

AK Innovative Design Solution

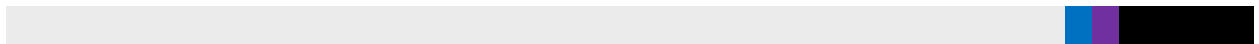
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Design access Statement & Heritage statement

128 Thornton Rd Bradford BD1 2DX



1.0 Introduction

1.1 Conversion of warehouse to form 10 flats with retention of retail use to ground floor and basements, formation of internal raised roof area and new windows, dormer to existing roof, new glazing on ground floor for retail. It should be read in conjunction with the following drawings

- Architectural Plans by AK INNOVATIVE DESIGN SOLUTIONS LTD
 - A10 PROPOSED PLAN (INCLUDES SITE, BLOCK PLAN, AND PROPOSED PLAN)

1.2 previously approved under ref: 16/09263/MAF to create 16 apartments on both buildings, as off recently the both properties have been split into two, 128 Thornton road has been purchased by our client Ask Properties Derby Ltd, who wish to put planning in for change of use of first second and third floor to 10 luxury apartments.

1.3 First floor will consist of 4 one bedroom apartments, which will have kitchen/diner, bathroom, lounge and bedroom.

1.4 Second floor will consist of 4 one bedroom apartments.

1.5 Third floor will be reconstructed to create dormers, with partial balcony, these will be penthouse suites, which will cater for bedroom space, entertainment area, Hot tub, kitchen/diner and bathrooms.

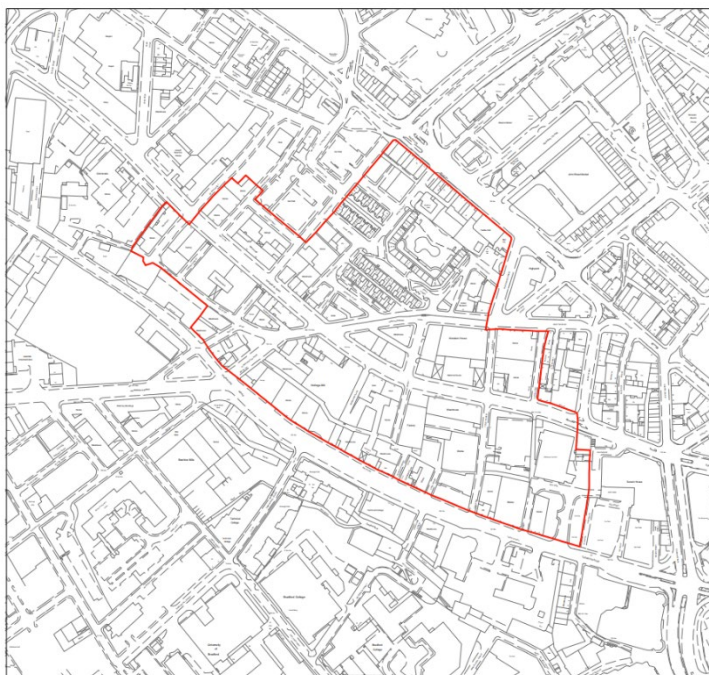
1.6 Alterations to the building will consist of new roofing, in line with existing roof, dormers will be created in this section.

1.7 New proposed side windows will be created on side elevation to cater for natural light and ventilation.

1.8 The ground and basement will continue the same use as a1 retail, with front façade changing to cater for large openings, please see elevation plans.

2.0 Site Description

2.1 The site falls in an area allocated as mixed use on the Replacement Unitary Development Plan, and also falls within the city centre and Goitside Conservation Area boundaries.



128 Thornton road falls with Goitside Conservation Area.

History and Archaeology

The goitside area of Bradford is important locally being the first area of the city's earliest industrial quarter. This process of industrialisation formed the basis of the settlement's wealth, influence and prestige during much of the 19th century. The goit, an artificial water channel that runs through the area, is the most noteworthy element of the conservation area. Its placement and length suggests that, in origin at least, it is a medieval goit. The goit is thought to have redirected water from Bradford Beck to power the medieval manorial cornmills, which evidence suggest were situated somewhere between what are now Aldermanbury and Godwin Street. It is of some antiquity and stands as evidence of early engineering practices and the importance of water as a power source in the development of settlements in general, and Bradford in particular. The line of the goit is evident to the north of Thornton Road and runs into Sunwin car park. A plan of Bradford dating from the early 18th century shows the mill goit running from the beck to the west of the settlement and rejoining it just west of Ive Bridge, which was situated near to the current junction of Ivegate and Tyrrel Street. A number of mills were situated on the goit, close to the bridge, but at this time Bradford remained very compact and although a

lane Syllbrigg Lane (later Silsbridge Lane, which followed the route of what is now Grattan Road) ran out of this side of town, no buildings are marked along its length or on the upper reaches of the goit.

