

Land Remediation

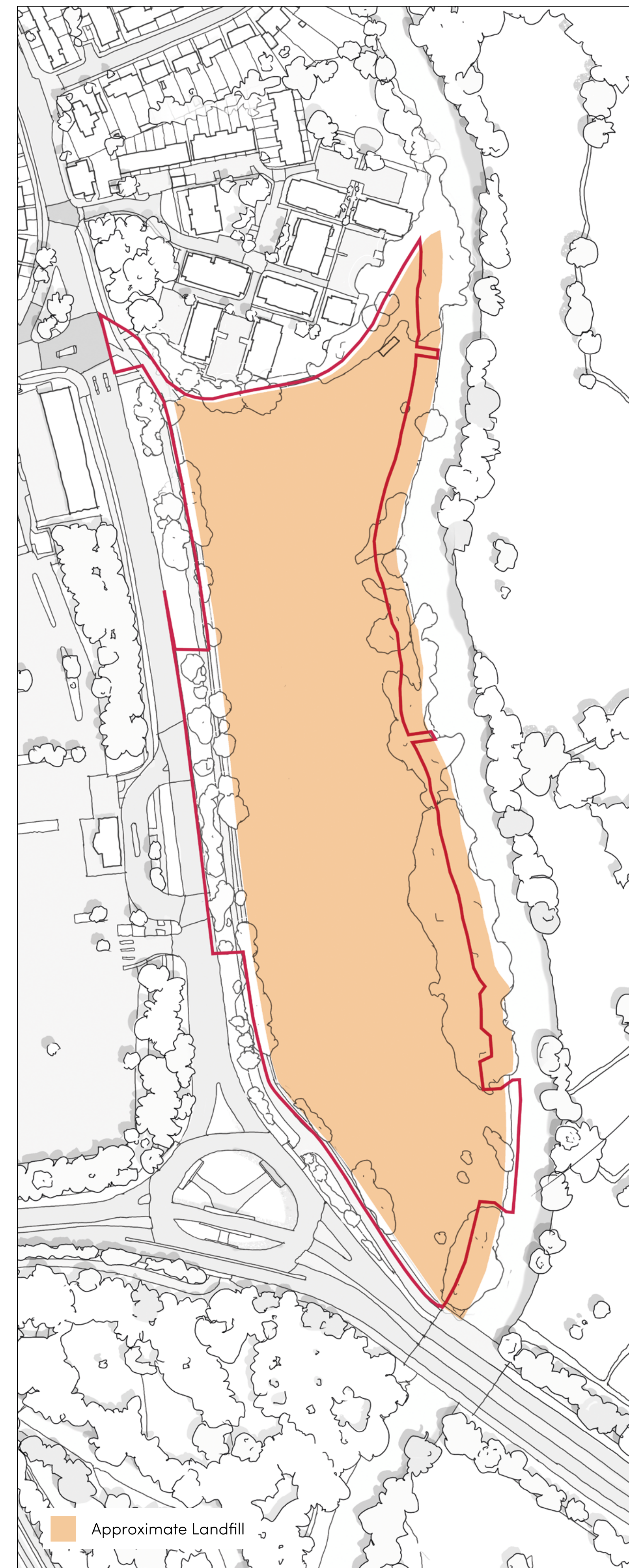
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Our application will include a detailed strategy for the remediation of the former landfill. The site was used for landfill in the late 1960s and early 1970s, after which it was infilled and covered over as made ground.

The site currently comprises poorly compacted landfill material, up to 4.4 metres thick in places and at depths of between 2.3 and 7.3 metres below ground. Site investigations have been undertaken to inform the likely method of remediation required, including analysis of the soil, groundwater and ground gas.

The remediation strategy is not yet finalised, and further on-site testing will need to take place. However, we currently expect the most appropriate remediation method for this site to be what's known as 'surcharging', whereby a heavy load of soil or stone is placed temporarily onto the land to compress the waste material beneath, while vertical band drains – typically plastic pipes wrapped in a permeable filter – enable groundwater to rise to the surface for controlled collection and disposal.



