



120 Bath Road, Harlington | Design & Access Statement

0.0 contents

---

1.0 introduction 3

2.0 project background 4

3.0 site analysis 8

4.0 development principles 11

5.0 access 24

6.0 conclusion 26

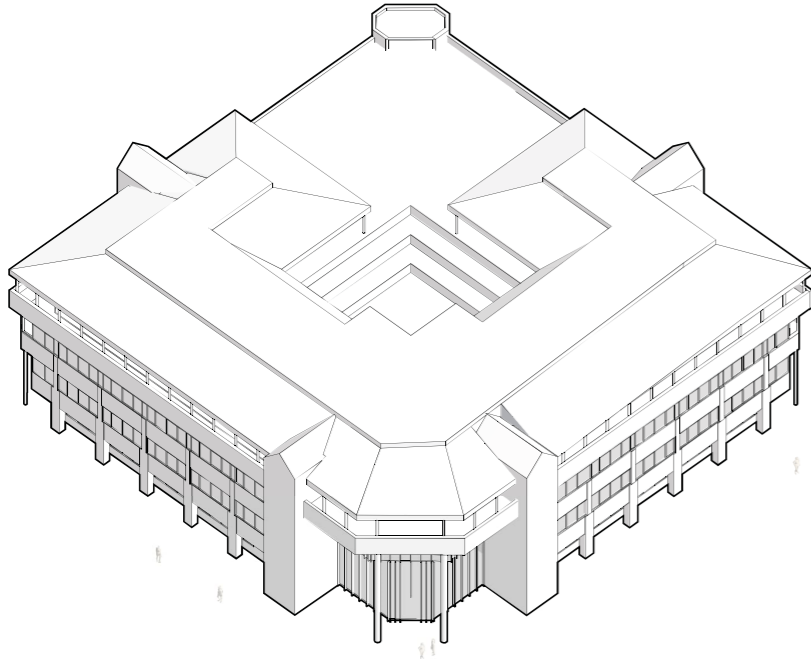
1.1 the planning application

1.1.1 This Design and Access Statement (revision P02) accompanies a full planning application for the re-development of Capital Place, 120 Bath Road, Harlington, UB3 5AN.

This P02 revision DAS provides additional detail following the request from the Council's Design Officer for further information. P02 revision changes have been highlighted in red for ease.

1.1.2 It describes the proposal to develop the site of the existing office building on 120 Bath Road to create a new hotel of quality, which will positively contribute to its prominent setting in very close proximity to the northern edge of Heathrow Airport.

1.1.3 The description of the development is as follows: 'Change of use of the existing building from Class E (office) to Class C1 (hotel), with infill extension, together with ancillary hotel facilities, car parking, drop-off and servicing arrangements, and associated landscaping.'



Existing Axonometric NTS

1.2 purpose of the document

1.2.1 This document has been prepared in accordance with the requirements of Circular 01/06 and the CABE Guidance "Design and Access Statements – How to Read, Write and Use Them".

1.2.2 It explains the design principles and concepts that have been applied to the amount, layout, scale, landscaping and appearance of the proposal. It seeks to demonstrate how the proposal has been designed to consider the relationship of the proposed development to the surrounding area and neighbouring areas. The statement also explains the proposed access arrangements.

1.2.3 The proposed development site is not located in close proximity to any Conservation Areas or listed buildings.

1.2.4 The remainder of this Design and Access Statement is structured as follows:

Section 2 sets out the background to the project including the location and project brief

Section 3 contains the site analysis

Section 4 explains the development principles

Section 5 explains the access and parking principles

Section 6 provides a conclusion

1.3 accompanying documents

1.3.1 The application comprises and is accompanied by the following documents:

- Architectural Drawings
- Application Forms including relevant certificate
- CIL Forms
- Design and Access Statement (including Accessibility Statement)
- Landscape Plans
- Planning Statement
- Town Centre Sequential Test
- Hotel Needs Assessment
- Air Quality Assessment
- Archaeological Assessment
- Flood Risk and Drainage Assessment
- Preliminary Ecology Survey + BNG
- Energy and Sustainability Statement
- Fire Statement
- Noise Assessment
- Transport Assessment and Travel Plan
- Tree Survey Arboriculture Impact Report
- Contaminated Land
- Overheating Assessment
- Delivery and Servicing Plan
- Parking Design and Management Plan

The following drawings have been revised:

- 7697-al(05)0005 P02
- 7697-al(05)0010 P02
- 7697-al(05)0011 P02
- 7697-al(05)0012 P02
- 7697-al(05)0013 P02
- 7697-al(05)0021 P02
- 7697-al(05)0022 P02
- 7697-al(05)0023 P02
- 7697-al(05)0024 P02
- 7697-al(05)0030 P02

With two new additional drawings:

- 7697-al(05)0040 P01
- 7697-al(05)0041 P01

## 2.0 project background

### 2.1 location - strategic context

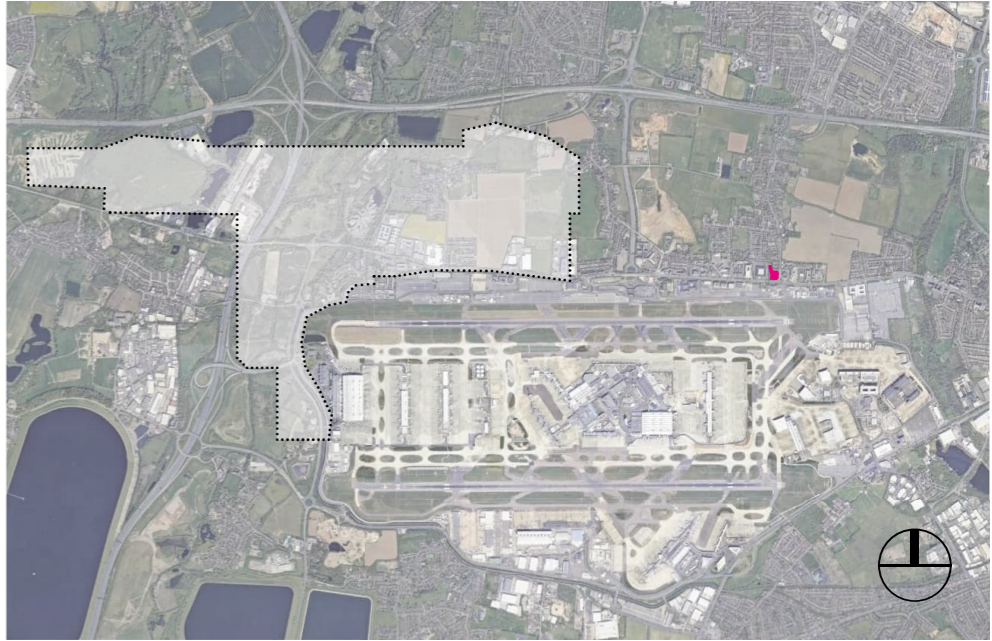
2.1.1 The application site lies within the administrative area of the London Borough of Hillingdon, a borough in West London. The site is located approximately 2.5 miles south-west from Hayes and Harlington Train Station, approximately 1 mile from Heathrow Terminals 2 and 3 station. The site (120 Bath Road) comprises of a part 3, part 4-storey 1980's office building (including ground floor) which sits within its own private car park holding approximately 200 car parking spaces.

2.1.2 The surrounding area is characterised by a mix of business and commercial land uses (largely hotel use), with buildings typically between 3 and 6-stories in height. It sits amidst a group of hotels including Marriott, Sheraton, Best Western, and Radisson Blu.

2.1.3 Bath Road is an active vehicular route running along the northern edge of Heathrow Airport. The site has good public transport access with frequent buses and a PTAL rating of 4. Public transport links to the airport are provided, also to central London (via the Heathrow Express), and the wider motorway network.

#### Key

- Site Boundary
- Property
- Proposed Heathrow Expansion



## 2.0 project background



### 2.1 location - strategic context - continued

2.1.4 120 Bath Road is a part 3 part 4-storey office building built in the late 1980's with limited architectural and historic interest.

2.1.5 120 Bath Road no longer caters for the needs of today's commercial office marketplace. A hotel use is much more suited to the surrounding context, and with Heathrow's proposed expansion, there will likely be an increased demand for hotels in the area. Please refer to the Marketing Summary prepared by Colliers and Colliers Hotel Needs Assessment for further information. Although structurally sound, the building performs poorly from an environmental standpoint with an energy performance rating of E. The condition of the building is deteriorating and needs intervention to ensure the site can be redeveloped and brought back into active use. The proposed scheme will achieve this, while maintaining as much of the existing fabric as possible.

2.1.6 The application site detracts from the overall character of the area and reflects an earlier architectural style, not contributing to the immediate townscape. The property has been vacant from a formal tenant since December 2020, however, it is being used in accordance with its lawful planning use as back of house, office and administrative functions. The proposal presents a unique opportunity to develop the building and provide new high quality hotel that responds to the local hotel demand and will support Heathrow's expansion in the longer term.



## 2.0 project background

### 2.2 applicant and operator

2.2.1 Toyoko Inn Co., Ltd. are a Japanese hotel chain founded in 1986 and headquartered in Tokyo. Toyoko Inn Co., Ltd. operate 361 hotels (79,203 bedrooms) across the world.

2.2.2 Toyoko Inn Co., Ltd. have extensive experience in the development of hotels which are funded by the company's profit and banks as required.

