

Welcome



Land opposite Redbridge Park & Ride
Oxford needs homes

Welcome to our 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 £500m housing 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 to provide circa 300 new homes, and we are excited to share our early ideas.

Our vision is to create a highly sustainable new landmark residential neighbourhood for Oxford. A place full of character that engenders a strong sense of community, with a variety of well-designed and attractive homes set within beautiful, landscaped spaces.

We are now engaging with the local community to gain feedback on our emerging proposals for the site.



Site location plan



OX Place is Oxford City Council's housing company

The Team



OX Place
(APPLICANT)

In 2016, Oxford City Council established OX Place as its own housing company to create high-quality, genuinely affordable homes in the City. We are responsible for delivering the homes local people need. Our profits are invested back into the city, to provide essential services for local people, and into building more affordable homes for people who need them.



The Environment Partnership
(LANDSCAPE)

We are experts in the natural and historic environment, creative landscape designers and resourceful planners. We help shape and manage sustainable, successful places in both the natural and built environment. Since its establishment in 1997, TEP's focus has been on supporting sustainable development by conserving and enhancing the natural and built environment.



Prior & Partners
(PLANNING)

Prior & Partners support the whole planning process. From planning strategy development through to all stages of site promotion, plan making, and planning applications, we work with public, private, joint venture and institutional clients to set processes that aid the execution of viable and ambitious development proposals. Our team of MRTPI and RICS accredited planners bring extensive experience, working across all scales from strategic regional planning, complex mixed-use urban quarters, education and innovation campuses, urban extensions, and new communities.



BPTW
(ARCHITECT)

For over 35 years, innovation in design, planning, sustainability and construction technologies has established our reputation as an expert in residential development, neighbourhood place-making and mixed-use regeneration. We are committed to design quality and have a passion for creating beautiful places for people. Our culture of openness encourages creativity and a flow of ideas, enabling our teams to create aspirational buildings and deliver award-winning schemes.



Hill
(DEVELOPMENT ADVISER)

Founded in 1999, we are the second largest privately-owned housebuilder in the UK. Our aim is to be the UK's leading and most trusted housebuilder, creating exceptional homes and sustainable communities. In 2023 we were recognised as the Housebuilder of the Year for the third time. We are excited to have been selected to advise OX Place on this exciting project, continuing the successful relationship forged at Mosaics, Barton Park and Oxford Canalside.



RPS
(TRANSPORT)

We are consultants, designers, planners, engineers and technical specialists delivering projects that matter in urbanisation, natural resources and sustainability. Founded in 1970, RPS is now part of Tetra Tech, a leading provider of consulting and engineering services worldwide. Our experts define, design and manage projects that create shared value to a complex, urbanising and resource-scarce world.

The Site



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The site measures roughly 4.4 hectares (10.9 acres) and is owned by Oxford City Council.

Early History

The 1875 Ordnance Survey map of the area records the site as comprising a number of riverine islands, separated by numerous river channels. The 1900 map shows that the City Hospital had been established immediately to the north of the site. By 1966 housing and infrastructure had been developed within close proximity to the site, resulting in the diversion and in-filling of all but one of the tributaries within the site.

Later History

From the late 1960s the site was used by Oxford City Council for landfill for inert, industrial, commercial and household waste. Almost all of the site was used as landfill and in some places this extends to 6.6m deep. Landfill operations ceased in 1972, after which it was infilled and covered over to create made ground. The land has remained largely unused ever since; however, from 2013 to 2023 a tenant grazed horses on the land.

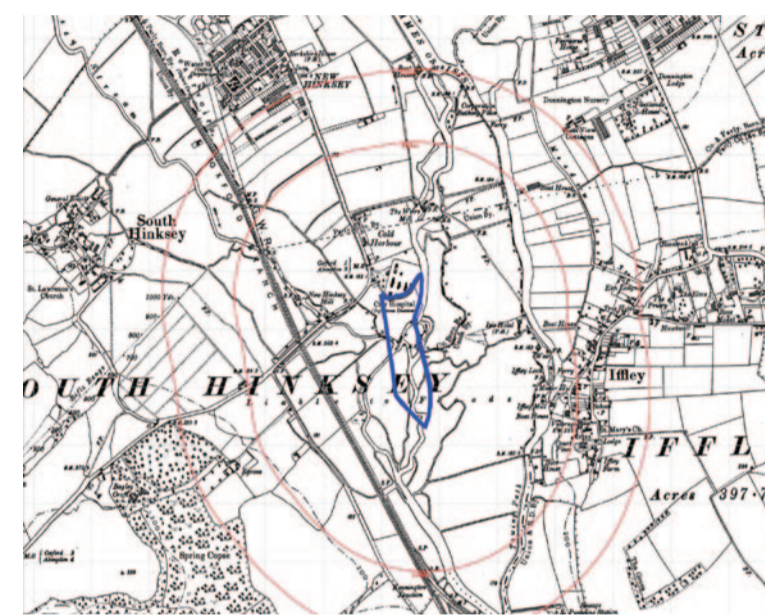
Local Plan Allocation

The Oxford Local Plan responds to the critical housing need in the City for affordable homes by allocating sites for residential development. Oxford is one of the least affordable places to buy in the country and all of the City's housing need (over 1,300 dwellings per annum) cannot be met in the City.

There are currently over 3,000 housing applicants on the Housing Register and only around 500 properties expected to become available in Oxford this year. The overall priority use for new sites is to deliver homes to meet housing need, with sites directed to be used as efficiently as possible.

The site is allocated for residential development in the adopted Oxford Local Plan as part of addressing housing need within the City itself, alongside provision of housing in neighbouring districts. The draft Local Plan 2040 retains the site allocation for residential development requiring a minimum of 200 dwellings on the site and a requirement for public open space as part of the proposals.

