

GOLDSTEIN
HEATHER

Mercure Hotel Heathrow, UB3

Design & Access Statement - WIP

FOR
London Borough of Hillingdon

REFERENCE
24009

DATE
April 2026

Introduction

1.0

Site Interpretation

2.0

- 2.1 Site Location
- 2.2 Site Factors
- 2.3 Existing Site Condition
- 2.4 Outline Policy Context

Design Development

3.0

- 3.1 Pre-application Consultation
- 3.2 Pre-application - Consultation Summary
- 3.3 Daylight/ Sunlight Assessment
- 3.4 Massing Review
- 3.5 Development of Proposals - Ground Floor
- 3.6 Development of Proposals - Typical Floor
- 3.7 Development of Proposals - Long Elevation

Proposed Design

4.0

- 4.1 Vision
- 4.2 Site Layout
- 4.3 Scale, Height & Massing
- 4.4 Internal Layout
- 4.5 Quality of Accommodation
- 4.6 Design Sources
- 4.7 Architectural Treatment - Bay Study
- 4.8 Appearance & Materials
- 4.9 Threshold to the Hotel Campus
- 4.10 Street Presence
- 4.11 Landscaping & Biodiversity
- 4.12 Tree Planting Schedule
- 4.13 Shrub Planting Schedule
- 4.14 Lighting

Access & Technical Design

5.0

- 5.1 Access Strategy
- 5.2 Access Statement
- 5.3 Sustainability
- 5.4 Neighbour Amenity

Conclusion

6.0

Revision	Date	Description	Project Lead	Project Director
P01	07.04.2026	Submitted for planning	RB	SG/GH

Client	Sal Hotels Ltd
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1.0 Introduction

This Design & Access Statement supports a full planning application to the London Borough of Hillingdon for a new-build apart-hotel on the site of the existing Mercure Hotel car park on Shepiston Lane, Hayes. The proposals replace an outdated multi-storey car park with a high-quality, contemporary part five-storey apart-hotel comprising 38 suites and associated ancillary facilities, with 26 parking spaces retained at lower ground level to support the wider hotel campus.

The description of development is as follows:
Demolition of existing car park and erection of 5 storey hotel building (with retention of the lower car park level) providing apart-hotel suites, landscaping alterations and associated development.

The development represents a sustainable intensification of brownfield land associated with an established C1 use, in a location of strategic importance close to Heathrow Airport and Hayes & Harlington Station. It has been carefully shaped by pre-application engagement with the Council, responding to feedback on scale, massing, neighbour amenity, access, parking and accommodation quality. The scheme aligns with the London Plan and Hillingdon Local Plan objectives to optimise well-located sites, deliver high-quality design and support visitor accommodation in appropriate locations.

The Design & Access Statement has been prepared in accordance with the design requirements of the NPPF (Chapter 12), London Plan Policies D3 (Optimising Site Capacity), D4 (Delivering Good Design), and D5 (Inclusive Design), alongside relevant Hillingdon Local Plan policies including BE1, DMHB 11 and DMTC 4. Detailed planning policy assessment is provided within the accompanying Planning Statement; this document focuses on demonstrating how those policy objectives are embedded in the design.

This statement explains the design evolution and principles underpinning the proposals and demonstrates how inclusive, safe and legible access has been embedded throughout. It should be read alongside the submitted drawings and supporting technical reports, including transport, daylight/sunlight, arboricultural, drainage, sustainability and fire strategy documentation.

View of the existing building looking east



2.0

Site Interpretation

2.1 Site Location

The site is within the London Borough of Hillingdon and lies just south of Hayes town centre, close to Hayes & Harlington Station (Elizabeth Line) and Heathrow Airport. It is currently occupied by a two-storey car park associated with the existing, but closed, Mercure Hotel and represents brownfield land with clear potential for intensification.

- Key characteristics of the site include:
- Site Area: approx. 1375sqm
 - PTAL: The site has a Public Transport Accessibility Level (PTAL) of 2, indicating relatively low access to public transport
 - Surrounding context: Suburban residential streets with a mix of interwar and post-war housing to the north. The M4 motorway lies to the south.
 - Conservation Area: None
 - Heritage Assets: No nationally listed buildings are proximate to the development site
 - Local Heritage Assets: No locally listed buildings are proximate to the development site



Aerial view of the site and surrounding area



2.2 Site Factors

Outlook to the south is limited by a solid boundary fence (approx. 1.8m high), a two-storey building near the eastern boundary, and the M4 motorway beyond. The site also adjoins Hayes Fire Station to the south, and development along this edge should avoid windows that could prejudice future redevelopment of that site.

Elm View House lies around 12 metres to the north and appears to contain a mix of secondary and a small number of primary windows facing south.

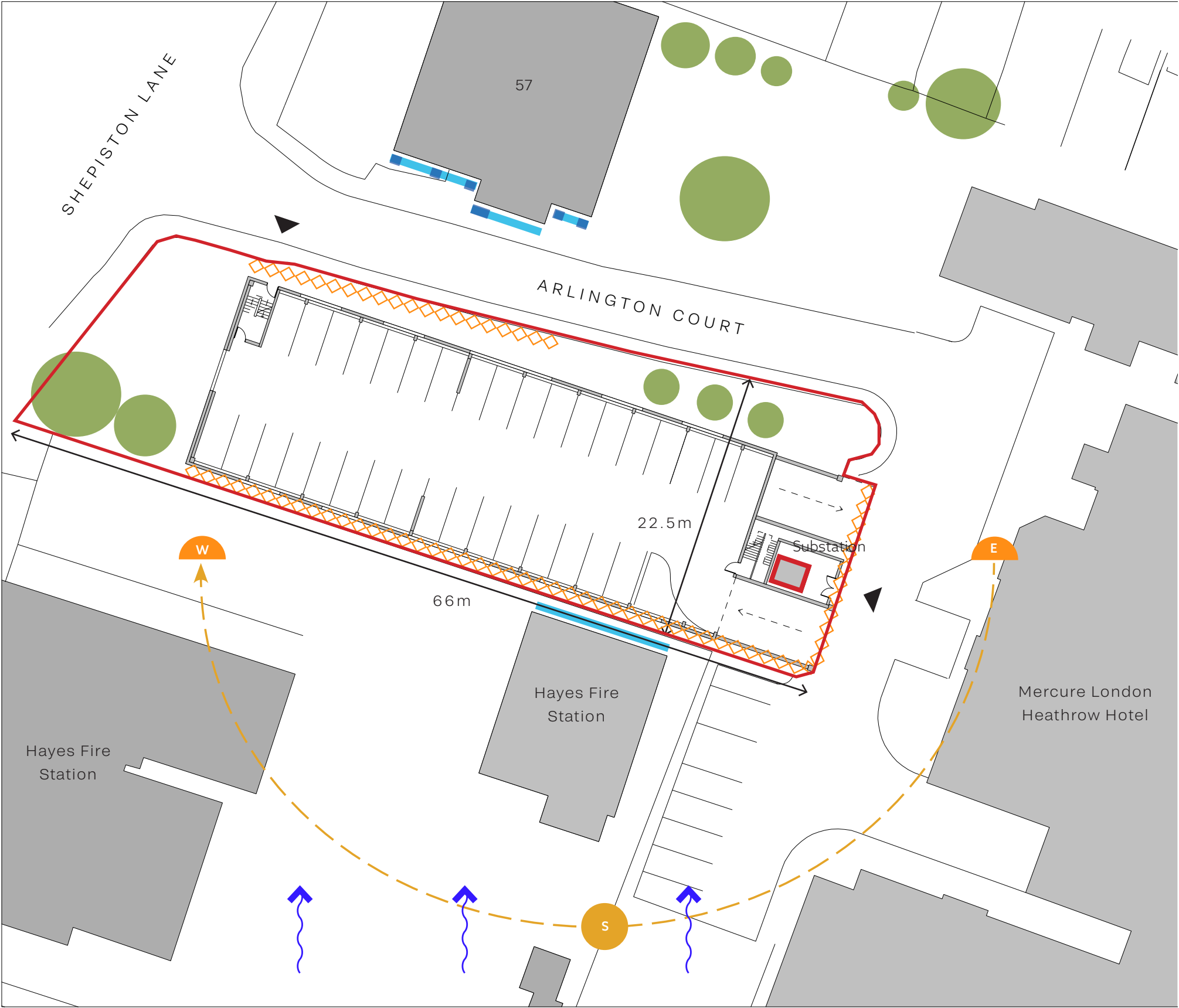
An existing substation to the east may affect access and constrain the layout if retained.

Keeping the lower level of the current car park would limit flexibility in ground floor planning and core placement. Whether retained or re-provided, suitable fire separation would be required.