2.2.3 Toyoko Inn Co., Ltd. have grown rapidly since forming in 1896, increasing its number of hotels from 61 in 2002 to 347 in October 2022. Most of their hotels are in Japan along with 12 hotels in South Korea, one hotel each in the Philippines, Mongolia, France and Germany. In 2026, the opening of the new Toyoko Inn in Kochi will mark a major milestone, completing the brand's presence across all 47 prefectures of Japan.

2.2.4 The established team at Toyoko Inn Co., Ltd. offers substantial financial expertise and hotel running experience.

2.2.5 The proposed end user client for the hotel is Toyoko Inn. The company focuses on hotels in accessible locations near railway stations and airports. The company's philosophy centres on practicality and affordability. Consequently, the company has streamlined their business model to do away with 'extravagant facilities of resort hotels' or 'overwhelming levels of personal service' and instead focus their efforts on high quality rooms that are 'clean', 'comfortable' and 'affordable'. It is a hotel brand for business and leisure travellers.



Toyoko Inn, Manchester. shr STUDIO



Toyoko Inn, Japan



Typical Toyoko Inn interiors





## 2.0 project background

---

### 2.3 project brief

2.3.1 Toyoko Inn Co., Ltd. have commissioned stephenson hamilton risley STUDIO and the rest of the consultant team to convert the existing 1980's office building into a hotel whilst retaining as much of the existing fabric as possible. The client appointed the team to develop the site with a view to creating a hotel of quality to be provided for travellers arriving and departing from Heathrow Airport. The proposal aims to be a 3\* scheme responding to the lack of hotels catering to the mid-market economy.

2.3.2 These project objectives are summarised below:

- Provide a sufficient quantum of accommodation to respond to the hotel demand at the mid-level market in the local area.
- Establish an attractive development whilst maintaining as much of the existing fabric as possible to minimise construction time and disruption to Bath Road.
- To deliver a contemporary external envelope of quality that provides a positive impact on the immediate townscape, actively changing the appearance from the current 'office block' to an attractive hotel.
- Ensure that a high quality and inviting landscape scheme is delivered within the existing site, opening the building to Bath Road and improving legibility.
- A development that is accessible to all both internally and externally.
- Maximum transparency to provide active frontages.

## 3.0 site analysis

### 3.1 site description

3.1.1 The application site is located at 120 Bath Road, a corner plot with High Street Harlington running North, Bath Road from West to East and Hatton Road to the South. Bath Road is a key vehicular transport corridor running parallel to Heathrow Airport.

3.1.2 The application site is approximately 0.9795 Hectares. Internally, the existing building holds 5,888m<sup>2</sup> GIA over 3 and 4 floors. Externally it sits at 1,696m<sup>2</sup> GEA. The majority of the existing building fabric will be maintained.

3.1.3 Bath Road is an important linkage through Harlington for vehicular access, with public transport links to the airport provided, also to central London (via the Heathrow Express), and the wider motorway network. Pedestrian access is utilized through pavements circling the site with several heavily used bus stops in close vicinity. Regular services are provided to a range of destinations including, Ruislip, Hounslow, Greenford, Kingston, Slough, Heathrow Airport and Uxbridge. Despite the site being conveniently located to Heathrow, the site and wider area is outside of the Heathrow Perimeter Area and outside of a designated town centre.

3.1.4 The site is within a prominent location however the existing building contributes little to the environmental quality of the area being set back from the public realm with overgrown trees/ shrubs hiding the site from view. There is therefore limited active frontage to the public realm.

3.1.5 The current ground floor level of the office building contributes little to the street scene, with non-active frontage, an uninviting entrance which is currently gated. Pedestrian access is unclear. Vehicle access is gained from the north of the site from High Street Harlington, which will remain at this location for the proposed scheme. The office building reflects an earlier architectural style and lacks activity. This creates a negative contribution to the quality of the environment.

3.1.6 The existing building was purchased by Toyoko Inn in 2014. The last formal tenant vacated the building in December 2020, and the office market has not recovered since COVID-19. The property now requires significant investment to bring it up to an appropriate standard. The cost of upgrading the building to a Grade A office specification is not commercially viable, a position supported by the lack of office demand demonstrated through the marketing exercise undertaken. The building performs poorly from an environmental standpoint with an energy performance rating of E. Stylistically the building is typical for its time period for a corporate or institutional building. The building is not listed and is not within a conservation area. The building does not hold any special architectural quality or value. The condition of the building is deteriorating and needs intervention to ensure the site can be redeveloped and brought back into permanent use.



3.1.7 In terms of topography, the site itself is largely flat. The site is within Flood Zone 1 and is not at risk of surface water flooding.

### 3.2 surrounding context

3.2.1 The surrounding area is characterised largely by hotel use with some ground floor food/ drink outlets, primarily within the hotels themselves. Residential properties sit to the North of the site.

3.2.2 Bath Road is characterised by buildings of varying quality, largely of 1980's/ 90's construction. The road itself is wide with minimum 4 lanes of traffic and pavements either side. Some of the hotels provide food and drink uses. Although not characterised as an area with high pedestrian footfall, many people use the local bus stops; these are likely to be hotel employees, or staff from Heathrow Airport itself.

3.2.3 South of the application site sits Heathrow Airport runways, and several large long term parking facilities.

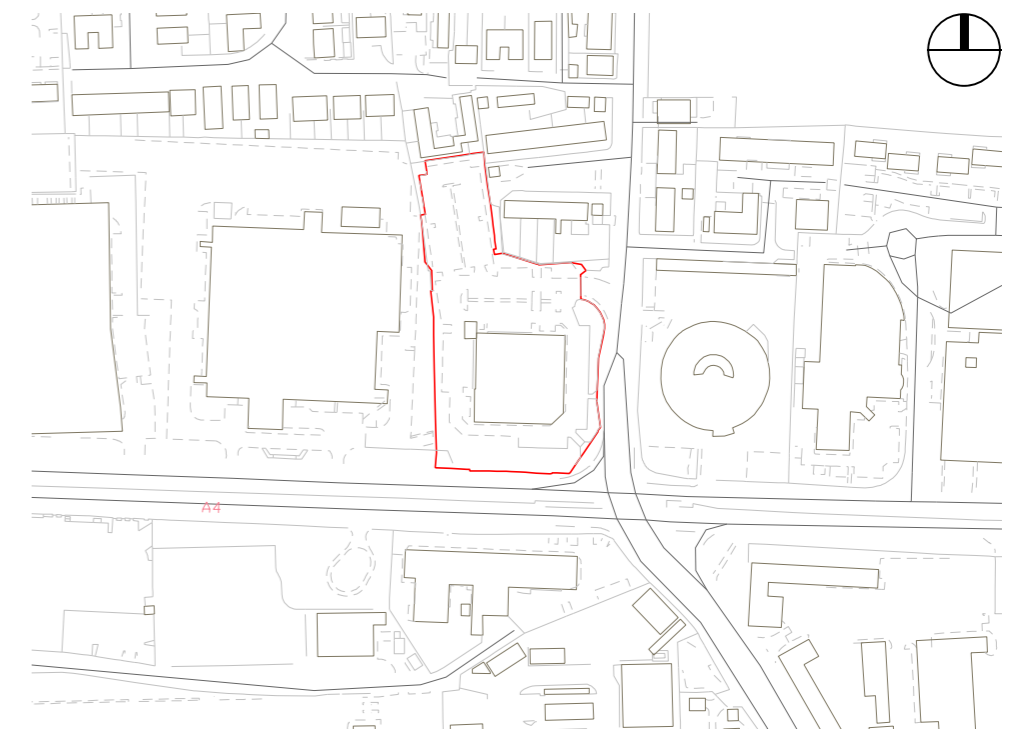
3.2.4 The application site is not located close to any Conservation Areas.

3.2.5 Externally the building brick clad with out-dated and under performing windows. The main entrance is triple height with large expanses of curtain walling, which again are underperforming and outdated. The building has a doughnut plan arrangement: a central covered courtyard surrounded by an office spaces either side; a mixture of meeting rooms and open plan floor plate. There are four stair cores found at the building's perimeter and two lift cores at the centre. Principal access is located at the south-east corner. The top floor (roof) is devoted entirely to plant space.

### 3.3 summary

3.3.1 The site is located at 120 Bath Road and is situated at the intersection of Bath Road and High Street Harlington. The existing building on the site comprises a part three, part four-storey former office building constructed of brick. The surrounding area is predominantly commercial in nature characterised by a variety of business and hotel developments. Heathrow Airport lies directly to the south of the site.

3.3.2 The existing office building is vacant from a formal tenant but being used in accordance with its lawful planning use for back of house, administrative and office functions. It contributes little to the existing street scene and character or appearance of the surrounding area. It is not statutory listed or locally listed.



Site location plan  
NTS

### 3.0 site analysis

#### 3.4 surrounding buildings

3.4.1 The streetscape along Bath Road is shaped heavily by hotel development, creating a sequence of large plots with varied architectural styles and differing levels of landscape quality.

The streetscape feels fragmented with inconsistent building setbacks. The absence of vegetation in some plots exposes the mass of the buildings producing a low-quality arrival environment that feels exposed to the busy main road. When looking at the street frontage; buildings with attractive, welcoming entrances and mature trees and green infrastructure are key factors in providing a coherent, relatable streetscape.



