

**Oxford Local Plan 2042 – Interim Regulation 18 stage site assessment form incorporating sustainability appraisal**

Site name	Redbridge Paddock
SHLAA reference (and OLP2036 Policy if applicable)	113 Policy SP29
Ward	Hinksey Park
Total site size (ha)	3.64ha
Existing use(s)	Agricultural land

**Site location plan**



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**Stage 1a assessment – are there any clear conflicts with national planning policy and/or any insurmountable environmental or physical constraints?**

Assessment criteria	Outcome	Comments
Is the site an SAC or SSSI?	No	
Is the site greenfield in flood zone 3b?	Yes	Small amount (1%) of site lies within Flood Zone 3b
Is the site area less than 0.25ha?	No	
Is the site already at an advanced stage in the planning process (development commenced)?	No	

<b>Stage 1a conclusion</b>
No clear conflicts with national policy or insurmountable environmental or physical constraints. Continue to next stage.

**Stage 1b assessment – Assessment of deliverability of the site including any known intentions for development.**

<b>Is there confirmed landowner intention to develop</b>	Yes (2025 confirmed intention)
<b>Does the landowner specify types of development</b>	Yes – Residential development.

<b>Stage 1b conclusion</b>
Landowner has set out intentions for development and potential uses. Continue to next stage of assessment.

**Stage 2 assessment – Further assessment of site deliverability, including consideration of sustainability impacts (using the Sustainability Appraisal framework)**

**SA objective 1.** To achieve the city's ambition to reach net zero **carbon emissions** by 2040.

*See SA Objective 8 for decision-making criteria.*

**SA objective 2.** To build **resilience to climate change**, including reducing risks from overheating, flooding and the resulting detriment to well-being, the economy and the environment.

**Decision-making criteria:** Is the use proposed suitable given the flood zone of the site?

<b>Criteria</b>	<b>SA rating</b>	<b>Comments</b>
<b>What flood zone(s) is the site in?</b>	--	Very small amount of the site within Flood Zones. A few small patches of Flood Zone 3b to the east by the river, a few more patches of 3a and FZ2 along the watercourses Only a few very small patches of surface water flooding.
<b>Flooding of land surrounding site for access/ egress</b>	0	There is safe access/egress from the site from the south, as the ring road and Abingdon Road lies in Flood Zone 1.

**SA objective 3.** To encourage the **efficient use of land** through good design and layout, and minimise the use of greenfield and Green Belt land.

**Decision-making criteria:** Will the site make use of previously developed land? And will the site be on Green Belt land?

<b>Criteria</b>	<b>SA rating</b>	<b>Comments</b>
<b>Previously developed land?</b>	-	Site is meadowland used for grazing (unprotected open space)
<b>Green belt?</b>	0	Site not in the green belt.

**SA objective 4.** To meet **local housing needs** by ensuring that everyone has the opportunity to live in a decent affordable home.

**Decision-making criteria:** Will the site provide net new housing? And will it improve the availability of decent affordable housing?

<b>Criteria</b>	<b>SA rating</b>	<b>Comments</b>
<b>Housing provision</b>	++	Site allocated for homes and residential moorings.
<b>Affordable housing provision</b>	+	Site expected to deliver policy compliant levels of affordable housing.

**SA objective 5.** To reduce poverty, social exclusion, and health **inequalities**.

**Decision-making criteria:** Will it improve opportunities for people in the most deprived areas? *For the purposes of this assessment, a regeneration area is defined as an area that falls within the top 20% most deprived areas nationally according to the Indices of Multiple Deprivation.*

<b>Criteria</b>	<b>SA rating</b>	<b>Comments</b>
<b>Regeneration area (within</b>	0	Site is not in or adjacent to a regeneration area.

the top 20% most deprived areas IMD)		
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**SA objective 6.** To provide accessible essential **services and facilities**.

**Decision-making criteria:** Will it increase the provision of essential services and facilities? *See also SA Objective 8.*

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Community facilities</b>	I	Depends on implementation.

**SA objective 7.** To provide adequate **green infrastructure, leisure and recreation** opportunities and make these readily accessible for all.

**Decision-making criteria:** Will it increase the provision of public open space?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Public open space</b>	+	10% POS will be provided within the site.

**SA objective 8.** To reduce **traffic and associated air pollution** by improving travel choice, shortening journeys and reducing the need to travel by car/ lorry. (also SA objective 1: To achieve the city's ambition to reach net zero **carbon emissions** by 2040)

**Decision-making criteria:** Will it encourage walking cycling and use of public transport? And is the site within an Air Quality Management Area or in proximity to an Air Quality hotspot?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Sustainable transport links (bus stop)</b>	+	Less than 100m away there are regular bus services on the Abingdon Road, and from the Park and Ride opposite the site
<b>Sustainable transport links (rail station)</b>	-	Oxford railway station is over 20 minutes walk (3500m)
<b>Primary Schools</b>	-	The nearest school is more than 800m away.
<b>Secondary Schools</b>	-	The nearest school is more than 800m away.
<b>GP Surgeries</b>	-	The nearest GP surgery is more than 800m away.
<b>Post office</b>	-	The nearest post office is more than 800m away.
<b>Air Quality</b>	-	Entire city lies within an AQMA.