Expected landfill presence across the site



Photos of site investigations

Once the surcharging process is completed, typically a geotextile membrane – a large piece of synthetic fabric – is then placed at depth on top of the waste material and capped with a clean cover layer of soil, providing an effective, permanent 'break layer' or barrier above the waste material and safe, final site levels suitable for development.

The remediation process would be subject to the approval of both Oxford City Council and the Environment Agency and could take over a year to complete. Measures would be in place throughout that time to protect residents and minimise disturbance, and environmental protection and monitoring to make sure that the Weirs Mill Stream and wider ecology remain unaffected.

Remediation of landfill is a common practice, and our appointed engineers have extensive experience of similar projects across the country. The entire process will be subject to strict environmental controls and monitoring to ensure the landfill materials are managed safely.

Drainage

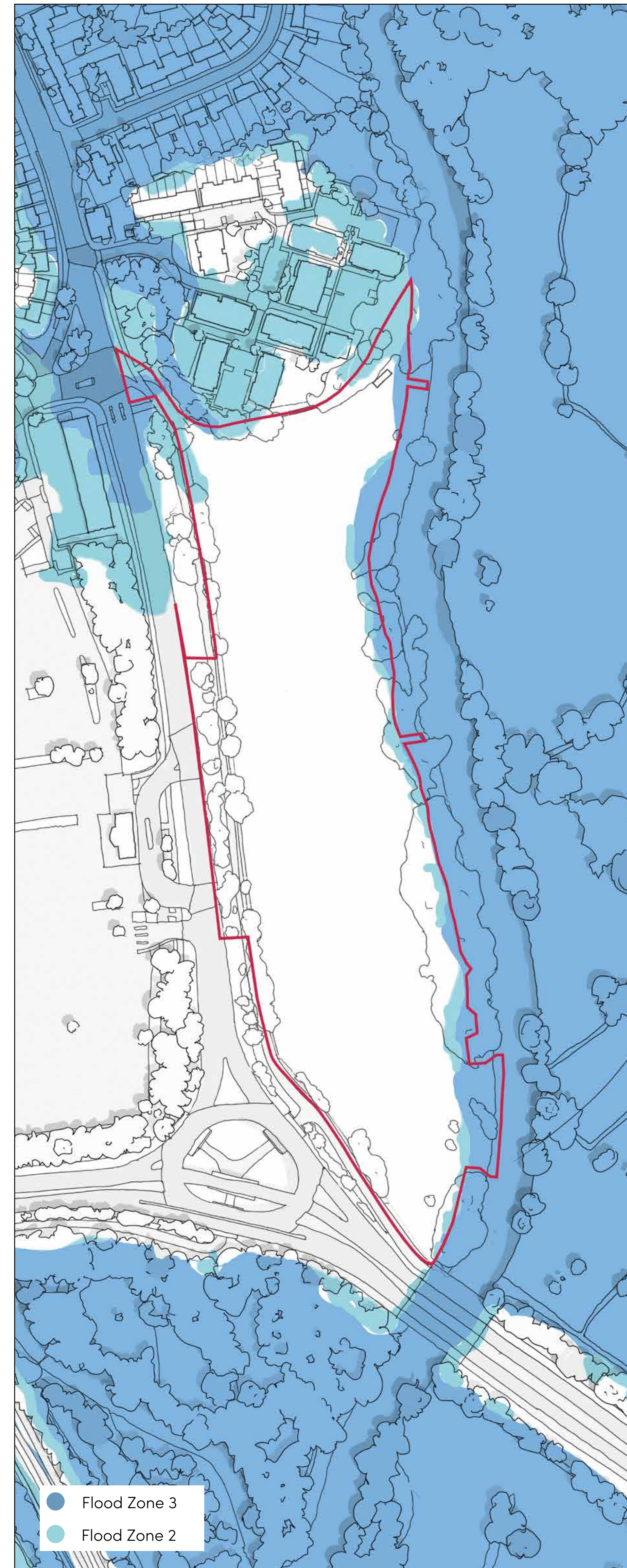
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The majority of the site lies outside the floodplain, with the exception of some small areas along the Weirs Mill Stream and in the north-west corner adjacent to Abingdon Road.