Radisson Blu



Renaissance



Best Western



Marriott



Novotel



Sheraton Skyline



Courtyard by Marriott



Ibis

## 3.0 site analysis



current view from Bath Road

### 3.5 assessment of impact

3.5.1 There are no designated heritage assets located within the Application Site and no non-designated assets.

### 3.6 planning context

3.6.1 There have been no recent planning applications on the application site.

3.6.2 The current application seeks the refurbishment and change of use of the existing office building at 120 Bath Road with associated landscaping and ancillary works.

3.6.3 The design has evolved from analysis of the existing building and the surrounding context. It has also been influenced by consultation with the London Borough of Hillingdon and the client. A pre-application was submitted in May 2025 of which comments were received from Hillingdon Council. This planning application has addressed those comments with the scheme presented within this application.

### 3.7 proposed development

3.7.1 Planning Permission is sought for: 'Change of use of the existing building from Class E (office) to Class C1 (hotel), with infill extension, together with ancillary hotel facilities, car parking, drop-off and servicing arrangements, and associated landscaping.'

3.7.2 The Toyoko Inn hotel brand prides itself on inspiring designs that capture the energy and style of each individual location. The hotel and associated services has been specifically designed for Toyoko Inn.

3.7.3 The proposal on the application site will be within the same footprint the existing building currently occupies. The landscaping scheme plans to open up the building entrance which is currently covered with overgrown trees and vegetation.

3.7.4 The proposed development will provide 206 hotel rooms, 21 of which are accessible. The current roof zone on Level 3 will be infilled to form a complete floor plate on this level. The ground floor will be reconfigured to provide the ancillary facilities including a bar, breakfast area, meeting room, shop and staff facilities.

### 3.8 impact on significance

#### location and siting of the proposed development

3.8.1 The refurbishment of 120 Bath Road will take up the same footprint as the existing building.

3.8.2 The public entrance and hotel lobby have been sited at the front of the building as per the existing building. This will provide an active frontage on the corner of Bath Road and High Street Harlington.

3.8.3 The location of the proposed refurbishment does not impact any important or planned views.

#### 3.79 form and appearance of the proposed development

3.9.1 As a refurbishment the scale and volume of the proposal matches the existing building both in height and volume. The design is underpinned by the desire to create a sense of arrival for the hotel's guests and create an attractive addition to Bath Road. The current gap on Level 3 will be infilled (358sq meters) to allow for more bedrooms to be added to the development, infilling an opening in the massing. The entrance will be enlarged by 53 sq meters to provide an ample entrance space, conducive to a hotel of this size.

3.9.2 120 Bath Road is to maintain the current brick façade (which is in good condition) with attractive screening added to each elevation. This will express a renewed, clean, and modern form. Focus has been given to the hotel's entrance; the existing three-story, dated curtain walling will be replaced by a two-storey contemporary glass entrance box.

3.9.3 The external treatment is designed to add interest and revive the existing building. All the existing windows will be replaced with contemporary, high performing window frames, micro-louvres and infill panels to match in a hessian colour. This will tone with the existing brickwork but uplift the building as whole.

## 4.0 development principles



proposed visual from Bath Road - new CGI image

### 4.1 planning policy context

4.1.1 The site is located in a highly sustainable location within Harlington. It has the potential to deliver a sustainable economic growth as an appropriate use being located so close to Heathrow Airport.

4.1.2 According to the Local Plan Policies Map, the site is located in the urban area and within the Heathrow Opportunity Area. To the south of the site is the Heathrow Boundary, with Public Safety Zone to the south-east of the site. Beyond the existing built form, to the north-east of the site is the Green Belt.

4.1.2 The Development Plan comprises the following documents:

- The London Plan (adopted March 2021);
- The Hillingdon Local Plan Part 1: Strategic Policies (adopted November 2012); and
- The Hillingdon Local Plan Part 2: Development Management Policies, Site Allocations and Designations (adopted January 2020).

4.1.3 To support the growth of the surrounding economy it is important for Harlington to have the necessary infrastructure and services to support and attract visitors.

4.1.4 The Proposed Development will deliver a scheme that will support economic growth, create jobs, and provide necessary infrastructure to support the tourism economy.

4.1.5 The Supporting Planning Statement prepared by Carney Sweeney has been submitted with this application, confirms that the proposals are compliant with the Development Plan and provide a range of planning benefits, including:

- The proposals will replace the long vacant office building with a high-quality, viable hotel that serves the Heathrow market. The scheme will ensure the property is permanently occupied, while introducing activity and vitality to the site and the wider area.

- The proposals will substantially improve the appearance of the existing building and site, delivering a hotel with a high-quality design and appearance that contributes positively to its immediate surroundings and enhances the wider townscape.

- The development will revitalise the site and contribute positively to the local economy by generating significant employment opportunities through hotel operations. It is anticipated that Toyoko Inn will employ approximately 59 staff, providing both direct jobs and wider economic benefits to the community.

- The proposals will deliver meaningful public realm enhancements and landscape improvements, enhancing urban greening and achieving biodiversity net gains. The scheme will open the site, improve the legibility of the building, and create a more accessible and attractive environment for users of the hotel.

- Sustainable design and construction measures will be utilised including adopting a fabric first approach with enhanced fabric performance, highly efficient ASHP systems, mechanical ventilation systems with low specific fan power and heat recover.

4.1.6 There are no technical or environmental matters that cannot be satisfactorily addressed and therefore any harm arising from the development is limited.

4.1.7 Taking this all into account, there is a strong presumption in favour of granting planning permission for the proposed development without delay.

### 4.2 consultation

#### 4.2.1. Hillingdon Council

A pre-application was submitted in May 2025 of which we received comments back from the council. These comments have been taken on board for the design of this application scheme.

### 4.3 design team

4.3.1 There have been a range of people and professionals involved during the evolution of the scheme. The companies and their role in the development are described below:

Client: Toyoko Inn Co.,Ltd  
Architect: stephenson hamilton risley STUDIO  
Planning Consultant: CarneySweeney  
Structural Engineer: Booth King  
M&E Consultant: Charles Andrews  
Fire Engineering: MU Studio  
Acoustic Engineer: Noise Solutions  
Archaeological Consultant: TCMS  
Transport consultant: i-Transport  
Ecologist: Love Consultancy  
Flood risk assessment: Flo  
Tree Survey: Crown  
Contaminated land: Merebrook

4.0 development principles



proposed visual from Bath Road - new CGI visual

## 4.0 development principles

---



proposed visual of the scheme - new CGI image

### 4.4 background

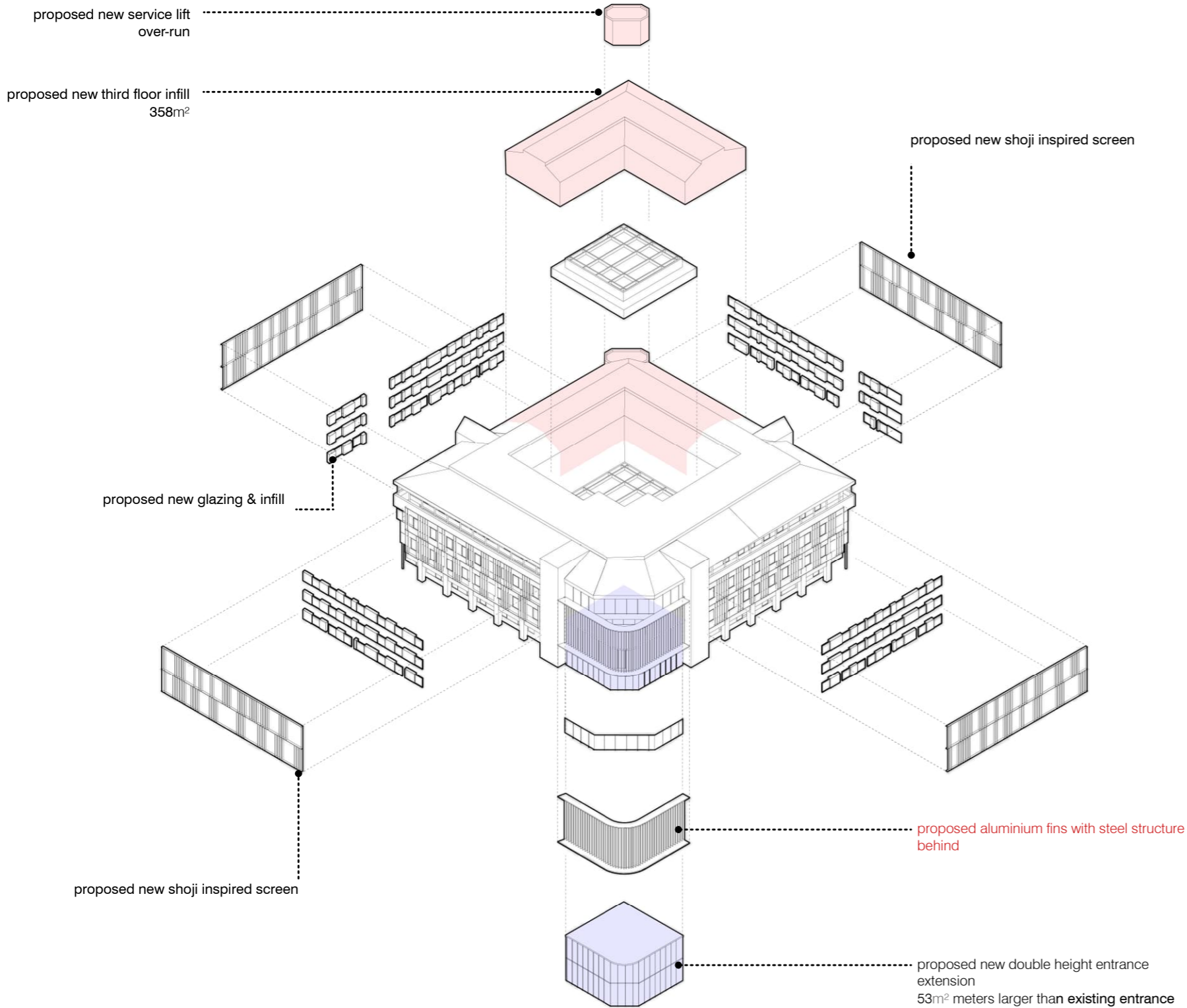
4.4.1 Since appointment of the professional team in early 2025, alternative design options have been investigated to ensure a coordinated approach to developing this site. Hillingdon Council have been consulted through a pre-application and comments were received back which had a positive effect on the design development process.