Godfrey Wright, the largest inner city landowner at the beginning of the 19th century, sold off much of the valuable land between the goit and Thornton Road to a number of industrialists in 1836. A map dating from this year shows that at this time only Thornton Road, Westgate and Silsbridge Road ran through the area, but a number of prospective roads would run perpendicular to them, along with building sites, were clearly marked. It was shortly after this that the goitside began to take on the shape that is recognisable today. By the survey for the Ordnance survey map of 1852 the area had become the industrial hub of the city. The development of Bradford during the first half of the 19th century however was so rapid that living conditions in many parts of the town became squalid and it was described as the dirtiest town in the country. The area of the goitside became a notorious slum. It was not until 1847, when Bradford became a municipal corporation, run by its own elected council, and the subsequent Bradford Improvement Act of 1850 that the quality of life began to improve.

The design of the majority of the industrial buildings within the conservation area is influenced by the Italianate style. During the second half of the 19th century this style became widely associated with the building type, in the same way that the Gothic style was associated with ecclesiastical architecture.

The doorways are often the most elaborately treated feature of the buildings and many examples of impressive entrances are evident, even on the simpler buildings of Thornton Road.

Thornton Road is lined with large industrial structures towards the city centre, which become less domineering towards Listerhills Road. It is a stylish 20th century with en bay entrances up as stairs turrets that are lit by round windows.



Building Materials The vast majority of the buildings are constructed in the local honey coloured sandstone identified, with Welsh slate roofs. However the use of a wider array of materials is evident, which naturally impacts the overall colour and texture of the conservation area. Brick became an increasingly popular construction material in England following the removal of the brick tax and was used extensively for industrial buildings, especially internal walls, as combined with cast iron it provided “fire-proof” construction. In the Goitside Conservation Area some of these internal walls have been become exposed, due to the partial demolition of a number of buildings, although it was never intended to be an external element of their structures. A few smaller, later industrial structures to the west of the conservation area are constructed almost entirely of brick, but its most obvious apparition is in the U-shaped configuration of social housing in the Longcroft’s area.

The Goitside Conservation Area is situated on a piece of land that slopes in a southerly direction down to Bradford Beck (just south of the current conservation area boundary). The lie of the land played an important part both in the choice of the siting of this predominantly industrial quarter of the city and the layout of its roads and buildings. The area is transected by three main roads, which run virtually parallel to one another, following the contour of the slope. The most ancient, Westgate, to the far north, Grattan Road and Sunbridge Road further south and finally Thornton Road, which runs more-or-less parallel to Bradford Beck. These roads create vast vistas through the site, particularly Thornton Road, which is the widest and runs directly into the heart of the city. The road establishes an important visual connection between the area of the goitside and the city centre proper, creating a fuller picture of the various elements that integrate to form the overall image of Bradford as a place.

Steep narrow lanes, which offer an interesting contrast to the width of the major thoroughfares, run down the slope; connecting the main thoroughfares of Grattan Road and Thornton Road and forming a gridlike street pattern on the lower part of the conservation area.

Issues

Poor economic climate, which has led to redundancy and neglect The poor economic climate within the city, particularly the Goitside, has left much of the floorspace within the conservation area redundant. This is a problem common to all the city centre conservation areas and brings with it a certain air of neglect. As a consequence many of the buildings within the conservation area are characterised by broken and boarded up windows and doors, rotting timberwork and in severe cases

loss of roofing materials. This is aesthetically unappealing, even threatening, and could eventually lead to the demise of some buildings.

