UNUM PARTNERSHIP
CHARTERED ARCHITECTS

DESIGN AND ACCESS STATEMENT

Document reference 110-DAS-01- P3 (19/07/18)

Application for full planning permission.

Proposed rooftop extension to existing hotel containing additional guest facilities including restaurant, bar, executive lounge and a business centre including additional meeting rooms, additional guest bedrooms and ancillary service areas.

Site address: Renaissance Hotel, Bath Road, Heathrow Airport, Hounslow.

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1.0 Background Information

This Design and Access Statement is prepared by UNUM Partnership Ltd on behalf of Arora Management Services Ltd to accompany application for outline planning permission for a proposed rooftop extension to the existing Renaissance hotel containing additional guest facilities including restaurant, bar, executive lounge and a business centre including additional meeting rooms, additional guest bedrooms and ancillary service areas.

Site address: Renaissance Hotel, Bath Road, Heathrow Airport, Hounslow

Architect: UNUM Partnership Ltd Chartered Architects

Planning Consultant: Arora Management Services Ltd

Energy Strategy: Caldwell Consulting

2.0 Overview

The Marriott Renaissance Heathrow Hotel is located on the South side of the Bath road on the Northern side of Heathrow Airport. It is the closest airport hotel to the vehicle tunnel accessing the central terminal area of the airport. The hotel was originally opened in 1973 and was one of the very first large hotels at the airport and, at time of opening, the closest hotel to terminals 1,2 and 3. After being purchased by the Arora Group in 2012. The hotel currently features 710 guest bedrooms including limited suites over basement, ground and three upper storeys. The building has a regular plan form with two offset rectangles enclosing two separated courtyards creating a figure of eight in plan. The hotel is situated within an extensive parking lot to East, South and West elevations and sits at a slight angle to the Bath road, which is near parallel to the Northern runway and its principal guest entrance is situated on the North side, accessed from Nene road. The “offset” plan form combined with the angle it sits in relation to Bath road creates sufficient space on site for a large drop off area facing the Bath road. There is a secondary guest access from the parking lot to the South and a service and staff entrance at the Western end.

At ground floor level there is a single storey projection at the Western end housing a ballroom and ancillary facilities, and an inclined vehicle ramp providing hotel servicing to a service bay at basement level below.

The hotel accommodation currently is comprised:

Basement: Theatre (mothballed), meeting rooms, fitness suite and hotel servicing including plant rooms, water tanks, fuel tanks, electrical room, service bay for suppliers, laundry, and staff rooms.

Ground floor: Front and rear guest entrances and staff entrance, hotel lobby, reception, function rooms, main ballroom, bar, restaurant and kitchen and associated services, hotel servicing, business centre, hotel offices, and 58 guest bedrooms.

First floor: Guest bedrooms, syndicate rooms and airline crew lounge. Housekeeping areas.

Second floor: Guest bedrooms. Housekeeping areas.

Third floor: Guest bedrooms and Renaissance Club Lounge.

The Arora Group purchased the hotel from the Hotel Property Investors Limited in 2012. An agreement was simultaneously reached with Marriott International to continue to operate the hotel within the Renaissance brand. The new owners immediately began to undertake a multi phased refurbishment of the guest bedrooms, bedrooms corridors and public areas (restaurant and bar) and these works had been substantially completed by 2016.

The owners and operator recognise a need to improve the food and beverage operation of the hotel as well as its meetings and events areas. The location of the hotel with uninterrupted views of the airfield result in a proposal which will take full advantage of these views.

This application is for full planning permission to create an additional floor on top of the existing hotel creating an additional restaurant, bar and new executive lounge all taking full advantage of the uninterrupted views across the airfield. The balance of the new floor houses some additional meeting rooms, break out space, servicing and guest suites.