4.4.2 During the design period the team has prepared various alternative design options to suit the particular requirements of the hotelier. The result is a high-quality and considered design.

4.4.3 A number of key threads have been retained from inception throughout the design development and can be summarised as follows:

- Deliver a high-quality refurbishment of the existing office building
- Contribute positively to the existing context
- Activate the ground floor entrance which is currently unclear
- Develop a bold elevational treatment with an architectural language and quality material palette.

## 4.0 development principles



### 4.5 the design

#### 4.5.1 use

4.5.1.1 The proposal includes the following uses:

- Hotel (use class C1)
- Ancillary bar, breakfast area and public area at the ground floor level

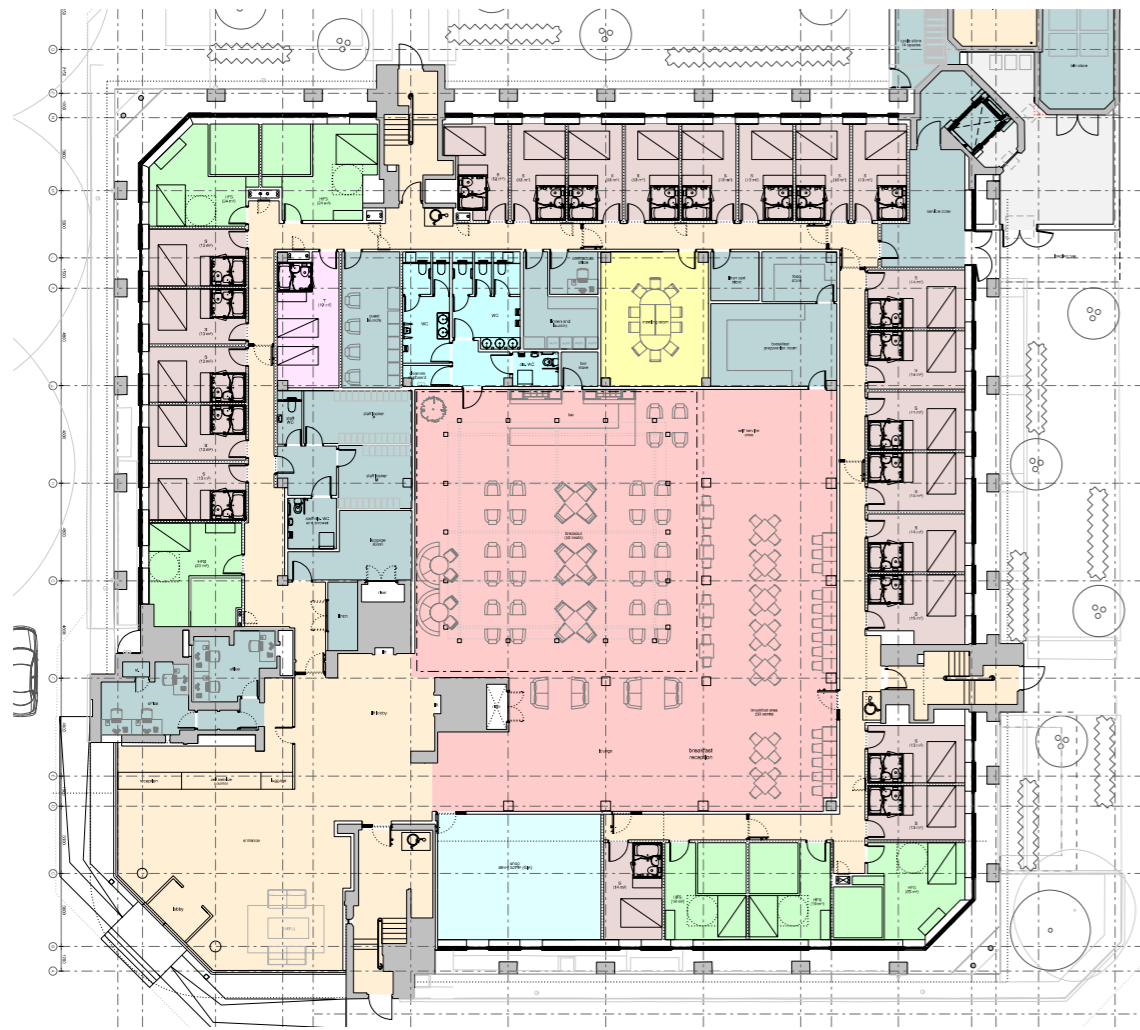
4.5.1.2 The description of development as contained in the planning application form is: 'Change of use of the existing building from Class E (office) to Class C1 (hotel), with infill extension, together with ancillary hotel facilities, car parking, drop-off and servicing arrangements, and associated landscaping.'

4.5.1.3 The proposed hotel and associated ancillary bar, breakfast area, lounge area and shop have been specifically designed for Toyoko Inn. It is a 3\* hotel brand for business and leisure travellers. The company's philosophy centres on practicality and affordability. Consequently, the company has streamlined their business model to do away with 'extravagant facilities of resort hotels' or 'overwhelming levels of personal service' and instead focus their efforts on high quality rooms that are 'clean', 'comfortable' and 'affordable'.

4.5.1.4 The site is well suited to a hotel use given its proximity to Heathrow Airport and it's expected expansion. The proposed hotel, in terms of its market positioning and distinctive offer, will act as a complementary addition to the existing hotels in the area, which include the Marriott, Sheraton, Best Western, and Radisson Blu. In addition, it will contribute to the business, leisure and tourism offer.

4.5.1.5 Overall, the proposed use will greatly enhance the area by providing a high-quality refurbishment.

4.5.1.6 The development of a quality hotel will provide a complementary addition to the wider mix of uses in the area. Furthermore, the additional visitors and footfall the hotel would bring can support local restaurant and leisure uses.



Proposed Ground Floor Plan  
NTS  
AI(05)0010 P02

One central windowless room removed and replaced with a guest laundry room.  
Single bedroom added next to the shop, reducing the shop's overall size.  
In regards to drainage, the intention is to connect to the existing RWP's which are located either side of the entrance. We would add a number of outlets which would then connect to this existing system.

Remainder of floor plans (1st, 2nd and 3rd floor) and the elevations have been revised to show the steel frame to the front of the entrance.

#### 4.5.2 amount of development

4.5.2.1 The application site is already occupied by an existing office building. This building has an existing gross floor area of 1,696m<sup>2</sup>. This proposal is for the refurbishment of the existing building. The new total gross internal area of the hotel will be 6,528m<sup>2</sup> over the 3 floors. This figure includes the new infill at third floor, and additional spaces to the front of the building on level 2 and larger entrance which have a gross internal area of 640m<sup>2</sup>.

4.5.2.2 The accommodation schedule of the proposed development is:

- Hotel; from ground floor to third floor (use class C1) for 206 rooms including reception, bar, breakfast area, lounge area, shop, meeting room and staff facilities 6,528m<sup>2</sup>

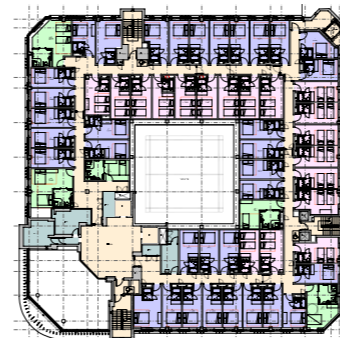
4.5.2.3 The existing building footprint is 1,696m<sup>2</sup>



Proposed Third Floor Plan  
AI(05)0013



Proposed Second Floor Plan  
AI(05)0012



Proposed First Floor Plan  
AI(05)0011

## 4.0 development principles

### 4.5.3 layout

4.5.3.1 The existing office building occupies a prime location at the junction of Bath Road and High Street Harlington.

4.5.3.2 The design has evolved from discussions with the end user, Toyoko Inn, and the consultant team. The existing building and site offer a number of design challenges, which include:

- retain as much of the existing fabric as possible to reduce waste
- contribute positively to the urban context
- opening up the entrance to the public, which is currently hidden from view

4.5.3.3 The proposal aims to refurbish the existing building and associated landscaping on the application site developing a new 206 bedroom 3\* hotel for Toyoko Inn on the same footprint as occupied by the existing structure. The proposed layout closely matches the existing office's doughnut arrangement: a central covered courtyard surrounded by rooms either side of a central corridor. There are four existing stair cores found at the building's perimeter and two lift cores at the centre. Principal access is located at the south-east corner. The ground floor hosts the hotel's communal spaces. The internal cellular layout has been opened up to host a lobby, lounge, bar, breakfast area, staff facilities and shop. Around the edge there are additional bedrooms. The first, second, and third floor hold most of the bedrooms. The top floor (roof) is devoted entirely to plant space.