Site Plan 1:500

Key

- Trees and shrubs
- Potentially sensitive neighbouring windows
- Sensitive boundaries
- Access points
- Neighbouring flank walls
- Noise from traffic
- Sun path
- Site boundary

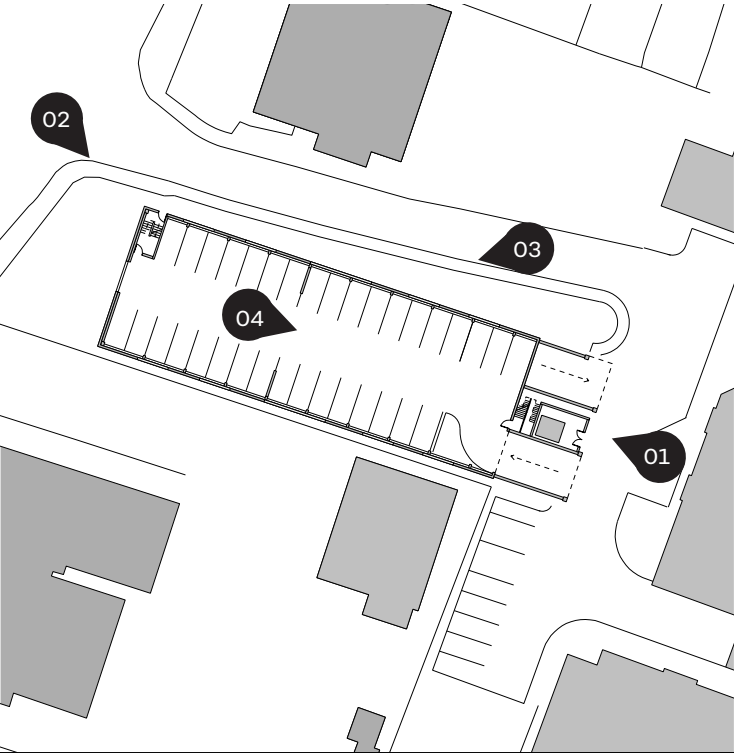


2.3 Existing Site Condition

Vehicular access to the existing car park is located to the east of the site, via a ramp descending circa 1.2 metres to the lower level from ground level and 1.9 metres to the upper level. Pedestrian access is provided at both ends of the car park. The stair to the west leads out of the car park, while a stair to the east connects directly to the existing hotel.

The structure is reasonably shabby and does not contribute to streetscape. Other than the large signage located near the road junction, it does not create an inviting entrance to the hotel campus.

Key plan



01



02



03



04

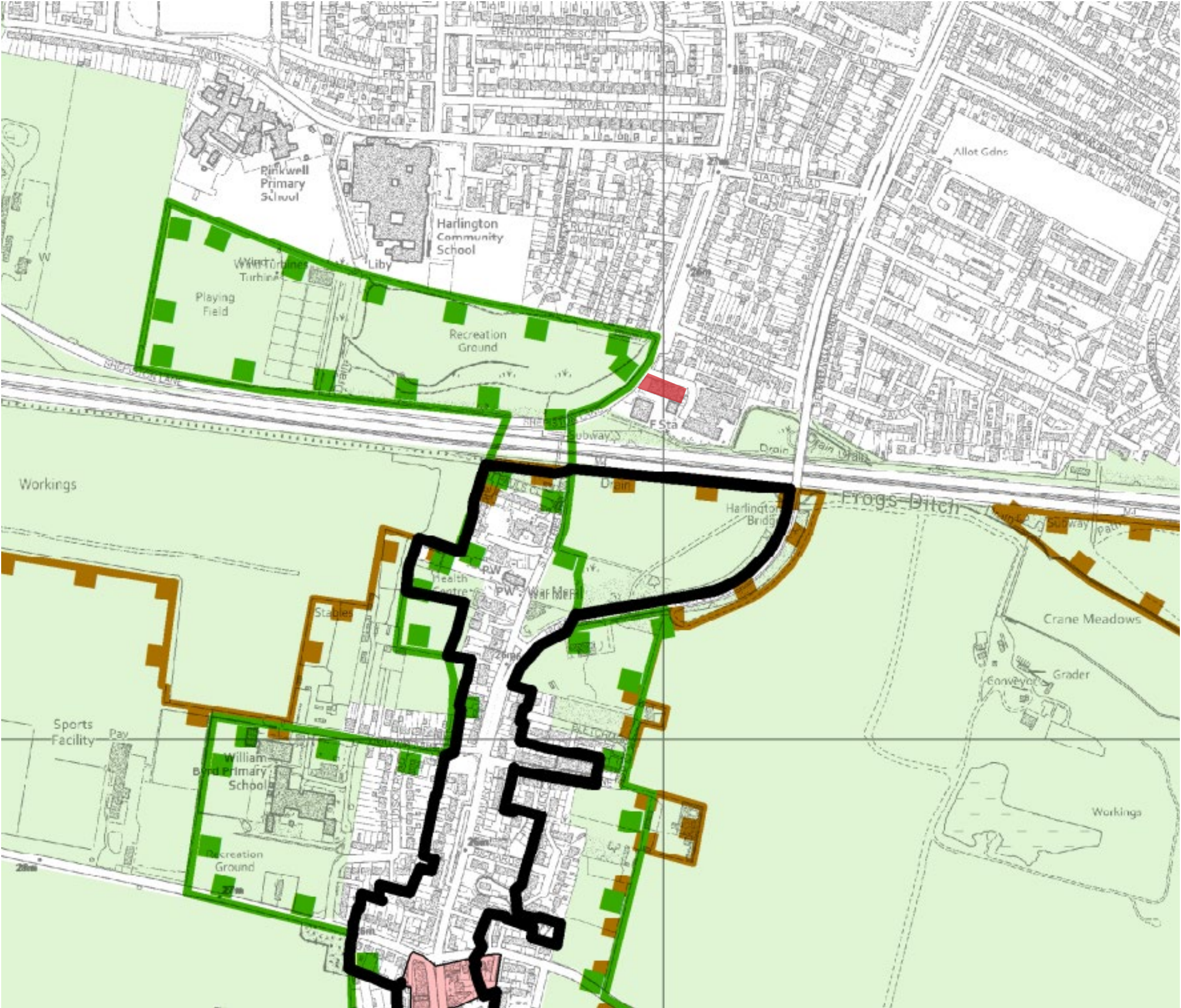


2.4 Outline Policy Context

The site lies within the London Borough of Hillingdon and is designated brownfield land associated with an existing hotel use. The proposals have been developed with regard to relevant planning policy, including the Hillingdon Local Plan and the London Plan, both of which support intensification of well-located, underused sites.

- Local Plan Part 1 – Strategic Policies (2012):
- Policy E1 supports the redevelopment of underused employment land for alternative uses, including hotels.
 - Policy T1 encourages development in sustainable, accessible locations.
 - Policy BE1 requires high-quality design that responds positively to local character.
- Local Plan Part 2 – Development Management Policies (2020):
- DMTC 1 supports hotels in town centre and edge-of-centre locations.
 - DMTC 4 seeks to protect residential amenity and promote good design.
 - DME 5 supports hotel and visitor accommodation in appropriate, well-served locations.
 - DMEI 10 and DMEI 14 require mitigation of noise and air quality impacts, particularly near Heathrow.
 - DMT 1–6 promote sustainable transport, safe access, and suitable parking provision.

Local Policy Map



Key

Site

3.0

Design Development

3.1 Pre-application Consultation

A pre-application scheme was submitted to LB Hillingdon, followed by a meeting with planning and transport officers on 17th November 2025.

The images opposite illustrate those initial proposals discussed with the LPA, comprising 43 suites across six storeys over the retained lower ground floor car parking.

A summary of the feedback received, together with details of how the current scheme has evolved in response, is set out on the following page.

Pre-application Proposals



3.2 Pre-application Consultation - Summary

Planning Officer Comments	Design & Submission Response
GENERAL Principle of development Hotel use could be acceptable, but a proportionate sequential test is required and the loss of car parking must not harm hotel viability Site boundary clarification The extent of the application site and the relationship to adjoining land, including Elm View House, required clarification	A sequential test has been prepared and submitted with the application. This demonstrates that the proposal is appropriately located and that the site can accommodate the development in principle The red line boundary has been clearly defined, with the application drawings and supporting information clarifying the extent of the site and its relationship to adjoining land holdings and uses
AMENITY Height and massing 6 storeys was not supported; 4 storeys supported; 5 storeys may be acceptable with strong justification Neighbouring impact / Elm View House Officer wanted clearer proof of daylight, sunlight, privacy, and relationship to Elm View House, including layouts	The scheme has been revised to reduce its overall height by one storey and to disaggregate the massing, resulting in a form that responds more sensitively to the surrounding context and the relationship with neighbouring properties The design has been refined in collaboration with daylight and sunlight consultants to ensure that the relationship with Elm View House is acceptable and that impacts on neighbouring amenity are appropriately mitigated. Privacy in relation to Elm View House has also been improved through a reduced number of units and increased separation, with six units at first and second floor level positioned a further 5.1 metres from Elm View House and the units at third and fourth floor level set back from the pre-application building line
DESIGN Ground floor / entrance Lower floors and entrance needed better integration and a more prominent, welcoming entrance Lighting and signage Further details were required Landscaping More soft landscaping was encouraged and landscaping details were required	The ground floor composition has been further developed to provide a more integrated and legible entrance, with improved articulation and a stronger sense of arrival appropriate to the building's use and setting The proposal identifies signage positions and includes further consideration of lighting and signage within the Design & Access Statement and accompanying control drawings Whilst the revised massing has reduced the available landscape area, a considered landscape strategy has been developed to optimise planting and boundary treatments within the available space. An outline landscape design is set out in the accompanying drawings and Design & Access Statement. It is requested that detailed hard and soft landscaping be secured through planning condition to ensure delivery of an enhanced landscape setting

Planning Officer Comments	Design & Submission Response
Materials Materials were acceptable in principle but needed more clarity Plant The proposed plant treatment required clarification, including how it would be accommodated and visually integrated South elevation The south elevation was not sufficiently developed and needed to respond appropriately to its visibility, the adjacent Fire Station site, and future redevelopment potential.	The material palette and architectural treatment are set out within the Design & Access Statement and accompanying drawings, providing clarity on the intended appearance and quality of the development The building has been designed to accommodate plant in an integrated manner, with screened louvre treatment proposed so that operational equipment is read as part of the overall architectural composition The south elevation has been developed as a fully resolved facade in its own right, with considered articulation and composition so that it performs appropriately in views from Shepiston Lane and remains capable of sitting comfortably alongside any future redevelopment of the adjoining Fire Station site
TRANSPORT Parking survey A full car park occupancy survey for the whole Mercure site was required Parking ratio / transport strategy 0.5 spaces per room could be acceptable, subject to survey and Transport Statement Cycle parking Officer set specific cycle parking expectations Swept path / refuse Swept path drawings and refuse collection points were required	A comprehensive car parking occupancy survey and Transport Statement have been prepared and submitted to address the transport-related matters raised at pre-application stage The transport strategy has been developed to respond to the scale and operational requirements of the proposal, informed by the submitted parking survey and supporting transport assessment Cycle parking provision has been incorporated in accordance with the relevant transport standards and is addressed within the submitted transport information Access arrangements, including swept path requirements and refuse collection provision, have been addressed within the submitted transport and drawing package to demonstrate that the site can operate satisfactorily

3.3 Daylight/ Sunlight Assessment

Initial daylight and sunlight modelling identified impacts exceeding BRE 2021 guidelines at 11 windows across six rooms in Elm View House, with no effects on other neighbouring properties along Carlton Avenue. All affected windows experienced over 40% daylight reduction, classified as substantial loss under BRE thresholds.