Investment and grant aid Investment needs to be encouraged into the Goitside. Finding the buildings a productive use would ensure their upkeep and guarantee them a future, as well as improve the amenity of the whole area. Constant efforts are made to achieve this. The vision is to create a mixed-use area to ensure that it has a 24 hour life. Some flagship projects have been undertaken, for example the conversion of Soho Mills for housing and the renovation of 135-139 Sunbridge Road. The conversion and adaptation of buildings for use as the Colour Museum, the technical college and Woolston House have also been successful. The Heritage Economic Regeneration Scheme (HERS) had a number of positive results. The Council and private initiatives, such as the Goitside Development Partnership, continue to work towards this vision. To ensure that the buildings do not fall into such a state of neglect that they can no longer be saved, it is important that the issue of dereliction is tackled and that the buildings are kept wind and water tight.

Design Guidance Additions, Alterations and New Build The aim is to achieve the successful juxtaposition of old and new buildings within the conservation area. Any new development should take full account of the character and appearance of the place and use this as the starting point of the new design. This will ensure that the uniqueness of the village is maintained. This does not necessarily mean that development should replicate what is already there. It is imperative that there is a scope for the inclusion of architectural invention and initiative, provided that it echoes principles of good design and reflects the proportions, scale and design and reflects the proportions, scale and massing of existing buildings. A recent publication by CABE (Commission for Architecture and the Built Environment) and English Heritage (2001), entitled Building in Context: New Development in Historic Areas set down some useful guidelines as to what constitutes good new design in conservation areas. Generally:

- New development should relate to the geography and history of the place and the lie of the land and should be based on a careful evaluation of the site.
- New buildings or extensions should sit happily in the pattern of existing developments and routes through and around it. In the goitside these should reflect the character of the zones identified.
- Important views and vistas should be respected. The scale of neighbouring buildings should be respected.
- The materials and building techniques used should be high quality as those used in the existing buildings.
- New buildings should not impinge on any significant open spaces, or necessitate the destruction of buildings that contribute to the character or appearance of the place. A positive and imaginative response to infill development will be encouraged, especially those that make a particularly positive





contribution to the public realm. Pastiche, the replication of historic features in an unimaginative way should be avoided.

Information taken from Conservation area assessment Bradford

Conservation area appraisal



Key

-  Conservation Area Boundary
-  Areas providing a *positive* contribution to character
-  Areas providing a *negative* contribution to character
-  Areas providing a *neutral* contribution to character

NB The 'positive', 'negative' and 'neutral' areas relate to the contribution the site/building currently makes to the character of the Conservation Area. The classification in no way means that the site/building has no special architectural, historic or archaeological interest.

The site is neither a area of positive contribution, or area providing negative contribution.

156-158 Grattan Road has returned to a full commercial / industrial use. The works to the building have had a positive impact on the external appearance of the building. Positive change.

Colonial Buildings, Sunbridge Road has been converted to dwellings. The conversion respects the industrial character of this Listed Building (positive change)

The retail occupier of 114 Thornton Road has added inappropriate new signs, including a fascia sign to the front elevation building without advertisement consent. (negative change)



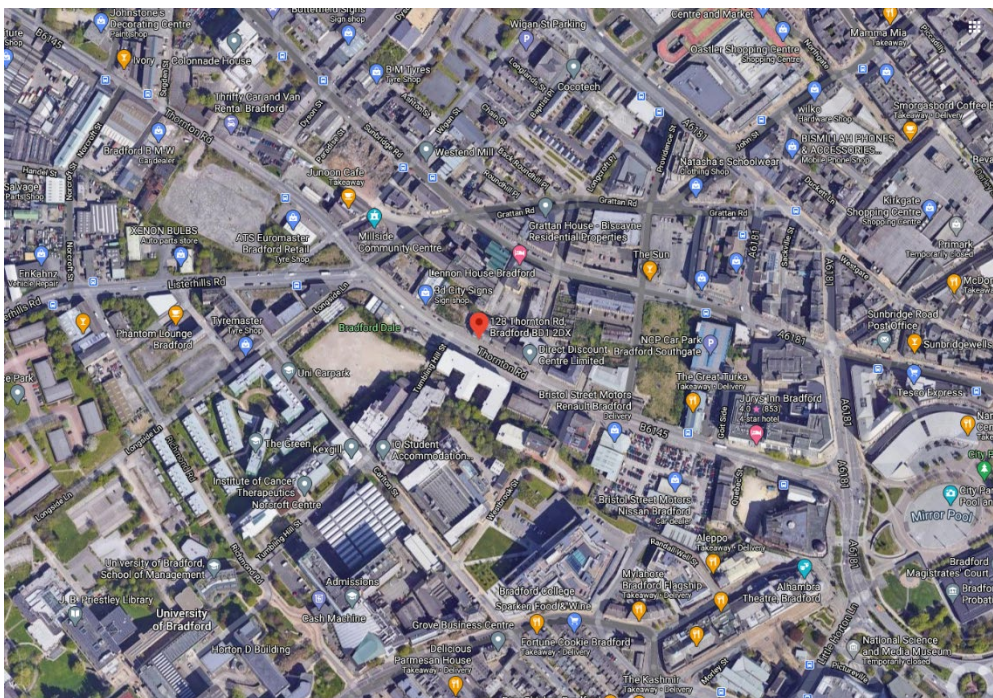
The large disused commercial building at **158 Thornton Road** has returned to use as a large shop. While the return to a viable use and the retention of traditional door and window details is welcomed, the inappropriate fascia signage and other signage harms the character and appearance of the conservation area. (positive and negative change)