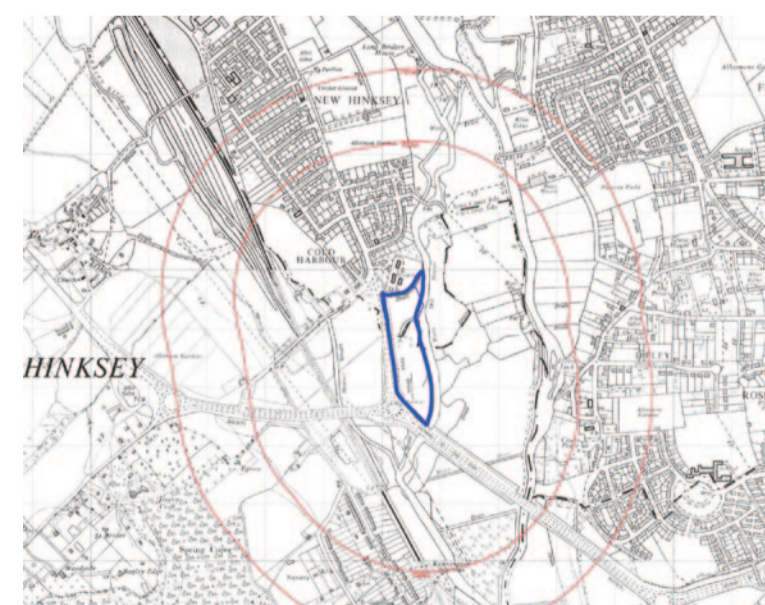
Historical maps showing change in land use on and around the site



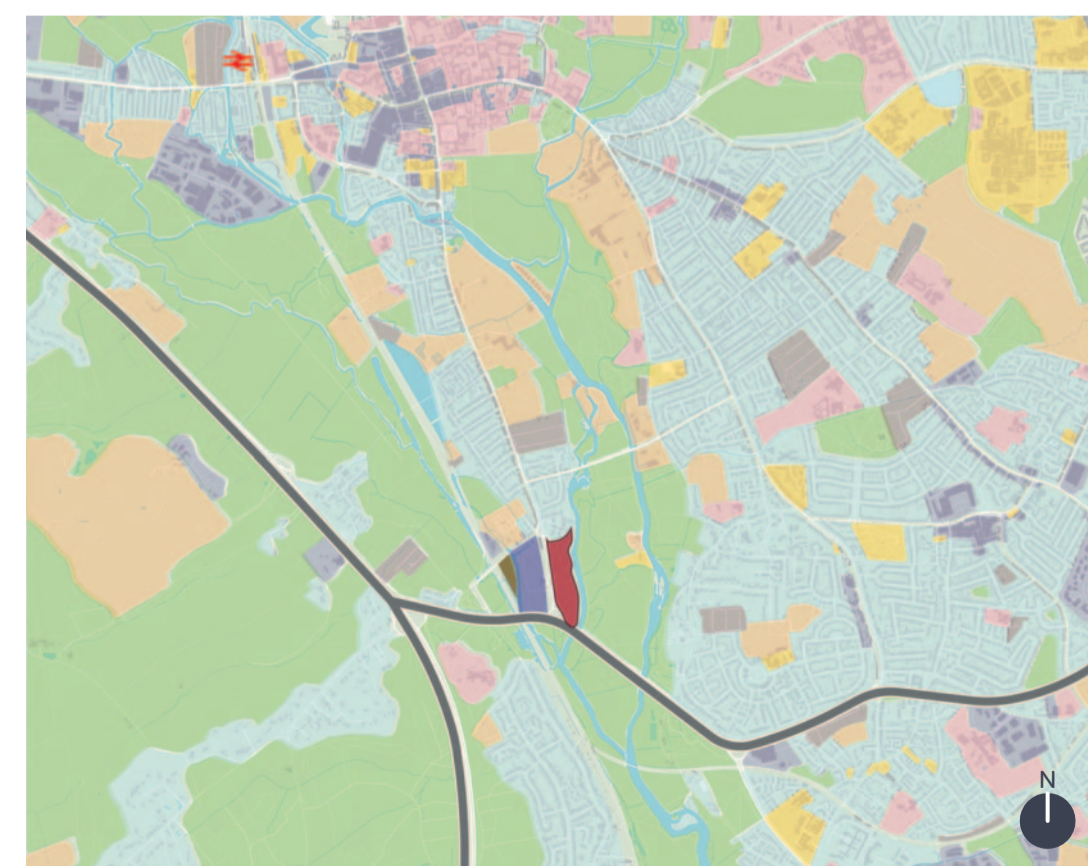
1900



1938



1966



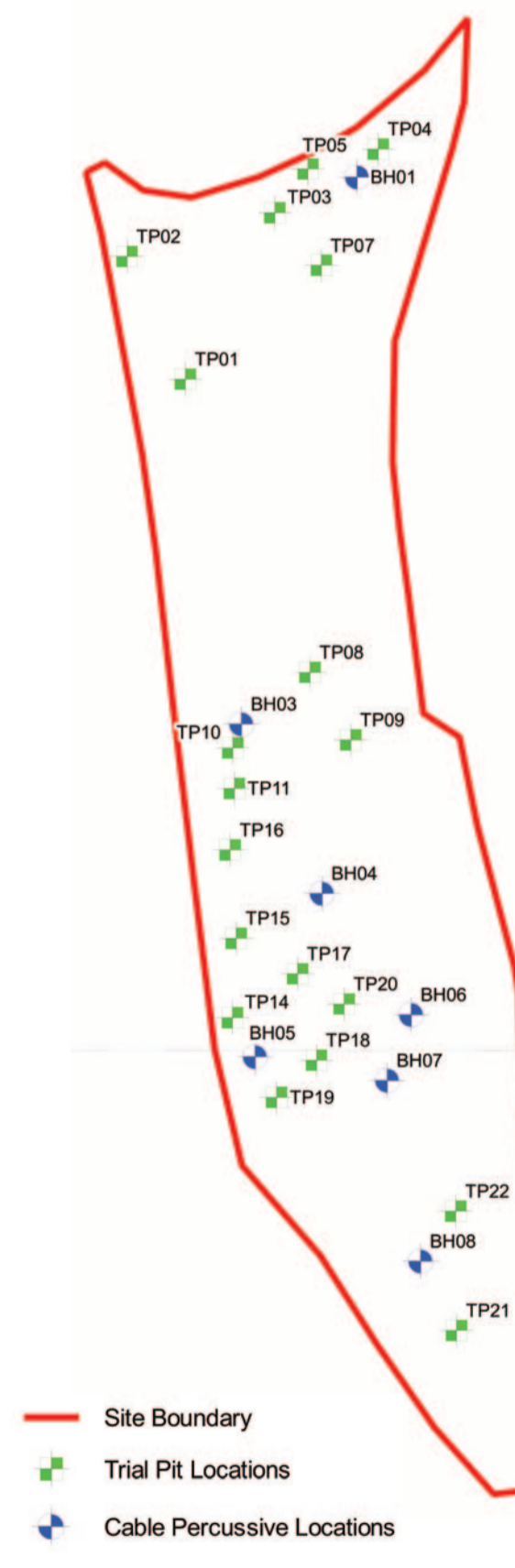
- Allotments
- Play, Sport, Recreation Areas
- University & Schools
- Residential
- Community Uses
- Commercial
- Transport Hub
- Waste Recycling Plant
- Train Station
- Site

Plan showing wider context

Recent Work

We have undertaken numerous site investigations to better understand what lies beneath the small amount of topsoil, and a team of specialist consultants are developing an appropriate strategy to address the contamination. Our initial assessment is that it would not be possible or viable to remove the landfill material and therefore it will need to be dealt with on-site.