No development is proposed in areas at risk of flooding; however, we are keenly aware that properties to the north do lie within the floodplain and we must ensure that our proposals do not increase the risk of flooding to those properties.

The remediation process will likely require some land raising to be undertaken, to ensure sufficient clean topsoil above the landfill. We are therefore proposing to take that opportunity to raise the site levels sufficient to enable a gravity-driven system for surface water drainage, directing surface water-run off through underground pipes towards the Weirs Mill Stream.



The current floodplain



Potential plan to revise site levels

Though the plans are yet to be finalised, we are currently looking at raising the levels in the central and western parts of the site where the homes would be built, so that surface water can flow naturally downward across the site into attenuation basins and storage tanks before being released at controlled rates into the Weirs Mill Stream.

Raising the site levels would also enable us to install a similar gravity-driven system for foul water drainage. The nearest connection to the sewerage system is adjacent to the north-west corner of the site on Abingdon Road.

Vehicle Access

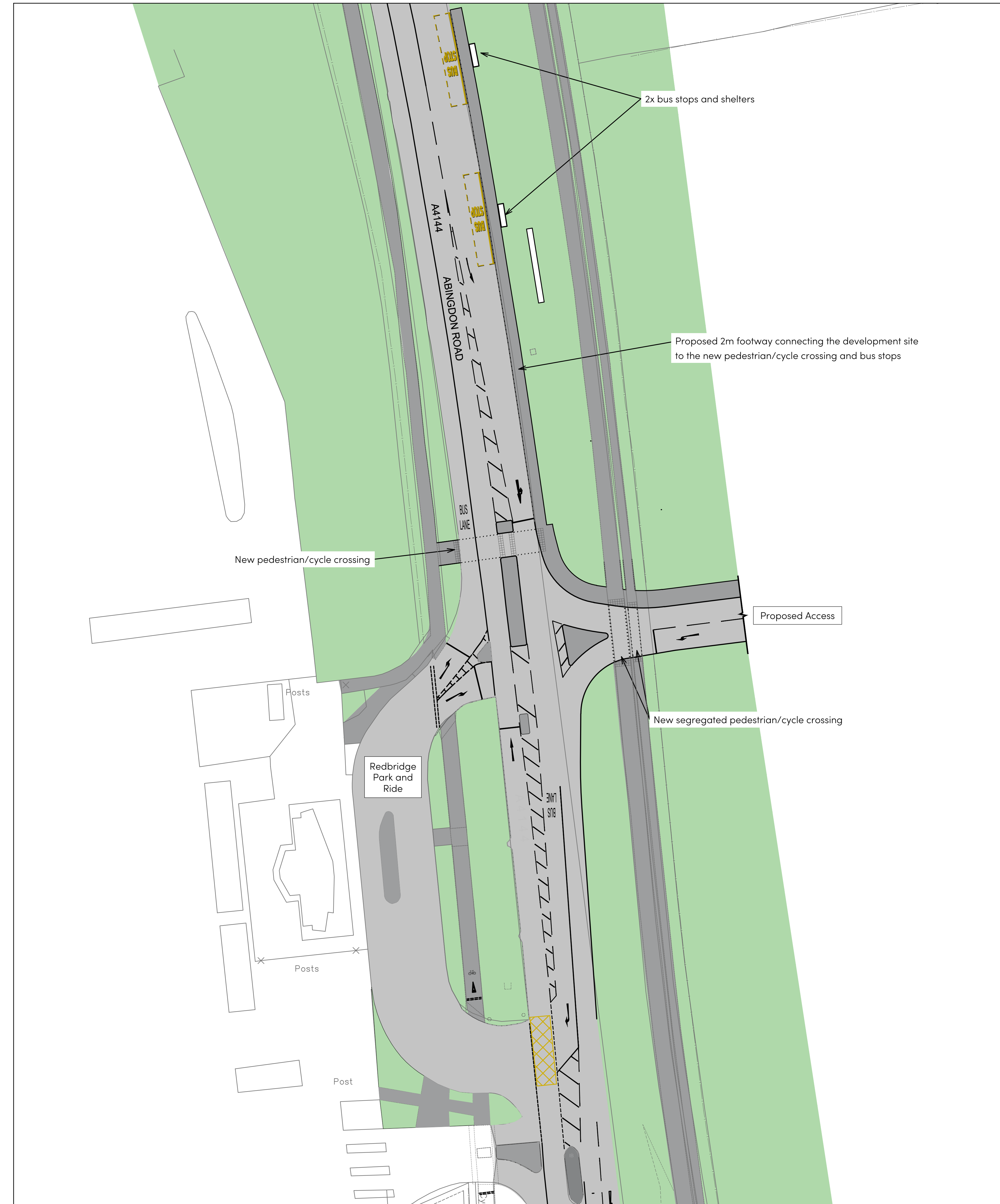
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Our application will include a detailed design for the proposed new vehicle access on Abingdon Road.

