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Replacement of Ancillary Building and New storage Building for new Islington Marina
Design and Access Statement
February 2024

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1.0 Drawing Register

This Design and Access Statement should be read in conjunction with the following drawings and the other documentation submitted as part of the planning application:

1053_01- Site Location Plan
1053_02- Site Block Plan
1053_08-11 Proposed Storage Building
1053_03-06 Proposed Ancillary Building

2.0 The Brief

The following Planning, Design and Access Statement has been prepared to support a full planning application for an Ancillary building and new build store at Islington Marina. This statement will outline and explain the principles and concepts that govern the proposed use, amount, layout, scale, design, accessibility and appearance.

This document has been based on the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2015 (statutory instrument No. 595) and following headings set out in the guidance for householder planning permission application.

The Design & Access Statement is submitted in support of the proposal to provide additional detailed information to officers and consultees dealing with the application and to inform the public with whom have an interest in the proposal about the site and the proposed operation.

The statement has also been prepared with regard to the guidance provided by CABE 'Design and Access Statements: How to write, read and use them' (2006).

The statement describes the location, site context and proposal, as well as identifying planning issues to be accounted in the determination of the application in sufficient detail to enable the Local Planning Authority to determine the application with a minimal requirement for conditions.

2.1 The Brief

The brief for the ancillary building is to replace the current outdated structure located on the Islington Marina bank. The new building will offer enhanced unisex rest room and shower facilities, a dedicated disabled shower and toilet, a storage room, and an office space.

The brief for the new store is to provide a utility building which is simple and secure. The building will be used by narrow boat tenants for means of storage. As security is an issue the building will have two automated roller shutter providing access. It will also be sat on existing hard standing surrounded by a secure fenced off area which are both already present on site.

3.0 The Site

3.0 Site

3.1 Contextual Evaluation

The application site is located within the administrative boundaries of Manchester City Council and within the defined settlement of Manchester as identified on the Council's adopted proposals Map.

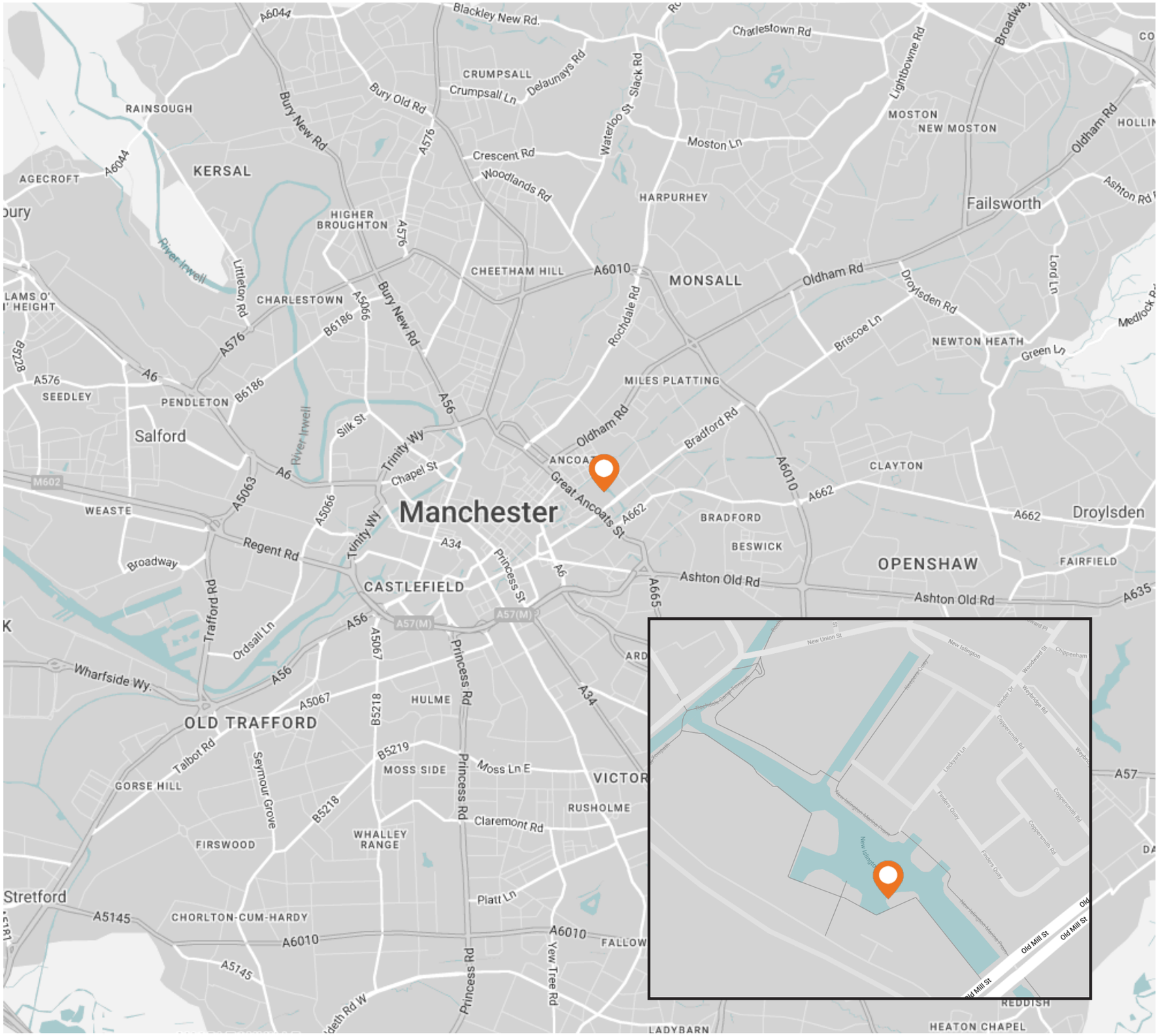
New Islington is located in Manchester's Northern Quarter.
The marina is just a few minutes' walk from the New Islington tram stop with direct links around the city and one stop from Piccadilly with national connections.