A process of iterative massing revisions—shown opposite—reduced the building envelope to achieve full compliance with BRE 2021 guidance, with all assessed windows experiencing reductions within the ‘minor’ (less than 20%) category and no retained significant adverse impacts. This has directly informed the stepped massing and reduced northern elevation.

The lower image opposite shows the refined massing strategy resulting from this process. The proposal achieves BRE compliance while presenting a form appropriate in architectural and townscape terms. The key amendments are:

- The front elevation has been moved closer to the main road to optimise site usage
- The massing at the front has been articulated to emphasise the entrance, step down towards the height of Elm View House, and maintain adequate daylight to the neighbouring property
- The building volume directly opposite Elm View House has been significantly reduced and broken down to maintain daylight levels. This breaks the volume into two principal blocks integrated by the ground floor volume
- Height has been maximised toward the rear of the site to optimise accommodation numbers, with articulation at the top floor to reduce visual impact and ensure the scheme sits well in the townscape

An early cut-back assessment of the pre-app scheme to comply with BRE guidelines



The developed volume showing a refined massing strategy complying with BRE guidelines



3.4 Massing Review

The architectural articulation introduced at pre-application stage to break down the massing has been further refined to mitigate daylight impacts. The reduced height at the lower levels ensures Elm View House retains good access to sunlight.

The set-back aligns with the established volume of Elm View House, reinforcing a coherent townscape relationship between the two buildings. Meanwhile, the forward projection of the building line responds to the curve of Shepiston Lane, establishing a more comfortable spatial relationship with the neighbouring fire station and maintaining its potential for future redevelopment.

Proposed Massing



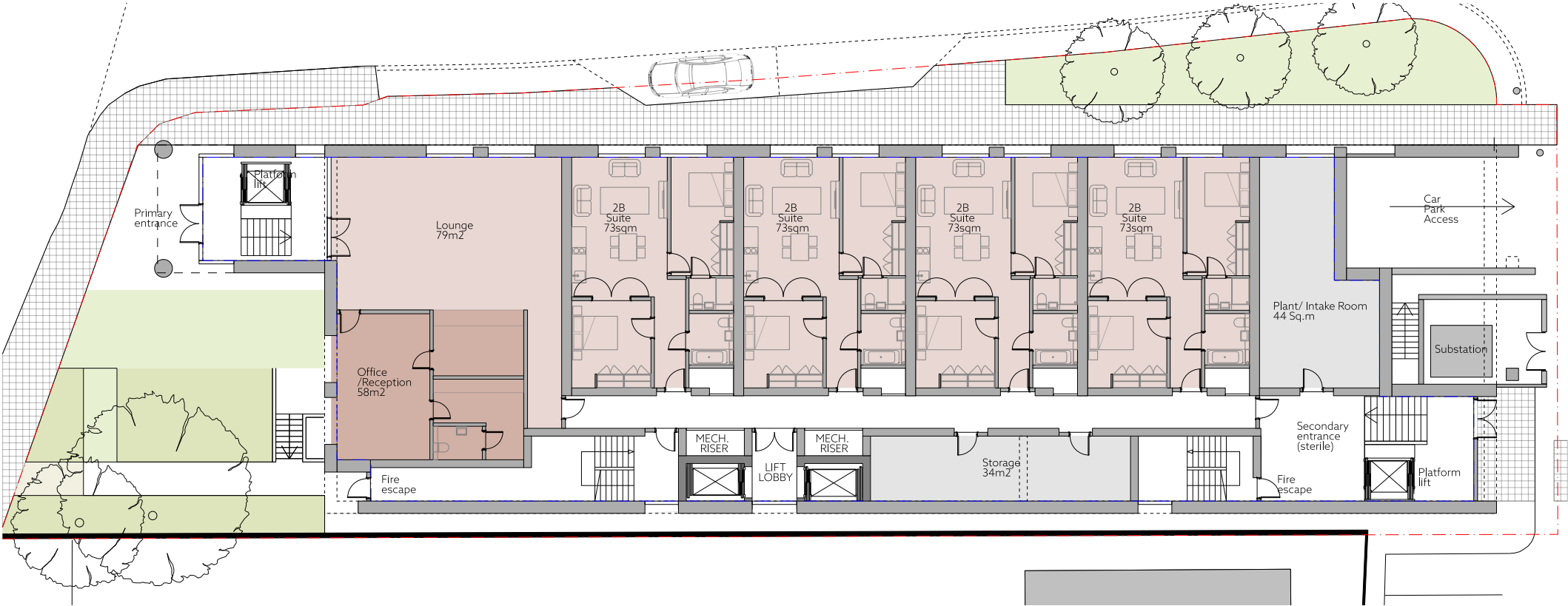
An early assessment of daylighting impact to comply with BRE guidelines



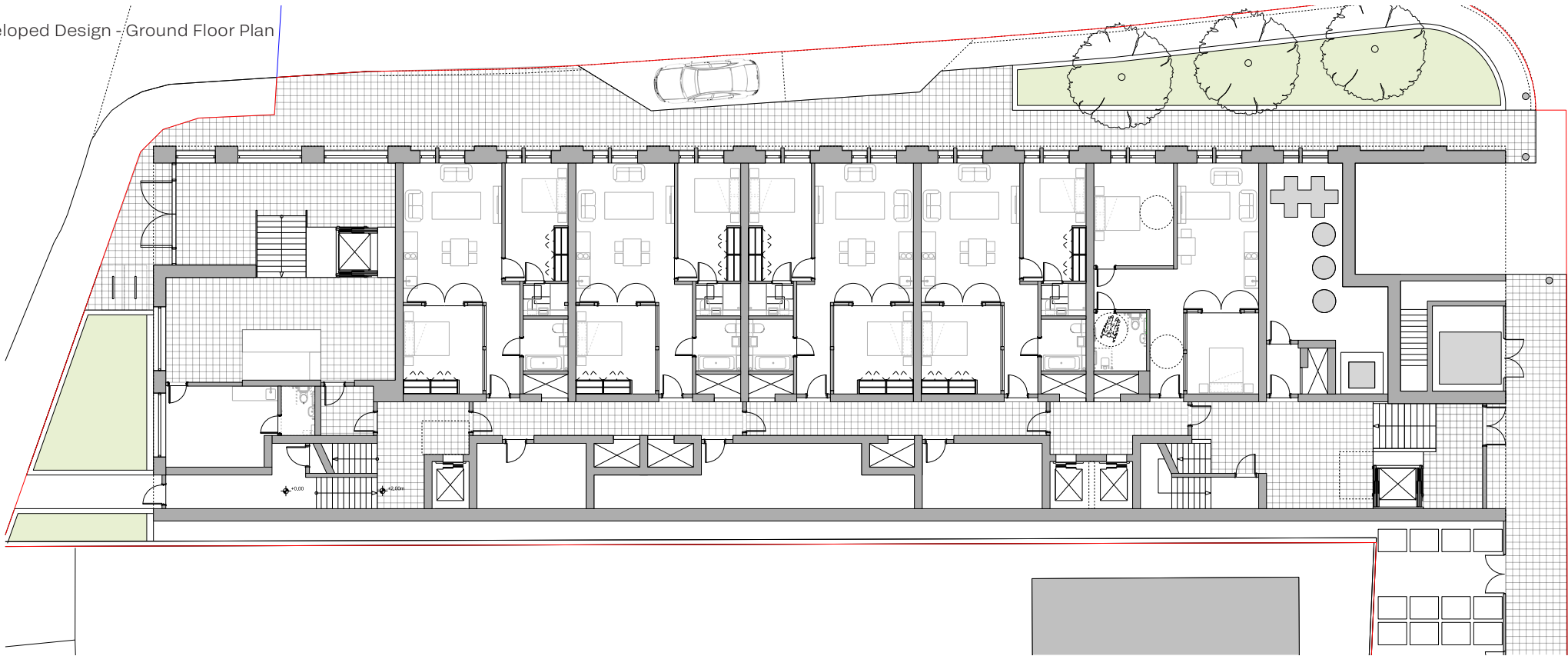
3.5 Development of Proposals - Ground Floor

- Increasing the building footprint:
- Optimises site efficiency
 - Allows the entrance lobby to be more coherently integrated within the main building volume
 - Enables the delivery of an additional two-bedroom unit at ground floor level
 - Enhances the prominence of the entrance within the streetscape