The development would have a single vehicle access off Abingdon Road, from a new 'left-in', 'left-out' junction opposite the bus stop at Redbridge Park and Ride. The junction would provide access to the site from the southbound lane only and be integrated into the existing traffic lights for the Park & Ride bus stop, minimising additional turning movements on Abingdon Road and helping to maintain traffic flow and bus reliability.

Additionally, a new pedestrian crossing would be provided across Abingdon Road just to the north of the junction, to enable residents to easily access bus services from Redbridge Park and Ride. This too would be integrated into the existing traffic lights for the Park & Ride bus stop. We are also proposing two new southbound bus stops on Abingdon Road to further enhance local bus service provision.



Proposed access arrangement on Abingdon Road

The access road from the junction would need to cross the existing shared pedestrian and cycle path along the western side of Abingdon Road, and we are proposing that a signalised crossing would be provided here to ensure that pedestrians and cyclists can cross the access road safely.

The current access to the site is in the north-west corner of the site, close to a busy junction and constrained in location and size. This existing access point would be retained, but for pedestrians, cyclists and emergency vehicles only.

Work on the design of the proposed new access is ongoing and the final design will be subject to further discussions with Oxfordshire County Council and local bus operators.

Since the first exhibition in October 2024, we have undertaken surveys to better understand the ecology of the site.

The findings of these surveys will be submitted with our planning application and have informed the steps we are taking to protect the existing ecology:

- **Maintain a 10-metre ecological buffer along Weirs Mill Stream**

The existing habitats within this buffer area will be retained, restored, and enhanced through sensitive management, supporting wildlife movement and maintaining the ecological integrity of the watercourse.

- **Set back development 50 metres from the Iffley Meadows SSSI**

This will extend the development off-set from the stream by at least another 10 metres. Though some existing planting will need to be removed within this area to create accessible open space along the stream, replacement planting will be provided.

- **Retain most boundary trees and introduce ecology areas to the north and south**