2.2 From the information taken from the council website, it suggests the area is of high importance, the site does require improvement. 128 Thornton road is located in a prominent location which seeks to utilize the existing build, keep key characteristics within and adding a modern approach to uplift this build.

2.3 the site is located within a prominent location, with residential and commercial properties all around.

2.4 Bus stop is located at the frontage of the site

2.5- As indicated on the image below (Google maps) the site is predominately a residential area that is well served by local services and amenities, parks, bus routes and cycling routes all within the area for residents to utilize



3.0 Conservation Areas and Regeneration Areas

3.1 The GREEN areas show where the NDF proposals are likely to enhance the character and appearance of the conservation areas or their respective settings. This could be by bringing empty buildings back into use, environmental enhancements, highway improvements or by redeveloping sites which are presently making a negative contribution.

3.2-Thorton road falls within the green area

4.0 Current condition of site

4.1 Structural engineers report There were signs of damp and water ingress. As a result, some areas of the timber floors appeared to be rotten. Some parts of the roof is missing and the water is also not flowing into an internal valley gutter and hence the leaks. There is a few visible signs of large cracks on the walls and therefore a structural engineers report would be needed. The roof trussed has signs of charring on the timber and can be concluded that there was a fire. The fire maybe caused by the lift motor? Due to the close proximity to the neighbour's property, the existing walls may required to be strengthened when the roof is replaced. The roof appeared to have been reroof as a result of the fire and is built in asbestos cement roofing material which is not suitable and needs to be removed safely





As per above images, the condition of the existing building will need full repair, and renovation, from re-pointing, to new timber windows, new roof, new flooring, new stairs.

5.0 Proposal



5.1 As stated above the client wishes to create luxury apartments on this site, from the information gathered and stated above, the council is allowing change of use, as previously accepted for 16 apartments. The following changes will be made to the site apart from the conversion.

- Ground floor and basement front elevation will have a glass façade with automatic door opening.
- Restoring front elevation windows and inserting secondary glazing
- Main timber door to be restored and split into two to create entrance for apartments.
- Side elevation to have timber windows, repointing and sandstone render
- Roof timber to be changed, and asbestos to be removed, slates will be used.
- Dormer construction will be from timber and drop down slates will be used.
- Rear all windows will be replaced.

5.2 Design and Visual amenity

There is little alterations to the external façade apart from renewing windows, doors and roofs which do not cause any harm to the property. Therefore these changes are necessary for the success of the building. It will improve the visual amenity of the building and to Thornton Road as a whole.

5.3 Residential amenity

The residential amenity of the surroundings is not affected as most of the uses are mixed and therefore this care provision will complement the area.

5.4 Basement

As can be seen, the proposals takes advantage of bringing the basement into use. Since the basement do not have any windows, a small void would need to be created by removing part ground floor to that a double height space can be achieved and some natural daylight can penetrate into the basement and bringing it as part of the active use. The main entrance into the building is via Thornton Road, however, there is also a rear access from the car park which makes it desirable as well. The basement will be used as storage for future occupants in the ground floor.

5.5 Accessible access

Since it is a new conversion, it would be desirable to cater for some wheelchair uses especially on the common public areas. Therefore either platform lifts or stair lift would be proposed. There may be a useful need to create at least one accessible residential unit so

that they have wider doors and all sockets are reachable and be wheelchair friendly. The internal spaces and corridors width are to be capable for wheelchair to turn and maneuver around. The bathroom would also have the relevant accessible grab rails.

