



Heathrow T4 - New Hotel

Heathrow T4 New Hotel design & access

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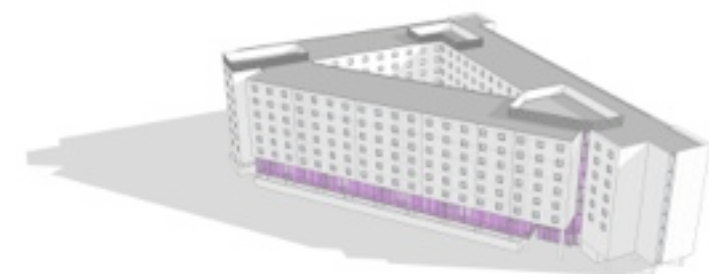
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document aims

This document accompanies the Planning Application for a new 602 bedroom hotel at Terminal 4, Heathrow. It sets out in detail , the proposed hotel development in respect of:

- context
- existing site
- planning policy
- concept strategy
- massing
- materials
- design
- refuse
- accessibility
- secure by design
- environment
- transportation

The document explains the background and rationale to the proposals which have been informed by a site and context analysis and relevant planning policy.

description of development

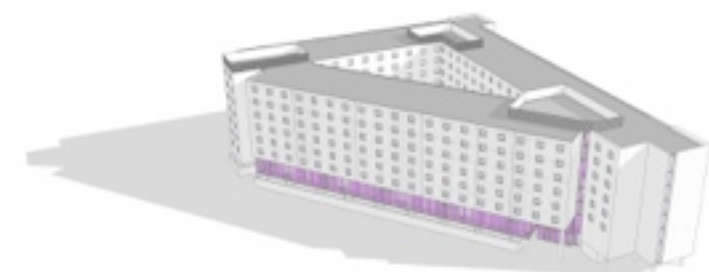
The proposed hotel will be comprised over eight stories, to be developed in one phase:

- 602 bedrooms
- courtyard and atrium
- restaurants, cafes & kitchen
- bar
- administration / back of house accommodation
- roof plan accommodation
- landscaped surroundings
- 84 car park spaces
(Including 8 disabled spaces)

The proposals are shown on the enclosed application drawings in section 04 - design proposals

introduction

Heathrow T4 New Hotel design & access



Grove Developments Ltd



Premier Inn Gatwick



Heathrow Sofitel



Arora Crawley

project team

developer / site owner
Grove Developments Ltd

planning
Arora Management Services Ltd

architect
Urban Innovations Ltd

energy consultant
Chapman BDS P

transport consultant
The Cunningham Consultancy Ltd

air quality consultant
Air Quality Consultants Ltd

hotel operator
Whitbread - (Premier Inn)

project address

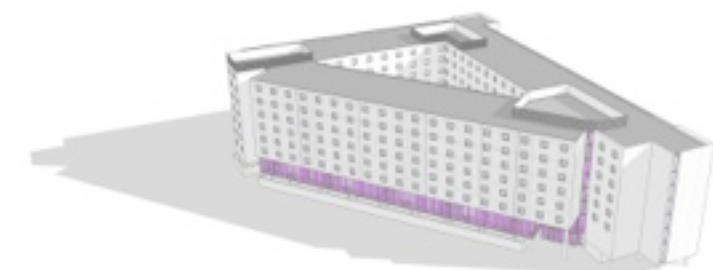
Matrix site
Terminal 4
Heathrow,
Middlesex
UB7

local authority

London Borough of Hillingdon

01 involvement design team

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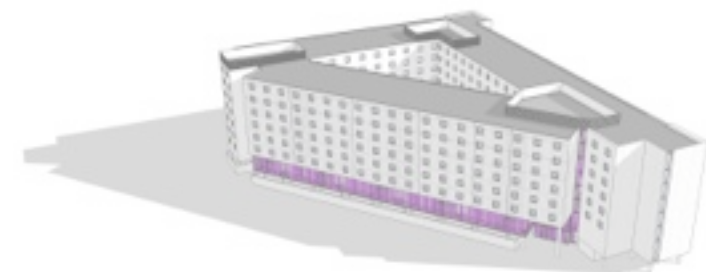


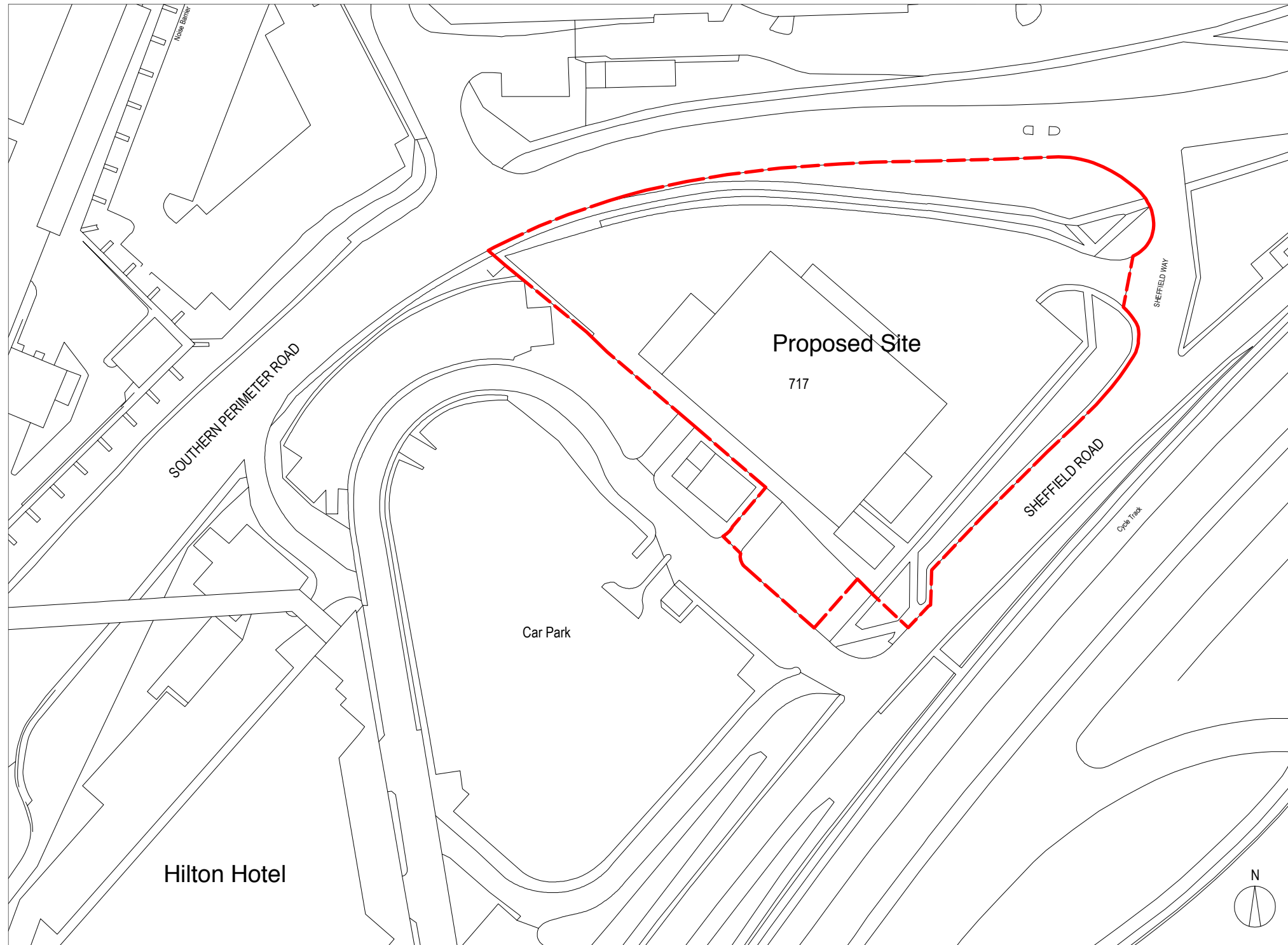
Hilton Hotel

Proposed Site

02
assessment
physical context

Heathrow T4 New Hotel design & access





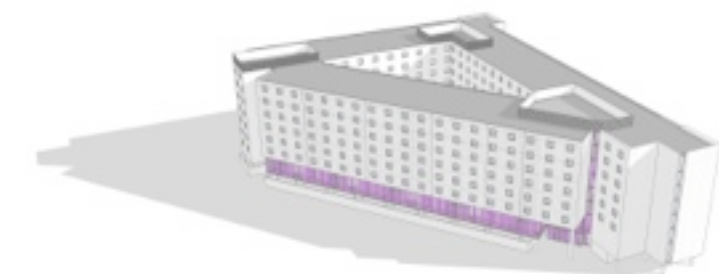
The application site is currently located beside terminal 4 at Heathrow and has an area of 0.62ha and is roughly triangular in shape. The site extends fully to the kerb line of the adjacent roads such that the grass verges, footways and trees adjacent to the highway are within the same ownership. The adjacent roads are not adopted but are controlled by BAA the airport operator.