The area has been undergoing a serious regeneration in recent years, of which the Marina has been the focus.
The Marina comprises two basins which connect with the Rochdale Canal and Ashton Canal respectively.
New Islington Marina combines inner city living with canal boat lifestyle in a truly unique setting.

The Rochdale Canal basin features 33 residential and 7 visitor moorings. These include floating pontoons providing permanent residential moorings.

The narrow boat residents have shower, toilet & laundry facilities contained within the "boaters hut". But lack an area of storage for larger items.

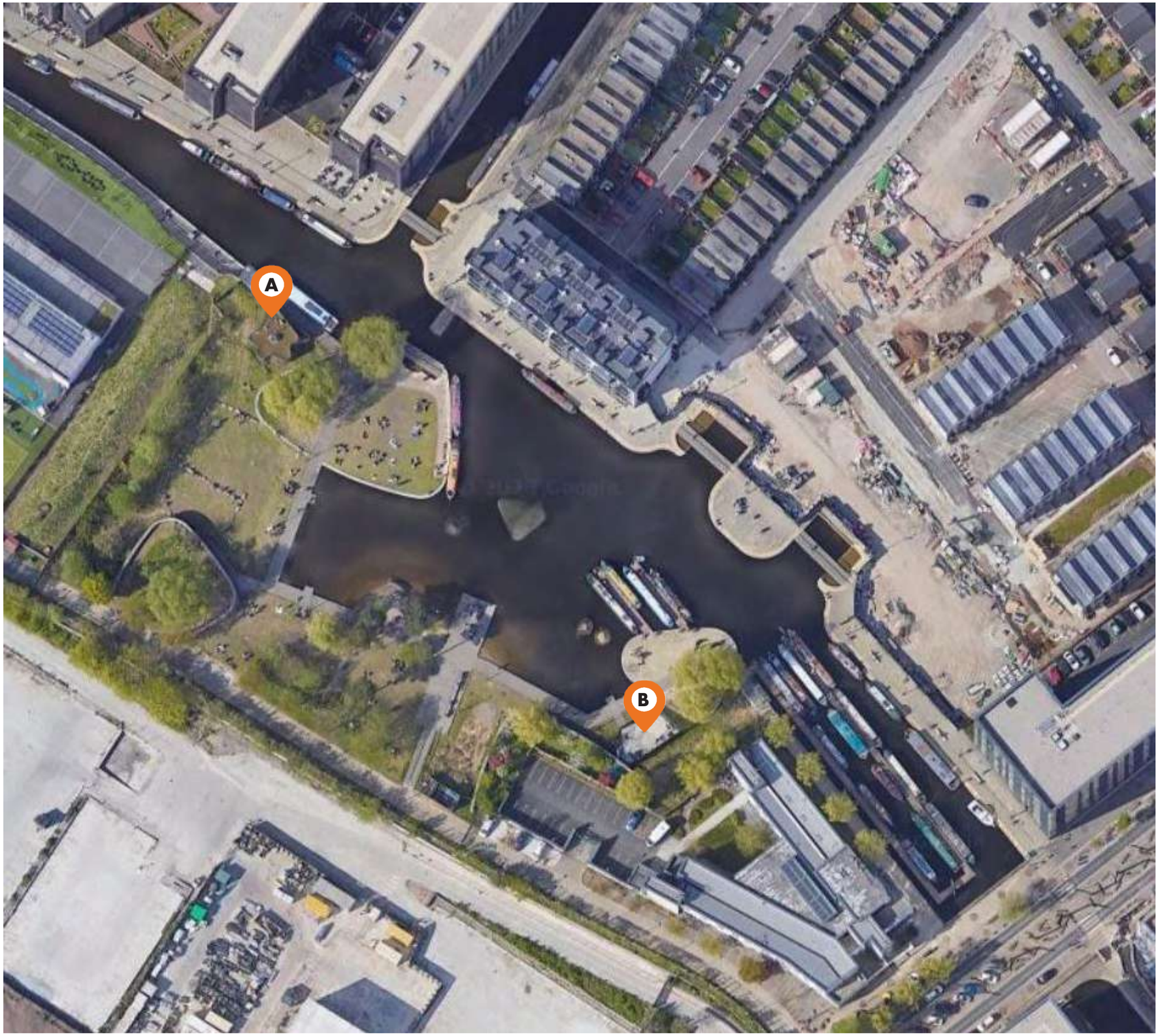
Both sites measure circa 260sqm in size. It is occupied by some hard standing and a security fence.



3.0 Site

3.2 Aerial View

The adjacent image highlights the sites. The upper site, labelled as A, contains the current ancillary building due for demolition. The lower site, identified as B, will be utilised for the storage building. Site B is enclosed by a 3-meter-high fence.




NEW UNION STREET
ST VINCENT STREET
NORTHWOOD PLACE
NEW ISLINGTON
CHIPPENHAM ROAD
ETIHAD STADIUM
ASHBURNE ROAD
SALFORD ROAD
CHIPPENHAM ROAD
TAYLOR LOOP
OLD MILL STREET
PARK STREET
REDHILL STREET
TAYLOR STREET
ACADEMY
EXISTING BUILDING
COTTON FIELDS PARK
NEW ISLINGTON MARINA
HEAVY PORT TERRACE
AREA FOR STORAGE
CENTRAL RETAIL PARK
RECREATION GROUND
7 MINS TO MANCHESTER VICTORIA
BARNING SUN
GREAT ANCOATS STREET
A635
5 MINS TO MANCHESTER PICADILLY
WATER STREET
MANNING SQUARE

3.0 Site

3.3 Current Site Aesthetics - Site A

The adjacent images show the current ancillary building which is due to be demolished to allow space for the proposed ancillary building.