**SA objective 9.** To achieve **water** quality targets and manage water resources.

**Decision-making criteria:** Does the site contain, or is it near, a water body?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Water</b>	-	Weirs Mill Stream, a tributary of the Thames, runs along the eastern edge of the site.

**SA objective 10.** To conserve and enhance Oxford's **biodiversity**.

**Decision-making criteria:** Will development of the site be able to protect and enhance existing flora, fauna and habitats?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Ecology and Biodiversity</b>	0	<p>Within 50m of the Iffley Meadows SSSI</p> <p>Site is not subject to any designations for its wildlife value; however, the land opposite the River Thames forms part of the Iffley Meadows Site of Special Scientific Interest (SSSI). The potential for any proposed development to directly or indirectly impact the SSSI must be assessed.</p> <p>Aerial imagery indicates Redbridge Paddock is dominated by grassland with areas of scattered scrub and potentially a woodland belt along the eastern boundary. Numerous tree lines are present. Iffley Meadows SSSI is noted for its alluvial flood meadows containing a rich grassland flora. It should be a priority to establish the distinctiveness and condition of the grassland within the allocation site to understand the extent of constraint this provides to potential development.</p> <p>Potential protected species constraints include roosting bats, foraging and commuting bats, badger, water vole, otter, breeding birds, reptiles, and invertebrates.</p> <p>In addition, the River Thames is likely to be an important foraging and commuting resource for bats and should not be subject to any artificial illumination as a result of any proposed development. A lighting strategy should be submitted in support of any planning application, setting out the lighting associated with the proposed development. Given the proximity of the proposed development, this will need to account for both internal and external lighting. It is vital that a suitable buffer in terms of size and composition is provided to the River Thames and Iffley Meadows SSSI. This should include retaining the existing treeline / woodland belt and delivering high quality habitats within the river corridor.</p>

		If existing trees are removed new trees should be planted to fully mitigate the impact on tree canopy cover green infrastructure in the area. New tree planting should be appropriate to ensure that the predicted tree canopy cover (% site area) following development (25 years) delivers policy and GI TAN expectations i.e. at least no net loss. Opportunities exist to plant new trees to improve connectivity within GI network.
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**SA objective 11.** To promote **good urban design** through the protection and enhancement of the **historic environment** and heritage assets while respecting local character and context and promoting innovation.

**Decision-making criteria:** Is the development of the site likely to affect the significance (including the setting) of one or more heritage assets, including any associated historic, archaeological, artistic and/or architectural features?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Archaeology</b>	-	Potential for Norman/ medieval archaeological remains.
<b>Conservation Areas &amp; Register of Parks and Gardens (RPG)</b>	0	Site not within a conservation area or RPG
<b>Listed Buildings</b>	0	Site does not contain any listed buildings
<b>View Cones</b>	0	Site not within view cone
<b>Historic Core Area</b>	0	Site outside the city's locally designated high buildings area.

**SA objective 12.** To achieve sustainable inclusive **economic growth**, including the development and expansion of a diverse and knowledge- based economy and the culture/leisure/ visitor sector.

**Decision-making criteria:** Will it support key sectors that drive economic growth? And will it increase the quantity and quality of employment opportunities?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Employment Opportunities in the knowledge-based economy</b>	0	Site not allocated for employment, unlikely to support additional jobs in the knowledge economy.
<b>Diversifying the economy end</b>	0	No change.

<b>employment opportunities</b>		
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#### Other constraints which could affect suitability of site for development

Can access for vehicles be achieved?	Vehicular access to the site would be from Abingdon Road and may require either a connection into the existing signalised junction from Abingdon Road/Old Abingdon Road or a connection into the existing traffic signals for buses accessing the Redbridge P & R site opposite.
Can walking and cycling connections with the surrounding area be achieved?	Yes two points of access would be required for pedestrians and cyclists: one to the west connecting with the bus stops at the P & R site and the other to the north connecting with existing bus stops on Abingdon Road. The existing cycle track which runs along the western boundary should be retained.
Does the site include any significant physical features such as trees, rivers/streams or changes in ground level?	Weir Mill stream forms the eastern boundary to the site, the site is comprised of made up ground being a former landfill site.  Site contains significant existing trees along the river bank which are important to public amenity in the area and will provide valuable ecosystem services. Existing trees will influence developable area of site and its capacity. The quality of all existing trees should be assessed against the criteria in table 1 of BS5837:2012 (or its latest iteration). High quality trees must be retained unless there is a robust over-riding policy-based justification. Moderate and low quality trees should be retained where it is feasible to do so. Opportunities exist to plant new trees to benefit public amenity and to enhance the street scene along Abingdon Road and cycle track.
Are land contamination issues likely?	Yes – historic use as landfill
Does the site adjoin a sensitive land use? Is there an adjoining land use that may cause disturbance or environmental issues such as noise or smells?	No but consideration needs to be given about views into the site from Iffley village

<b>Stage 2 conclusion</b>
No insurmountable constraints. Site should be considered further for allocation.