Within the site is a 2 storey main warehouse shed with a shallow pitched roof. It is utilitarian in appearance. A number of modest extensions have been added to the building over time and a small security booth is sited at the site's only access point at the eastern corner of the site off Sheffield Way which is controlled by security barriers. The site is bounded by 3m high metal security fencing alongside which is some landscape hedging. The open areas of the site are laid to tarmac.

Adjoining the site to the west is the car park of the Hilton Hotel which incorporates a sub station and some planting alongside the boundary with the application site. The other boundaries of the site adjoin airport roads which are under the control of BAA the airport operator. Beyond Sheffield Road and the Great South West Road to the south and east of the site is an area of rising open grass and landscaping that forms part of the elevated Terminal 4 road system which separates the airport from residential areas beyond within LB Hounslow. To the north of the site beyond the Southern Perimeter Road is the operational airfield at Heathrow Airport. This includes a number of buildings and structures connected to Terminal 4.

02 assessment existing site

Heathrow T4 New Hotel design & access





1



2



3



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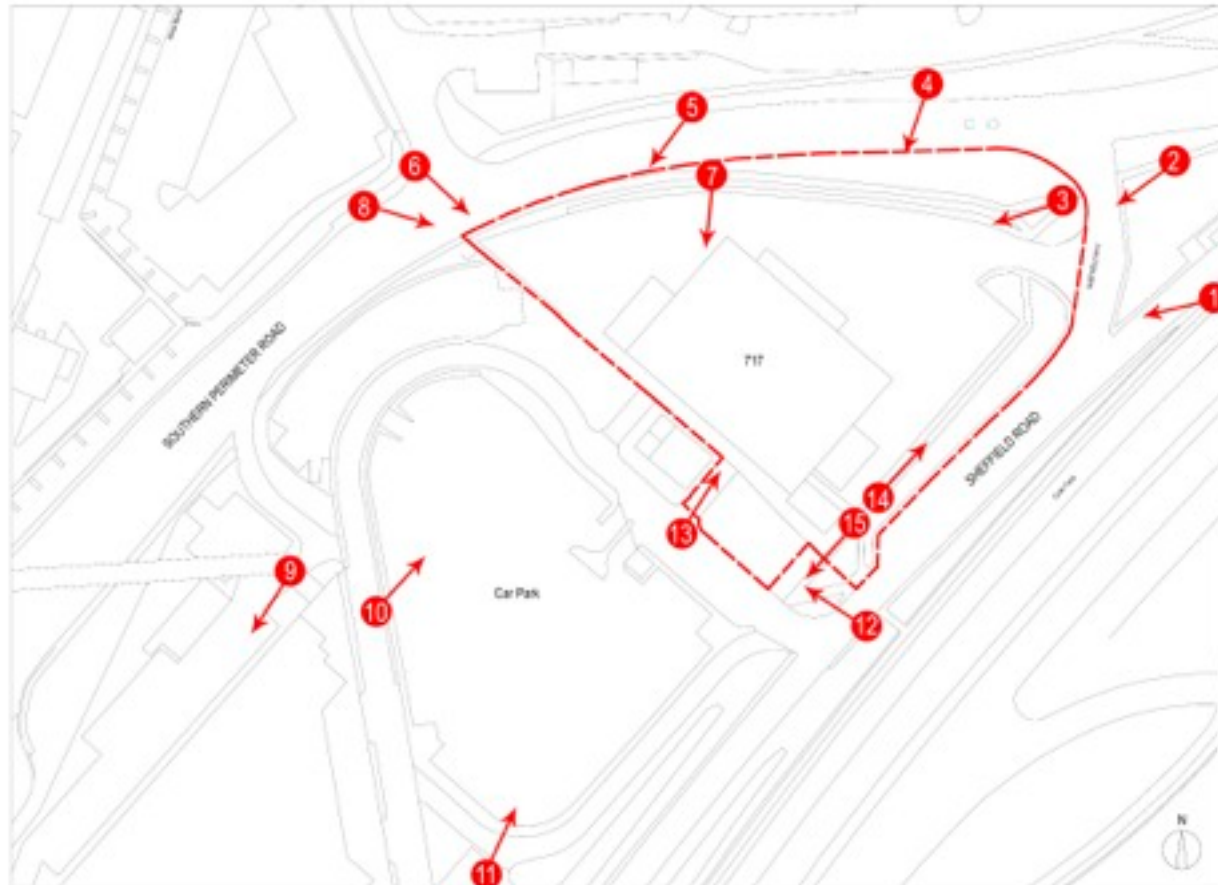
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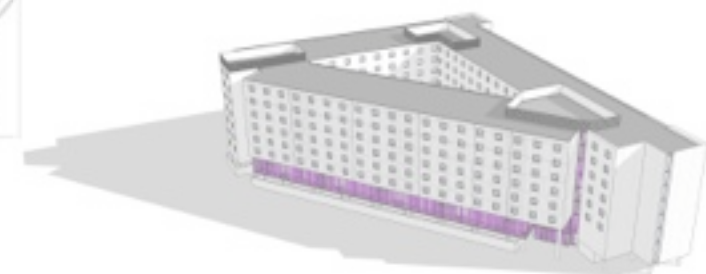


7



02
assessment
site photo's

Heathrow T4 New Hotel design & access





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9



10



11



12



13



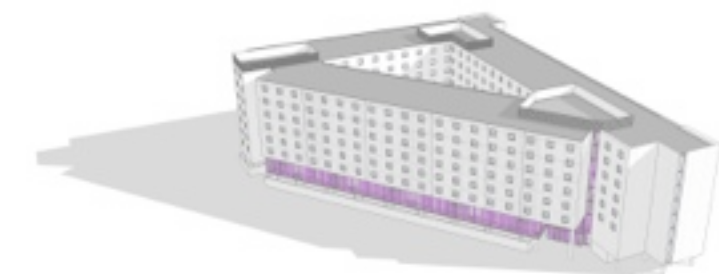
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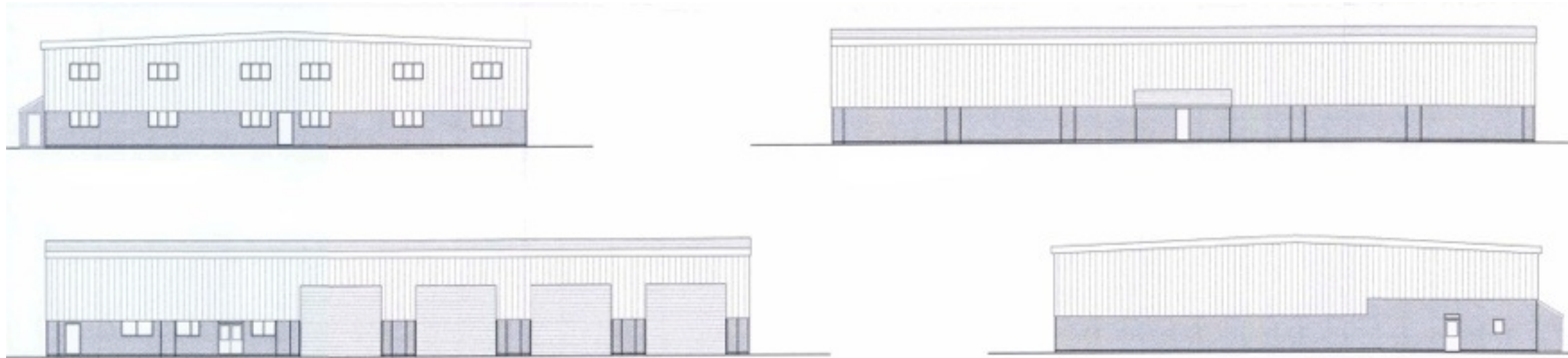