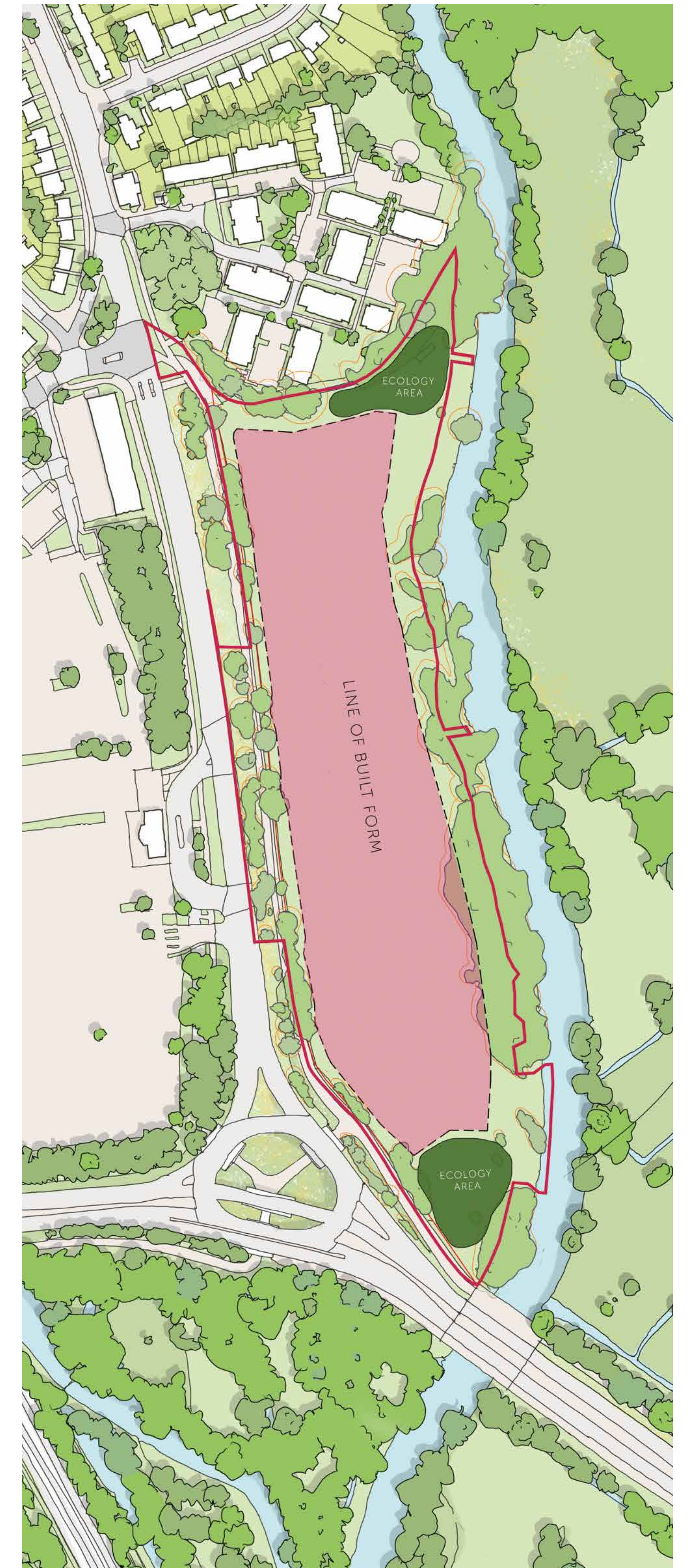
Retaining most of the boundary trees will help the site maintain a sense of landscape maturity, while ecology areas will seek to enhance biodiversity with a mix of diverse vegetation including new woodland and wetland planting.



10-metre ecological buffer



50-metre SSSI setback



Retained trees & ecology areas

Open Space

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1/3 of the site is proposed to be publicly accessible open space. As well as protecting the existing vegetation along the stream, our open space strategy intends to bring some of that landscape character deeper into the site.