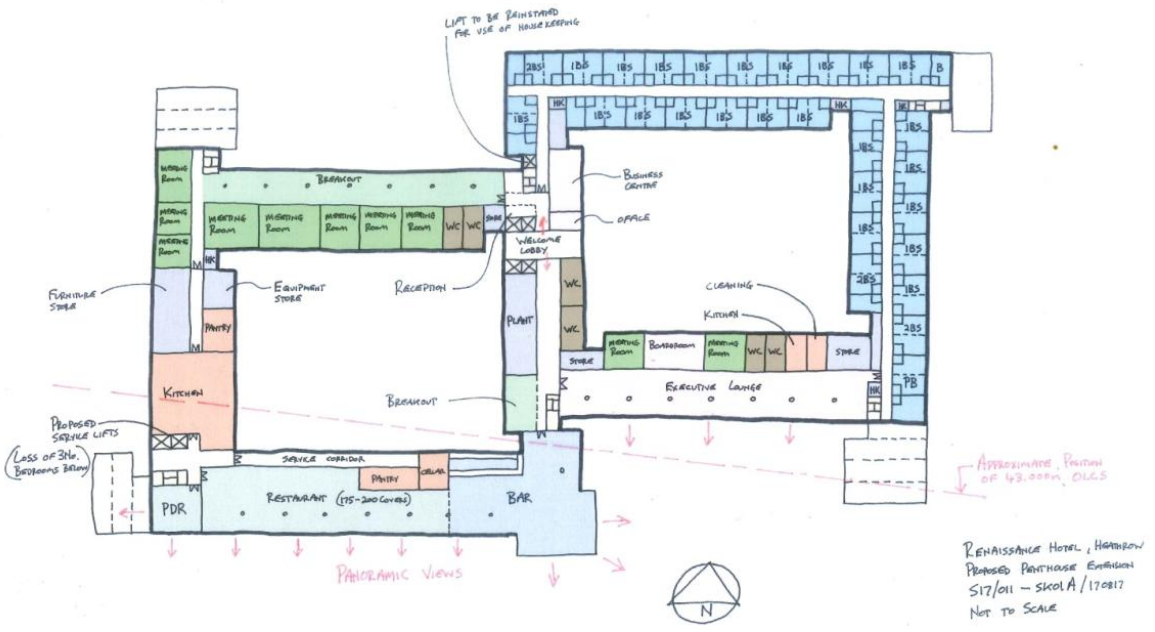

Figure 1: Sketch Master Plan of proposed additional floor dated 18/08/17

3.0 Site Description

The Marriott Renaissance London Heathrow Hotel is situated on the South side of Bath road to the North of Heathrow Airport approximately 300 metres East of the central terminal area vehicle access.

The hotel sits within a site measuring 3.6 Ha (8.9 acres) and is overall approximately rectangular in shape and measures roughly 230 x 150 metres and comprises ground plus three storeys in an offset figure of eight plan form. The hotel sits within a large surface level parking lot with some landscape amenity, principally forming grassed and planted buffers at the boundaries and with a larger landscaped area fronting the drop off area on the Northern side of the building. There are also mature trees within the site curtilage mainly fronting Bath road and the arrival courtyard area.

The existing hotel architectural aesthetic is very much of its time and an example of brutalist architecture. The facades are principally textured exposed concrete and bronzed glazing forming simple repetitive elevations modulated accordingly to the room bay with a strong horizontal emphasis. Blue painted horizontal bands delineate each floor and the sense of repeating pattern of units at each level. An exposed vertical column defines each unit with a recess on the top of each one that adds peculiarity to the building. The hotel is topped with a simple level parapet line punctuated only by the head of the columns and a “top hat” approximately 800mm high within the middle third of the roof housing services terminals, fans and the likes, although this is not visible when viewed from the site boundary. The ground floor, where not bedrooms, is generally set back from the building face above and fully glazed aluminium curtain walling.

At each external corner the brutalist architecture is further emphasised with a step out of one bay per floor creating an inverted stepped gable end which is very much top heavy, further reinforced by the large exposed beams and columns required to support these upper floors.

The immediate neighbours and context are as follows:

- South -The Northern perimeter road and airfield beyond. The Northern runway and adjacent grassed areas are closest to the hotel. There is a guest access to the hotel located midway along the building from the surface car park.
- West - A three storey HM Revenues and Customs building and its adjacent parking lot and roads down to the CTA tunnel beyond.
- East – The immediate neighbour is the Heathrow Employment and skills Academy. This building forms the western end of the World Business Centre which is a series of four modern pavilion style glazed fronted office buildings. These pavilion style buildings have smaller plan forms than the Renaissance, are all four storeys in height and are set close to the pavement of the Bath road, leaving only a landscape buffer. There is a large surface car park located between these office buildings and the Northern perimeter road (NPR). They are accessed via Neptune road from the NPR.
- North - The A4 Bath Road where the drop-off and main walkway entrance are located. Beyond the Bath road to the North are other smaller hotels and a residential block of 4 and 5 storeys in height.