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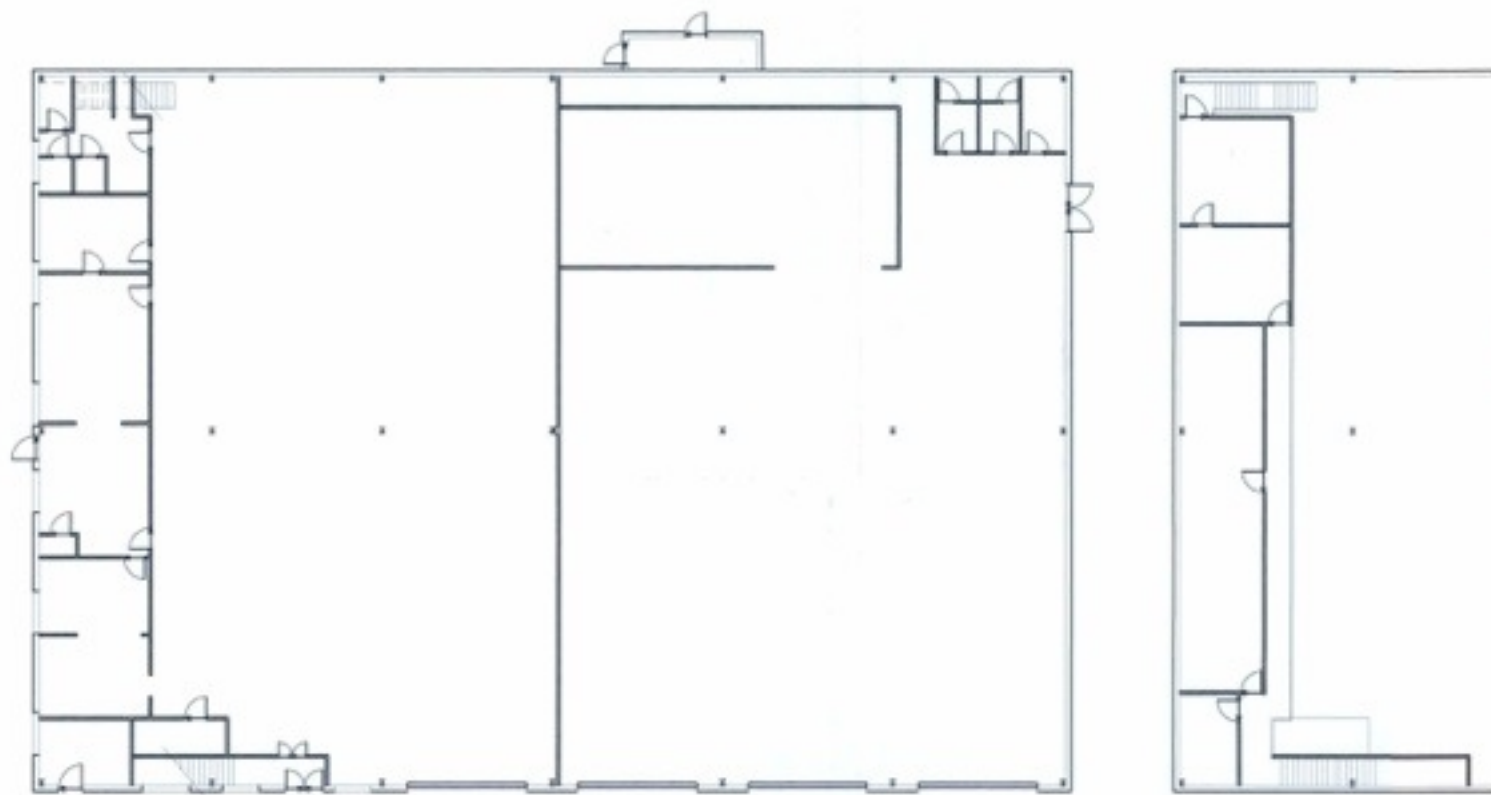
02 assessment site photo's

Heathrow T4 New Hotel design & access





Existing elevations

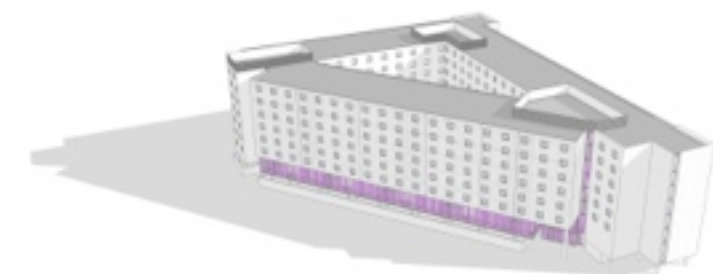


Existing ground floor plan

Existing first floor plan

02 assessment existing building

Heathrow T4 New Hotel design & access



planning

Relevant planning policy is presented and interpreted in relation to this proposal. This is accompanied by a background analysis of the site and the character of the surrounding area.

A separate and more comprehensive Planning Statement will accompany this Design & Access Statement to demonstrate how the planning policies have been addressed in detail.

It has been prepared in support of a planning application for demolition of existing buildings and erection of a 602 bedroom, 8 storey hotel with associated parking (outline application including all matters save landscaping).

It identifies and reviews how the proposed development is in accordance with the policies of the statutory Development Plan, national policy and other considerations and is a sustainable development.

planning history

The planning use of the site falls within Class B8 storage or distribution and the principal building is a purpose built warehouse unit. Over recent years the airport operator has utilized the building, via a contractor, for security screening purposes.

The main planning history of the site is as follows:

50657/APP/2008/1918 ERECTION OF ADDITIONAL LOADING BAY TO SIDE OF EXISTING BUILDING. Approval on 01/09/2008

50657/APP/2007/3714 ALTERATIONS TO VEHICULAR AND PEDESTRIAN ACCESS INCLUDING REMOVAL OF LANDSCAPING Approval on 30/01/2008

50657/APP/2007/3658 EXTENSION TO LOADING BAYS AT THE FRONT OF THE BUILDING AND ERECTION OF TEMPORARY STRUCTURE. Approval on 07/02/2008

50657/APP/2007/3452 ERECTION OF A 3 METER HIGH SECURITY FENCE AROUND SITE. Approval on 08/01/2008

50657/PRE/2000/95 ERECTION OF EXTENSION FOR AIRCRAFT CARGO STORAGE INCLUDING PALLET STORAGE - INCOMPLETE APPLICATION RETURNED AT AGENT'S REQUEST 04/08/00 No Further Action(P) on 17/06/2004

36141/APP/2003/1605 RENEWAL OF PLANNING PERMISSION REF. 36141/Y/98/2124 DATED 28/10/1999; ERECTION OF A 7 STOREY EXTENSION TO PROVIDE 245 BEDROOMS, PLUS CONFERENCE FACILITIES, VEHICULAR ACCESS, PARKING AND LANDSCAPING (INVOLVING DEMOLITION OF EXISTING WAREHOUSE). Approval on 24/11/2005

36141/APP/1999/2288 DETAILS OF TREE RETENTION AND PROTECTION DURING CONSTRUCTION IN COMPLIANCE WITH CONDITIONS 2 AND 4 OF PLANNING PERMISSION REF.36141Y/98/2124 DATED 28/10/99; ERECTION OF A 7 STOREY HOTEL EXTENSION. Approval on 01/11/1999

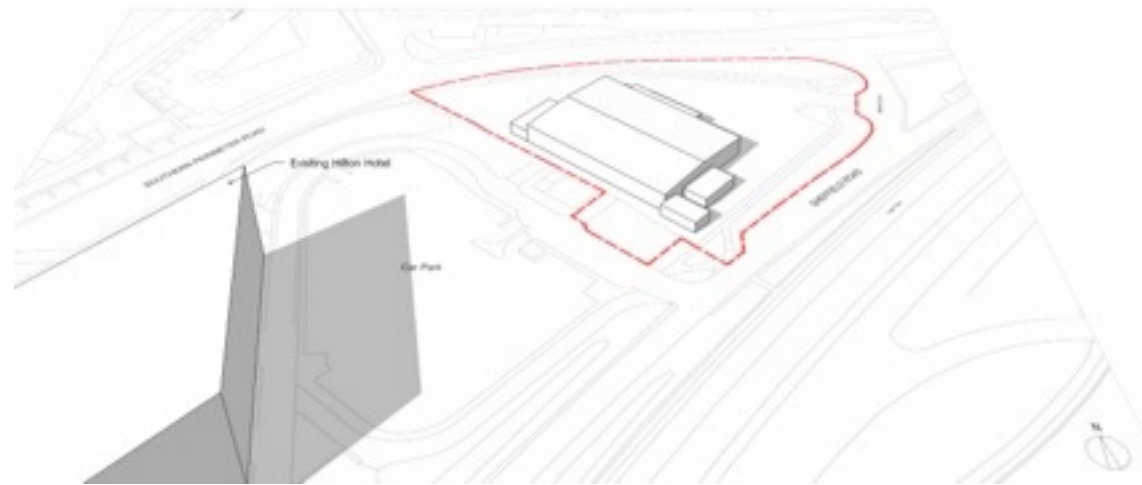
36141/Y/98/2124 ERECTION OF A 7 STOREY EXTENSION TO PROVIDE 245 BEDROOMS, PLUS CONFERENCE FACILITIES, VEHICULAR ACCESS, PARKING AND LANDSCAPING (INVOLVING DEMOLITION OF EXISTING WAREHOUSE). Approval on 02/11/1998

All planning matters are dealt with in the accompanying report prepared by Arora Management Services Limited, Planning Consultant.