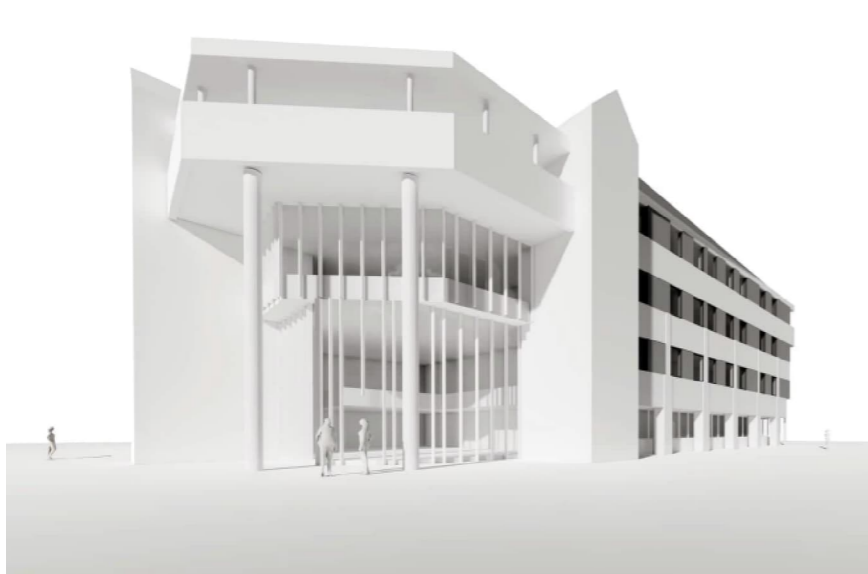
4.5.3.4 A proposed service bay on the north elevation will serve as both drop-off and delivery vehicles. A service lift will be added within this existing stair well.

4.5.3.5 An existing network substation is located on the site. This will be used for the same purpose. The plantroom is to be located on the top floor as per the existing building.

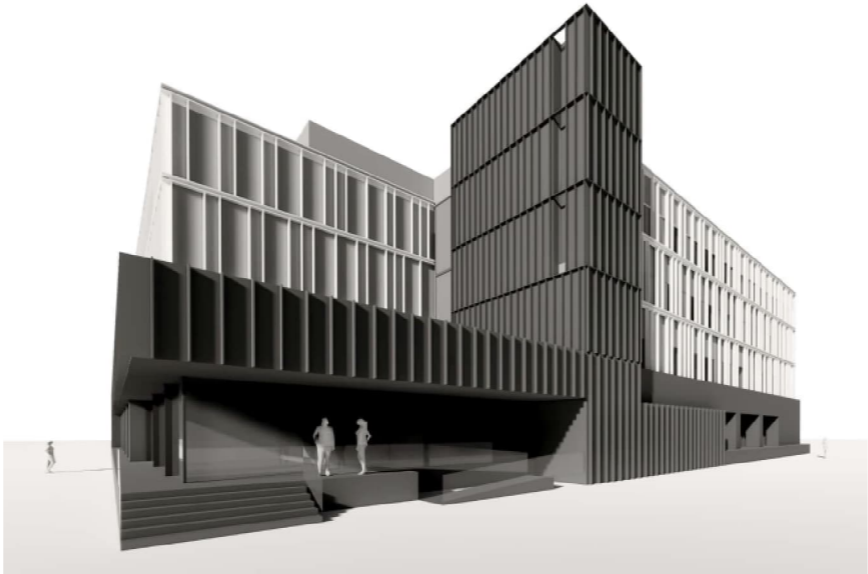
4.5.3.6 The external landscape proposal ensures the building can be accessed via the existing main entrance from the junction at Bath Road and High Street Harlington (which is currently gated and overgrown with shrubs). The proposed entrance design is eye-catching and bold, with a welcoming aesthetic.

4.5.3.7 The plans have been designed to be as efficient as possible working within the constraints of the existing building fabric, simultaneously keeping the number of windowless rooms to a minimum. Unfortunately, a small number of windowless rooms (19) are unavoidable given the existing building's parameters. Please see Charles Andrews' report outlining the contingency plan if the mechanical ventilation systems fail. These rooms will have excellent lighting strategies to ensure users still feel comfortable in these spaces.

## 4.0 development principles



New glazing throughout and repairs to existing fabric, a light-touch proposal. This option was discounted as it was felt the building still looked like an office block, not an inviting hotel.



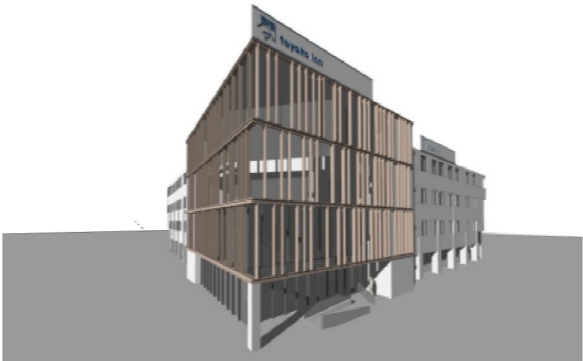
This proposal explored changing the facade and altering the massing to the front of the building, a comprehensive retrofit. The single-story entrance was deemed too minimal and lacked a sense of generosity or visual presence.



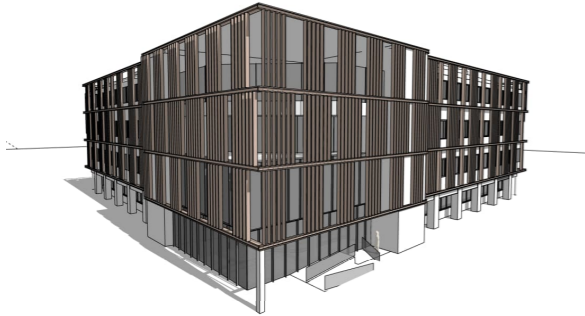
Another light-touch option proposing new glazing to the entrance with the addition of large canopies. This was discounted as it was felt the building still looked like an office block.



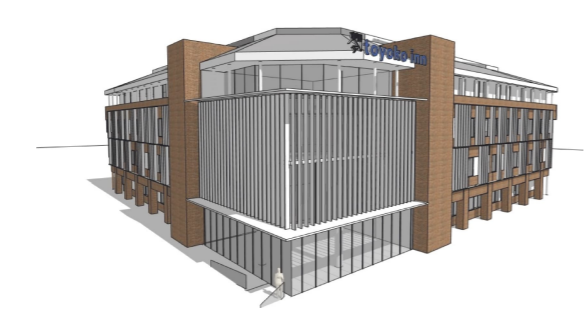
A similar light touch option replacing the entrance curtain walling and adding decorative fins. No further design elements were to be added to the brick facades, which we eventually discounted.



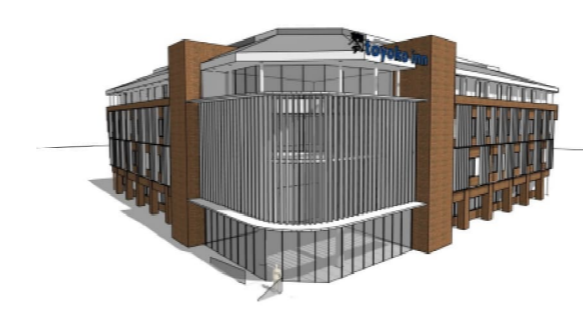
A bolder option was discussed utilising the concept of the 'shoji' screen.



A more comprehensive option was then developed looking to screen the building completely, whilst also adding a larger two-storey glazed entrance. This option was discounted as we wanted the brick to still be visible.



We then looked at focussing the design on the entrance, while also adding simple screens to the brick facades. This proposal felt like the right balance of altering the building entrance whilst still having the existing facades visible.



The final design, outlined in this application, will revive the existing building. All the existing windows will be replaced with contemporary, high performing window frames, micro-louvres and infill panels to match in a hessian colour.

