

Design and Access Statement - Parking Enclosure at 49/49B Zinzan Street (corner with Baker Street)

Introduction and overview

This Design and Access Statement supports a planning application to enclose the existing off-street parking serving 49/49B Zinzan Street with a high-quality brick boundary wall and visually permeable inward-opening metal gates. It also includes the installation of two road-facing ground-floor windows to the Baker Street elevation to provide natural light to an internal room, designed to harmonise with local vernacular proportions and detailing, using black or dark-grey aluminium frames. The scheme is conservation-led and has been revised in direct response to the Local Planning Authority's pre-application advice to avoid visually dominant or enclosed structures at this prominent corner and to maintain safe, unobstructed access. In direct response to the LPA's advice, the previously indicated single carport feature has been omitted in its entirety from the proposal. [\[1\]](#)

Context and heritage approach

The site sits within a streetscape comprising long Victorian terraces with an austere rhythm and later infill development. The proposed works focus on reinstating a traditional boundary definition in brick and metalwork to enhance the townscape at the corner of Zinzan and Baker Streets, avoiding pastiche and undue prominence. The design intention is to secure a modest heritage gain through well-detailed, traditional boundary treatments in place of visually heavier or modern enclosure.

Boundary wall materials and detailing

To reconcile the differing brickwork character between the Victorian terrace on Zinzan Street and the early-2000s infill dwelling on Baker Street, the new boundary wall and piers will be constructed in a stock brick with colour/texture and bond selected to match or improve upon established local boundary treatments. Detailing will include an appropriate coping and sympathetic mortar colour/joint profile to ensure a coherent streetscape edge. The intention is to take cues from recent examples of boundary walls on 6A and 4A Zinzan Street, using a comparable brick type, coursing and coping detail to secure a visually consistent, durable and maintainable frontage while respecting the mixed historic fabric of the area. Final brick, bond, mortar and coping will be confirmed by condition following the presentation of on-site sample panels to the case officer. [\[2\]](#) [\[3\]](#)



Recent Example of Boundary Wall 6, 4 Zinzan Street

Landscaping and biodiversity

The proposal retains the modest soft-ground strip at the foot of the proposed brick wall (replacing the existing timber fence). This ensures there is no additional hard surfacing or loss of soft landscape within the site, maintains soil permeability at the street edge, and provides scope for low-level planting. Appropriate native or pollinator-friendly planting within this strip will deliver a small biodiversity benefit and visual softening of the frontage, complementing the conservation-led boundary treatment.

Gate position, set-back and highway safety

There is an inherent design tension between achieving sufficient on-plot parking depth and providing inward-opening gates with a set-back. Within the constrained plot, the proposal locates the gates as far forward as practicable, at or close to the boundary line, to achieve the Highway Designated 2.4mx4.8m usable parking depth while maintaining a coherent frontage aligned with established boundary lines on Zinzan and Baker Streets. The gates are designed to open inward, clear the footway, and operate without obstruction of the highway. Gate leaves and piers are positioned outside splay envelopes. Where beneficial, bi-fold leaf geometry and recessed hinges will be used to minimise swing projection and improve clearances without increasing visual bulk.

Nearby properties present a consistent pattern of boundary walls and gates aligned on or very close to the back of footway. An example of brick walls and a metal gate at 6 Baker Street (the opposite corner plot) illustrates that a boundary-line arrangement can integrate

successfully in this streetscape. As a broader contextual precedent, the gated entrance to Fox Talbot Close (off Baker Street) shows that mechanised gates can be accommodated locally where designed to be visually recessive, inward-opening, and operated so as not to obstruct the public highway; however, that example serves a private internal access road rather than an individual frontage and is not directly analogous. Accordingly, this proposal relies on a boundary-aligned, visually permeable gate between brick piers, with inward-opening operation and sufficient internal depth and visibility to ensure vehicles can pull straight off the carriageway without waiting on the footway.