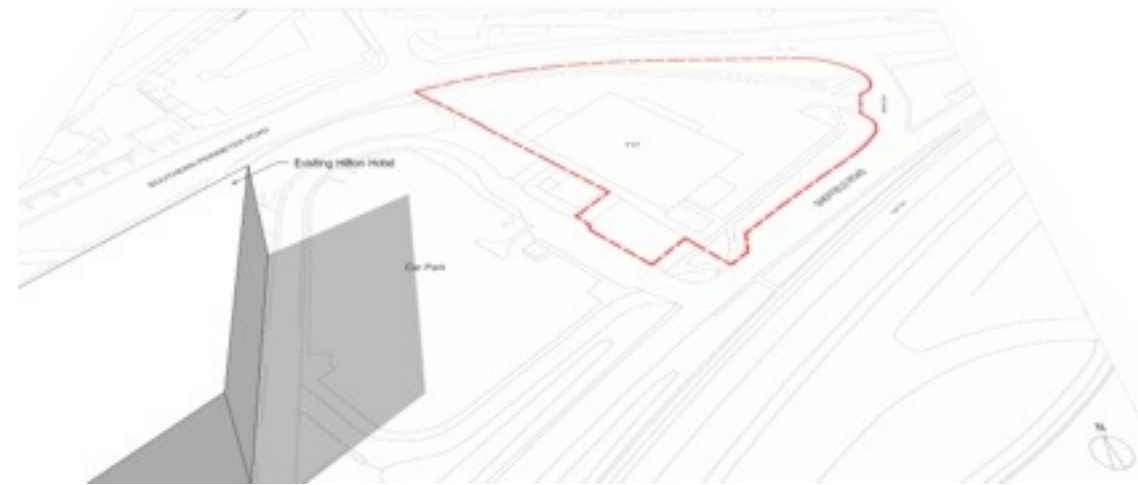
02 assessment planning policy context

Heathrow T4 New Hotel design & access

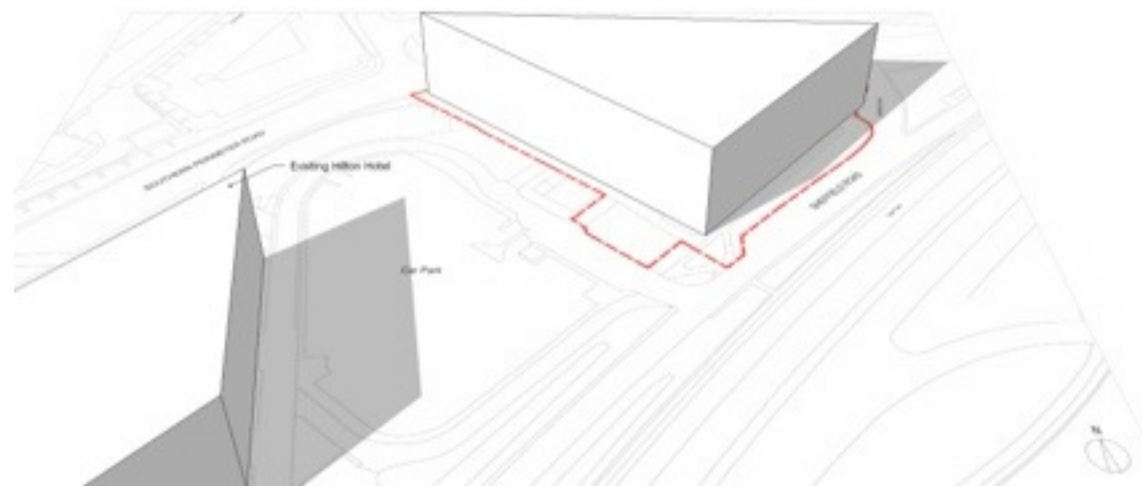




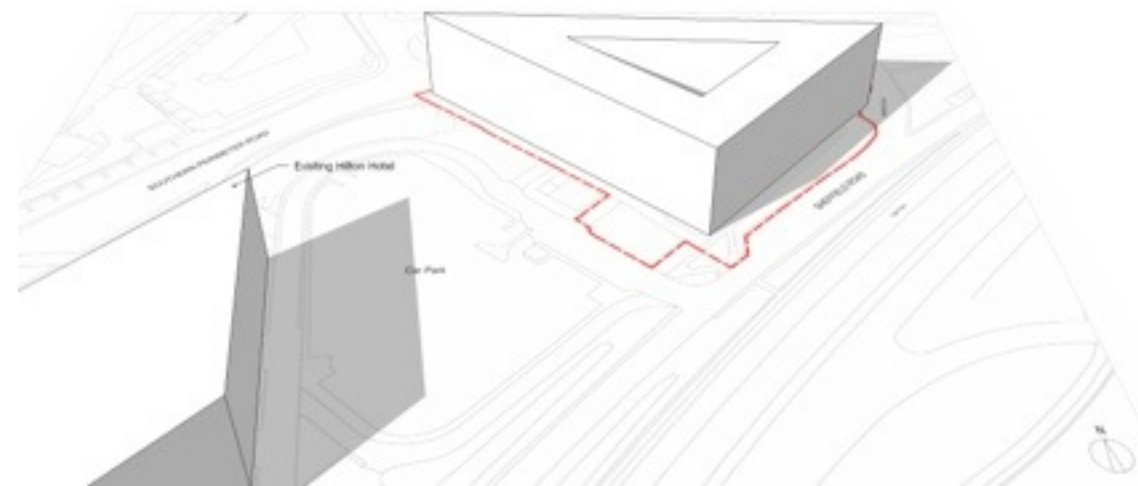
Existing building on site and adjacent Hilton Hotel



Existing building demolished



New bold triangular form responding to the site shape and strong parallelogram form and massing of the adjacent Hilton Hotel



Middle section of the solid triangular form removed to create a central void to allow light to penetrate into the heart of the building

brief

Our client, Arora International Hotels, propose to demolish the existing office building in order to construct a new 602 bedroom hotel on the site, with associated off street parking.

The design concept is to create a contemporary and quality constructed hotel that compliments its location adjoining hotel and airport car parking.

site analysis

The form of the building is a direct response to the site and the busy surrounding road networks

massing

The form of the building responds in contrast to the fragmented nature of the buildings to the north of the site while complementing the strong form and mass of the neighbouring Hilton Hotel.

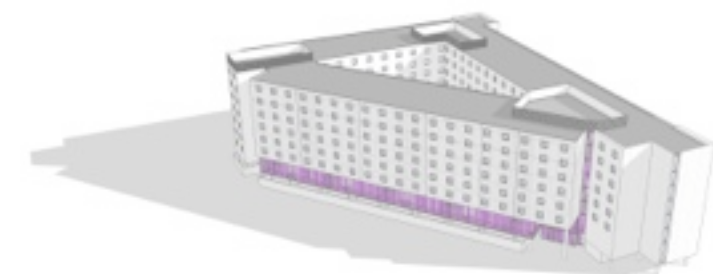
Most of the site is occupied by the proposed hotel footprint, with drop off areas, service access, parking and landscaping to the perimeter of the site and undercroft of the building.

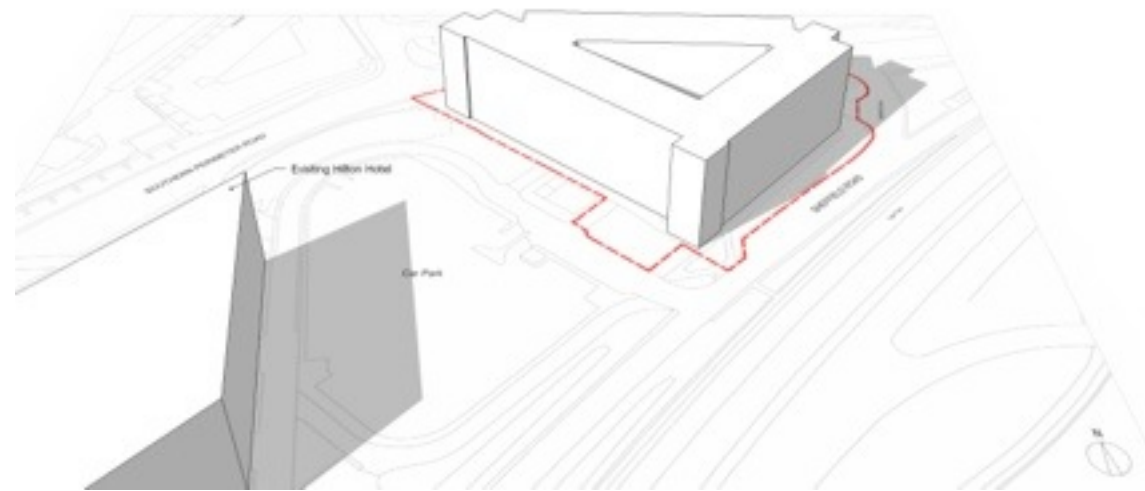
The proposed massing constitutes a ground floor with 84 car parking spaces, access points and some plant.

The form has a central courtyard that permits light to flood into the building while also allowing external space that is sheltered from the surrounding roads.