Making the site safe and suitable for development will involve the material being compacted and contained before clean soil laid on top. This will significantly reduce any local disruption and avoid the environmental impact involved in excavating and transporting the material away from the site. It would also be the most cost-effective solution whilst protecting the surrounding area from pollutants and ensuring the site is safe for future residents.



Plan and photos of recent site investigations



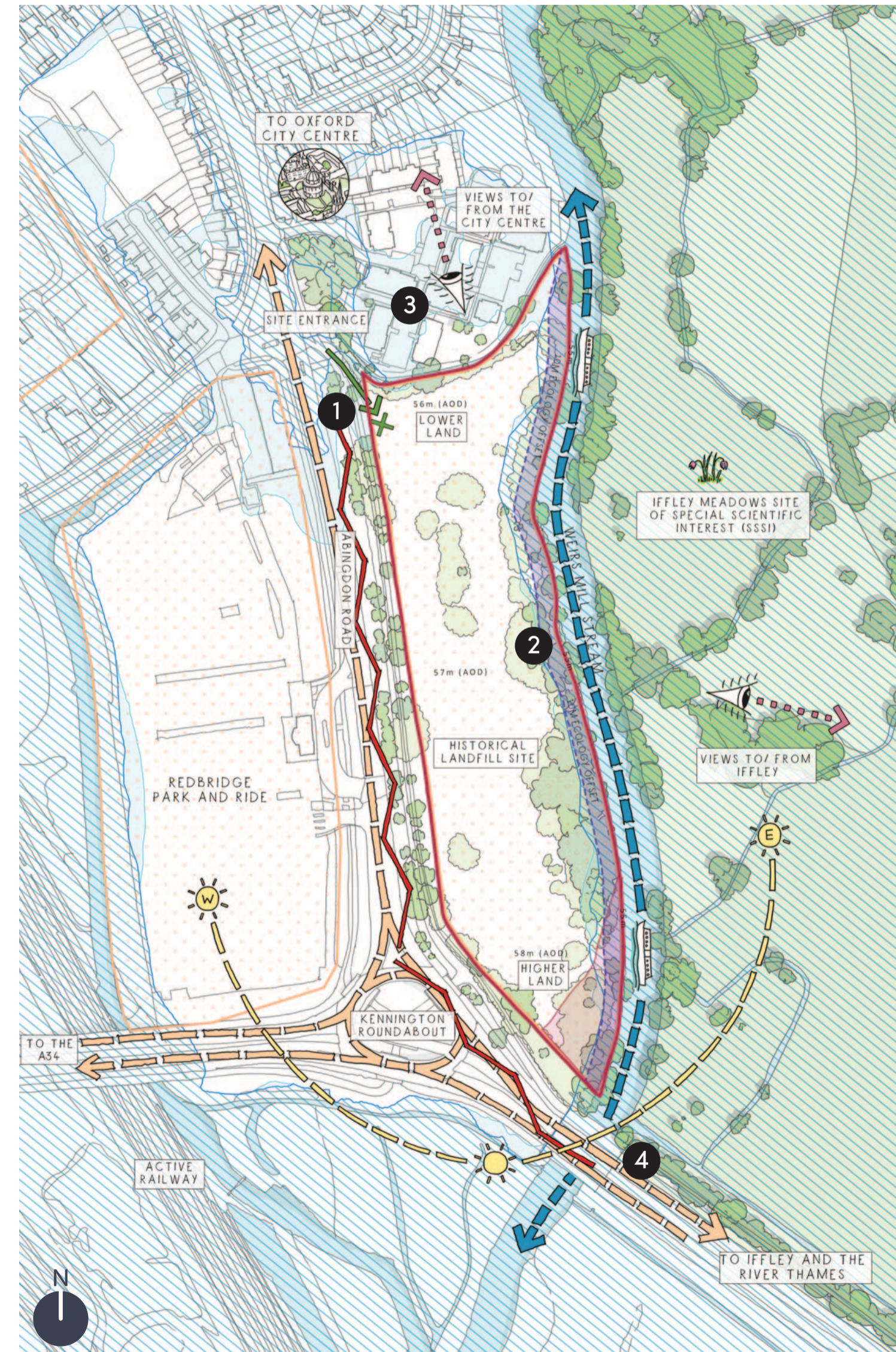
Key Considerations

Alongside the site's former use as a landfill, there are other important factors that we must take into account:

- **Access:** The current access to the site is in the north-west corner, close to a busy junction and constrained in location and size.
- **Ecology:** Whilst there are several metres of landfill waste beneath the surface, the site does provide a variety of habitats for ecology, and any proposals will need to protect and enhance the value of the land in biodiversity terms.
- **SSSI:** The Iffley Meadows Site of Special Scientific Interest (SSSI) is just on the other side of the stream, and we must ensure that the development has no adverse impact on the flora or fauna of this special area.
- **Flooding:** Though most of the site is in Flood Zone 1 (low risk), there are some small areas in Flood Zones 2 and 3 (medium and high risk), particularly along the stream. Any development will need to be located outside of this area and ensure it does not increase the risk of flooding to the site or the surrounding area.
- **Existing Trees:** There are existing trees on-site, particularly to the east along the stream, which we would want to mostly retain to protect habitats and biodiversity.
- **Views:** We must ensure that the development has no adverse impact on any of the key views to / from Oxford's historic city centre and surrounding areas.
- **Topography:** The site slopes very gently down to the north which presents a challenge regarding the drainage strategy. Proposals will also need to tie into the surrounding levels.
- **Air Quality & Noise:** Abingdon Road, the Kennington Roundabout and the By-Pass pose a noise and air quality constraint. Consideration needs to be given to the placement and design of any homes in proximity to these areas.