Pre-application Proposal - Ground Floor Plan



Developed Design - Ground Floor Plan



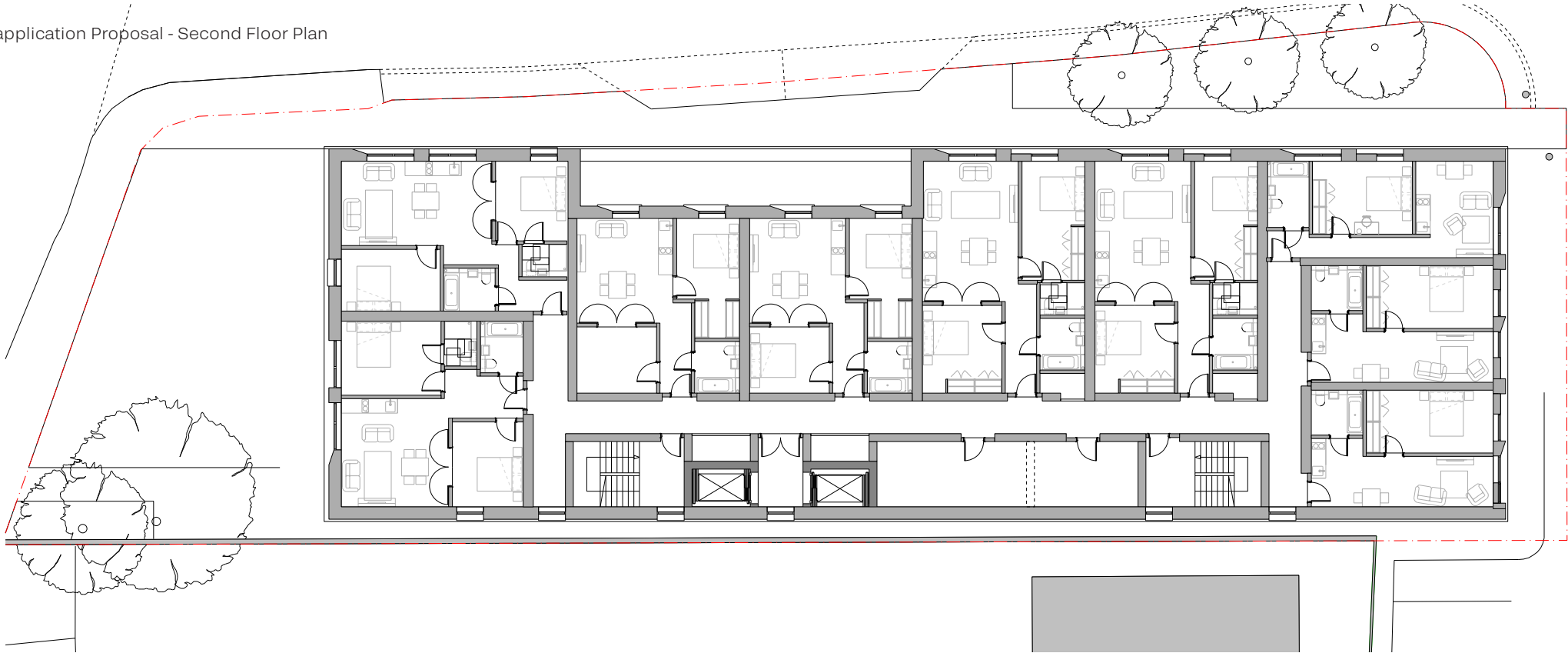
3.6 Development of Proposals - Typical Floor

The pre-application scheme proposed 14no. 1-bed suites and 31no. 2-bed suites giving a total of 45no. suites over 4,240 sqm GIA.

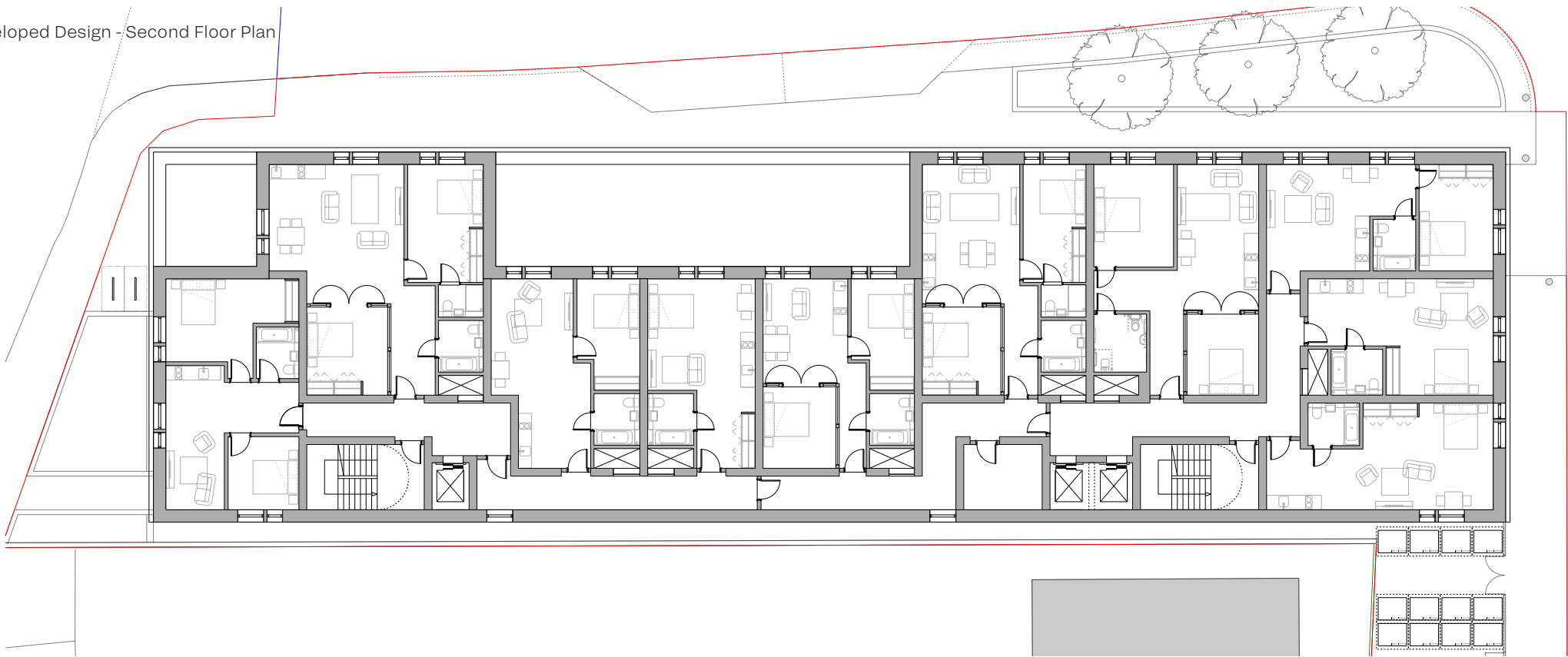
The planning submission scheme proposes 17no. 1-bed suites and 21no. 2-bed suites giving a total of 38no. suites over 3,549 sqm GIA.

This represents a reduction in the total internal floor area proposed of 16% and 7no. suites.

Pre-application Proposal - Second Floor Plan



Developed Design - Second Floor Plan



3.7 Development of Proposals - Long Elevation

The developed scheme refines the pre-application concept into a more articulated and responsive built form that better mediates between the hotel campus, Shepiston Lane and the residential context to the north. The long elevation has been deliberately broken down into a series of vertically proportioned bays, with clear stepping in height and depth to avoid a monolithic appearance.

Compared with the pre-application arrangement, the new proposals are marginally longer in footprint but appreciably lower in overall height and visually more permeable. A unified, contrasting ground floor base ties the composition together and creates a strong, legible plinth which visually anchors the building and reduces its perceived scale. Above this, the upper storeys are modulated through a rhythmic grid of window openings and shifts in plane, providing depth, shadow and interest along the full length of the elevation.

This approach responds positively to pre-application feedback to further “break down” the massing and to reinforce a coherent townscape relationship with Elm View House and the fire station. The result is a calmer and more elegant long elevation which reads as a collection of related forms rather than a single large block, while still delivering the number of units required to ensure a viable and policy-compliant scheme.

Pre-application Proposal - North Elevation



Developed Design - North Elevation



4.0

Proposed Design

4.1 Vision

The proposal aims to transform an outdated multi-storey car park into a confident, well-designed apart-hotel that strengthens the hotel campus and makes a positive contribution to Shepiston Lane. It will provide high-quality, flexible medium-stay accommodation to meet demand from Heathrow-related business and leisure visitors, while remaining sensitive to the established residential character to the north.

The new building is conceived as a permanent, robust addition. A carefully stepped and articulated massing strategy reduces perceived bulk, protects neighbour amenity and creates a building that reads as a composed set of volumes rather than a single slab. The scheme is designed to sit comfortably alongside Elm View House and the fire station, with particular attention paid to daylight, privacy and outlook.

A prominent, legible entrance on the corner of Shepiston Lane and Arlington Court will establish a clear gateway to the wider hotel site, replacing the current back-of-house feel with an active, welcoming frontage. Generous glazing at ground floor level, a visible reception and improved public realm will enhance natural surveillance and wayfinding, making arrival for guests and visitors more intuitive and pleasant.

The apart-hotel provides 38 self-contained serviced suites, supported by reception, back-of-house functions and retained on-site parking, optimising this brownfield land within an existing C1 use. A simple, disciplined architectural language based on high-quality brickwork, stone detailing and well-proportioned openings is intended to offer a calm, enduring character.

Landscape and biodiversity are integral to the vision. New planting, replacement trees and biodiverse roofs will soften the building, improve ecological value and create a greener setting for both hotel guests and neighbours. Overall, the scheme aspires to deliver a durable, well-mannered building that upgrades the appearance and performance of the site, supports the local visitor economy and responds constructively to policy objectives for optimising brownfield land.