5.5 Great care has been taken to reduce the environmental impact of the redevelopment and as such high quality energy efficient apartments will be created, the design is traditional style using modern sustainable methods of construction. Care will also be taken during the construction of the scheme to ensure that there are no adverse environmental impacts.

5.6 Large bin storage will be placed in court yard which residents will be able to use, the client will make arrangements with relevant parties for weekly pick up.

6.0 Social

Having 10 apartments will help with shortage of housing. the street scene is one of the main causes of the area being less active than what it once was therefore causing a large number of properties to become vacant compared to other change of uses that have been done The proposed scheme wishes to enhance the image of area being a vacant area to a living space, therefore improving the overall street. With approval of the proposal it would encourage residential uses and to other occupants encouraging investment and renovation work to take place on the other vacant properties in the local area.

7.0 Economic

As stated in the social section the proposed development of the site does not only benefit the economic side but also it will increase the residential use in the area where there are empty plots, flats, bedsits which will result in increasing the footfall to other parts in the area as their main shopping, social aspects will be within locality. With the approval of new proposed residential use it will help the public to access local business for their daily need and the site will also provide construction job due to the amount of work which is needed.

8.0 Locality

Within this vicinity there are plenty of local shops and groceries, doctors, dentist, short bus ride to the other side of Bradford , walking distance to local park.

Efficient Use of the Site Planning policy at the national, regional and local levels places significant weight on, and positively encourages a sustainable approach to development.

8.1 The application site is well located in terms of modes of transport other than a car, even though there is some limited “off road” street parking available in nearby areas. In close proximity are public car parks, which serve the immediate area. The application site benefits from good levels of public transport, service provisions, road and rail infrastructure. In addition, the application is in close proximity to various cycle routes, which run through town centre and surrounding areas. The proposals will allow for a diverse use, commercially orientated, which will allow the premises to be efficiently used, whilst being brought into active use, which will contribute to the viability and vitality.

8.2 Bus stops are located at the frontage of the site

8.3 Healthcare- Bradford macular centre 0.8miles from site.

8.4 Tesco Express 0.4miles

8.5 Food- there is no lack in the amount of Restaurants; Takeaways in this area, within walking distance there are located, English, Arabic, Indian, and European food.

8.6 Shopping- There are several shops and Supermarkets located nearby, with Tesco’s express at walking distance, Iceland, Morrison’s, and B&M

9.0 Transport

9.1 Parking - The site has good access to pedestrian and public transport facilities, there are pockets of on-street parking available on Thornton road immediately outside the site on both sides of the carriageway. Therefore despite the sustainable location of the site, if sufficient off-street parking is not provided then parking is likely to result on Thornton road , the client will restrict this by imposing section 106 to the residents agreements



10.0 Amount

The layout the properties are shown on the attached plans.

11.0 Designing Out Crime

Consideration has been given to the role that community safety and crime prevention can play in creating successful developments. The proposed scheme seeks to create a place that is attractive and creates a sense of community. All public areas and the single site access are overlooked from dwellings within the site offering a high degree of natural surveillance. The parking areas are located away from the public realm in courts that are not only overlooked by adjacent dwellings but can only be accessed by entering the heart of the development.

13.0 CONCLUSIONS

It has been demonstrated that careful consideration has been given to the site and the context of the surrounding area in designing the proposed scheme: In accordance with policy guidance, therefore, development should be acceptable in a sustainable area with scheme is of a good quality standard.

A number of key design objectives have been highlighted, which have been used as a basis to develop detailed plans for the

site:

- Scale, massing and rhythm which is appropriate for this site: It is considered that the proposals respect the form of the

surrounding area and would sit well within this local context.

- Materials, form and detailing are appropriate to the locality: Care has been taken to ensure that the traditional style

adopted incorporates key characteristics of the local area, improving the street scene considerably.

- Safe and convenient access and circulation for residents.
- Adequate daylight and sunlight to all parts of the development and nearby properties.

Having carried out a detailed analysis of the site and explored various design options, it is our view that the scheme, which

has evolved through careful consideration and consultation, would provide a high quality development that would contribute positively to the street scene. It is concluded that the proposals are in accordance with both national and local policy, and moreover represent sustainable development in accordance with the NPPF. It is therefore considered that planning permission should be granted.