The “external” facing bedrooms of the Renaissance hotel have views of the immediate context, be it car parking, road or airfield.

The “interior” facing bedrooms on the other hand have an outlook on one of two interior courtyards. Within the Eastern courtyard there is a single storey pavilion extension of conference rooms, with a landscape buffer to the guest bedrooms. Privacy to these is achieved as the guest bedrooms in the Eastern wing are elevated above the ground floor public areas by approximately 1.2 metres. The Western courtyard is infilled by the hotel lobby and bar area below. Guest bedrooms to the internal courtyards therefore, although well served by natural light, have an outlook onto the roofs below. The “internal” courtyard facades of the building are the same as the outward facing facades.

The overall site area measures 3.6 hectares and is indicated on the plan below.

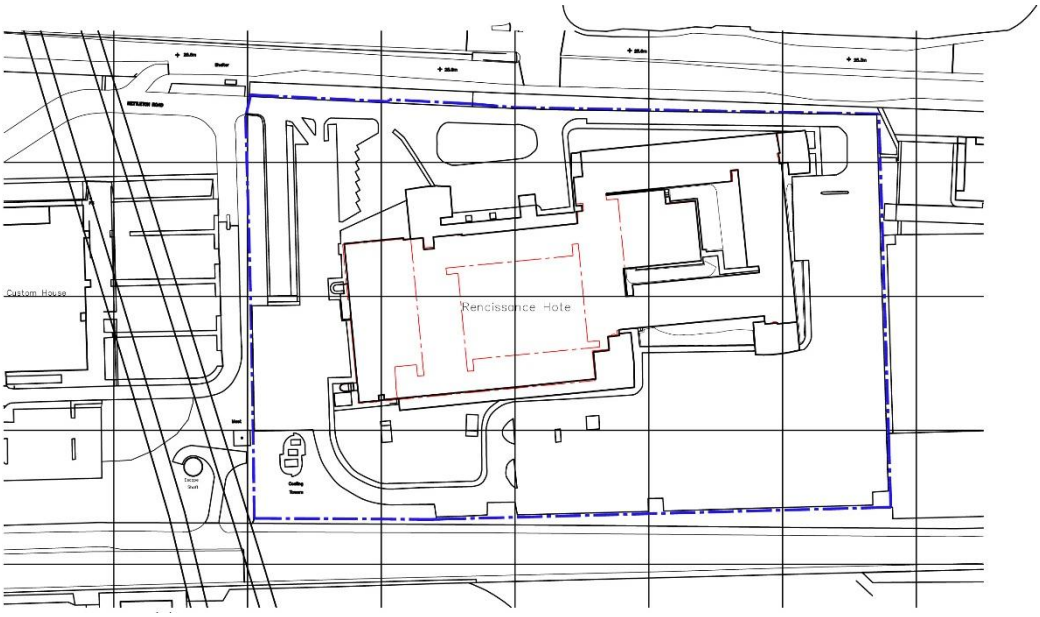

Figure 2 - Site plan

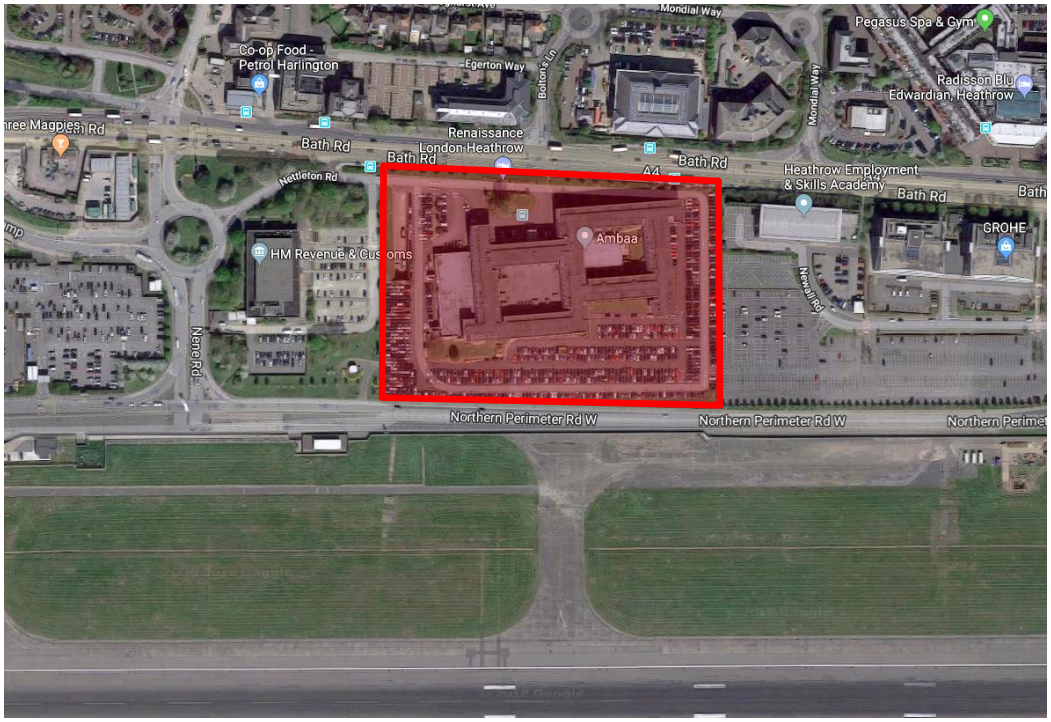

Figure 3 – Google maps plan showing location of hotel in context

4.0 Photographs

Picture 1 - East view of the hotel

Picture 2 – Southern façade viewed from the Northern Perimeter Road

Picture 3 – View from vehicle access point at North West corner of the site

Picture 4 – Northern façade taken from Bath Road. Landscaping in foreground.

Picture 5 – View of roof facing East. Column lines punctuating the parapet are indicated. Services "top hat" is visible on LHS

Picture 6 - Roof view with western courtyard roof below.

5.0 Proposed additional accommodation:

The proposal is to construct another floor on top of the existing hotel. This is principally to house additional public areas for the hotel. The operator believes that the current hotel offering is lacking in both restaurant and bar provision for a 700+ bedroom hotel. Additionally, the hotel does not take full advantage of the unique location and open aspect views that it offers across the airfield. The Renaissance hotel also has an exceptionally high use of the meeting and conference facilities due to its proximity to Heathrow.

The proposed new penthouse floor will therefore house the following new accommodation:

- 150+ covers bar with full dining menu
- Theatre bar for approximately 100 with luxury cinema style seating and table service
- Additional meeting rooms, break out space and support accommodation
- Executive lounge
- 1 and 2-bedroom suites
- Back of house servicing and support accommodation
- Alterations and provision of new vertical circulation as required
- Executive gym and changing rooms