Bird’s eye view of the proposals



4.2 Site Layout

The site uses the existing Arlington Court for key access while addressing Shepiston Lane as it's principal elevation. While occupying the majority of the site it largely follows the footprint of the existing car park building while optimising the site and forming a more assertive presence on the street than the existing volume, appropriate to its new use as a hotel accommodation rather than just car parking.

- Main Entrance**
- A prominent public entrance on Shepiston Lane clearly addresses the street and provides a sense of arrival, not just to the new building but to the hotel campus as a whole.
 - Glazed to the north and west elevations gives a sense of openness to the corner and neatly resolves the level difference between grade level and ground floor.

- Secondary Entrance**
- A secondary entrance at the rear of the building is predominantly for servicing

- Landscaping**
- Retention of existing trees on Shepiston Lane and Arlington Court, where possible.
 - Enhancement through additional planting, with opportunities to incorporate pollinator-friendly and native species
 - Biodiversity uplift through integrated ecological measures such as green roofs or bird/bat boxes
 - Improved streetscape along Shepiston Lane, reinforcing the sense of arrival and safety for pedestrians

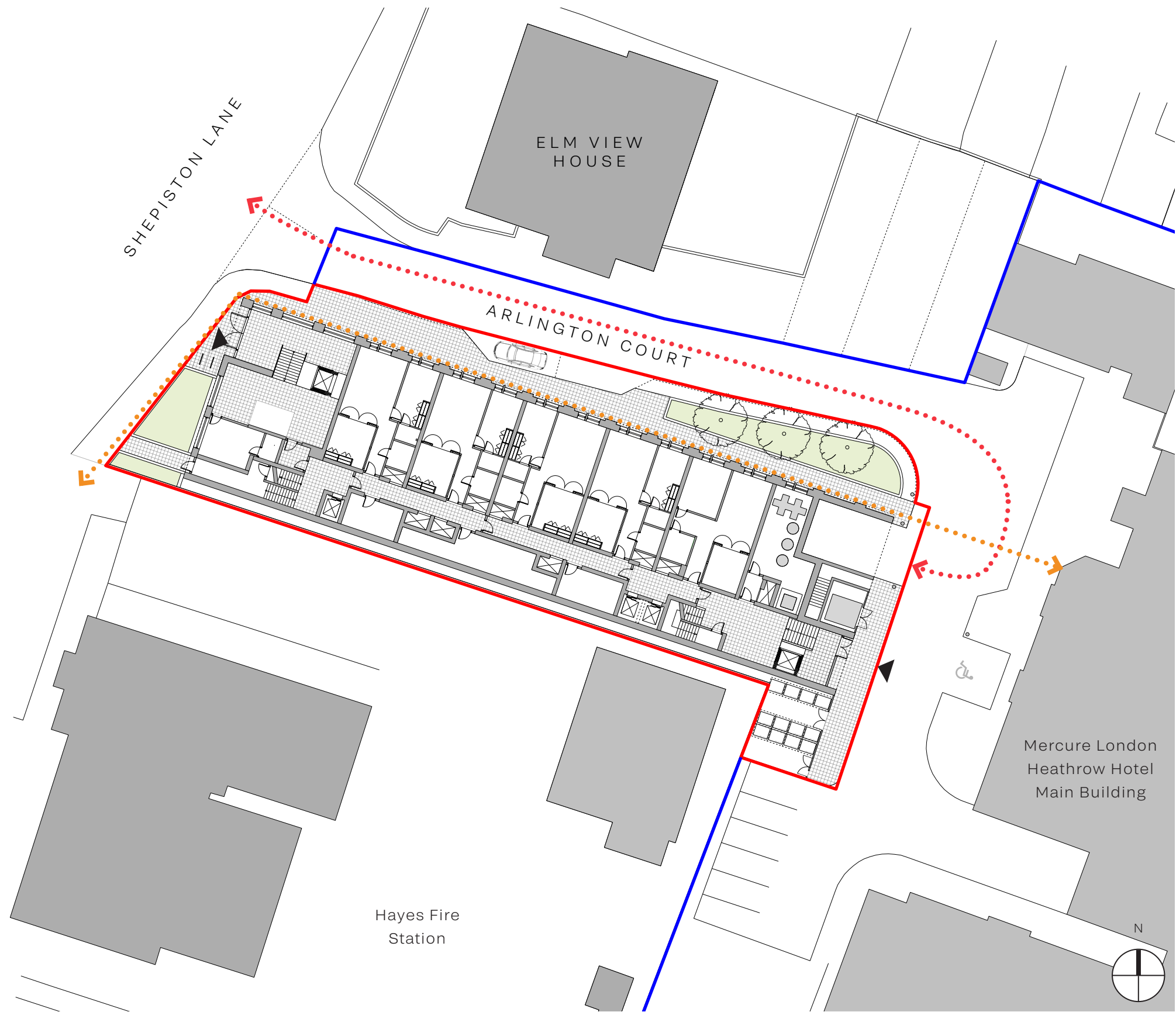
- Other**
- The building footprint matches the existing structure plus an additional area at the front of the site
 - The on-site sub-station remains in situ and is integrated into the scheme, retaining necessary access

- Parking**
- A partially sunken parking level maintains provision consistent with the operational needs of the hotel site
 - EV charging (subject to fire safety strategy) and secure cycle parking are included to support sustainable travel

KEY
Vehicular access to underground carpark
Pedestrian access
Public entrance



Site plan showing access routes and entrance points



4.3 Scale, Height & Massing

The building reaches a maximum of five storeys, but the volume is carefully stepped and articulated to present a varied scale of four, three, two and one-and-a-half storeys across the site. This graduated profile substantially reduces perceived bulk, creates visual relief and ensures that the scheme “lands” comfortably within its suburban context.

The scale and massing have been carefully calibrated to sit between the domestic scale of Arlington Court and the larger infrastructure context of the M4 and Heathrow corridor.

The north elevation facing Arlington Court is a maximum of 4 storeys in height along the entire elevation with the fifth floor massing stepping up either 2.5m or 5.0m away from the principal building line. This reduces the perception of height and bulk from the residential properties to the north.

The massing is organised into two principal volumes separated by a lower central element. Towards Shepiston Lane, the corner volume is set back and carved away to create space for a generous entrance volume, enhancing legibility and prominence without increasing height. To the north, the building steps down in response to Elm View House, with reductions in height and depth in the most sensitive locations to safeguard daylight, outlook and privacy.

The stepped roofline and overall massing contribute to reducing the apparent bulk in views from the surrounding area, especially from Arlington Court itself and residential properties to the north, as well as when views from Shepiston Lane and Sam Philp’s Recreation Ground on the opposite side of the road.

The primary articulation derives from a combination of stepped massing and a disciplined materials palette deployed within a rational, gridded window arrangement, as is typical of well-planned hotel buildings. The front portion is further broken into slender vertical volumes, giving a more elegant proportion to the west elevation and avoiding an over-wide façade. Overall, the massing strategy achieves an appropriate balance between optimisation of this brownfield site and a sensitive response to adjacent residential and civic buildings.

North elevation



West elevation



4.4 Internal Layout

The internal layout has been developed to provide simple, efficient and legible circulation while maximising the proportion of high-quality guest accommodation. A clearly defined reception and lounge at ground floor creates an immediate sense of arrival from Shepiston Lane, with direct visual connection to the entrance and passive surveillance of the public realm.

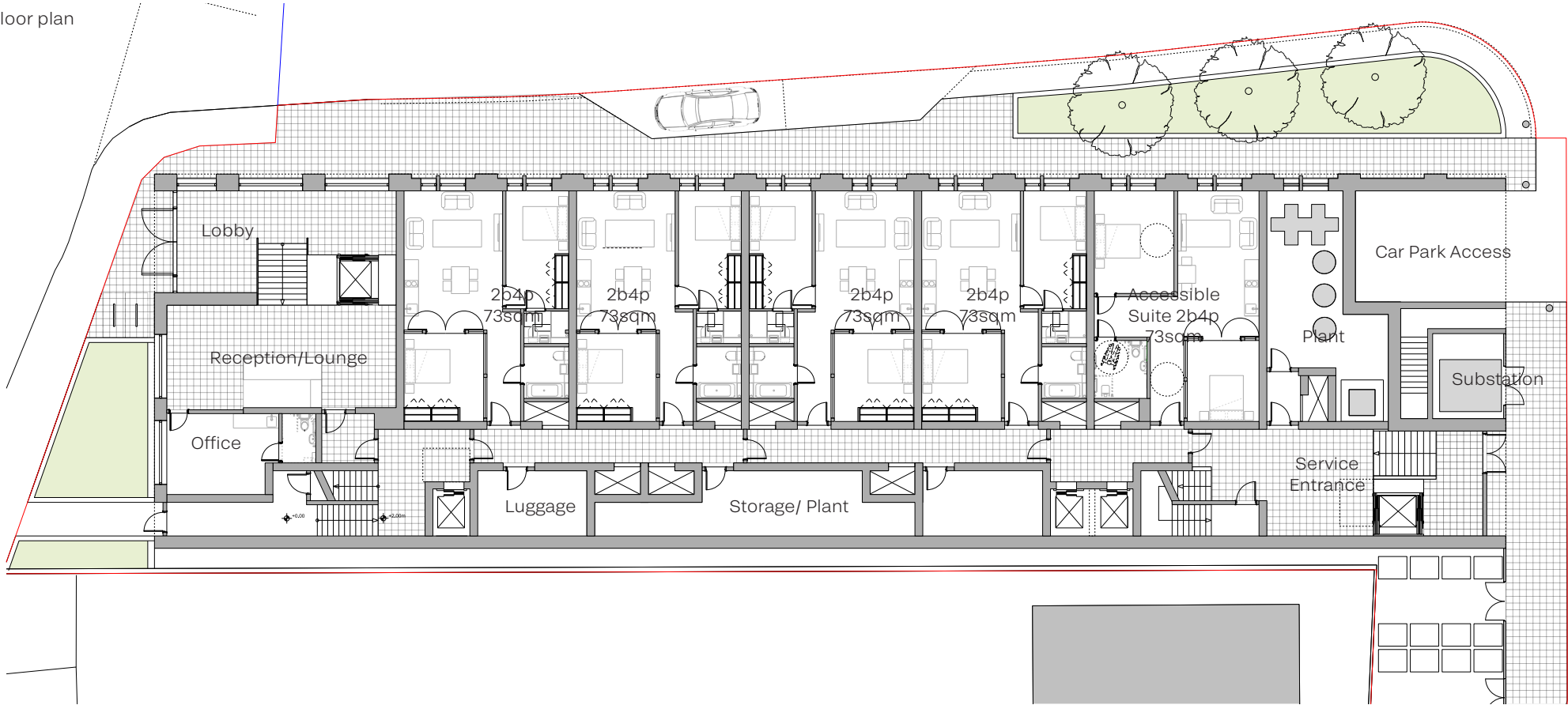
Two cores connected by a direct corridor provides short, intuitive routes to all suites, minimising dead-end corridors, improving wayfinding and operational efficiency. The arrangement allows for a well-distributed mix of one-bed and two-bed suites across all levels, supporting a diverse range of guest profiles and lengths of stay.