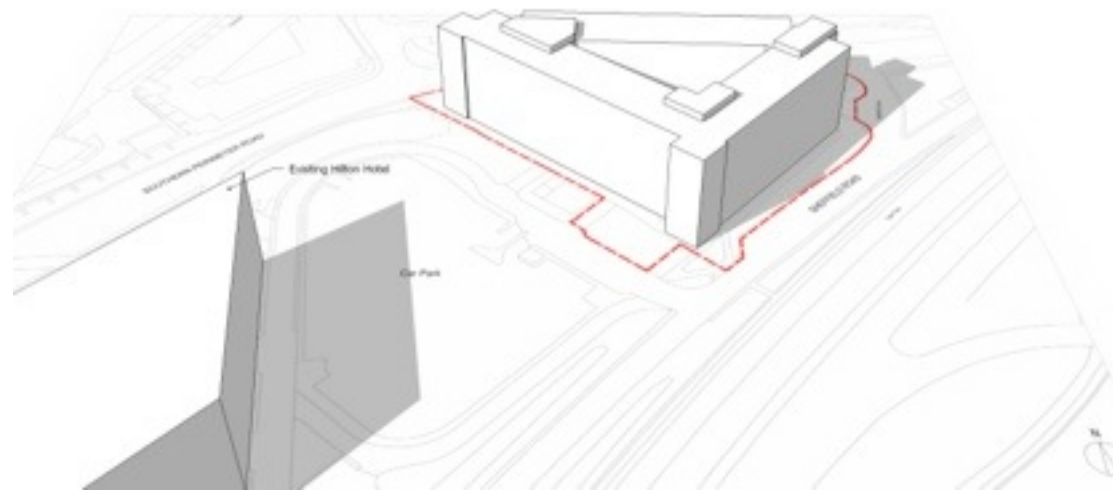
03 design development concept

Heathrow T4 New Hotel design & access

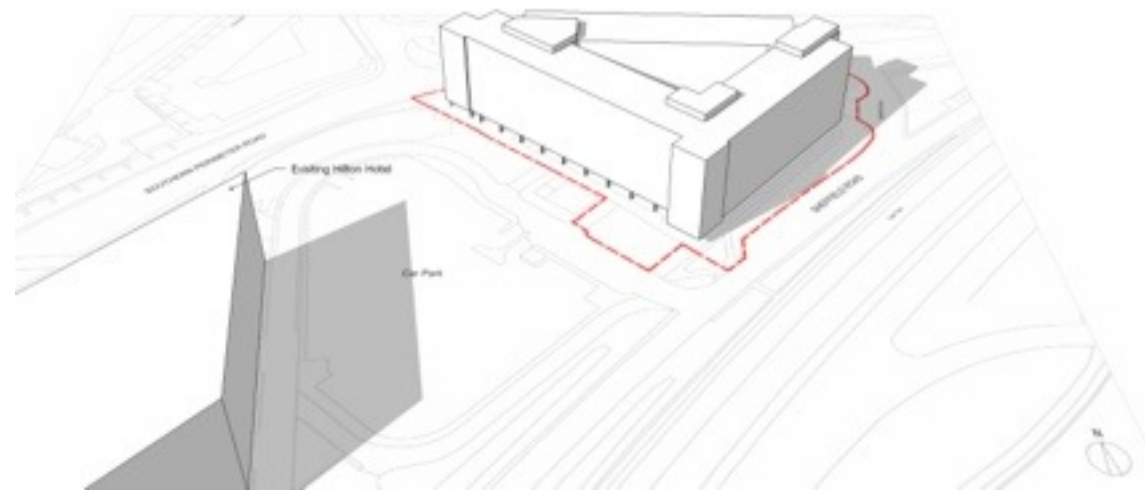




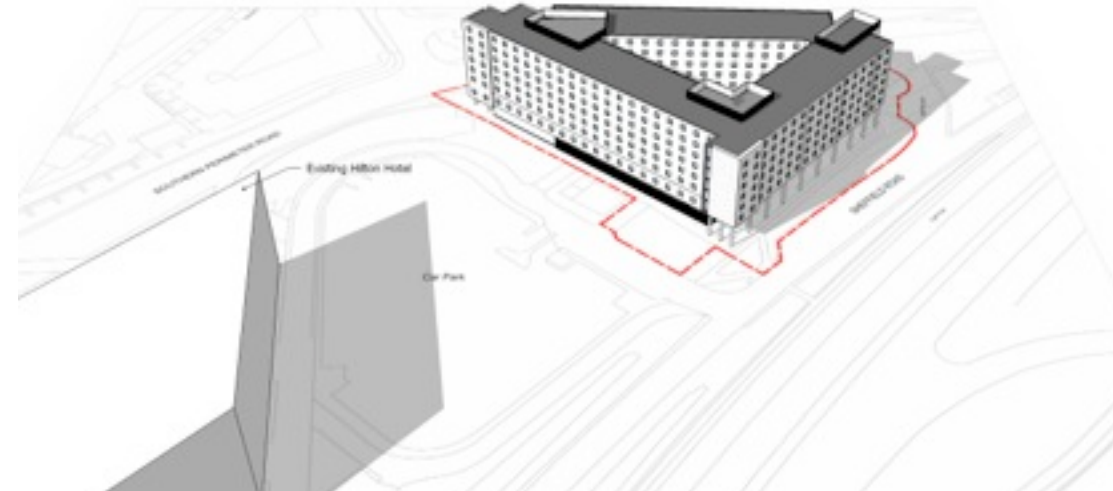
More detailed shape animates the form and provides distinct solid corners to help with orientation within the site



Roof top plant distributed at the corners to minimise their massing and impact



Sections of the perimeter are raised off the ground to open the approach to the building and strengthen its connection to its surroundings



Proposed building adjacent to existing Hilton Hotel

The first floor is comprised of a restaurant / bar facilities, access to the courtyard and some bedrooms.

A further five floors of bedrooms are above this with the roof housing some screened off plant.

roofscape

The building's location in relation to Heathrow airport requires that consideration is given to the main roof design, in terms of plant visibility from below and above, but also to discourage bird nesting and population. The extent of plant areas and subsequent housing have been reduced into three separate elements in order to minimise their required massing.

The plant areas will be screened with horizontal non reflective / glare creating louvres that shield the plant in a discreet manner.

elevations

The external envelope of the building has been developed to adopt a simple treatment utilising a various shaded panels. The design keeps the relief to a minimum in response to the the acoustic conditions and proximity of the airport. In turn, the facades receive articulation and variation by creating a grading from light to dark with rhythmic positioning of windows across the elevations.

Two large solid ends help give orientation to the building and its position.

03 design development concept

Heathrow T4 New Hotel design & access





facade treatment

The external envelope of the building has been developed to adopt a simple treatment using various white and grey shaded panels. The design keeps the relief to a minimum in response to the acoustic conditions and proximity of the airport. In turn, the facades receive articulation and variation by creating subtle grading and tones of white and light grey with rhythmic positioning of windows across the elevations.

Varying finishes of white cladding panels have been introduced to add interest, texture and to reflect and absorb light on the facade. The corners of the building begin as solid bookends. As the elevation continues, the lighter cladding panels are introduced to create a digital raindrop effect to enliven the elevation in shades of white and light grey.

Precedent images are included to illustrate successful examples of buildings with white and graded facades and methods of animating the façade by adding areas of relief to the elevations. This has also been explored on this scheme and is illustrated in the next section.



Bold solid white ends form the corners of the triangular form and break up the length of the elevations.

The car park on the lower levels is disguised by a louvered screen, which wraps around the building and creates a base to the grey box above. This is punctured by glass and masonry elements where the upper hotel and office uses carry down to ground floor. The main entrance to the hotel and appear as a glass box with signage marking the main entry into the building.

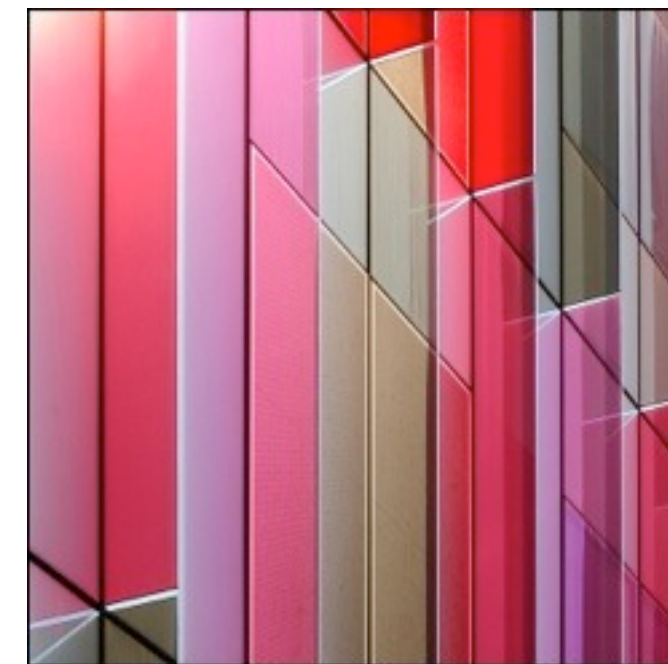
The void at the centre of the building allow light to penetrate to the core of the building while a white rendered finish will reflect and enhance its openness.

Elements of the glazing to the first floor have also received a treatment to create an animated façade treatment with a contrast to the white.



The entrance elevation expresses itself with areas of contrast contrast between solid and glass

Circulation windows on the corridors have been expressed by creating deep set reveals.



The materials proposed for the building are namely rain screen cladding, glazing, louvered screens and masonry, either brick or rendered. On the internal courtyard elevations the grey skin of the box has been removed. These elevations are to receive a white render finish to create a bright reflective courtyard space.