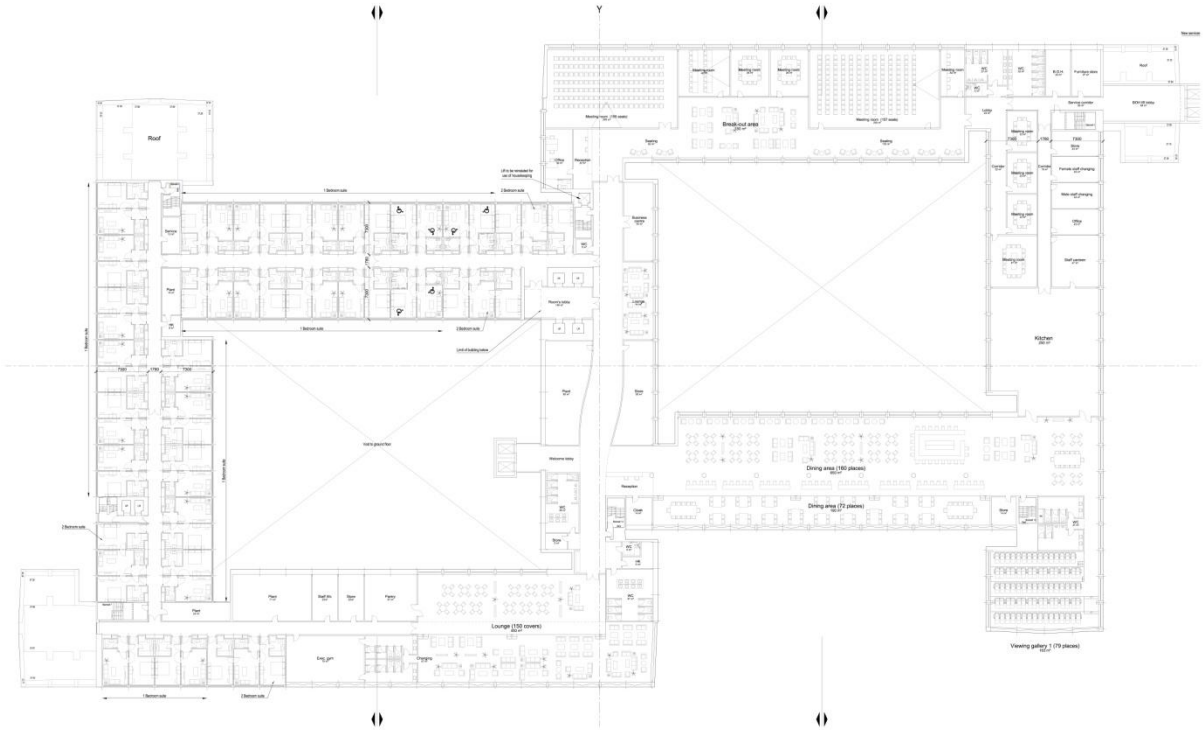

Figure 4. Proposed rooftop extension floor plan

6.0 Layout

The hotel currently includes 4 no guest lifts accessing all floors. These are located at the central meeting point of the two courtyard wings; the logical location given the size of the overall building footprint. There is no front of house guest stair and at peak times there is significant demand on the lifts leading to extended dwell times for guests. The proposed extension therefore includes the provision of two additional guest lifts linking the reception lobby level with the new penthouse floor. These lifts are located close to the existing lifts, accessed at ground floor level from the main lobby and will rise to the new floor through the eastern courtyard. In addition, the existing (4) guest lifts will have their shafts lengthened to serve the new floor.

The new public areas are planned to take full advantage of the Southern views from the hotel. The new bar and executive lounge front the southern facing wings and the floor is stepped in section placing a lowered dining area at the front with bar and bar seating area above providing views of the airfield over the diners below.

At the South-eastern corner of the building the plan forms projects south forming a prominent gable end. On the top of this projecting bay the proposal is to form a theatre bar with recliner style cinema seats. This space is very much aimed at the guest wanting to view planes and will offer outstanding uninterrupted views across the airfield.

The balance of the hotel southern frontage will house the new executive lounge for the hotel.

The new public spaces are all accessed from a central spine circulation corridor along the middle wing of the figure of eight plan This new circulation space links the guest lift lobbies with each of the public spaces and northwards to a new reception for the meeting / conference centre. The guest lifts also provide access to an “L” shaped wing housing 1 and 2-bedroom suites (24 and 4 no respectively).

The hotel is currently served by 6 staircases, located at each external and internal corner of the figure of eight plan. Preliminary fire assessment review by the design team suggests that these will be sufficient in quantity and width to serve the new upper floor.

The large footprint is currently served by only 2 service lifts, located at the western most end of the building and adjacent to a staircase used principally for staff access. Housekeeping to the guest floors is served from these lifts, which also double as delivery lifts from basement service bay to kitchen above. As with the guest lifts, we believe that the additional upper floor with extensive public areas will place too much pressure on the existing service lifts and it has proven impossible to discretely service an entire new upper floor with the public accommodation proposed from one side of the building.

The proposed solution is to form an additional service bay at the North East corner of the hotel. This will be accessed by delivery vehicles from the main hotel access / circulatory road. At this location we propose to introduce a fully enclosed vertical service bay, refuge storage and access lobby to one

new service lift. The service lift is for servicing the kitchen on the new top floor which will serve the new food and beverage operations at that level, including the conference rooms. This service bay is tucked neatly beneath one of the overhanging gable ends and can be created by sacrificing a small number of car parking spaces. The new lift cores are inside the existing building footprint at the top floor level and are treated sympathetically in the façade design solution. The lift overrun is set back from the face of the existing building to make it recessive in the gable end facade composition.