Photos of surrounding area



Plan showing current site constraints

Masterplan Approach



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Bearing in mind the various factors, we have devised the following design principles that will govern the development of the site:

- 1 Boundary Setbacks**
All development will be set back at least 10 metres from Weirs Mill Stream, creating an 'ecological buffer' where habitats will be retained and enhanced. Development will also be set back from Abingdon Road and from the northern and southern boundaries to enable the retention of boundary planting.
- 2 Natural Clearings**
Make use of natural clearings to enable some public interaction with the stream. Our goal is to retain as many existing trees as possible.
- 3 Public Amenity Spaces & Play**
A large main public amenity space to be conveniently provided in the centre of the site. Play space will be integrated in other open areas and along stream edge.
- 4 Ecological protection & enhancement**
Retention of the existing vegetation and enhancing with further tree planting to create a small woodland area dedicated to biodiversity. The planting will also act as a visual and noise buffer.
- 5 Stream Ecological Walk**
A footpath near to the stream edge will provide public amenity whilst linking the various parts of the development. Natural opportunities to interact with the stream will be enhanced.
- 6 SUDs Feature**
Sustainable drainage features are required in the northern part of the site due to the topography, which would be incorporated into a feature landscape space that also provides ecological value.
- 7 Masterplan Orientation**
The masterplan will be designed around an east-west orientation to promote natural light and solar gain. Building forms will be carefully considered to maximise dual aspect homes for natural cross ventilation, with window design and proportions arranged to optimise daylight and prevent overheating.
- 8 Development Parcels**
Development parcels are defined by the site constraints and landscape space opportunities. These will be carefully designed taking into consideration privacy distances and overshadowing.
- 9 Frontage to Abingdon Road**
Homes will front onto Abingdon Road, creating a positive street frontage that takes design cues from the existing buildings along this street.



Our emerging masterplan approach
(for illustrative purposes only)

- | | | | |
|------------------------|--|----------------------|------------------------|
| Abingdon Road Frontage | SuDS | Proposed Access Road | Landscaped Streets |
| Public Amenity Spaces | Ecological Enhancement | Ecology Walk | Residential Courtyards |
| Development Parcels | Ecological Enhancement along Stream edge | Impact from traffic | |

Emerging Masterplan



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Oxford needs homes



Our emerging masterplan (for illustrative purposes only)

The key features of our emerging masterplan are as follows:

- Dedicated areas for ecology along the stream and south of the site.
- A large public open space in the centre of the development for relaxation and recreation. 11% of the site will be public open space. A further 5% will be allocated for ecological enhancement.
- Two equipped play areas as well as opportunities to 'play on the way' throughout the development.
- A loop walk around the site connecting the development together via a 'green link'.
- Approximately 300 much needed homes, provided as a mix of houses and apartments as well as affordable homes.
- A range of dwellings to suit local demand – 1, 2, 3 and 4 bedrooms.
- Truly affordable homes – these will be made up through council homes and shared ownership. Council homes would be let through social rent and/or affordable rent, typically much cheaper than private rent. Shared ownership offers an opportunity to get on the housing ladder, for those that cannot afford to buy a home outright, by allowing people to buy a share of a property.
- Beautifully designed buildings responding to local context and ranging from 2 to 6 storeys.
- Private external amenity for houses, with balconies and courtyard gardens for apartments.
- A new vehicle, pedestrian & cycle access point opposite the Park & Ride.
- Limited parking spaces for residents and visitors to promote sustainable methods of travel.
- Permanent residential moorings on the stream.
- Custom-build plots – providing the opportunity for people to get involved in designing their own homes.

Access & Transport



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We have consulted with Oxfordshire County Highways and jointly determined that the existing access location is not appropriate to support the development of the site. Their advice was that the most appropriate location for a new access point would be opposite the Park & Ride.

This presents an excellent opportunity to integrate with the existing signalised junction, while providing a safe and easy access to Redbridge Park & Ride and the bus services into the city centre and beyond.

The site is in a great location to encourage sustainable travel to and from the site. However, there will still be residents who need to access the site by car and who rely on vehicles for their work.

Vehicle access

We are proposing the junction as a left-turn only (southbound) on exiting the site, deterring residents from using their cars to head north into Oxford city centre. We are aware that the roads around Oxford can become heavily constrained, and our specialist team are designing the access arrangements to ensure that the development will be acceptable.

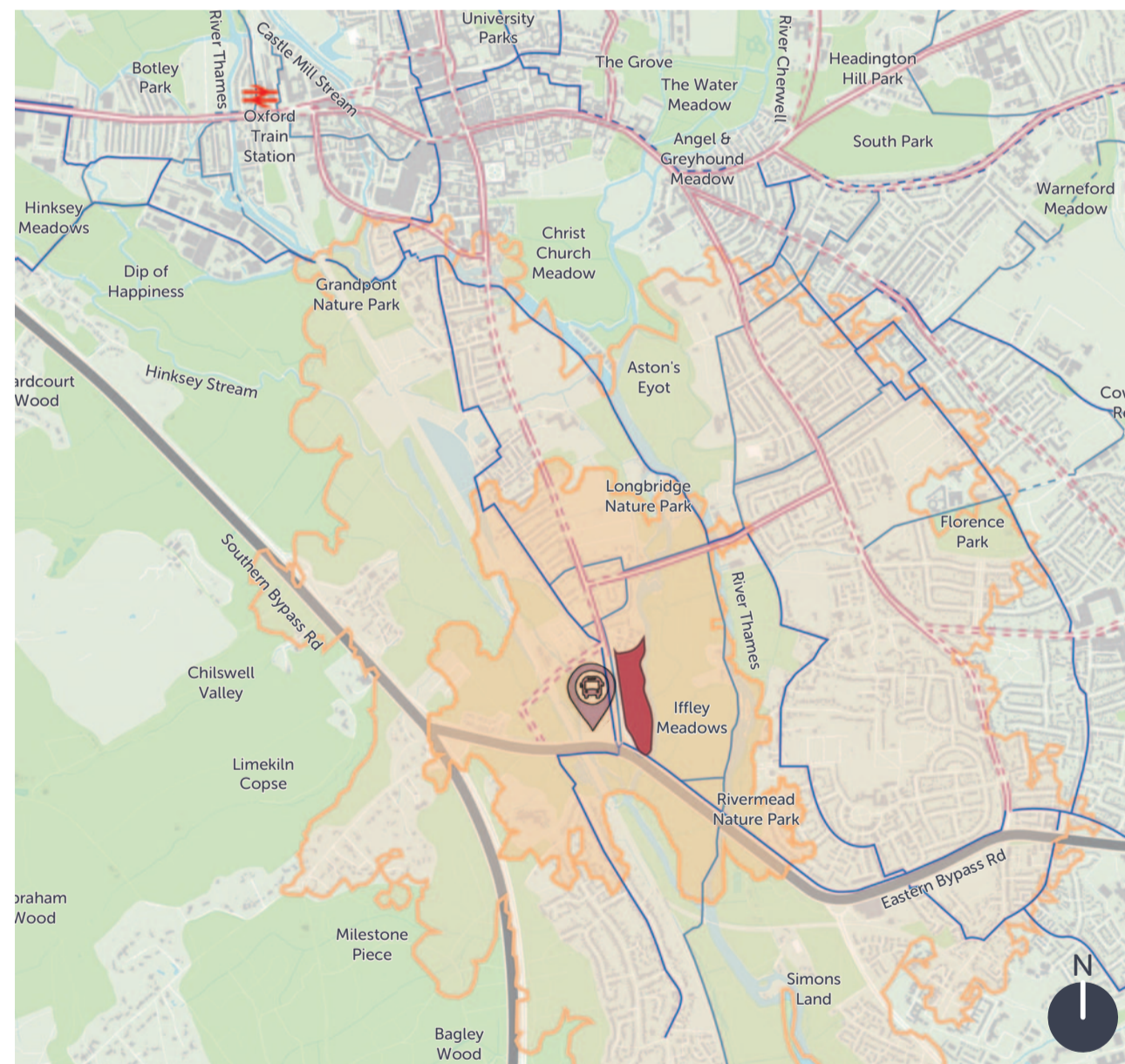
The existing access point will be retained, but only for pedestrians, cyclists and emergency vehicles.