Existing parking baseline and vehicle crossing

The existing hardstanding and three-space arrangement were established by planning permission 0000025144 (23 January 1974), of which two spaces serve 49B and one serves 49A. This application does not increase parking or intensify use. A new vehicle crossing (dropped kerb) is shown indicatively on the submitted plan, tying into the neighbour's crossing. In line with the Council's pre-application advice, a separate vehicle-crossing application will be made to the Highways Authority, which is determined independently of planning.

Highways information submitted with the application

The drawings include gate set-back dimensions, inward-opening operation, ensuring protection of movements to and from the 49A space and the neighbouring driveway. Vehicles can pull straight off the highway without obstruction.

Fenestration: size, proportion and materials

Full window sizes and precise positions are provided on the submitted drawings and are not repeated here. In design terms, the proposed ground-floor openings have been calibrated to respect the established vertical emphasis of nearby fenestration, with heads and cills aligned to local datum lines. The frames will be black or dark-grey aluminium-clad units with slim profiles and a low-sheen finish, ensuring a recessive appearance appropriate to the conservation area. No uPVC is proposed. Fixed frame, non-openable windows will be set back within the reveal to a depth comparable to the host building, with cill and head detailing to match or improve upon existing, delivering a contemporary but sympathetic treatment consistent with other high-quality interventions locally.

Internal boundary between 49B and 49A parking: sight lines and visual amenity

The proposal removes the existing brick pillar, dwarf wall and iron railings between the current hardstanding and the enclosed area to the rear of No. 49, improving sight lines into and out of the proposed 49B parking enclosure and increasing usable space. Between the enclosed 49B parking area and the retained 49A parking space, the submitted drawings currently show a brick pillar located at the internal corner to mount the gate, with a length of dwarf wall and railings extending from that pillar toward the proposed new rear wall. While this treatment is sympathetic to the established streetscape, it has a potential effect on inter-visibility when manoeuvring.

Conclusion

The proposal is conservation-led and responds directly to the LPA's pre-application advice. By omitting the carport, adopting a high-quality brick wall with visually permeable inward-opening gates, retaining a modest soft-ground strip for planting, and providing clear

highways information (splays, set-back and swept paths), the scheme preserves the character and appearance of the conservation area while maintaining safe and functional access. Material samples and detailed gate/wall specifications can be secured by condition to ensure delivery quality consistent with local exemplars.

References

1. the conservation area. Proposed Brick Boundary Wall The replacement of the existing wooden boundary fence with a brick wall is, in principle, considered a positive enhancement within the conservation area, as traditional boundary treatments such as brick walls are often characteristic features that contribute to the area's historic character and appearance. The use of high-quality materials, such as handmade or reclaimed stock bricks, would help ensure the proposed wall integrates sympathetically with the existing dwelling and wider streetscape. The height, detailing, and finish would need to be carefully considered to avoid creating a feature that appears overly dominant (Pre-Application Response.pdf, Page 3)
2. Materials and Appearance ■ Boundary walling and piers: New brickwork will match or improve upon existing materials in colour, texture, and bond, picking up the rhythm and detailing of traditional boundary treatments seen locally. The replacement wall between Nos. 49 and 47 will be robustly founded (see Section 6) and finished to a high standard. ■ Gates and railings: Black painted metalwork, with simple, traditional proportions, will reflect the prevalent style found within the conservation area and ensure visual permeability and a lighter streetscape presence than a solid roller shutter. ■ Windows to Baker Street: Two new ground-floor (Design and Access Statement for Parking Enclosure.docx, Page 1)
3. contribute to the area's historic character and appearance. The use of high-quality materials, such as handmade or reclaimed stock bricks, would help ensure the proposed wall integrates sympathetically with the existing dwelling and wider streetscape. The height, detailing, and finish would need to be carefully considered to avoid creating a feature that appears overly dominant or disrupts the established character of the frontage. While the proposal would bring some minor heritage benefits through the reinstatement of a more traditional boundary treatment, its overall impact on the significance of the conservation area would be limited in its current form. (Pre-Application Response.pdf, Page 3)