Additionally the existing service lifts will be extended up to the top floor to facilitate house keeping to the new rooms in the western wing of the floor plan.

The remaining accommodation on the new upper floor is hotel back of house servicing accommodation, including plant rooms to house air handling plant, condensers and the likes all as required to provide a fully functioning additional floor.

The MEP energy strategy is discussed further in the energy statement.

7.0 Extension area summary

The overall additional floor area proposed is as follows:

Location	Gross Internal Area (sqm)	Gross External Area (sqm)
New Penthouse floor	6, 004 sqm	6,584 sqm
Ground floor service yard	71 sqm	89 sqm
Total	**6, 075 sqm**	**6,673 sqm**

8.0 Façade design and materials:

The existing hotel architectural aesthetic is very much of its time and an example of brutalist architecture. The facades are principally textured exposed concrete and bronzed glazing forming simple repetitive elevations modulated accordingly to the room bay with a strong horizontal emphasis. Blue painted horizontal bands delineate each floor and the sense of repeating pattern of units at each level. An exposed vertical column defines each unit with a recess on the top of each one that adds peculiarity to the building. The hotel is topped with a simple level parapet line punctuated only by the head of the columns and a “top hat” approximately 800mm high within the middle third of the roof housing services terminals, fans and the likes, although this is not visible when viewed from the site boundary. The ground floor , where not bedrooms is generally set back from the building face above and comprises fully glazed aluminium curtain walling.

At each external corner the brutalist architecture is further emphasised with a step out of one bay per floor creating an inverted stepped gable end which is very much top heavy, further reinforced by the large exposed beams and columns required to support these upper floors.

The proposed rooftop extension seeks to soften the brutalist aesthetic by “finishing” the building in a more appropriate manner. The new penthouse floor maintains the rigorous approach of the expressed vertical bays through extension of the columns and terminates these with a simple lid created at the new wall head. A combination of clear and spandrel glazing is recessed between the new columns again echoing what is below, but with a much squarer proportion.

We believe this rigorous approach to the treatment of the facades is both complimentary to the strong aesthetic of the existing building whilst softening the look, creating an almost simple classical finish or a pared-down aesthetic purity.

We have introduced a “shadow gap” at the existing wall head. This is used to terminate the head of the existing building and infill from existing wall head to top of existing column overruns. It also replicates the horizontal recesses expressed on each of the existing floor plates below.

A recessive shadow gap is introduced at the existing wall head to infill the gap between parapet and top of existing column

Picture 7: Parapet detail

The “shadow gap” creates a void space to facilitate the introduction of new structure and offsets for services risers as required without compromising the new penthouse floor layouts.

By slightly elevating the new upper floor level we can simplify the glazing lines of the penthouse.

In section the height of the proposed new rooftop extension varies. This is for two reasons.

Firstly the internal accommodation requires different ceiling heights between bedroom areas and public areas.

Secondly height limitations imposed (and discussed already with HAL safeguarding and NATS) around the airfield have resulted in a stepping of the building height and mass away from the airfield.

Both of the reasons above result in a solution which is very much a new “crown” to the building but more than just a simple additional floor with flat eave line. The change in ceiling heights result in

sections of the building having a higher eaves line and add interest to the composition as viewed from street level.

This is carefully considered in combination with the play of solid and transparent / glazed sections of the facade solution.

The facade is principally glazed between the new column grid and the glazing along the proposed south elevation is set at a series of apparently random angles relative to the building line below. Again, this proposal is being brought forward following consultation with NATS on the use of glass at this level. The “zig zag” of the glazing sections in plan along the southern elevation helps with the reflection of the radar sited to the south of the site within the airport.

Solid sections of facade are also introduced, mainly at gable ends replicating the strength of gables below and creating new zones for building signage. Where solid gables are proposed these wrap around becoming the roof plain.

At the main gable ends, where the building floor plate currently projects one bay per floor, we have used a combination of solid panels and rigorous expressed columns, emulating the main facades, to create a more modern aesthetic. The entire composition exhibits a classical elegance in terms of its symmetries and simple grids and order.