1. View as your approach from the East of the Ancillary Building
2. View as your approach from the West of the Ancillary Building
3. Looking onto the site from the West of the Ancillary Building
4. View of the Ancillary Building from across the marina
5. Looking onto the site from the East of the Ancillary Building
6. View as your approach from the East













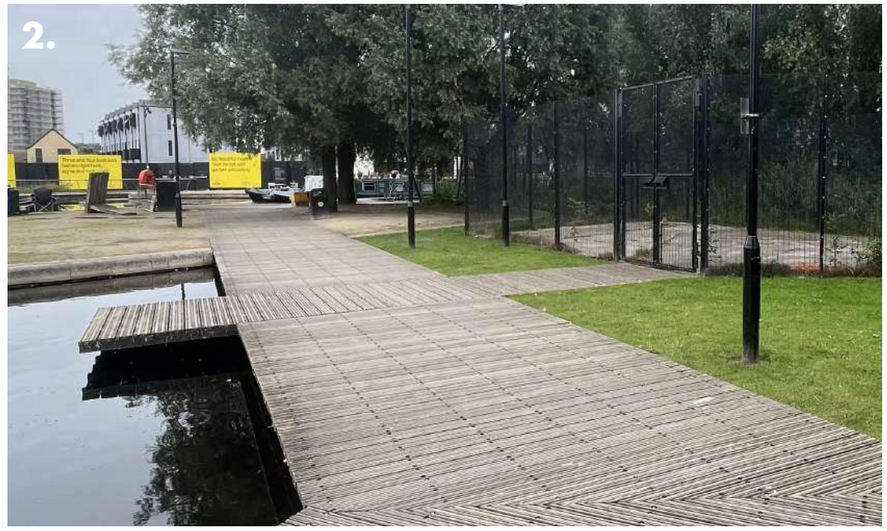
3.0 Site

3.3 Current Site Aesthetics - Site B

The adjacent images show the current/vacant site which is made up of an area of hard standing and 3m high security fence with gated access. The area was used for secure storage but not deemed practical as it did not offer any cover.

1. View as your approach from the North West board walk
2.View as your approach from the North West board walk
3. View of the existing security fence and hard standing
4. View of the existing security fence and hard standing
5. View as your approach from the South
6. View as your approach from the South East