Pedestrian & cycle links

The site also benefits from an adjacent off-road foot and cycle path along the length of Abingdon Road, which forms a part of National Cycle Network Route 5 through Oxford city centre, as well as providing connections to the Thames Path both to the north (via Donnington Bridge Road) and to the south of the site.

Parking

We are still developing our approach to the amount of car parking on the site. At present we are proposing 1 parking space each for family houses and a small number of parking spaces for the apartments. Visitor, blue badge and car club spaces will also need to be provided to comply with local policy. We are exploring if there is an opportunity to deliver these at the Park & Ride.



Plan showing walking & cycling routes

- Busy Road With Cycle Lane/Track
- - - Busy Road Without Cycle Lane/Track
- Principle Quiet Cycle Route
- - - Unofficial/ Unpaved Cycle Route
- Connecting Quiet Cycle Route
- - - Unofficial Connecting Cycle Route
- 15 Minute Walking Catchment Zone
- 15 Minute Cycle Catchment Zone
- Train Station
- Site



Our emerging access strategy (for illustrative purposes only)

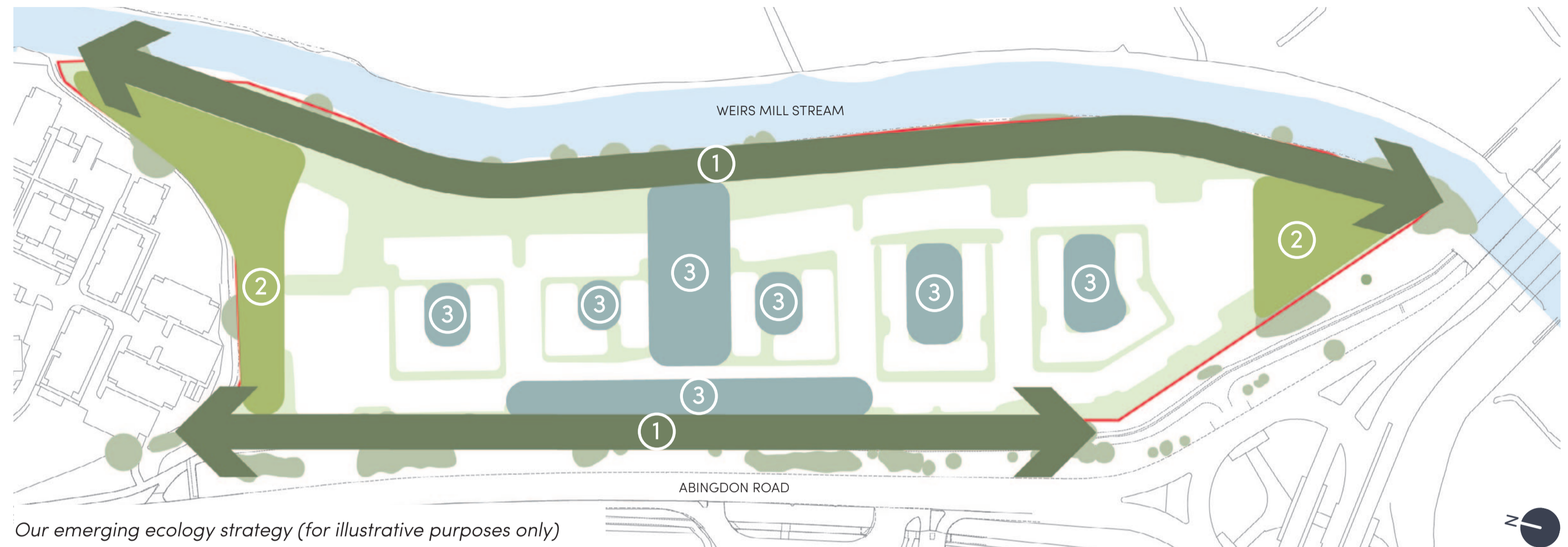
- Site Boundary
- - - 10m Ecology Offset
- Circular site walk
- Pedestrian connection to Park & Ride
- Existing cycleway / footpath
- Emergency/Pedestrian access
- Vehicular site access

Landscape & Ecology

Our proposals will place landscape, ecology and open space at their heart.

The landscape strategy is informed by the following key drivers, with ecology as an overarching consideration:

- Local landscape character - streamside habitats and floral meadows are valued and sensitive characteristics which have informed the design.
- 10m ecological buffer to Weirs Mill Stream where habitats will be retained and enhanced.
- Retain the most valuable trees and habitats.
- Use sustainable drainage (SuDS) features to manage on site drainage, such as rain gardens, bio swales and attenuation features.
- Enhance on-site biodiversity with a clear strategy for retention, protection and diversification of vegetation, and new woodland planting for noise attenuation and carbon capture.



Our emerging ecology strategy (for illustrative purposes only)

The findings of the initial ecological appraisal have fed into the design development process and will continue to inform the detailed design of the landscape. The ecological mitigation strategy is proposed in three levels:

- 1 LEVEL ONE** - Retain and enhance landscape and ecological features of high importance for the benefit of species and landscape connectivity.
- 2 LEVEL TWO** - Enhancement to existing landscape features providing a natural transition between Level One features and intensely used amenity and activity spaces.
- 3 LEVEL THREE** - Formal amenity and activity areas where the use of the space inherently results in more limited opportunities for biodiversity. It is important to create distinction between these areas to protect habitats within the level one and two areas.

Trees

Mature trees along the Abingdon Road frontage make a significant contribution to the character of the site and will be retained, except where the new access road is to be formed. Some vegetation removal will be necessary along the eastern side of the site to facilitate the development, however this will not extend into the 10m ecological buffer to Weirs Mill Stream.