### 4.5.4 massing

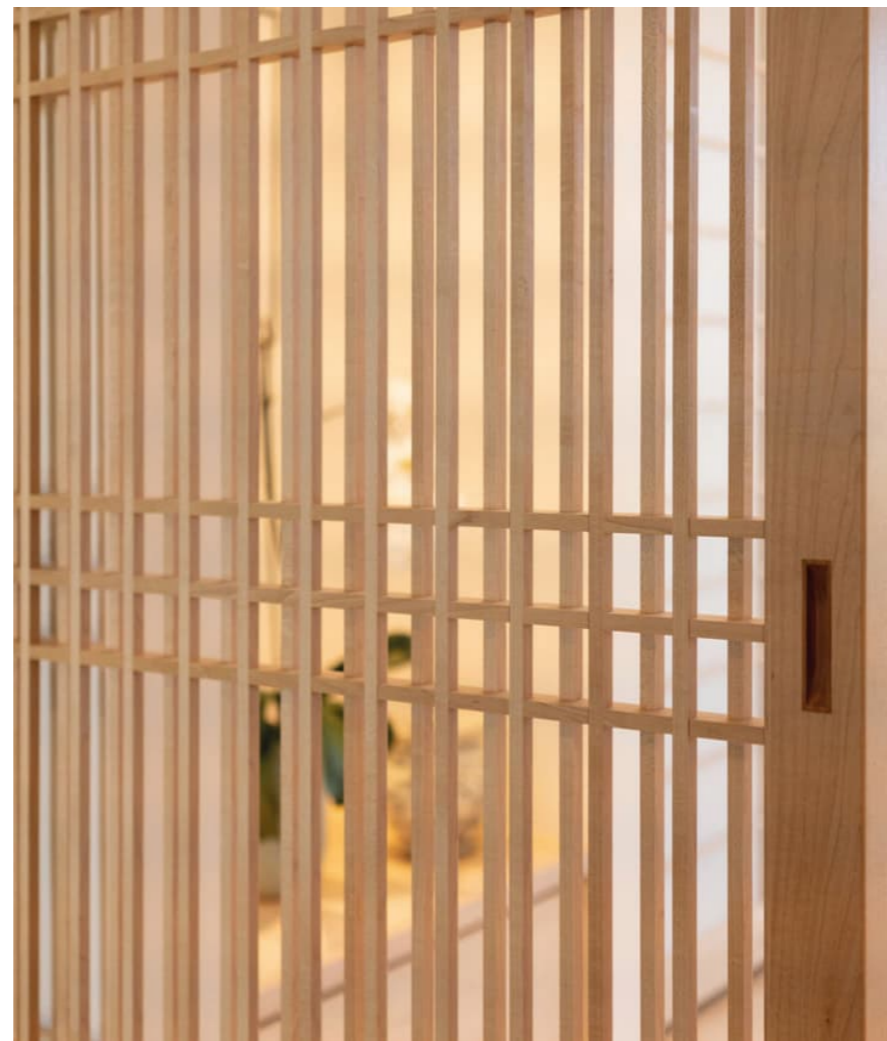
4.5.4.1 The neighbourhood surrounding has a mixture of existing buildings, none of particular notable style. Surrounding hotels are of modern design reflecting on the contemporary feel of Bath Road. We are seeking to add the Applicant's personal touch through a Japanese style to the facade.

4.5.4.2 The proposed development provides the opportunity to return the site into active use and re-animate the building and streetscape. The existing building on the application site in its current state offers limited contribution to the surrounding context. The proposed development will allow for a quality refurbishment of the existing building and site that will significantly improve the streetscape.

4.5.4.3 The consultant team looked at numerous design options (two of which were demonstrated in the pre-app) before selecting the final proposal outlined in this application. These options been demonstrated in the images to the left, and reasons why they were discounted.

## 4.0 development principles

---



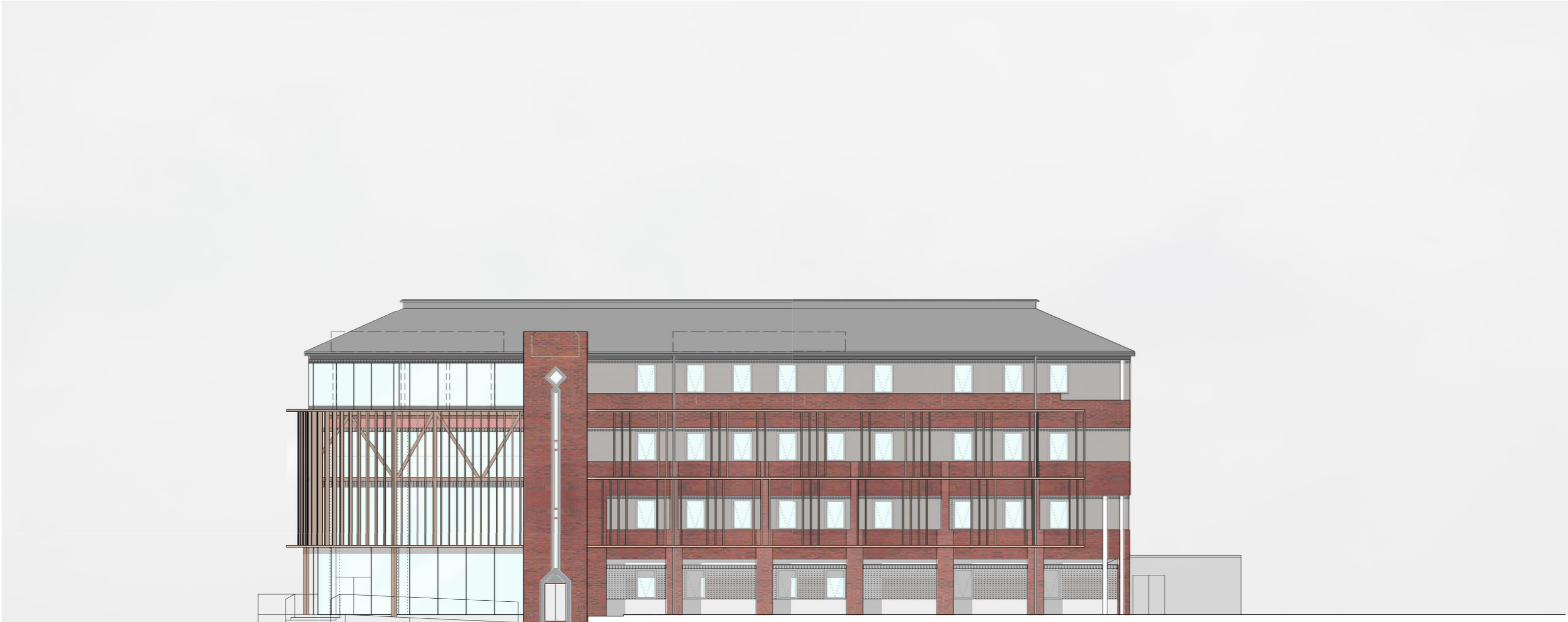
### 4.5.5 elevations

4.5.5.1 The proposed development provides an opportunity to improve the building, refurbishing it into a bold scheme bringing activity and a positive presence along this active route. The external appearance of this proposal will positively contribute to urban condition.

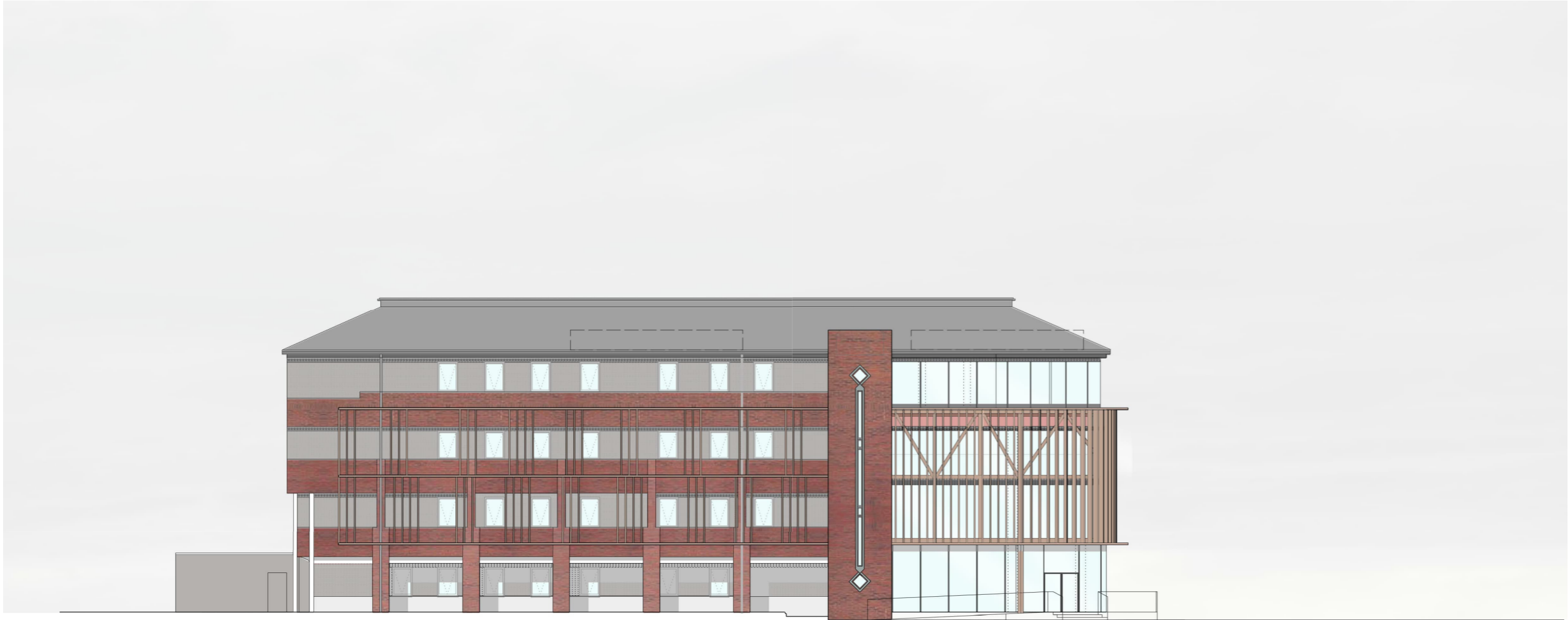
4.5.5.2 The elevations of the building will be unified through the use of lightweight 'shoji' inspired screens. Proposed screening adds interest to the existing façade and expresses a renewed, clean, and modern form. The existing, dated, triple-height entrance atrium is replaced with a more appropriate double-storey glass box creating a sense of arrival for the hotel. Fins have been added to further enhance the legibility of the entrance. **These sit within a steel frame which is connected back to the existing structure. This new structure also forms a canopy over the main entrance, and provides cover to the second floor terrace.** High quality contemporary detailing will ensure the improvement of the buildings environmental performance, quality of space, and positive contribution to the character of the area.