- **Natural green space**

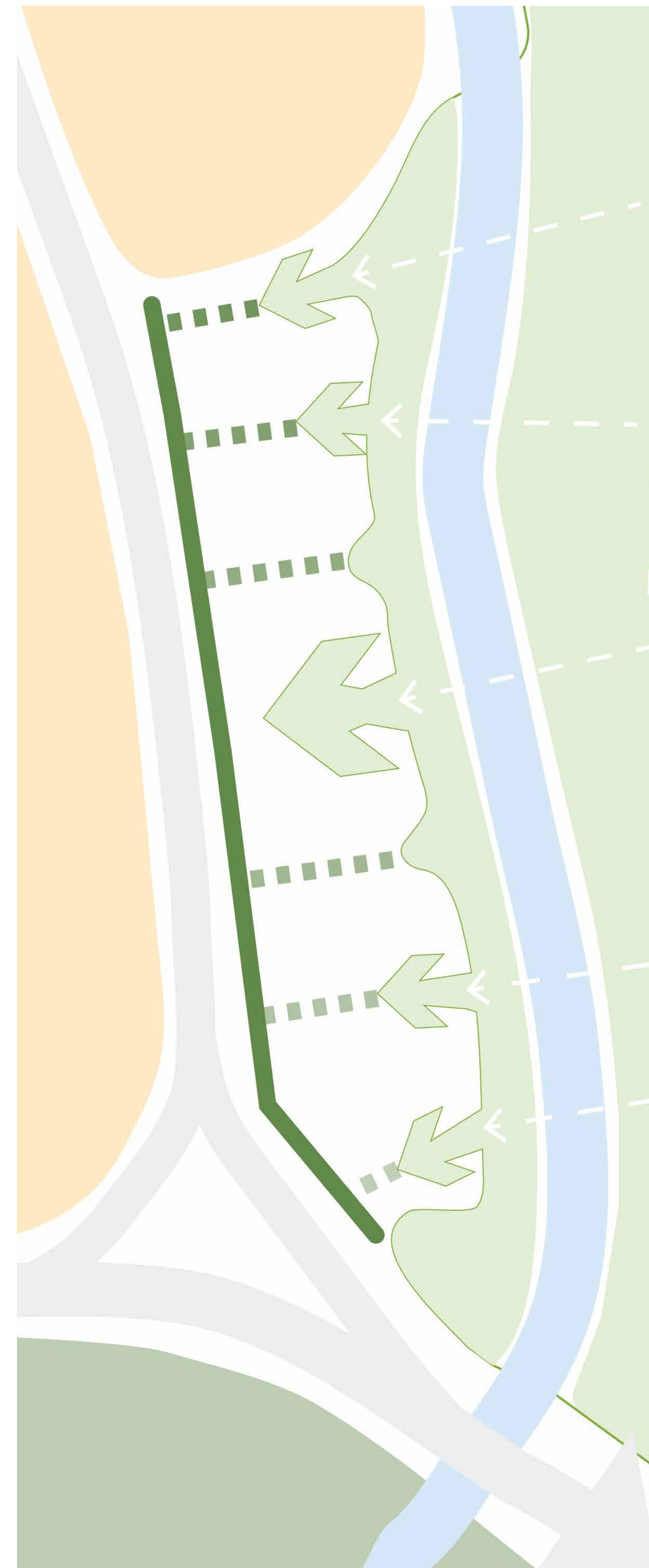
The majority of the open space would comprise accessible natural green space, including a proposed riverside park along the eastern edge of the site and areas of ecological enhancement at its northern and southern ends. Together, these spaces create a fully accessible circular walking route around the site's perimeter.

- **Amenity green space**

Areas of parkland and amenity green space are proposed within the developable area as a series of east-west green corridors. These corridors will create visual and ecological connections to the stream and Iffley Meadows beyond, while linking this softer, more natural landscape with the more formal planting and public realm along the Abingdon Road frontage.

- **Play areas**

A large, equipped play area would be located within the central open space, complemented by smaller play areas and informal play features distributed throughout the development. These would be integrated within the green corridors and residents' shared courtyard spaces, ensuring convenient access to play across the site.



Draw landscape character into the site



Introduce east-west 'green corridors'



Open space strategy plan

Pedestrian & Cycle Access

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We are proposing to prioritise pedestrian & cycle movements across the site, with vehicle movements restricted to a limited number of internal routes.

The access network is intended to minimise the impact of vehicles on public spaces and pedestrian connections, with homes served by a limited number of internal streets. Roads are no longer proposed in front of homes along the Abingdon Road frontage nor adjacent to the riverside park along the Weirs Mill Stream as they previously were.

There is an existing footpath and cycleway immediately adjacent to the site along the length of Abingdon Road. Frequent and regular connections into the site will be created along this route, ensuring that the development is readily accessible on foot, by bike and for wheelchairs and buggies.