Biodiverse scrub and woodland enhancement is proposed at the southern end of the site to improve the structure, diversity and long term management of this area. Parkland and street trees throughout the site will bring green structure and biodiversity to the development, and will create green canopy corridors linking eastern and western boundary habitats.



SuDS

SuDS features are integrated into the landscape and blend with the character of the site. Rain gardens are proposed throughout the development to manage surface water run-off and to direct water to the attenuation basin at the northern end of the site. Dry meadow basins are proposed to either side of the site entrance, providing additional on-site retention capacity.

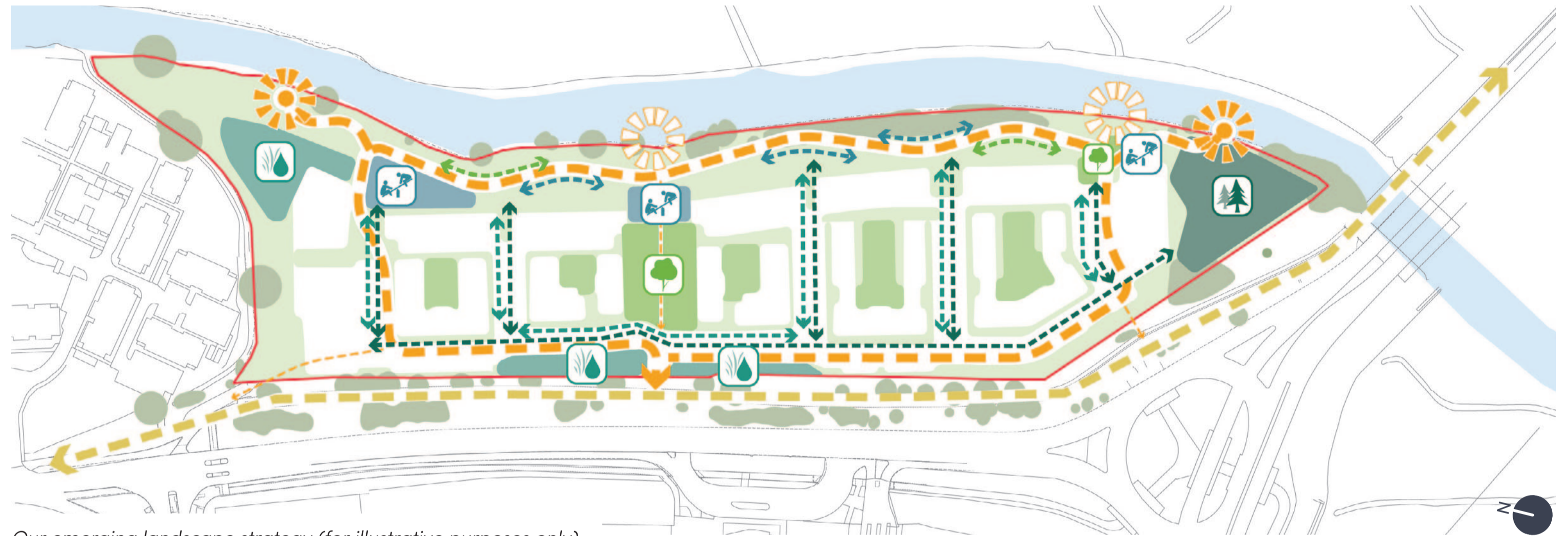
Landscape & Play



Open Space

Species rich meadow, typical of the local area, is proposed to the main central open space for relaxation and recreation. Gentle landforms, native specimen trees and areas of mixed planting are applied to integrate the buildings into the landscape and provide landscape buffers to private property. We envisage seating and playful features, with buffer planting separating private properties and public open space. As a reference, the space shown is circa 30m wide x 60m long.

A smaller, more formalised open space is located at the southern end of the site. Amenity stopping points along the loop-walk allows residents to interact with the landscape at their own pace. Within the development, courtyards are provided to bring greenery and amenity to the residents' doorstep, offering a place for socialising and relaxation.



Our emerging landscape strategy (for illustrative purposes only)

- Application boundary
- Walkway connections
- Open space
- Play provision
- Rain gardens
- Existing walking / cycle route
- Walkway focal point
- Courtyard
- Play-on-the-way
- Woodland area
- Primary walkway
- Potential water access locations
- Walkway amenity point
- SuDS feature
- Green connections

Loop Walk

The loop-walk follows the eastern edge of the site taking residents through a variety of habitats and experiences as it connects the Weirs Mill Stream, the northern SuDS feature and the southern biodiverse woodland. The loop-walk links the onsite play and open spaces with smaller play-on-the-way and amenity stopping points distributed along its length.

The loop-walk is sensitive to the habitats through which it passes, with impacts minimised through light touch materials and careful placement; it is outside the 10m buffer along Weirs Mill Stream, with the exception of occasional, small access points to the stream at existing natural clearings.



Play

Due to the long and narrow geometry of the site it is considered that play provision should be distributed across the site to ensure easy access from all homes, rather than being in a single location. Our approach is therefore to create two equipped play areas in the central and northern parts of the site, with a further informal play area in the southern part of the site. The northern two areas will be at least 200 sqm each, giving a total of 400 sqm play, in accordance with a typical LEAP. In addition, play-on-the-way features will be located along the eastern boundary loop-walk, providing a sequence of fun and engaging play experiences.

Design & Appearance



Land opposite Redbridge Park & Ride
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Abingdon Road

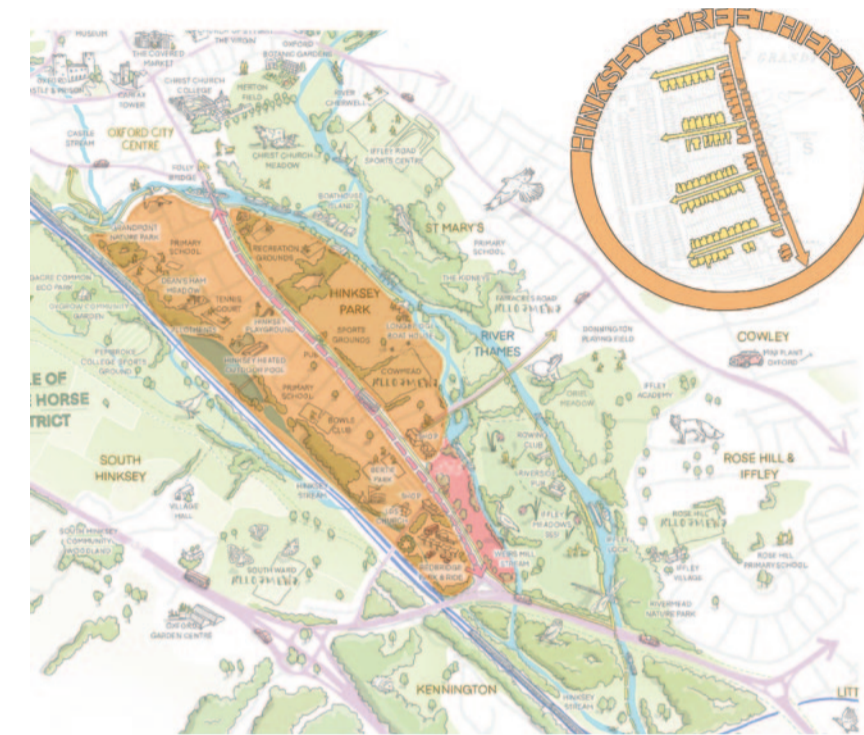
For the design and appearance of the proposed buildings, we have taken inspiration from the existing built environment in this part of Oxford.