4.5.5.3 The new façade treatment to the elevations is a subtle nod to the shoji screen which is typically used in traditional Japanese architecture, consisting of translucent sheets on a lattice frame.

4.5.5.4 The design challenge for the new hotel is to reinvigorate the existing building and positively contribute to the urban context.



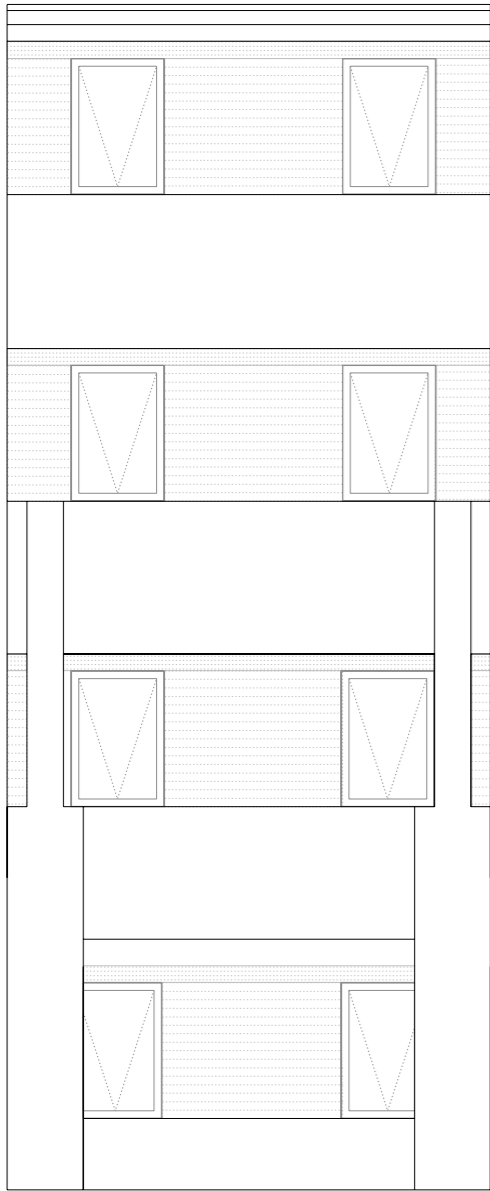
proposed elevation - updated to show the steel frame to the entrance



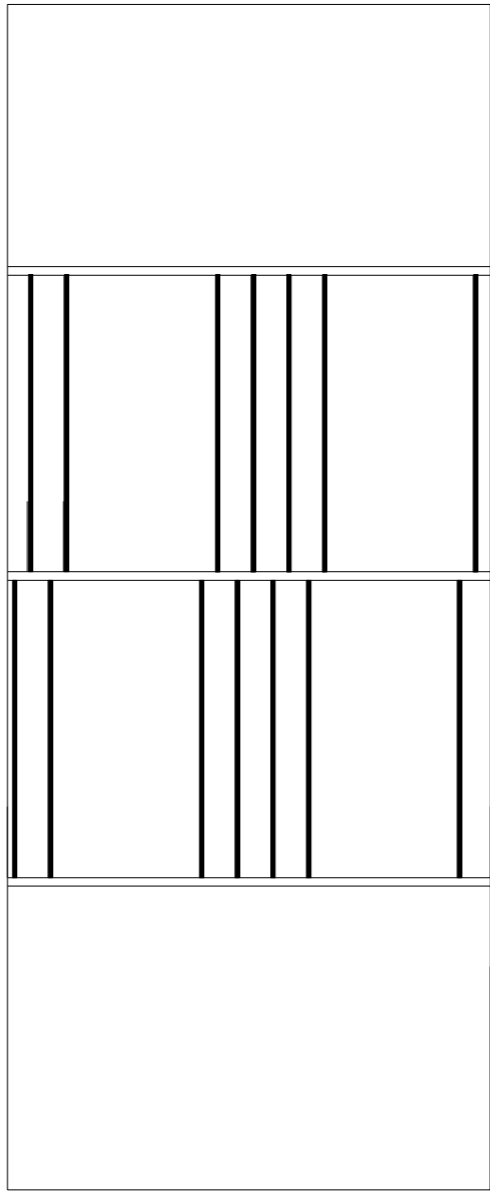
proposed elevation - updated to show the steel frame to the entrance

4.0 development principles

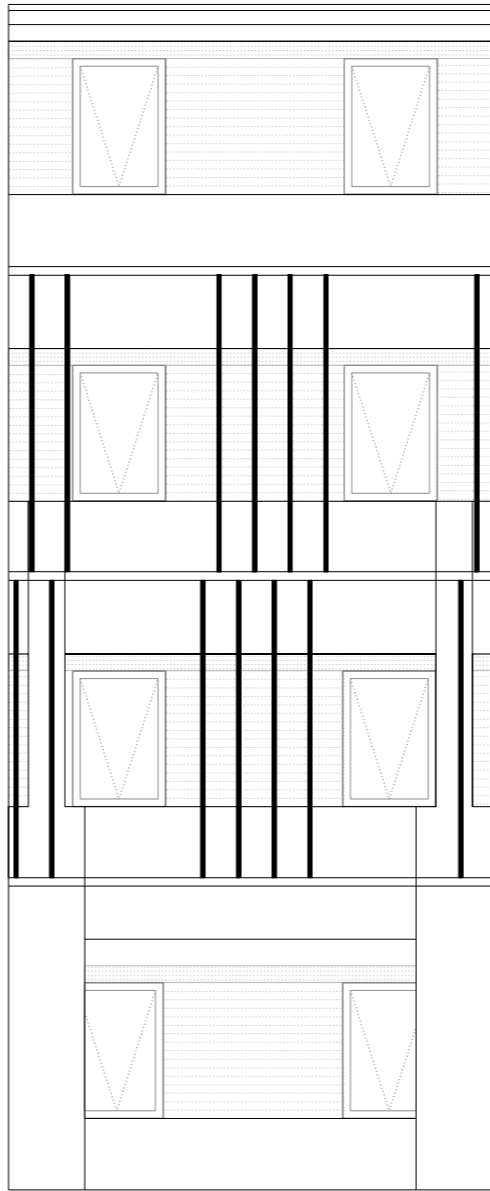
4.5.5.6 It is proposed to construct the fins and the frame from aluminium, with window infills in cement board panels. These will incorporate a delicate rhythm of horizontal lines. The hotel is to have the same screening expression on all elevations to ensure the building reads as a renewed, clean form. The existing windows will be replaced with new frames to be a light grey tone, adjacent infill panels will be of the same tone. The PPC aluminium micro-louvre will be a slightly darker grey.



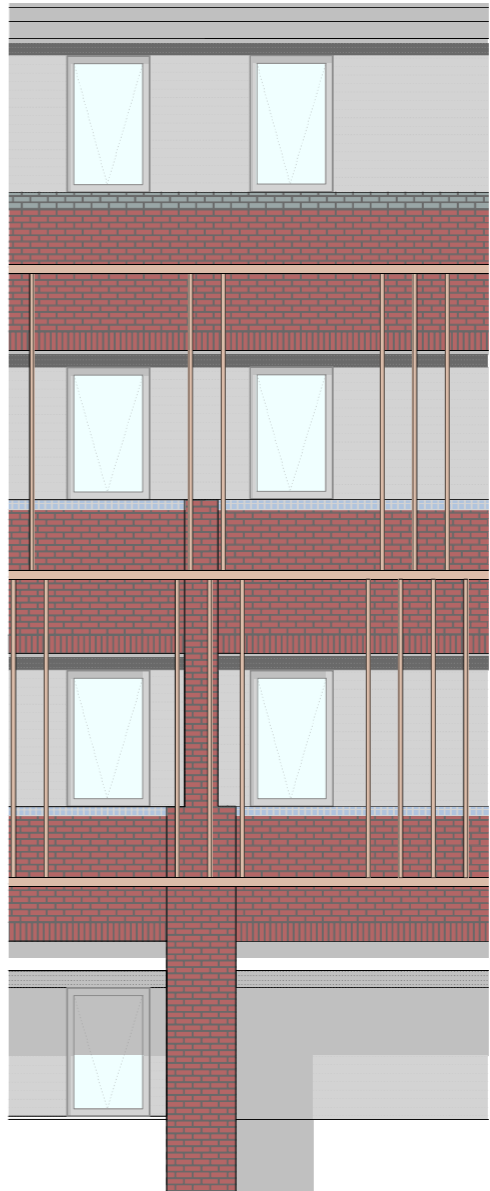
replacement windows and infill panels



Shoji screen



overall composition



coloured up composition - updated

bay study illustrating contemporary interpretation of the Shoji screen



proposed elevation - updated



proposed elevation - updated

## 4.0 development principles

### 4.5.6.1 landscaping

4.5.6.1.1 There is a strong opportunity to incorporate a soft landscaping intervention given the size and current state of the existing site, whilst retaining many existing mature trees and planting. Full landscape design has been carried out by Re-form landscape architects, with detailed plans forming part of this application.