The roof is projected slightly beyond the wall line below capping off the hotel.

The proposal is a glazed and modern façade design that reduces its impact on the ensemble and still gives a strong character to the new addition. It is indeed a common strategy when approaching rooftop extensions to buildings as it is a way to merge successfully an existing part with a new one.

Figure 5 - Examples of contemporary additions on existing buildings and modern buildings exhibiting a rigorous approach to the elevation composition.

9.0 Images of proposed extensions

The images replicated below are all taken from an architectural model of the proposed extension and are to illustrate the appropriateness of the proposal in context of the existing hotel and surrounding context.

Image 1: North-West corner

Image 2: North-East corner

Image 3: North elevation

Image 4: South-East elevation

10.0 Site layout alterations

Minor alterations to the site layout are included within the application. These are as follows:

1) Provision of 3 no additional disabled parking bays. This represents a 10% provision relative to the quantity of bedroom suites being proposed. These are located close to the existing access to the hotel lobby from the surface car park to the South of the hotel.
2) Provision of 8 no Electrical vehicle parking bays as well as a provision of 8 no Passive electrical vehicle parking bays. This represents a 28% provision relative to the quantity of bedroom suites being proposed. These are located close to the existing access to the hotel lobby from the surface car park to the South of the hotel.
3) Addition of a secure bicycle storage area for use by staff beneath one of the overhanging gable end projections to provide cover at the north side of the hotel.

11.0 Accessibility

The design of the proposed development has been carried out and will be refined in compliance with and to the spirit of documents and policies which include the following:

1. Approved Document M (ADM) of the building regulations (2015 edition)
2. BS8300: 2009 – Design of Buildings and their approaches to meet the needs of disabled people
3. British Standard 9999: 2008 - Code of practice for fire safety in the design management and use of buildings.
4. The Disability Discrimination Act 1995 (amended 2005)
5. The Planning and Compulsory Purchase Act 2004
6. Local Planning Policies R16 and AM13
7. London Planning Policies 3A.5, 4B.1 & 4B.5
8. Regional Planning Policies; The London Plan 2016
9. Accessible London: Achieving an Inclusive Environment, GLA (April 2004)
10. Accessible Hillingdon: Supplementary Planning Document 2017

With reference to The London Plan 2016, the design proposal aims to provide a safe, accommodating, attractive, barrier free and flexible environment for all users, “regardless of disability, age or gender”

11.1 Inclusive Design

Inclusive design is defined as being a “general approach to designing where the products and services address the needs of the widest possible audience, irrespective of age or ability”.

Current Building Regulations take cognisance, within limitations, of inclusive design.

The general movement to and through the hotel has been designed to be at least in accordance with the current building regulations, considering door widths, level thresholds, circulation space widths etc. Generally, the proposals exceed the requirements of the Building Regulations in terms of design for a wider audience.

The new lift core is centrally located for general convenience of all guests.

11.2 Approaching the Site

The Public Transport Accessibility Level at Renaissance hotel is relatively high. Numerous bus and coach services serve the area, many passing by the front door of the hotel on the Bath Road. The hotel is also served by the Heathrow Hoppa bus linking directly to all terminals. The provision for passengers in terms of shelters, seating, street lighting and provision of bus information/timetables is excellent as would be expected for this type of facility. The closest bus stops are located on Bath road. Easy access from the bus stops to the hotel can be gained at ground level. The bus services in the area provide excellent connections to local residential and business areas, other bus routes and nearby rail stations.

Heathrow is also well served by Underground and rail services and is served by the extension to the Piccadilly Line and the Heathrow Express service from Paddington and Heathrow Connect service.

These services together with the bus and coach services provide excellent connections to the wider rail network. As such access to the hotel by Underground and/or main line rail is excellent.

3 no. Additional Disabled parking bays are proposed. The disabled spaces are located directly opposite the hotel entrance area as close to the entrance as practicable possible to ensure compliance with Building Regulations.

11.3 Entering the Building

The hotel currently has a fully accessible entrance and no changes are proposed. Once inside the building, access to the accommodation levels above is primarily by lift, which will exceed DDA requirements. All circulation spaces on all floors comply or exceed the current Building Regulations.