For the proposed frontage along Abingdon Road, we have studied the buildings along this road to the north of the site. It is noticeable how Abingdon Road is characterised by terraces of three- to four- storey terraced townhouses, with repeating gables establishing symmetry across the roofline and bay windows reinforcing the strong presence of these buildings.

We are proposing to adopt a similar design philosophy on our site for the homes facing Abingdon Road, arranged as terraces of four storey buildings with repeating gables and balconies which take inspiration from the bay windows of existing properties.



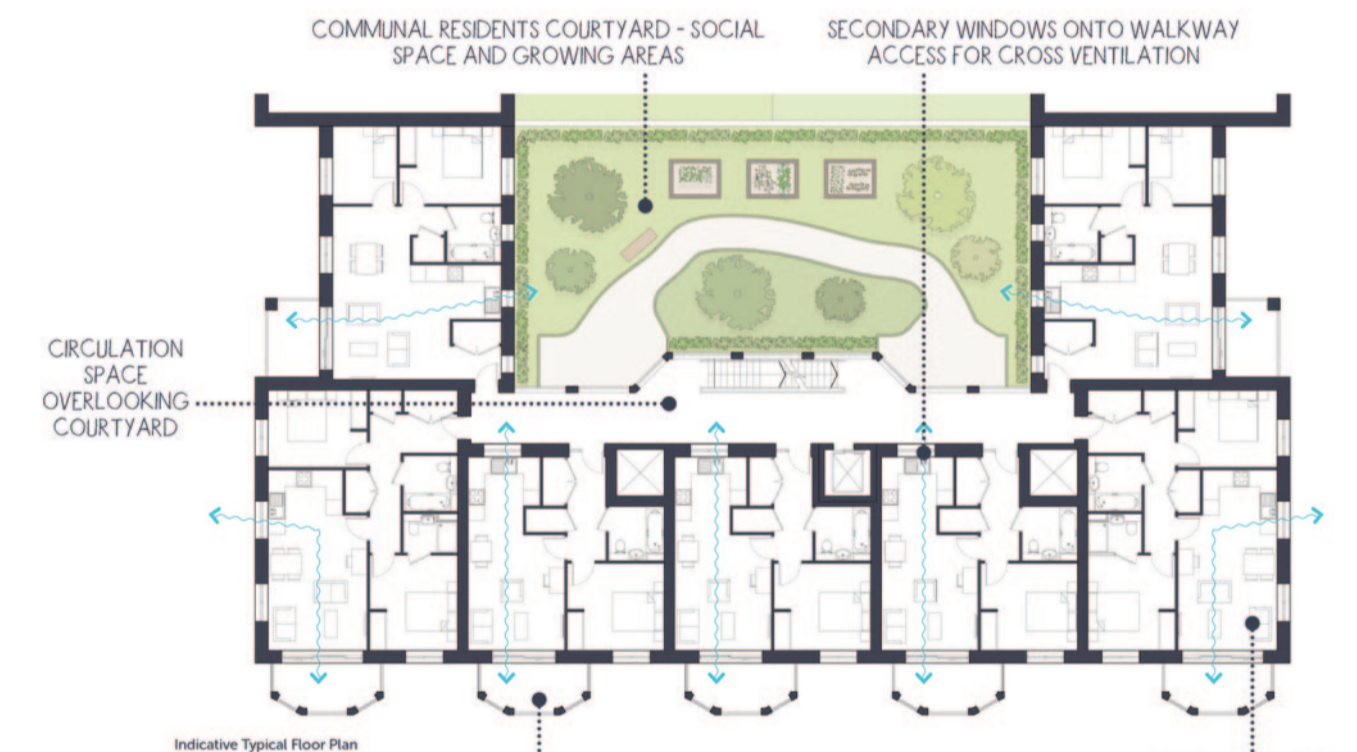
Artist's impression of Abingdon Road frontage (for illustrative purposes only)



Architectural inspiration drawn from the surrounding context



Abingdon Road



Example elevation treatment for proposed buildings fronting Abingdon Road

Design & Appearance



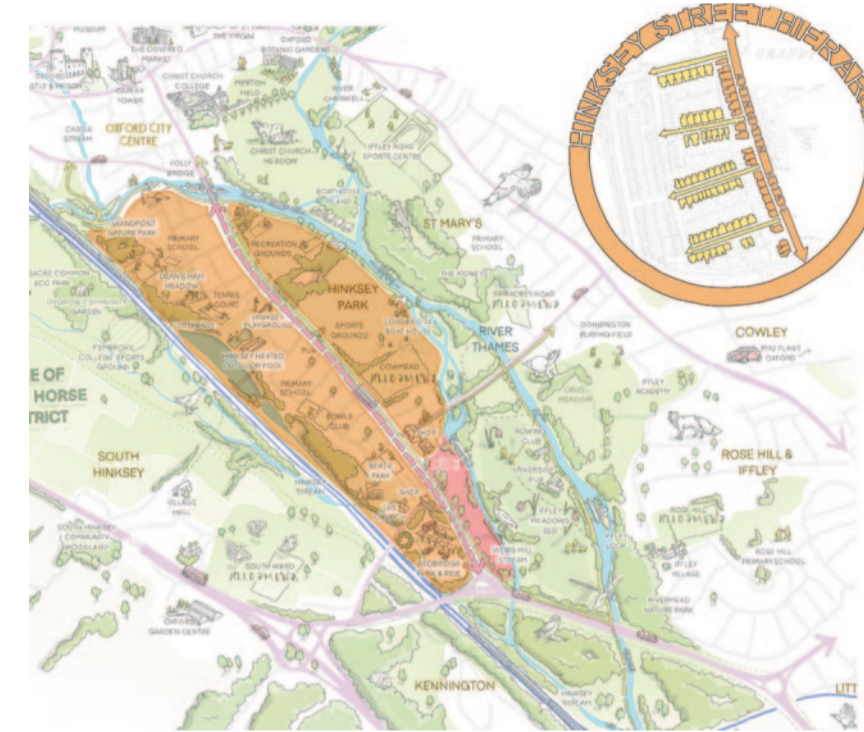
Land opposite Redbridge Park & Ride
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Internal Streets

For the design and appearance of the proposed buildings, we have taken inspiration from the existing built environment in this part of Oxford.