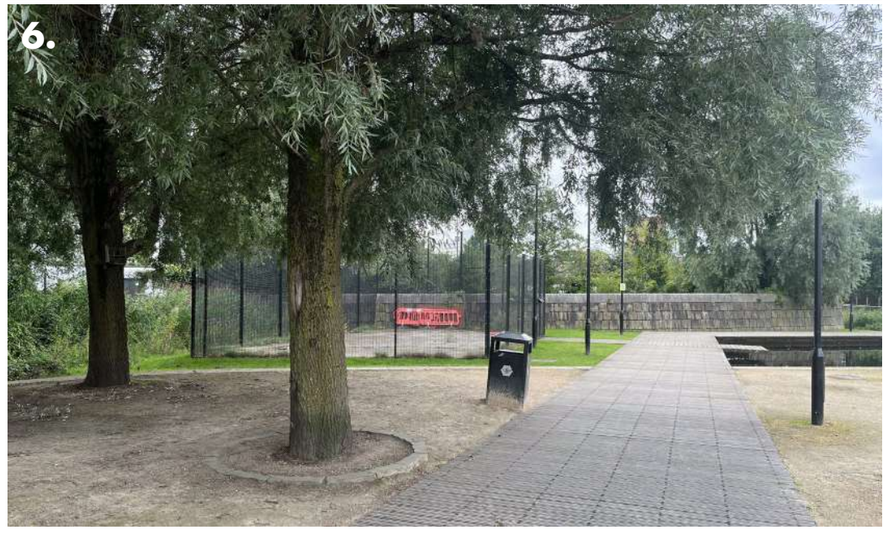








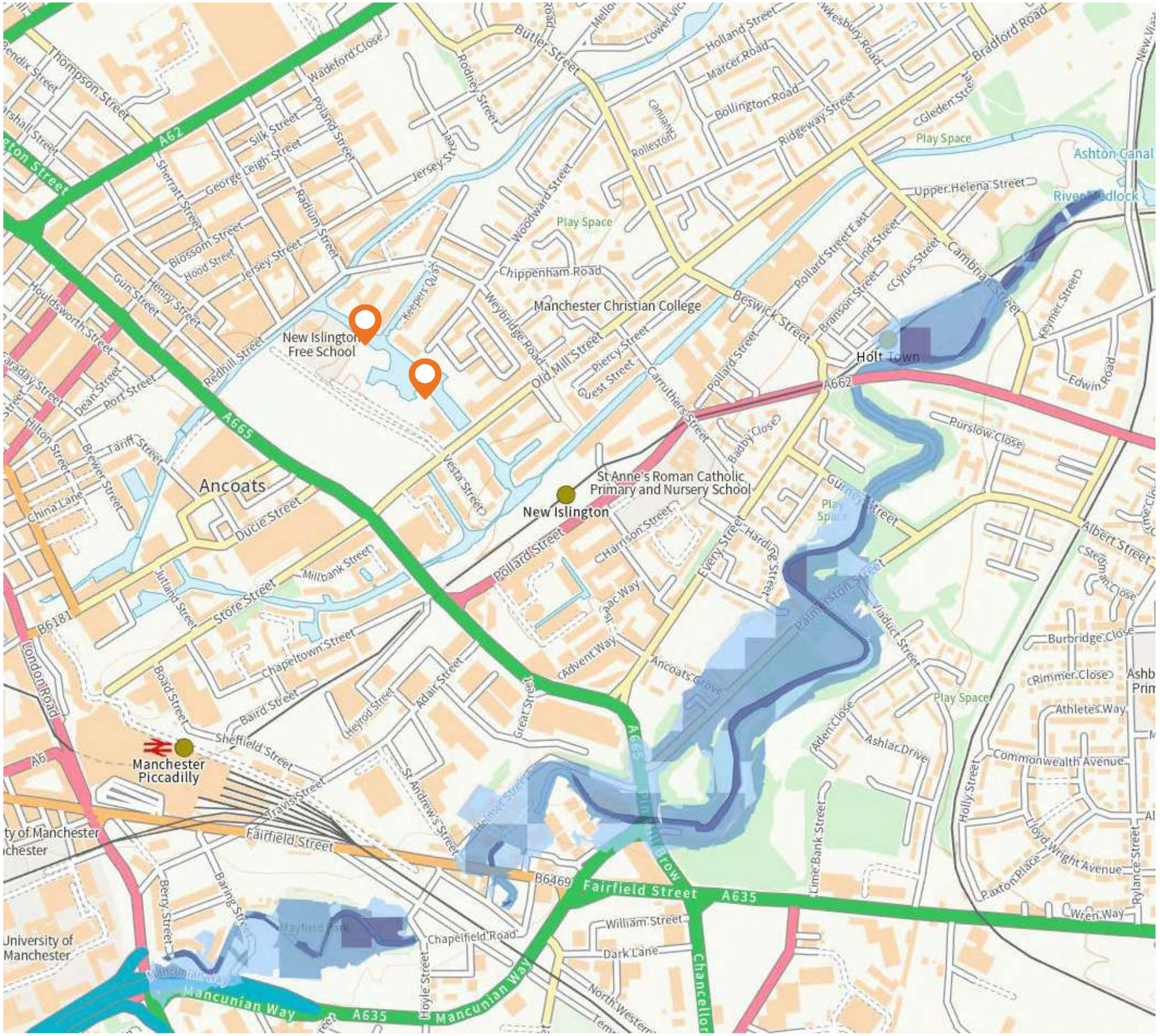




3.0 Site

3.4 Flood Map

No implications – Please refer to map adjacent. There is no history of flooding.



4.0 The Proposal

4.0 The Proposal

4.1 Justification and Use of Development

The application aims to secure planning approval for erecting a new ancillary building and storage facility. The envisioned architectural style for the structure endeavours to harmonise with the local aesthetic by incorporating modern design elements. Careful consideration has been given to steer clear of imitation, resulting in a straightforward design influenced by contemporary architectural techniques.