The lifts will be specified in accordance with BS8300:2009 and ADM section 3.29 to 3.34. Signage identifying the lift locations will be installed and will be visible from the building entrance to assist with way finding.

All lifts will:

a. Exceed the minimum internal car dimensions of 1100x1400mm; and
b. Include clear openings doors exceeding 800mm; and
c. Include landings with a clear manoeuvring space of 1500x1500mm; and
d. Include controls which are clearly distinguishable, including tactile information, located at 1000mm above finished floor level; and
e. Including voice addressing.

11.4 Internal Planning

All internal doors will have a minimum effective clear width of 800mm in accordance with BS8300:2009.

To all public areas and designated disabled rooms door openings will have an unobstructed space of at least 300mm adjacent to the leading edge of the door, on the pull side of the door.

Where fitted with self closing devices these will be installed and specified in strict accordance with BS8300:2009.

Corridors will have a clear width of 1500mm minimum and at regular intervals (bedroom door lobbies) this increases to excess of 1800mm to allow wheelchair users to pass one another.

Cross corridor doors, required for smoke control, will be held opened on electromagnetic hold open devices, linked to the fire alarm system to allow automatic closure in the event of a fire. These doors will be fitted with vision panels to each door leaf, fitted between 900 and 1500mm above FFL.

Each corridor will provide escape routes to designated stair enclosures and will provide clear, lit emergency signage and lighting in strict accordance with BS5266 and ADB of the current building regulations.

11.5 Facilities within the building

All switches and socket outlets will be accessible (i.e. between 450mm and 1200mm above the floor) and in areas utilised substantially by guests, design focus and consideration will be given to accessibility and the DDA.

The entrance door will exceed the minimum clear width of 775mm.

All existing stairwells achieve at least 1000mm between handrails, fitted to both sides of the stairs.

Hearing impaired system is provided at all reception areas and service counters including the new and proposed bar.

Visual contrast to finishes will be specified for visually impaired.

Toilet facilities will be included so they are easy and convenient to use by everyone. The public toilet facilities within the hotel extension will be designed to comply with BS6465 (code of practice for provision of sanitary appliances) approved document G and M sections 5.3 to 5.21 (where applicable). There will be a wheelchair accessible WC located within 40m travel distance in all public areas of the hotel extensions.

The design of the toilet facilities will include:

a. Accessible stall or toilet for wheelchair users designed and fitted out in accordance with BS8300:2009 and with minimum internal dimensions of 2200 x 1500mm and not including baby changing facilities; and
b. Within separate sex toilet blocks including a larger cubicle for ambulant disabled; and
c. Will be signed as being “accessible”
d. Will include assistance alarms within the stalls to alert hotel staff if help is required.

A fully addressable fire alarm system is installed into the hotel and will be extended to include the rooftop extension in accordance with the requirements of BS5839.

The fire alarm system will include visual warning beacons where required to take account for people with hearing impairments.

Guests can be provided with vibrating pillow pads at their request. These are linked to operate upon activation of the fire alarm system.

11.6 Accessible bedrooms

The designs for bedrooms and their en-suites designated as being accessible will be in accordance with the guidance in BS8300:2009 and ADM of the Building regulations. 50% of the en-suites will have showers and 50% will have baths. 50% will have toilets positioned for right hand transfer and 50% for left hand transfer.

3 no designated accessible bedrooms are indicated on the new 04th floor, equating to over 13% provision.

The hotel will provide mobile hoist systems similar to the image below which will be for use as requested by hotel guests.

Additionally accessible accommodation will be designed to satisfy the following criteria:

a. Located close to lifts on upper floors;
b. Located on accessible routes;
c. Situated to provide equal access to views enjoyed from standard bedrooms;
d. Include some rooms with a connecting door for a carer;
e. Suitable for purposes (include manoeuvring space for wheelchair users and mobile hoists, capable of supporting the required fittings such as grab rails and ceiling mounted hoists).
f. Will include assistance alarms within the en-suites and at bead heads to alert hotel staff if help is required.
g. The designs for bedrooms en-suites designated as being accessible will be in accordance with the guidance in BS8300:2009 ADM of the Building regulations. 50% of the en-suites will have showers and 50% will have baths.

12.0 Planning Matters

These are discussed in the planning statement accompanying this application.

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