



**PLANNING, DESIGN & ACCESS STATEMENT**

**131\_DAS01**

To accompany the application for:

Construction of carport with associated works to rear boundary wall and  
landscaping.

**20 Walton Street, Oxford, OX1 2HQ**

1.0 INTRODUCTION

- 1.1 This statement has been prepared to accompany the householder planning application for 20 Walton Street, Oxford, OX1 2HQ.



Google Street View of the front elevation of 20 Walton St (blue door)

- 1.2 This design and access statement outlines the proposed development of a carport within a designated conservation area. The project aims to seamlessly integrate modern conveniences, such as a roller garage door and electric vehicle charging, while respecting and enhancing the character of the surrounding environment.
- 1.3 This statement should be read in conjunction with the plans submitted with the application.

2.0 BRIEF

- 2.1 The property currently benefits from having both pedestrian and vehicular access via Walton Lane, however manoeuvring a modern vehicle into the existing parking space using the up and over garage door is difficult at the best of times.
- 2.2 Due to constraints with the overall width of the garage door and Walton Lane the parking space is rarely used. The applicant would like to have an accessible parking space that is covered / protected from the elements and has the provision of an electric vehicle [EV] charging point, as charging a vehicle directly on Walton St is currently not really a viable option due to the busy public footpath and limited parking spaces.

2.3 The primary focus is on achieving a harmonious balance between contemporary functionality and an overall design that complements the existing architectural style of the Conservation Area.

1.3



Existing rear elevation (Walton Lane) showing garage and pedestrian doors

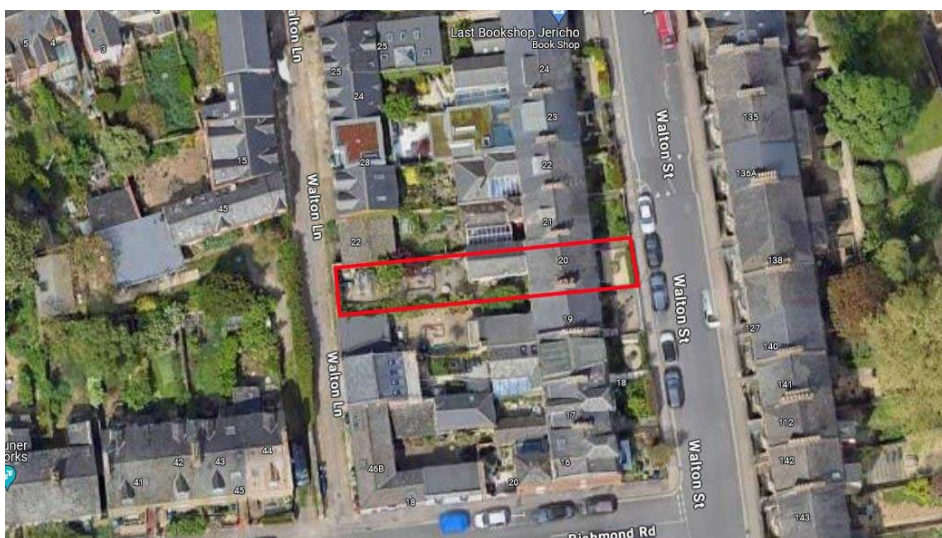
### 3.0 SITE ANALYSIS

3.1 20 Walton St is a mid-terrace property in a predominately residential area approx. 500m north of Oxford City centre. Oxford.

3.2 The site is located within the Central Conservation area.

3.3 The property benefits from both front and rear access via Walton Lane, a cobbled street that runs parallel to Walton St. Walton Lane is a combination of garages, domestic workshops and small mews type dwellings, predominantly to the rear / west of Walton St residential properties.

3.4 The property has a small garden frontage to the east, with a modest private garden to the rear, that leads down to the existing parking space and bin storage area enclosed by brickwork boundary walls.



Extract from Google Maps with site highlighted in red

- 3.5 The immediate neighbours on both sides have fully enclosed garage structures, no.19 a large single garage with a mono-pitch roof and roller garage door, and no.21 has a double garage with pitched roof over.