Plant, storage, luggage and back-of-house areas are consolidated and located away from the principal frontages, ensuring that active uses and glazing face the key public elevations.

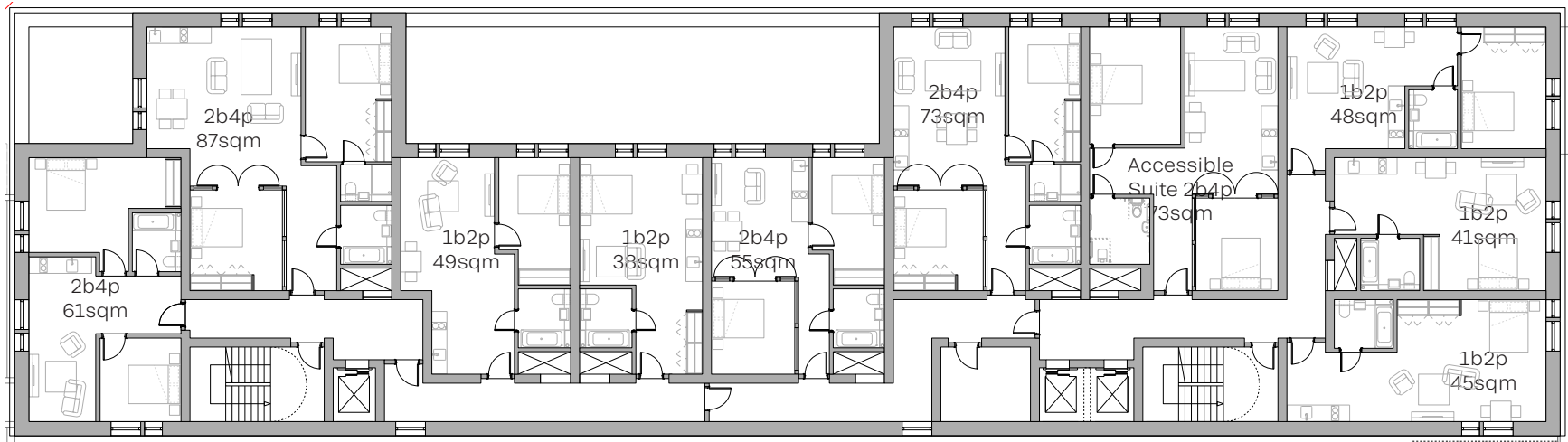
At lower ground level, car and cycle parking are conveniently linked to the main vertical circulation core, providing step-free access from parking to all floors. Suite layouts are designed to be regular and repeatable as far as possible, supporting efficient construction and long-term adaptability, while ensuring good daylight penetration, outlook and acoustic separation between units.

The hotel will operate as serviced apartments rather than standard hotel rooms. This is supported by in-room kitchens and in-built storage in all suites as well as laundry services supported by the hotel campus as a whole.