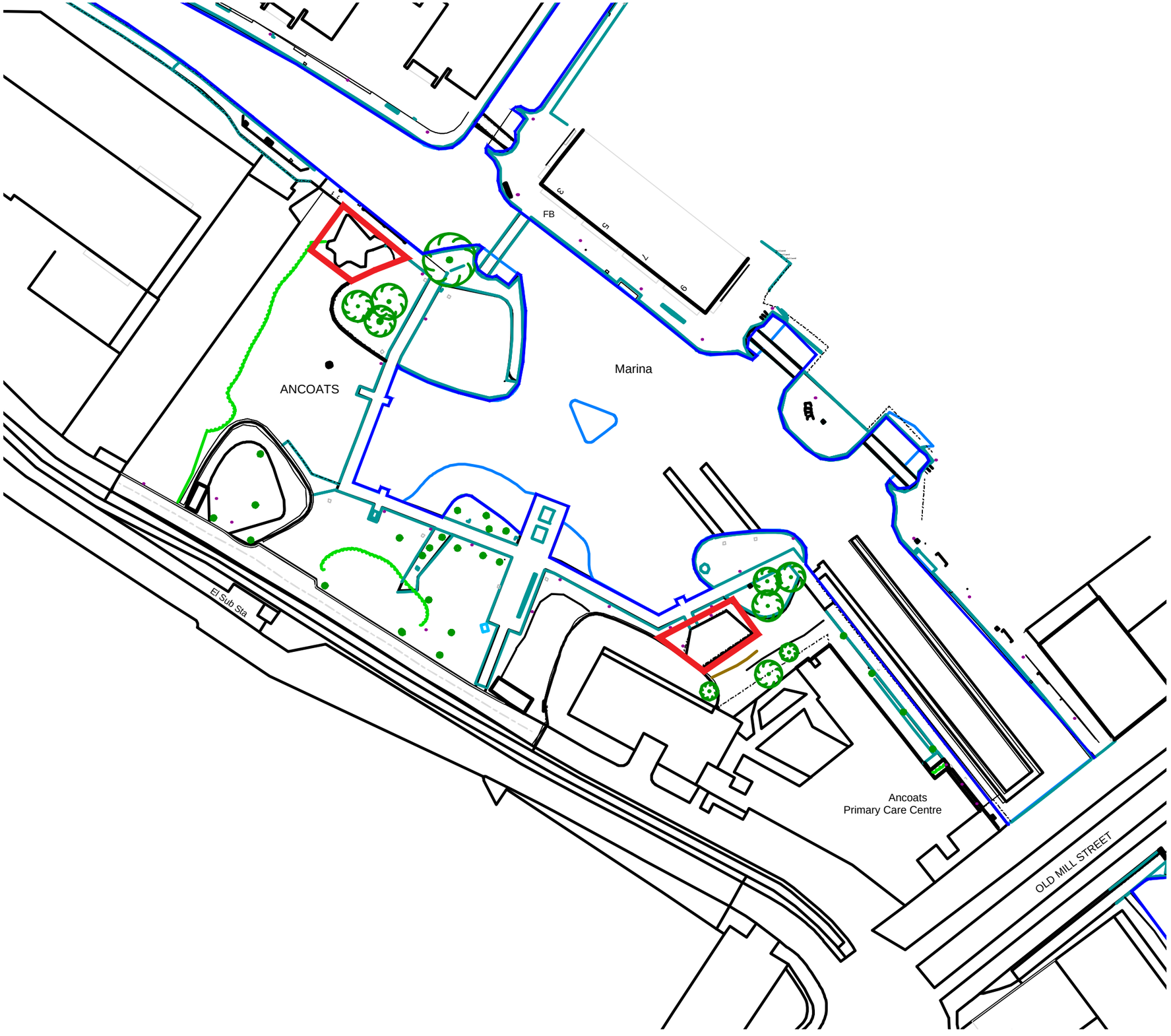
4.2 Scale and Amount

The application seeks planning approval for the construction of an ancillary and storage building. Both buildings are single-storey with an eave height of 2.4m. The ancillary building will improve the existing facilities. The use of the open plan storage is to support facilities for the narrow boat occupants.