03 design development facade treatment

Heathrow T4 New Hotel design & access





- Building
- Footpath
- Road

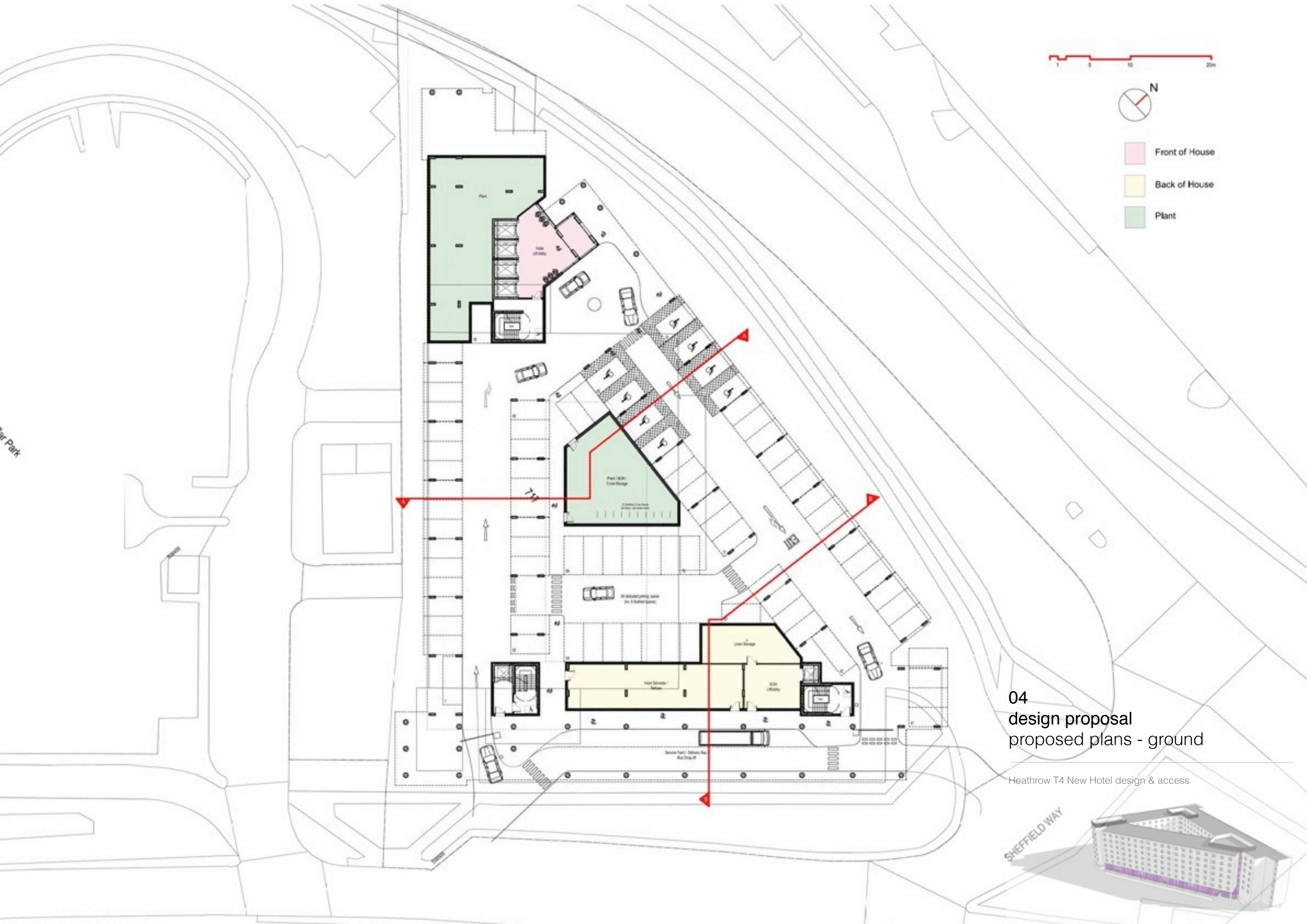
Car Park

04
design proposal
proposed plans - site

Heathrow T4 New Hotel design & access

SHEFFIELD WAY



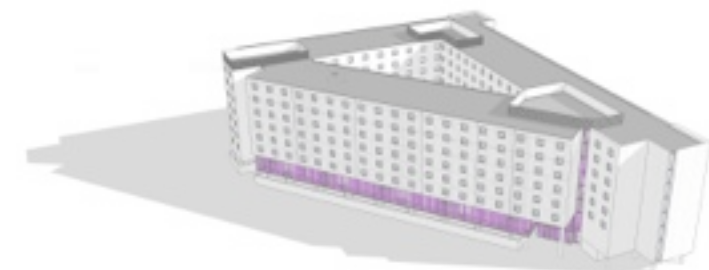


- Front of House
- Back of House
- Plant

04
design proposal
proposed plans - ground

Heathrow T4 New Hotel design & access

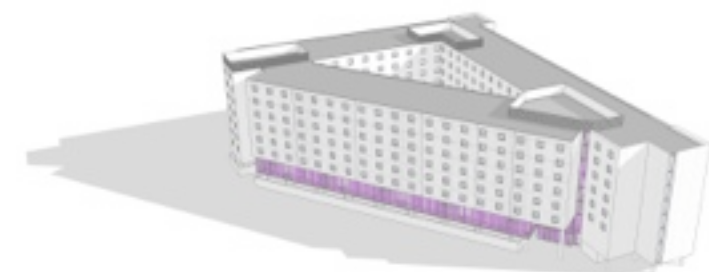


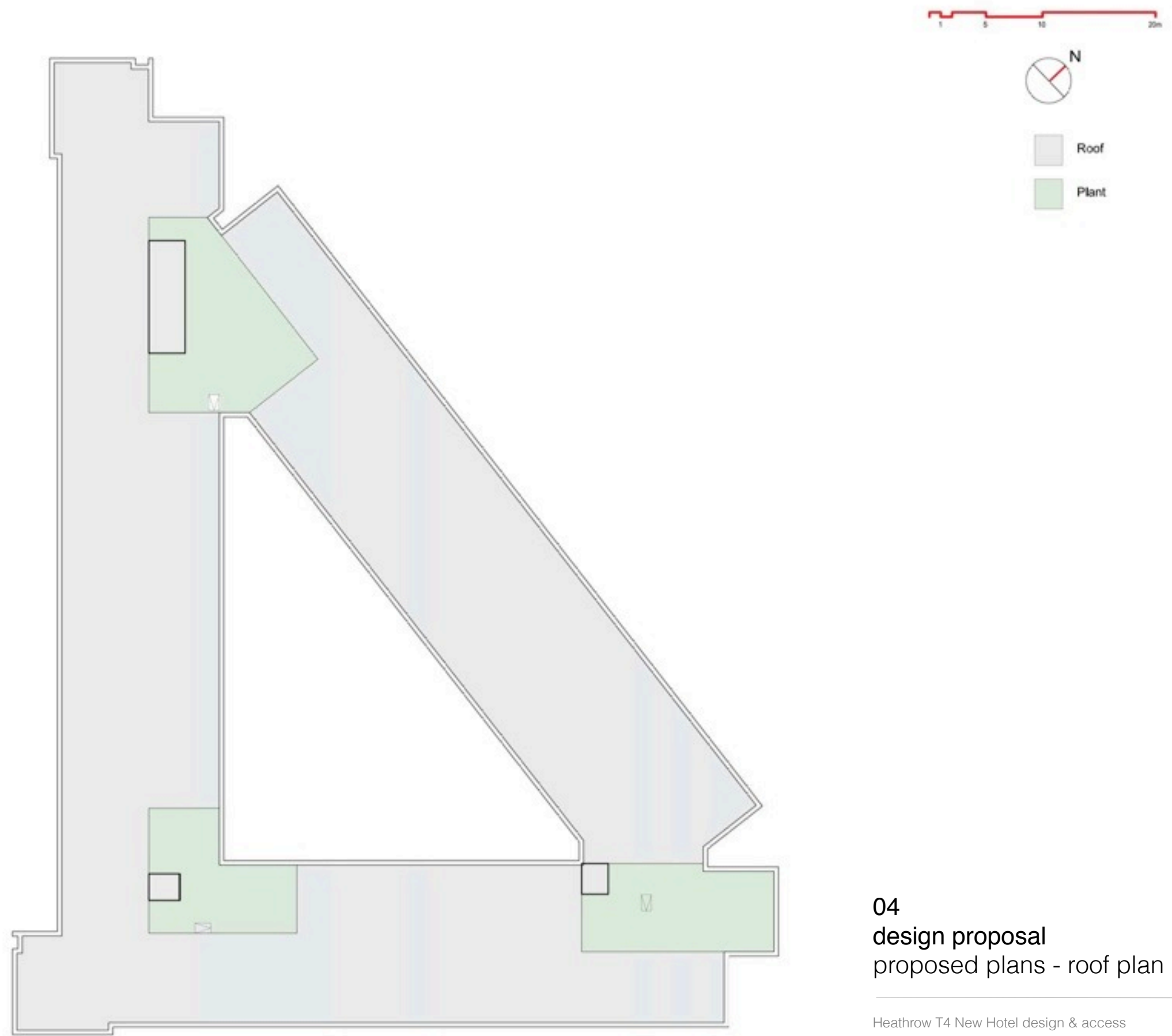




04
 design proposal
 proposed plans - bedroom

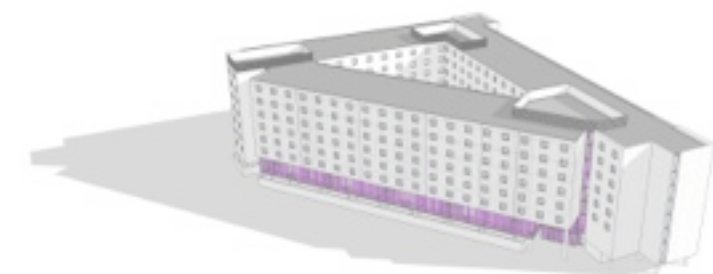
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04
design proposal
 proposed plans - roof plan

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04
 design proposal
 proposed sections AA & BB

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materials

Cladding to hotel scheme: Rain-screen cladding system, with varying colours of white and light grey.