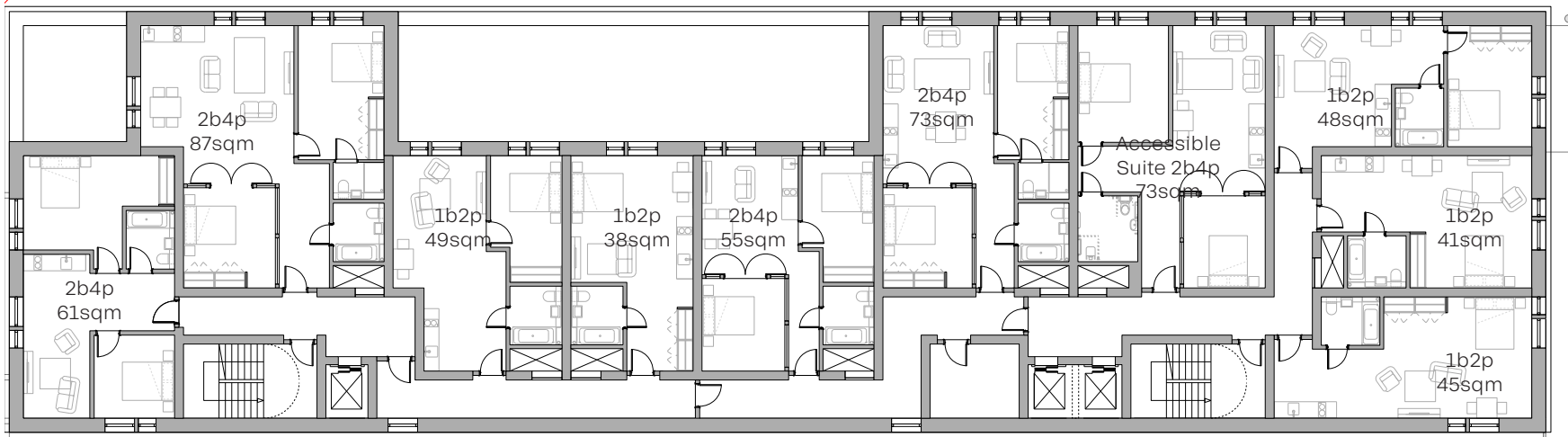
Ground floor plan



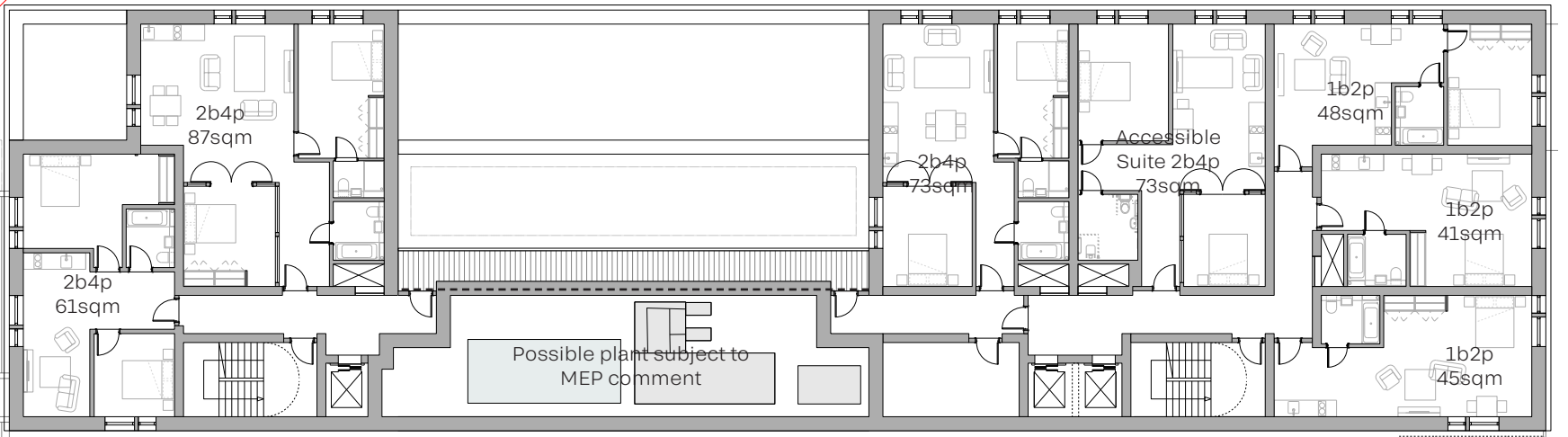
First floor plan



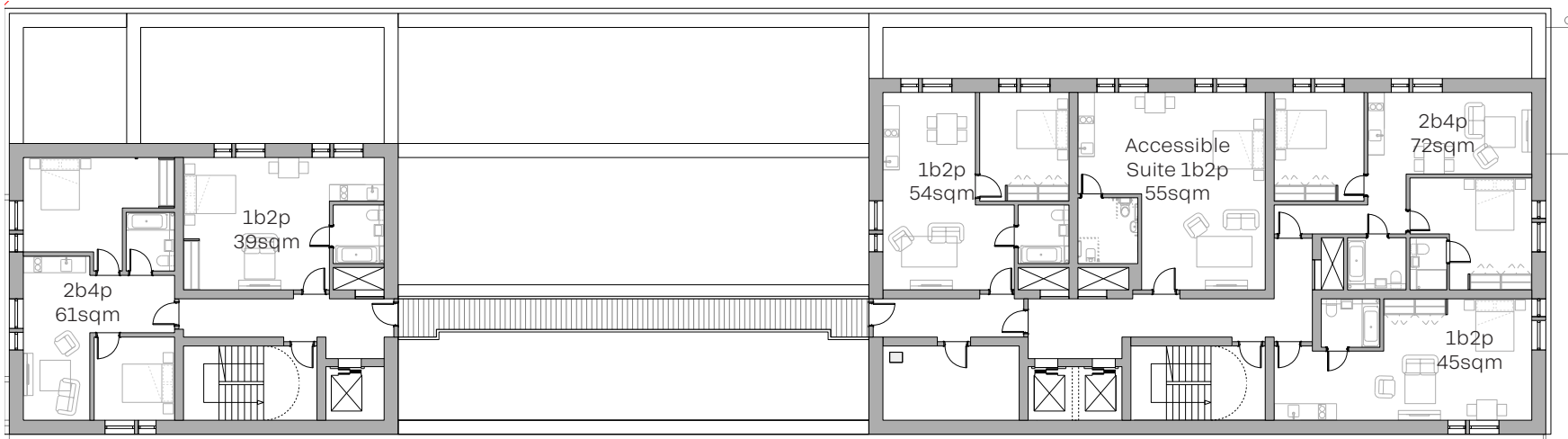
Second floor plan



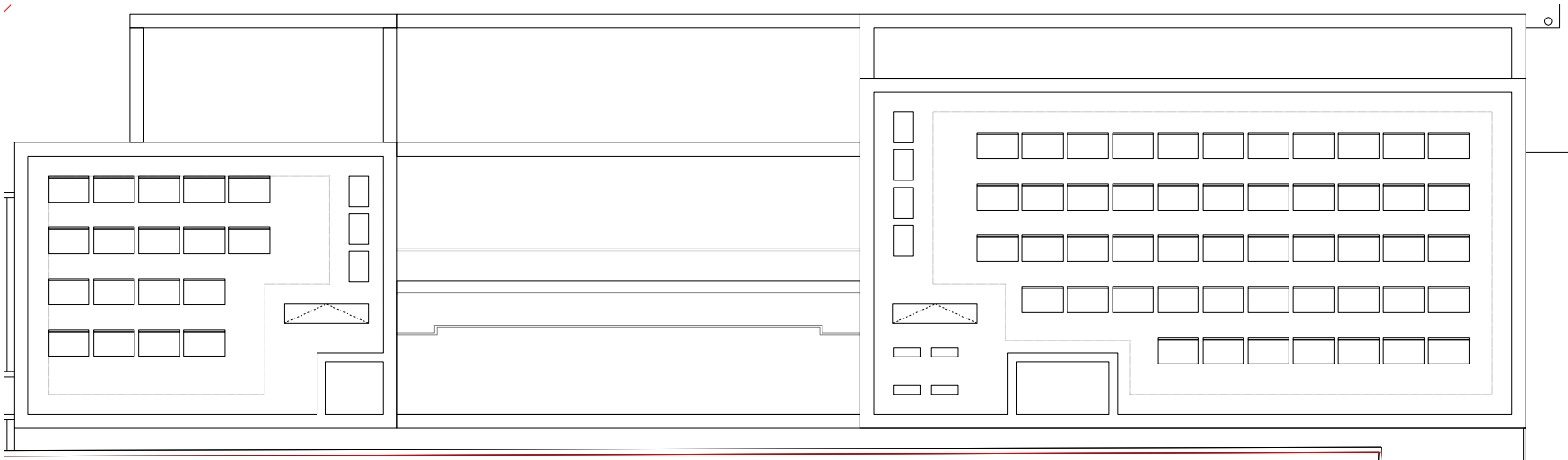
Third floor plan



Fourth floor plan



Fifth floor plan



4.5 Quality of Accommodation

The proposed suites are generously sized relative to typical hotel rooms and are planned as self-contained, longer-stay studios and apartments with clearly defined living, sleeping and cooking zones. The mix of one-bed and two-bed suites provides flexibility for business travellers, families and small groups, allowing the apart-hotel to respond to fluctuating market demand around Heathrow.

1-bed suites range in size from 39 to 49 sqm while 2-bed suites range from 61 to 87 sqm, providing a range of options including wheelchair accessible suites. These areas broadly align with the minimum areas in the Nationally Described Space Standards for studios though to 2b4p units whereas standard hotel rooms (not suites) in the UK typically range from 15–37 sqm NSA, with sizes increasing by star rating and location. Airport hotels like those near Heathrow often hit midscale norms of 25–33 sqm to balance efficiency and guest comfort for short stays.

Room layouts prioritise usable, well-proportioned spaces with logical furniture placement and uncluttered circulation. Windows are positioned to maximise natural light and outlook while managing direct views to neighbouring properties, in line with amenity and privacy objectives. A number of suites are designed as fully accessible units, exceeding minimum policy requirements and ensuring that disabled guests can access a genuine choice of accommodation types across the building. The scheme provides 5 accessible suites (13% vs 10% required) distributed across all floors.

A limited number of bedrooms are internalised within suite layouts. These are always paired with generously sized open-plan living areas with large external windows, ensuring that overall suites benefit from good levels of daylight and outlook. This arrangement reflects established apart-hotel typologies and is considered acceptable given the short-term nature of occupation and the overall quality and size of accommodation provided.

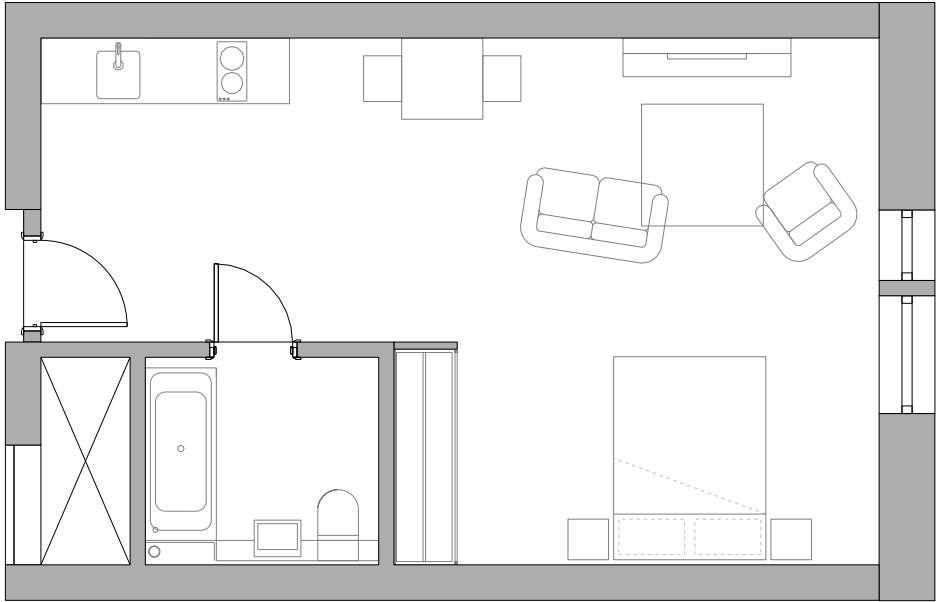
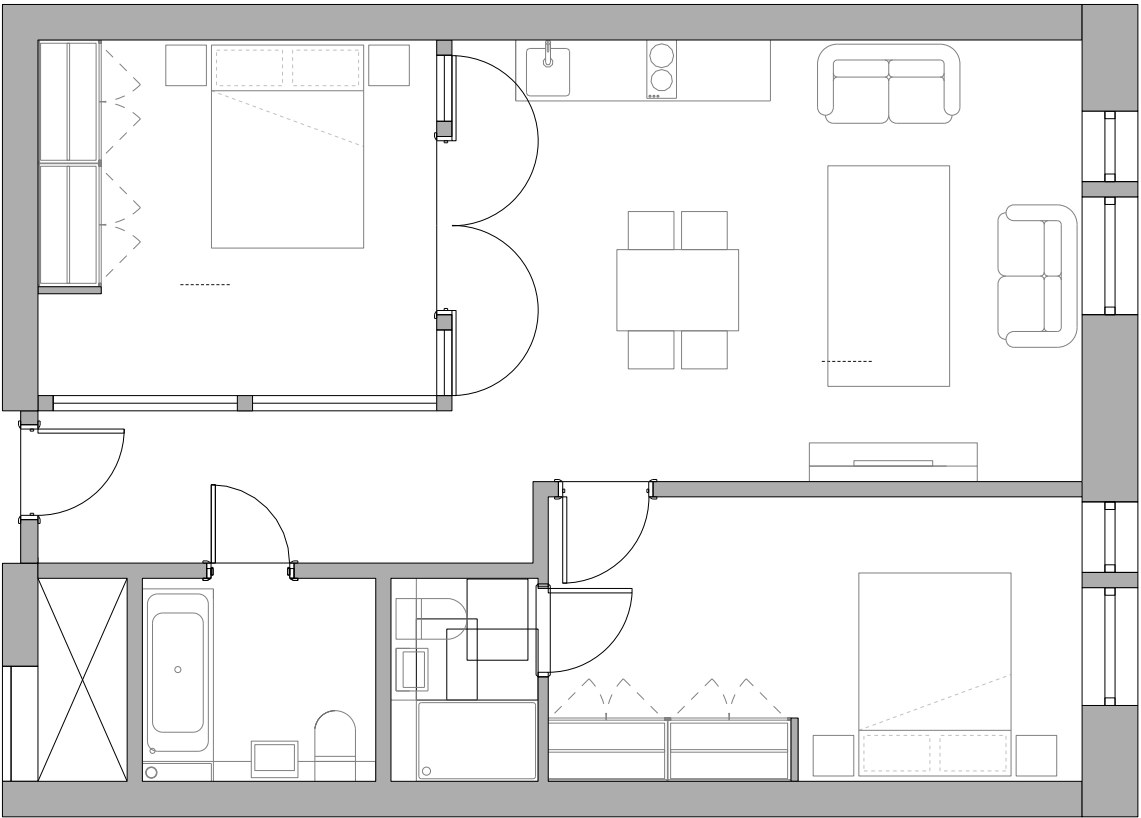
The internal specification will focus on durable, easy-to-maintain finishes, good acoustic performance and high levels of thermal comfort, creating a calm and comfortable environment suited to both short and medium-term stays. Taken together, these measures deliver a level of accommodation quality that will enhance the hotel campus offer and support repeat custom.