4.5.6.1.2 It is important to minimise any environmental and ecological harm to the site. The landscape approach employs a considered, robust, and low-maintenance palette that supports the full range of site uses while ensuring long-term durability. Planting and materials are selected to reinforce functional zones without increasing operational burdens.

### 4.5.6.2 entrances

4.5.6.2.1 The primary pedestrian entrance to the hotel will be on the junction of Bath Road and High Street Harlington. This provides the best opportunity for a level threshold that will enable equal access and will also help to animate the frontage of the streetscape. Alterations will be made to the existing carpark and provisions made for EV and accessible parking spaces.

4.5.6.2.2 Deliveries can be utilized through the proposed loading bay.

4.5.6.2.3 The hotel entrance will be legible and easy to navigate, free of obstruction and with generous space for circulation. Reception areas will be staffed at all times, for added security and to aid all visitors. The main entrance will have a level threshold between external and internal floor levels to ensure equal access by all. Staff and delivery access will benefit from a service lift.

### 4.5.6.3 active frontages

4.5.6.3.1 The proposal will allow for a quality refurbishment of the site that will significantly improve the streetscape and provide an active frontage on Bath Road.

4.5.6.3.2 The junction between Bath Road and High Street Harlington is a prominent location. In recognition of the importance of this point, the entrance of the hotel is orientated towards this location, as per the existing structure.

4.5.6.3.3 The entrance frontage will be a glazed two-story box of a contemporary design, allowing for transparency into the hotel reception.



fixed seating with timber top situated in breedon gravel



example of mixed grass and shrub planting

### 4.5.7 materials

4.5.7.1 A material palette has been selected to uplift the building, whilst toning with the existing brick.

4.5.7.2 The existing office building is to be revived, transforming it into a hotel. The proposed fins and frame in which they sit will be aluminium, fixed back to the existing facade. The proposed windows are to have light grey frames and matching cement board infill panels. The windows and cement board infills are recessed within the facade adding interest to the elevation.

4.5.7.3 The deliberate choice of a limited material palette will ensure the building 'reads' as a clean, renewed form that offers a warm welcome to guests.



proposed cement board panel for window infill

## 5.0 access

---

### 5.1 general access

5.1.1 Taking into account the prime location of the site and the strong transport links, the proposed development site can be considered accessible by all available modes of transport. A Transport Statement and Travel plan has been prepared by i-Transport. These documents have been submitted as part of this application.

### 5.2 inclusive access

5.2.1 The proposed development has applied inclusive design principles to both the external and internal environments in order to maximise access and egress for disabled people. In particular, the aim is to design an inclusive environment regardless of age, gender, ethnicity or disability.

5.2.2 The main entrance will benefit from a level threshold, as will the staff entrance to the rear of the building.

5.2.3 Internal levels to all proposed floors for the hotel are all connected by Part M compliant lifts and ambulant disabled stairs that ensure equal access by all.

5.2.4 The design team are committed to the principles of inclusive design and will, as far as reasonably possible, ensure that the project is accessible both internally and externally. 10% of the bedrooms are accessible. The development has been designed to satisfy the provision for access as outlined in Part M of the Building Regulations and these requirements are exceeded where practical.

### 5.3 parking

5.3.1 The development proposal includes 152 spaces, of which 9 are blue badge spaces, along with 8 EV charging points. This is a reduction of the current number of parking spaces, as it is anticipated most guests will arrive by public transport.

5.3.2 Considering the prime location of the site to a suite of major transportation hubs, the proposed development site can be considered extremely accessible by all available modes of transport. For this reason, it is deemed that a reduction in the number of car parking spaces is acceptable, if not desirable. This strategy is supported by the Travel Plan prepared by i-Transport.

### 5.4 cycle facilities

5.4.1 In order to promote sustainable travel to and from the site, a minimum of 6 cycle parking spaces will be provided in the ground floor, accessed from the service corner of the building. Given the location of the cycle spaces, staff and guests will be sure that their bicycles are secure as they cannot be accessed by the general public. Showering and changing facilities will also be provided for staff to use.

5.4.2 The proposed cycle provision will be in accordance with the Hillingdon Council cycle parking standards. The following minimum level of cycle parking provision is proposed:

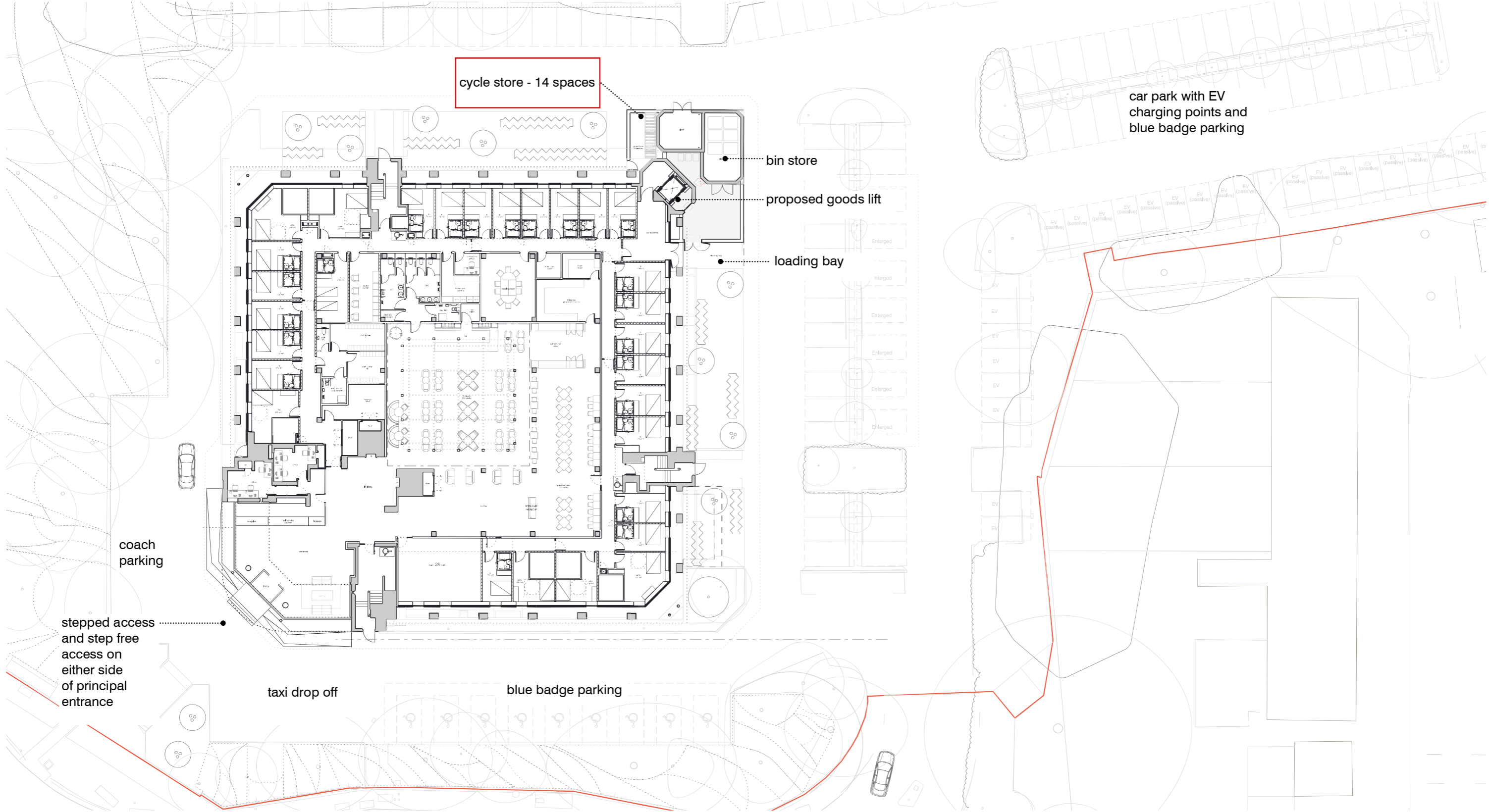
- Hotel with 206 rooms: 14 spaces required

We plan to use a semi-vertical cycle rack to accommodate the required 14 spaces as shown on the ground floor plan.

### 5.5 servicing

5.5.1 The majority of vehicles servicing the buildings will be light goods vehicles, with a small number of movements by larger, rigid vehicles and by refuse vehicles. The design focuses servicing activity via the proposed loading bay to facilitate servicing requirements. A new goods lift will be added into the existing stair core adjacent the loading bay. These works are described in detail within the Transport Statement.

5.0 access



## 6.0 conclusion

---



the proposal - new CGI

In summary, the contents of this document has described how:

- The scheme has been developed from a strong brief which is very relevant to the surrounding context. Heathrow is the U.K.'s busiest airport, with the airport's expansion in mind there will be an increased demand for hotels in the area. Changing the use of the existing office building on a street of hotels will bring a positive contribution to the area through new jobs and accommodation options for travellers.
- An experienced design team has been appointed and investigated a series of alternative options for the site to ensure the optimum design has been achieved.
- The design has been considered in regard to use, amount, scale, layout, elevational treatment, appearance and materiality.
- The proposal will be accessible to all and meet or exceed national and regional legislation.
- The scheme will be sustainable and promotes this approach with regard to transport and servicing infrastructure.
- The development will help support the continual growth of the local economy.
- The regeneration of an underutilised site will provide enhancements to the street scene.