#### 4.0 LAYOUT & SCALE & APPEARANCE

- 4.1 The layout and design carefully consider the architectural vernacular of the Conservation Area, incorporating materials and forms that complement existing structures. The carport will be constructed using high-quality materials sympathetic to the local architectural style, ensuring a seamless integration with the surrounding environment.
- 4.2 The proposed carport is intended to address the need for covered parking while preserving the overall appearance of the site. The inclusion of a roller garage door is a conscious effort to provide modern solution to vehicle access whilst maintaining a visually unobtrusive appearance when closed. The door's design will be in harmony with the overall aesthetic of the structure, blending with the existing character of the Conservation Area.
- 4.3 Materials proposed for the construction of the carport include facing brickwork (to match existing) on the west / Walton Lane boundary, existing boundary walls retained on the south and east elevations and a vertical timber clad façade on the east elevation (facing into the rear garden).



Open joint vertical timber cladding (east elevation)

## 5.0 SITE ACCESS

- 5.1 The design ensures that the carport allows for much improved vehicle manoeuvrability while maintaining safe access to and from the site. The use of a wider garage door opening will vastly improve sightlines to enhance overall safety.
- 5.2 The proposal ensures that the carport does not impede the accessibility or compromise the safety of pedestrians using Walton Lane.

## 7.0 SUSTAINABLE DESIGN STRATEGY

- 7.1 Recognising the shift towards electric vehicles [EVs], the proposal includes the installation of an electric vehicle charging infrastructure. This aligns with the broader goal of promoting sustainable transportation within the community, demonstrating a commitment to reducing carbon emissions.
- 7.2 To promote sustainability, the carport will incorporate environmentally friendly / recycled materials and construction practices where feasible to minimise environmental impact.

## 8.0 ECOLOGY & BIO DIVERSITY

- 8.1 Mitigating biodiversity loss –one Avianex bird box is proposed to be located on the west (rear) elevation of the existing property.





Schwegler Avianex bird box

#### 9.0 FLOOD RISK

9.1 The Environment Agency risk of flooding using the post code for the site showed both surface water and river and sea as 'very low risk', therefore the proposal would not adversely affect the likelihood of flooding within this locality (*see Appendix 01*).

9.2 Mitigating flood risk - as part of the scheme any additional hard landscaping on the site will be permeable.

#### 10.0 SUNLIGHT/DAYLIGHT AND NOISE IMPACT ASSESSMENTS

10.1 The proposals respect the existing adjacent properties; these properties are not impeded as per the NPPF and planning guidance using the 25/45-degree test.


10.2 With regard to the established residential use of the area it is envisaged that there will be no increase in noise generation.

#### 11.0 EVALUATION AND CONCLUSION

11.1 The proposed carport with a roller garage door and electric vehicle charging seeks to strike a balance between modern functionality and the preservation of historical and architectural significance within the Conservation Area. The design respects the local context, enhances the visual appeal of the surroundings, and contributes to a sustainable and forward-thinking community.

11.2 The proposal accords with the relevant local plan policies and is not considered likely to cause any loss of residential amenity or visual harm to the property or its locality.

11.3 Given these points it is suggested that the proposal is worthy of support and subsequent approval.

 **GOV.UK** **Check your long term flood risk**

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## Flood risk summary for the area around:

**20, WALTON STREET, OXFORD, OX1 2HQ**

### Rivers and the sea

**Very low risk**

▶ [More information about your level of flood risk from rivers and the sea](#)

The Environment Agency is responsible for managing the flood risk from rivers and the sea.

[View a map of the risk of flooding from rivers and the sea](#)

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### Surface water

**Very low risk**

▶ [More information about your level of flood risk from surface water](#)

Surface water flooding happens when rainwater cannot drain away through the normal drainage systems. Instead, it lies on or flows over the ground. Surface water flooding is sometimes known as flash flooding. It can:

- be difficult to predict as it depends on rainfall volume and location
- happen up hills and away from rivers and other bodies of water
- affect areas with harder surfaces, like concrete, more severely

Lead local flood authorities (LLFA) are responsible for managing the flood risk from surface water and may hold more detailed information.

Your LLFA is **Oxfordshire council**.

[View a map of the risk of flooding from surface water](#)

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