Particular attention has been given to:

The need to be sympathetic to the scale and proportions of the surrounding buildings.
The need to ensure the form and layout of the development are functional and appropriate.
The need to have regard to the relevant development plan policy residential design requirements.

Taking into account these considerations, both designs are considered of an appropriate size and scale given the context of the site.



4.0 The Proposal

4.4 Ecology and Landscaping
There are areas of hard and soft landscaping, please refer to the site plan and photos for further details/information.

The design of the current ancillary building aims to minimise its impact on the surrounding landscaping. Replanting of wild flower will be implemented in the vicinity of the planned ancillary structures. Additionally, both proposed buildings feature green roofs, contributing to their ecological value.

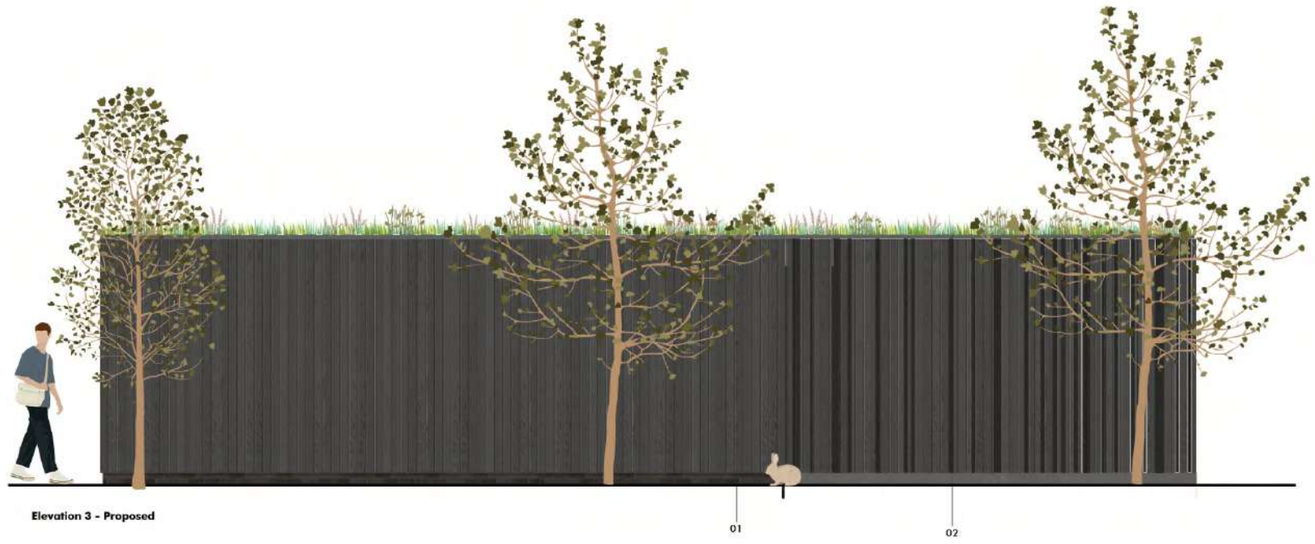
4.5 Boundary Treatments
The boundaries will remain unaffected by the development.

4.6 Access and Parking
The existing access and parking will be unaffected by the proposal and are not relevant.

4.7 Pre-application advice
No pre-application advice has been sought from Manchester City Council prior to the application.



Elevation 1 - Proposed



Elevation 3 - Proposed

5.0 Conclusion

5.0 Conclusion

This statement has set out in detail to the design rationale. The Statement has described how the location of the site and the associated site opportunities and constraints have influenced the design process and how the scheme proposed follows an iterative examination of these issues.

The design and layout would safeguard the amenities of the surrounding properties/narrow boats and provide a safe and secure environment.

The proposed buildings also avoid any detrimental aesthetic impact to the surrounding buildings and environment, but suit the surrounding aesthetic.

We hope that the information contained within this application and the supporting documentation is sufficient for your purposes and that the application will be supported with an officer recommendation for approval.

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