Our proposals for pedestrian and cycle movement enable us to integrate the site with the wider network beyond the site, including a direct connection to National Cycle Route 5 (NCR5) which runs along the western boundary, and a direct connection to Redbridge Park & Ride via a new pedestrian / cycle crossing on Abingdon Road.



Pedestrian access & movement plan

Within the site, we are proposing:

- A fully accessible loop walk around the perimeter of the site
- Fully accessible east-west paths through the site along green corridors
- Fully accessible connections to play areas and amenity green spaces
- Fully accessible footways along internal roads or on shared surface streets

Building Heights & Massing

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At the time of the first exhibition, we were proposing buildings of up to 5 and 6 storeys in some areas. By reducing the overall number of homes, we are now able to propose homes of up to 3 and 4 storeys maximum.

Though specific housing designs will be determined at the reserved matters stage, our application will include a Parameter Plan stipulating the maximum heights of buildings across the site, which will have to be followed by the developer of the site.

The overall building heights strategy has been developed to gradually increase heights towards Abingdon Road and the adjacent Rivermead Park estate, with building heights of up to 4 storeys in these areas. The southern and eastern edges bordering the stream are defined by lower massing, with building heights of 2-3 storeys.



Building heights & massing plan

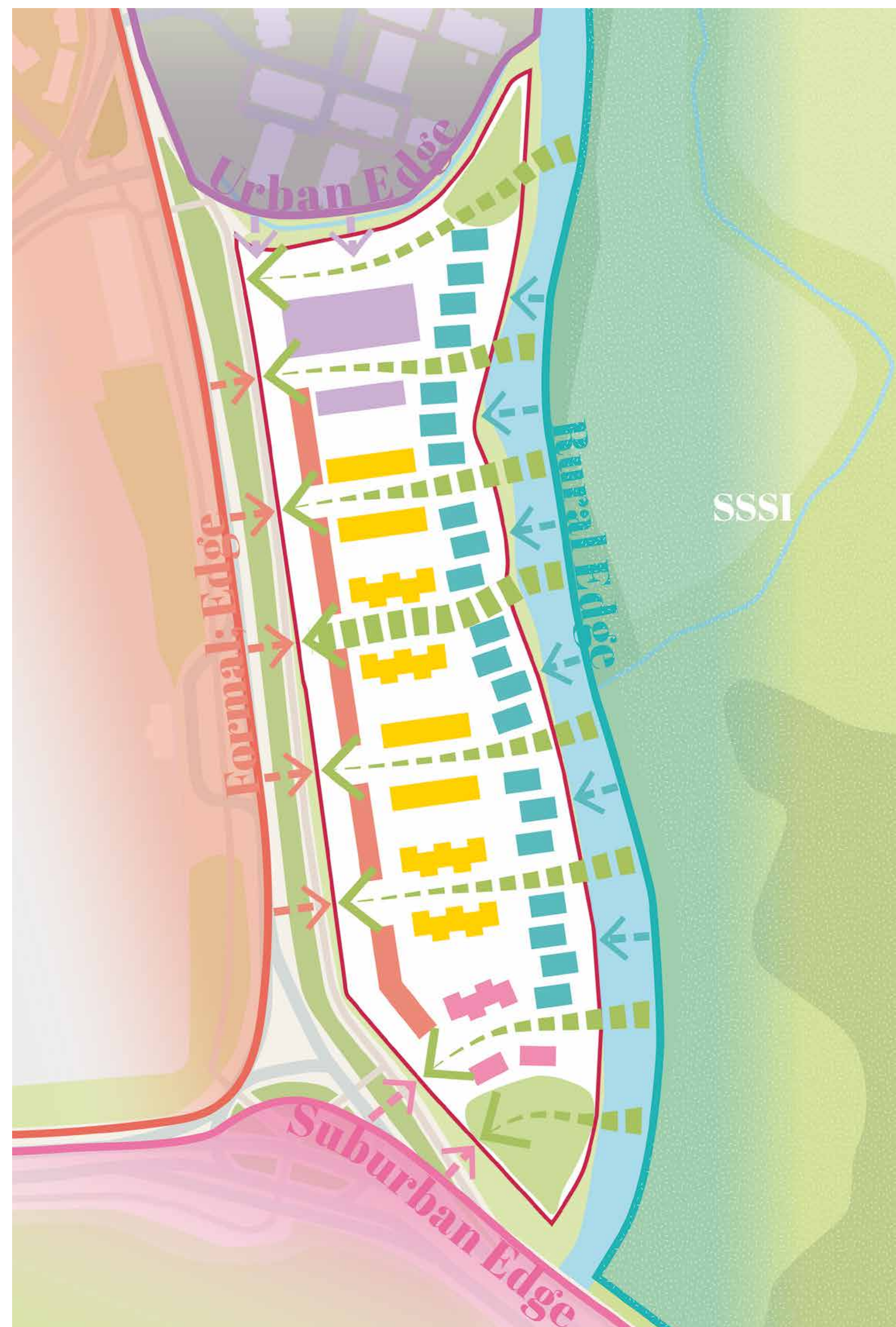
Design Character

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We are proposing clear transitions in design character across the site from north to south and from west to east.

Our intention is that built form should become progressively less dense and less urban as you move further away from the existing built environment to the north and west of the site, adopting more of the suburban and rural character of the areas to the south and east.



Transition in design character

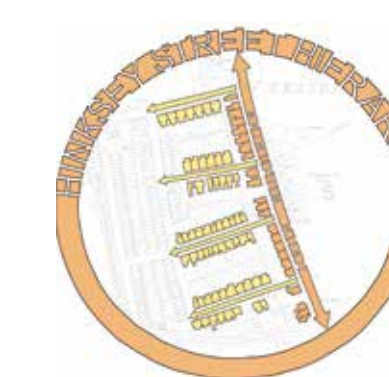


Design character plan

At present we envisage five 'character areas' within the site, with buildings within those areas taking inspiration from:



Abingdon Road – the three and four-storey Victorian townhouses along Abingdon Road



East-west streets – the terraced homes on the side streets off Abingdon Road



Rivermead Park – the apartment buildings of the neighbouring Rivermead Park estate



