

Site capacity assessment – Local Plan 2045

Site name	Redbridge Paddock
LP2045 Site Allocation	SPS14
Site size (ha)	3.64

Site location



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A) Site overview

Description of current context

- Rough grazing land, predominantly scrub and bramble. Former landfill. Bounded by Abingdon Road to the west, next to Redbridge Park and Ride, and Weirs Mill Stream (an offshoot of the Thames) to the east. The northern boundary abuts the ring road, close to Kennington Roundabout. There is some newer residential development to the north.

Site photo



B) Open space, nature and flood risk

Description of current context

Green infrastructure

- Grassland, scattered scrub and a belt of scrub and trees alongside the river
- Part of river corridor, but corridor function compromised as western side of the stream cut off and developed in parts, including immediately to the south.

Biodiversity and ecology

- The site is within 50m of the Iffley Meadows SSSI.
- The site is not subject to any designations for its wildlife value; however, the land opposite the River Thames forms part of the Iffley Meadows SSSI.
- Potential protected species such as bats, badger, water vole, otter, breeding birds, reptiles and invertebrates.
- Within LNRS mapping for areas that could become important to biodiversity.

Blue Infrastructure

- A very small part of the site is within Flood Zones. Some very small patches of Flood Zone 3a by the river and a few more patches of Flood Zone 2 along the watercourses.

Land Quality

- The site is a former landfill site. It has been analysed over a long period so that the required mitigation measures are understood.

Analysis and urban design implications

- A buffer is needed to the Thames (Weir Mill Stream) that should retain and enhance the existing treeline to provide high quality habitats.
- 10% public open space will be required on the site.

- Because the Thames corridor is likely to be an important foraging and commuting resources for bats, care must be taken over artificial illumination, which should not be too close to the river, and a lighting strategy will be required.
- Opportunities in the LNRS in this location include the creation/management of large reedbeds in wetland habitats to recover bittern populations, the creation of wetland habitats that contain a matrix of various habitat types suitable for the site (e.g. ditches, hedgerows, trees, wet woodland, wet grassland).

C) Historic environment, character and local context

Description of current context

Historic environment

- The site is not within a conservation area and does not contain any listed buildings. However, consideration needs to be given to views into the site from Iffley Conservation Area.
- There is also not a view cone in close proximity.
- There is potential for Normal/medieval archaeological remains.

Built environment

- There is little to draw from in the local area in terms of built form, so there is an opportunity to inject quality
- It is important that design maintains an element of the green corridor along the river, to keep a semi-rural feel in that location.
- The site is viewable from Iffley, and urban design should respond to this.

Analysis and urban design implications

- High quality, robust and easy to maintain materials should be chosen that help create a sense of place in an otherwise transient location dominated by the Park and Ride and Travelodge hotel.
- Blocks should respond to the landscape sensitivity and views in and out of Iffley.
- A carefully design roofscape will be of particular importance.
- The site varies in the heights and densities that would be considered suitable. Density should transition up from the river corridor and also up from north to south, reflecting the proximity of existing residential development in the south and the presence of the ring road to the north.

D) Access, movement and layout

Description of current context

Access into the site

- There is limited access to the site existing. It is private and fenced, with limited gated access.

Layout of the site

- There is a pedestrian and cycle route alongside the site to the west (along Abingdon Road), and along the ring road to the south.

Connectivity to wider area

- The site is very well connected for pedestrians and cyclists, and by bus being opposite the Park and Ride, with frequent buses into town and also buses every 30mins along the ring road to employment sites and hospitals to the east of the city.

Analysis and urban design implications

- Vehicle access to the site should 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.
- Two points of access should be provided for pedestrians and cyclists- one to the west to connect with the bus stops and the Park and Ride and the other to the north to connect with existing bus stops on the Abingdon Road.
- Two access points will help to ensure good circulation around the site. Good surveillance of the public realm will be required and avoidance of dead-ends.
- The site meets the criteria for low parking. To allow flexibility, the parking should not be allocated on-plot housing.
- The existing cycle track along the western boundary should be retained.

E) Other considerations

Other considerations to include in allocations?

Amenity

- A lighting strategy will be required and artificial lighting should be avoided too close to the river, to minimise interference with bats.
- The proximity of the ring road and the main arterial road of Abingdon Road should be considered for any mitigation needed for air quality and noise.

Infrastructure needs

- N/A

F) Landowner aspirations

Landowner proposed site for residential use

G) Any extra work needed to inform allocation? (won't apply to all sites)

Level 2 SFRA
Biodiversity

H) Key considerations informing the minimum number for the allocation policy

Estimated capacity – min (for residential/mixed use): 200 Capacity. Minimum capacity for the site has been calculated with the following assumptions:

- DPH of 80 assumed in the southwest and west of the site.
- 60dph assumed on the remainder including adjacent to the stream and the northern edge some self-build required, which may be expected to be at a lower density than 80dph.
- Assumed development density and height should transition down towards the river to ensure development is not viewed as a wall from Iffley.

- 10% public open space required and removed from assumption about developable site area.