Bedroom windows: White / Grey double glazed windows. Feature windows will have deeper reveals with a contrasting colour. Acoustic requirements to be incorporated.

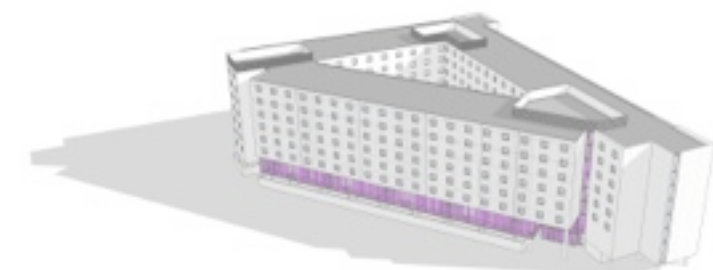
Hotel entry level glazing: Ppc aluminium double glazed curtain walling system, colour White / Grey, with coloured glazing to feature windows. Acoustic requirements to be incorporated.

Car park: Metal louvered screen to open areas with white / grey render solid elements



04 design proposal proposed elevation - north

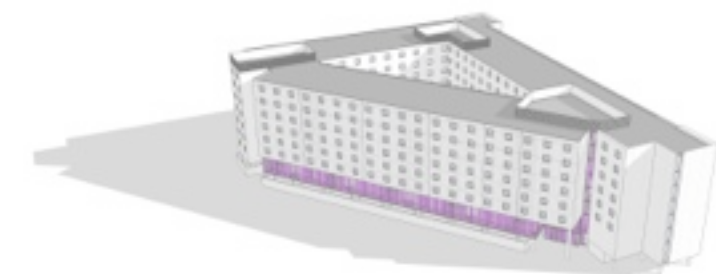
Heathrow T4 New Hotel design & access





04
 design proposal
 proposed elevation - south east

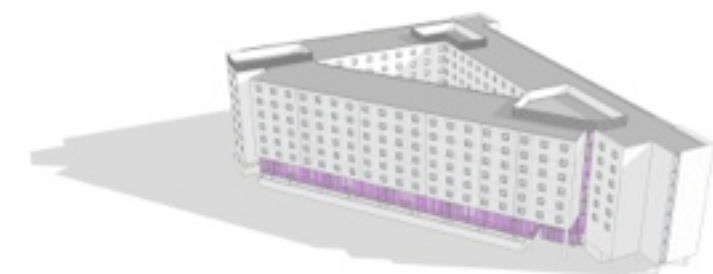
Heathrow T4 New Hotel design & access





04
design proposal
proposed elevation - south west

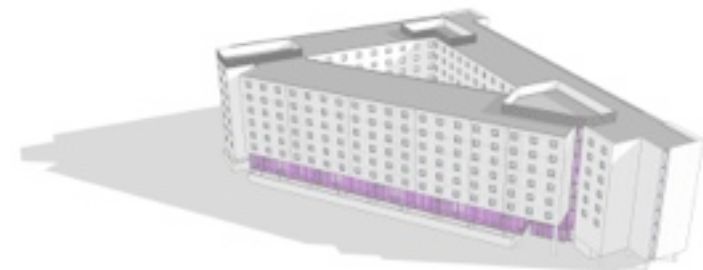
Heathrow T4 New Hotel design & access





04
design proposal
proposed 3D perspective

Heathrow T4 New Hotel design & access



accessibility introduction

Public buildings should be designed so that all members of society can use them. Consequently the proposed development has been designed to accommodate the needs of all the staff and visitors, irrespective of age, sex disability.

Disability Discriminations Act obligations

The Disability Discriminations Act 1995 is a material consideration for planning. It obliges service providers and providers of buildings or places that are open for people to enter or use (whether in the public, commercial and voluntary sectors), to remove existing physical barriers to disabled people's access.

Legislation is now designed to:

- Ensure ease of access to buildings
- Ensure ease of circulation within buildings
- Stipulate requirements for facilities for disabled people with all buildings

Accessibility issues include

- Problems with mobility
- Visual and Aural impairment
- Facilities for parents with young children

This report has taken into account the Disability Discrimination Act 1995 by analysing the following aspects of the site and the design response.

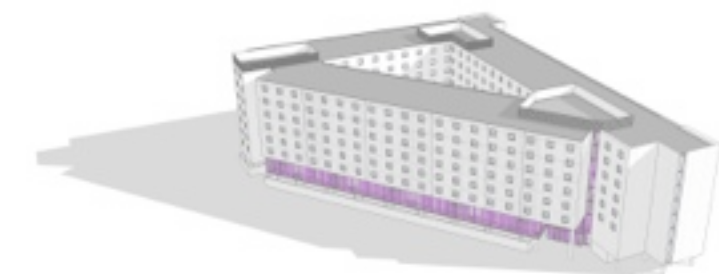
- Transport issues
- Approaches to and around the building
- Access and egress routes
- Internal circulation routes, horizontal and vertical
- Provision of facilities for people with disability
- Provision of clear and legible signage

During the design stage of the building and in preparation of this document, reference has been made to the following publications:

- Policy AM13 of the Harington Unitary Development Plan Saved Policies (September 2007)
- Policies 3A.13, 3A.17, and 4B.5 of the London Plan
- BS8300 Access for Disabled People
- Building Regulations Approved Document M2008
- Disability Discrimination Act
- Planning and Access for Disabled People
- Good Practice Guide, ODPM 2003
- Inclusive Mobility by the department of Transport
- Sign Design Guide

05 access accessibility - policy

Heathrow T4 New Hotel design & access



approach

The approach to the building will be clearly indicated with sign posts from each direction in order to maintain the proposed traffic system and accommodate the new drop off / set down areas.

entrance

The main hotel entrance will have a wider pavement area to its front. They will have level thresholds with door entry systems that accommodate all forms of disability and the doors will be automatically operated and self opening. Glass entrance doors will be used for the hotel and will be made visible with manifestation at two levels. A high contrast strip around the door to distinguish it from its surroundings.

The lobbies will be large enough for a wheel chair user and a person pushing the wheelchair or pram to navigate the space with ease.

circulation & materials

Clear circulation routes will be established, and the surface materials will not in any way impede the movement of disabled people within the building. They will be level, slip resistant and non glare.

Vertical access throughout the development will be provided by ambulant accessible stairs and lifts. There will be an unobstructed manoeuvring space at least 1500mm square in front of the lifts. The lifts will allow access to all levels of the building.

Horizontal access throughout the development will be facilitated by ensuring access corridors are at least 1200mm wide. The fire doors within the corridors will be held open with magnetic hold open devices during the day for ease of access. The magnetic devices will automatically release the doors in the event of a fire alarm being actuated.

facilities

Of the 602 bedrooms, 5% (30) will be Universally Accessible (fully wheelchair accessible) and another 5% (30) will be Ambulant Disabled (easy access) rooms to comply with Hillingdon Council. Furthermore, the wheelchair accessible rooms will be positioned as close as possible to the lifts and all other areas, reception, bar, restaurant, coffee bar and meeting rooms of the hotel will be designed to enable wheelchair users to visit and use.

There will be fully accessible WC / washroom facilities provided on the hotel entry level. All switches, sockets and controls will be positioned within the building to comply with the latest Part M of the Building Regulations

signage

Prior to entering the building, disabled users will need to know the location and the best route to the services available. The number of signs on site will be kept to a minimum to reduce the opportunity for confusion. All sign will be located in logical positions, and care will be taken that they do not project, becoming a hazard. All signs will be adequately lit and should avoid potential glare. The signs will be mounted so that they are in contrast to their backgrounds and all tactile signs will be embossed rather than engraved.

evacuation

The aforementioned measures assist in the entering and accessibility of the building but also in its evacuation. The building will be designed to comply with the latest Part B Building Regulations allowing for full evacuation of the building in the case of an emergency.

landscaping

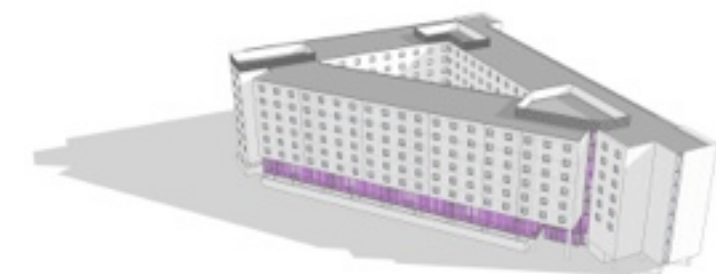
Hard and soft landscaping to the site will be designed in accordance with local planning guidelines with close consultation with the Highways and landscape departments of Hillingdon Borough Council. All footpaths around the site are to be installed as agreed with Hillingdon Borough Council. All external doors will have level access and all footpaths will be relatively flat, with gradients reflecting the levels that exist on site.

lighting

All the proposed lighting will be of good quality in line with the Council's strategy for lighting. The site will be lit to an approved design with appropriate down lighting that is consistent with its proximity to the airport, in accordance with the Aviation Authority Guidelines.