For the east-west streets within the site as well as the buildings fronting the stream, we have taken inspiration from the east-west streets that branch off Abingdon Road. These are characterised by smaller scale terraces of 2 to 2.5 storeys with varying rooflines, stone bay windows and intricate detailing.

With this in mind, we are proposing three storey terraced homes along the east-west streets within the site, and three-storey terraced homes along the stream frontage also.



Architectural inspiration drawn from the surrounding context



East - west streets



Artist's impression of homes fronting the stream (for illustrative purposes only)



Artist's impression of internal street (for illustrative purposes only)

A Sustainable Approach



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Sustainability is high on our agenda. The site presents a great opportunity to create sustainable new homes within a natural environment, whilst taking advantage of the sustainable transport options in this part of Oxford.

Sustainable homes

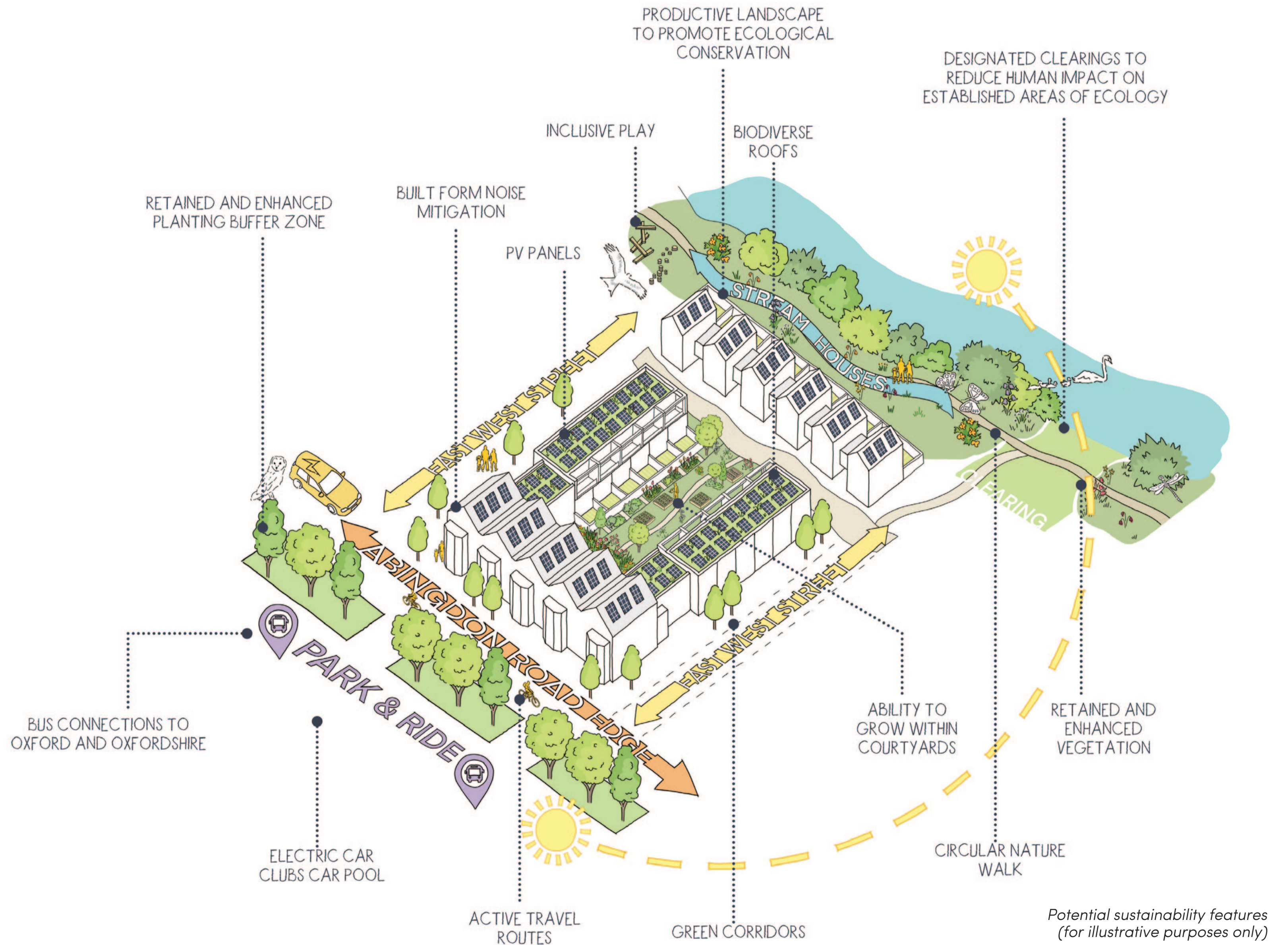
- No fossil fuels
- Renewable energy sources
- Energy-efficient buildings
- Sustainable drainage
- Green and brown roofs

Sustainable environment

- Remediation of landfill
- Retained & enhanced planting
- Ecological conservation
- Managed interaction with the stream
- Green & blue infrastructure

Sustainable transport

- Minimal car parking
- Cycle parking provision
- Electric vehicle charging provision
- Car club provision
- Easy access to Redbridge Park & Ride
- Easy access to active travel routes



Potential sustainability features (for illustrative purposes only)

Thank You



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Thank you for attending our public exhibition. We would be grateful to have your written feedback on our emerging proposals.

Please fill in a feedback form at this exhibition or fill in a form online at www.redbridgeoxford.co.uk by 6pm on Friday 8 November. We will review all feedback received before refining our proposals over the next few months.

Once we have refined the proposals, we will hold a second public exhibition in winter 2024/25 to seek your further comments before the proposals are finalised. We hope to be in a position to submit a planning application to Oxford City Council in Spring 2025.

Contact us

If you have any questions or would prefer to share your feedback with us by email or phone, please feel free to do so:

- edward@spbroadway.com
- 07377 659 928
- www.redbridgeoxford.co.uk

Next steps

- **October 2024** – first community consultation on early proposals
- **Winter 2024/25** – second community consultation on developed designs
- **Spring 2025** – planning application submitted



Artist's impression of Abingdon Road frontage (for illustrative purposes only)