Iffley Village – the detached cottage homes of Iffley Village



Kennington – the detached and semi-detached suburban homes of Kennington

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Artist's impression of Abingdon Road frontage (illustrative only – detailed design subject to reserved matters)



Artist's impression of homes along the Weirs Mill Stream (illustrative only – detailed design subject to reserved matters)

Although the precise appearance and layout of the new homes will be decided at a later stage, we will submit a number of plans with our planning application that the developer of the site will have to follow:

- **Parameter Plans** setting out clear rules on the location of developable areas, the location and amount of open spaces, the location and number of vehicular and pedestrian routes through the site, and the maximum heights of buildings.
- **A Design Code** setting out a series of mandatory and recommended design principles to guide the detailed design of buildings (form and massing, elevations, materials etc) streets (carriageway widths, footways, parking etc) and open space (play and recreation, ecological enhancement, sustainable drainage etc).

Thank You

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Thank you for attending our second public exhibition for the land opposite Redbridge Park & Ride.

We hope to submit our planning application to Oxford City Council by the end of this year. In the event that the application is approved, we hope to be in a position to begin the landfill remediation work by the end of next year.

If you would like to leave comments on the proposals, please fill in a comment form at this exhibition or fill in a form online at www.redbridgeoxford.co.uk by 6pm on Sunday 11th October. We will review all comments received prior to submission of our planning application.

If you have any queries about what you've seen today, do ask a member of the project team. If you have any queries for us at a later stage, please contact Charlotte Matthews of SP Broadway on 07503 201 876 or at charlotte@spbroadway.com.

These display boards can be viewed online at:

www.redbridgeoxford.co.uk



Revised illustrative masterplan, 2026

Indicative timeline

2026	Submission of planning application
2027	Determination of planning application
2027/28	Remediation of landfill Construction of site access Submission of reserved matters application Determination of reserved matters application
2029	Start of construction on-site