05 access accessibility - design

Heathrow T4 New Hotel design & access



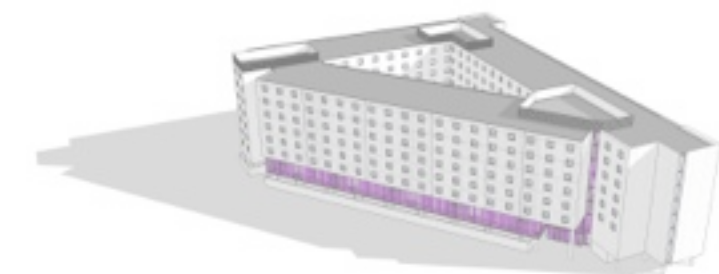
Premier Inn - Special provisions to contribute to DDA Compliance

Whitbread aim to provide a seamless internal layout in Premier Inn Hotels to all those with any mobility impairment in line with the requirements of DDA
Various considerations pursued during the design process are as follows:

- Premier Inn operate a 'self check in' and 1 no. check-in kiosk provided within the reception area will be fully accessible. Staff members are always on hand to assist guests with the use of such facilities.
- Level access into the hotel with lift access to all areas
- A clear route to the reception area and from there, to the lift areas.
- A hotel policy for staff assistance to disabled guest, particularly in the event of fire.
- Induction loop for hearing impaired at reception.
- Contrasting buttons in lifts for visually impaired.
- Audio assistance in lifts.
- Door widths and types, including vision panels, to comply with current part M of the Building Regulations.
- Universally Accessible and Ambulant Disabled bedrooms will be located as close as possible to the lifts.
- All other parts of the hotel will be designed to enable wheelchair users to visit people in other rooms.
- A proportion of bedrooms have been designed for use by wheelchair users with an interconnecting door to an adjacent room for flexibility of care.
- Universally accessible bedrooms have either in equal number to provide choice:
drive in showers with WC, basin and handrail to comply with current regulations.
accessible baths with WC, basin and handrails to comply with current regulations.
- Stairs have been designed to be accessible to the ambulant disabled.
- Public WCs provide ambulant disabled facilities and separate unisex fully accessible WCs have been provided to serve the entrance level bar and restaurant.
- Signage has been designed to be clear to the visually impaired.
- The internal layouts provide sufficient circulation space (at least 1500x1500mm) in the lounge and reception areas and have due regard to DDA guidelines.

05 access accessibility - Premier Inn

Heathrow T4 New Hotel design & access

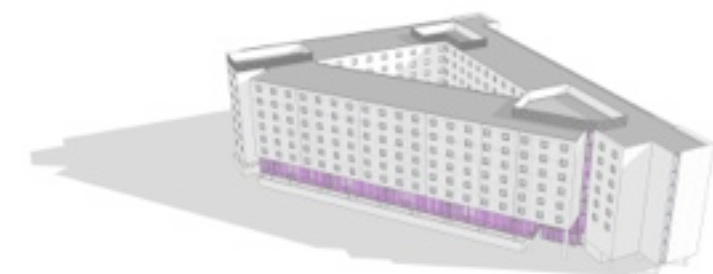


The hotel is committed to minimise the impact they have on the environment by adopting the following environmental initiatives.

- The life cycle of the various component parts used are carefully considered at the development stage, ensuring the development has an operational long term future.
- Commitment to reduce water consumption within the hotel operation
- Reduced energy consumption by use of recycled products is intended wherever possible.
- The company will ensure that the latest legislation concerning avoidance of Ozone depleting chemicals specifications is followed.
- Continue pursuing reductions in CO2 emissions at the detail design stage.
- Collected waste will be stored in a refuse compound, in the ground floor and will be readily accessible from the access road.
- Refuse will be stored in appropriate 'Euro' or 'Paladin' type refuse containers.
- Recycling bins will installed for the key products that include paper, glass, cardboard and plastic and the design the use of on site compaction.
- The compound will be sized according to building regulation an local authority guidelines, covering access, separation of waste and recycling
- Access to the central refuse area should be sufficient in terms of turning circles and gradient to allow waste
- Waste collections by private contractor are to be agreed.

05 access refuse storage & collection

Heathrow T4 New Hotel design & access



The scheme proposes through detailed design to adopt the necessary measures to comply with the Secure By Design and Safer Planning Policies.

The hotel development provides 24hr activity on the site which will enhance the security of the surrounding area. The design will avoid any recessed areas that may compromise security and conflict with the strategy proposed in Secure By Design.

All public spaces around the building will be adequately illuminated to provide light distribution and illumination levels to comply with the appropriate legislation and policy.

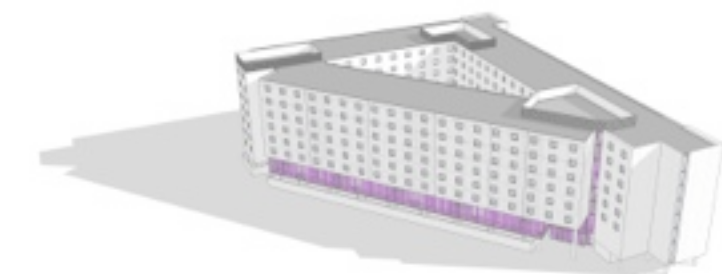
Access into the building will be controlled to maintain security. The Hotel access points will be managed at the reception area, the control measures for which will be submitted to the local authority in writing to be determined by condition.

The detailed design of the doors and glazed areas around the building will ensure compliance with the Safer Places document and any other relevant legislation.

The external landscaping strategy will be developed to ensure compliance with guidance outlined by the relevant secure environment policies.

05 access secure by design

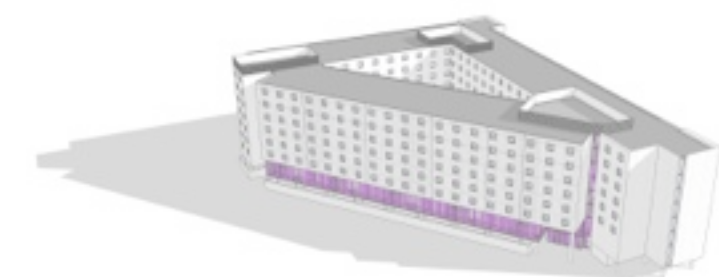
Heathrow T4 New Hotel design & access



Air quality matters are dealt with in the accompanying Air Quality Assessment prepared by Air Quality Consultancy Limited, air quality consultant.

06
appendix 1
environment

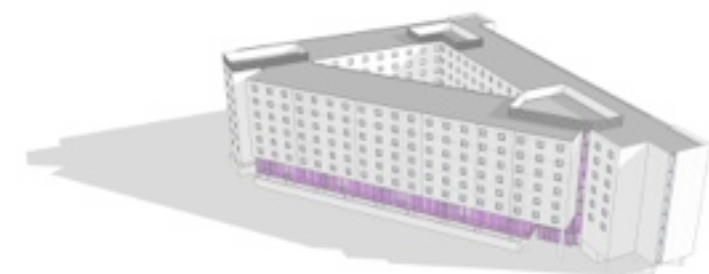
Heathrow T4 New Hotel design & access



Building energy requirements are dealt with in the accompanying Energy Statement prepared by Chapman BDSP Limited, energy consultant.

06 appendix 2 energy

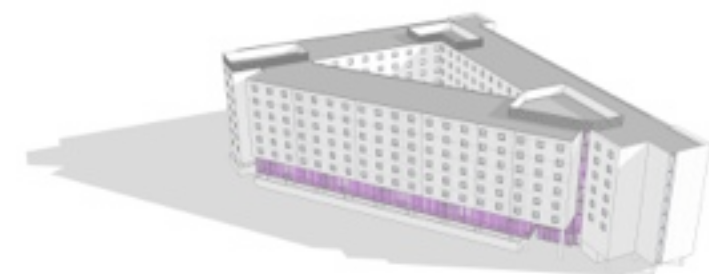
Heathrow T4 New Hotel design & access



All traffic and transport matters are dealt with in the accompanying report prepared by The Cunningham Consultancy Limited, Transport Consultant.

06 appendix 3 transportation

Heathrow T4 New Hotel design & access



Urban Innovations

U151

- P00 Site Location Plan
- P01 Existing Site Plan
- P02 Existing Plans & Elevations
- P03 Proposed Site Plan
- P04 Level 0 - Ground Floor Plan
- P05 Level 1 - Entry Level Plan
- P06 Level 2 -6 - Bedroom Plans
- P07 Roof Plan
- P08 Proposed North Elevation
- P09 Proposed South East Elevation
- P10 Proposed South West Elevation
- P11 Proposed Sections AA & BB
- P12 3D Views

06 appendix 4 accompanying drawings

Heathrow T4 New Hotel design & access