Planning Submission Schedule of Accommodation

	GIA (Sqm)	NSA Hotel Rooms (Sqm)	No. of 1-bed suites	No. of 2-bed suites	Total no. of suites
Ground	848	367	0	5	5
First	788	571	5	5	10
Second	788	571	5	5	10
Third	587	429	3	4	7
Fourth	538	326	4	2	8
TOTAL	3,549	2,264	17	21	38
			45%	55%	

Includes 5no. accessible suites equating to 13% of the total

Plans of Typical Suites



4.6 Design Sources

The architectural language draws on a curated set of contemporary precedents that demonstrate how robust brick and pre-cast stone detailing can deliver enduring, contextually responsive buildings. Precedent projects are characterised by a disciplined use of masonry, well-proportioned window openings and subtle modelling of elevations, resulting in façades that weather gracefully and retain their civic presence over time.

These references inform the project's emphasis on relatively flat façade planes animated by larger-scale massing moves, controlled openings and carefully judged junctions between materials. The intention is to create a building that feels calm and ordered at a distance, while offering richness in detail at the pedestrian scale. By learning from these examples, the design seeks to avoid short-lived fashions and instead deliver a timeless, well-crafted composition appropriate to this prominent site.

Judge Business School - Stanton Williams



Seebach - Sergison Bates



Camden High Street Hotel - Morris + Company



4.7 Architectural Treatment - Bay Study

The typical bay is conceived as a robust, repeatable module that brings coherence to the elevations and supports efficient construction. Each bay comprises a large fixed glazed unit paired with a smaller opening light, topped by a pre-cast stone lintel and separated by a projecting pre-cast stone mullion which introduces depth and shadow.

The upper storeys are predominantly formed in simple, high-quality soft red brickwork laid in stretcher bond, with pre-cast stone cappings providing a continuous, durable weathering detail around the parapet line. At ground level, a contrasting mid-grey brick base and GeoBrick natural stone fascia articulate the plinth and visually “lock” the upper volume into the ground floor volume. Vertically bonded brickwork between columns and sections of hit-and-miss brickwork express the structural rhythm and provide an attractive, naturally ventilated edge to the lower ground car park.

Dark aluminium window frames give a precise, graphic counterpoint to the more tactile masonry, sharpening the overall composition while remaining recessive enough not to dominate the façades. This simple but carefully considered bay treatment allows the building to read as a coherent whole, while permitting local variation in response to corners, entrances and changes in height.

Bay Study of the North Elevation



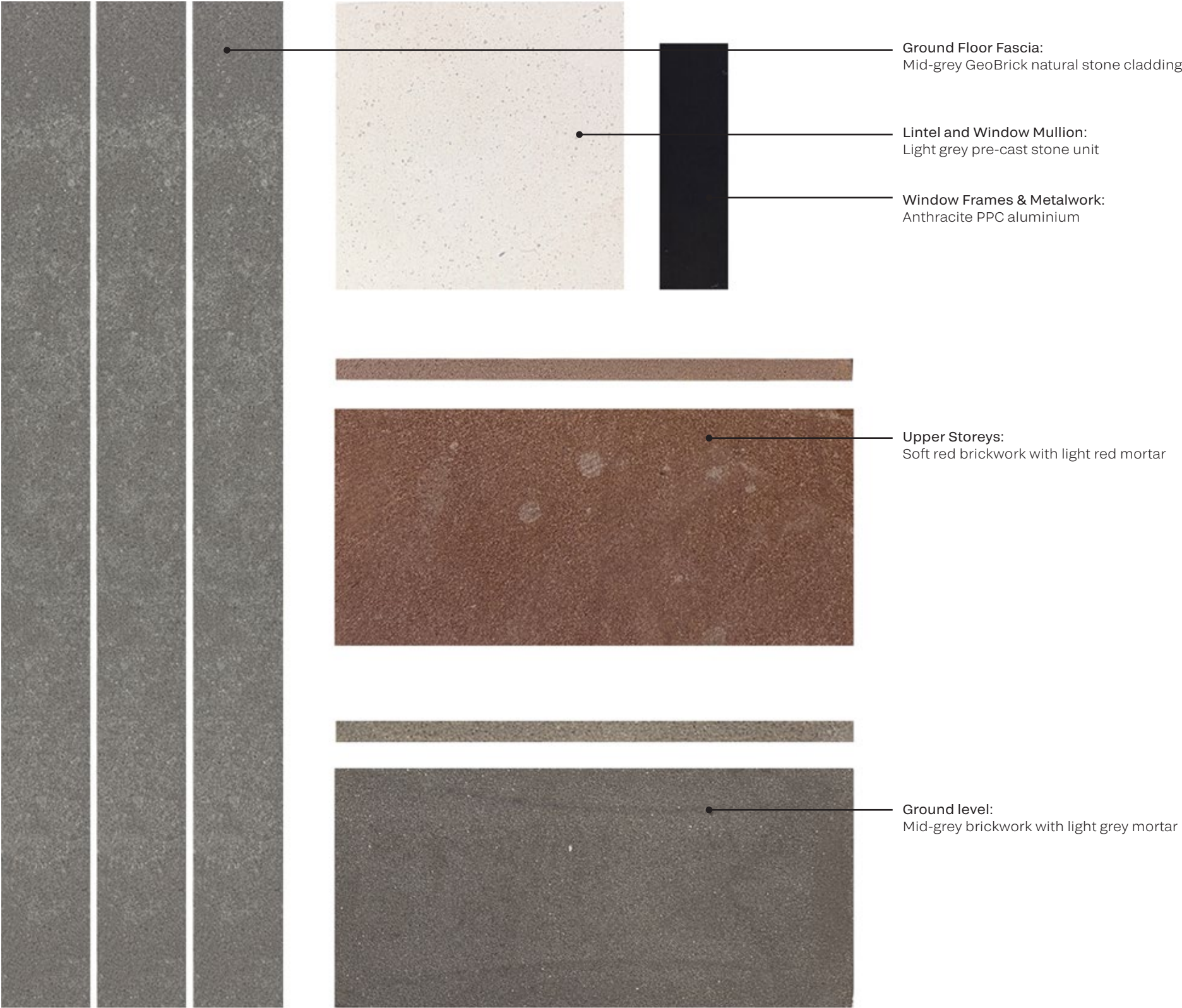
4.8 Appearance & Materials

The external appearance is underpinned by a restrained palette of complementary masonry tones and textures, chosen for their robustness, longevity and compatibility with the surrounding context. Soft red brick with light red mortar forms the main body of the building, echoing local residential forms without direct imitation. A mid-grey brick with light grey mortar defines the ground-level plinth, providing a visually solid base that can better accommodate scuffing and day-to-day wear.

A mid-grey GeoBrick natural stone cladding is used to the ground floor fascia, marking key public-facing elements such as the entrance and tying together the ground and upper volumes. Light grey pre-cast stone lintels, mullions and parapet copings introduce a consistent horizontal and vertical order, reinforcing the building's proportions and providing a durable, low-maintenance finish at vulnerable edges. Anthracite PPC aluminium is specified for windows and metalwork, offering fine, crisp profiles and a subtle contrast to the surrounding masonry.

Overall, the materials palette is deliberately calm and coherent, ensuring that the building sits comfortably alongside the existing hotel and nearby residential properties, while offering a step-change in architectural quality compared with the current car park structure.

Material Palette



4.9 Threshold to the Hotel Campus

The existing multi-storey car park provides a poor-quality and unwelcoming threshold to the hotel campus, with blank openings, inactive frontages and a generally dilapidated appearance that detracts from the wider site. The proposed apart-hotel transforms this approach into a positive gateway, with an active ground floor, generous glazing and a clearly expressed main entrance.

New signage and coordinated lighting will reinforce legibility and brand presence at the junction of Shepiston Lane and Arlington Court, helping visitors to intuitively locate the hotel campus from the public highway. A richer landscape setting along the frontage, combined with new planting and tree re-provision along Arlington Court, will soften the built edge and immediately “bed in” the development within its suburban context. Collectively, these measures recast the campus entrance as a safe and attractive point of arrival.

The principal entrance to the new building is deliberately positioned on the prominent corner addressing both Shepiston Lane and Arlington Court, capitalising on passing views and reinforcing its civic role on the street. Generous glazing to the north and west elevations provides clear views into the reception and lounge, creating activity and interest at street level and enhancing perceived safety.

The entrance design resolves the change in level between existing grade and the raised ground floor, ensuring an inclusive and intuitive approach route for all users. A shallow canopy, lighting and high-quality paving will frame the doorway and articulate the transition from public realm to hotel lobby. In combination with the reconfigured drop-off on Arlington Court, the entrance sequence is legible, convenient and befitting of a modern airport-oriented apart-hotel.



4.10 Street Presence

By moving the building line forward on this curved stretch of Shepiston Lane, the proposals give the hotel campus a clearer presence in the street scene and make more efficient use of the brownfield site. The new alignment reinforces the existing building line to the south and helps to define a more coherent edge to the roadway, improving legibility for drivers and pedestrians alike.

The carefully modulated massing and well-proportioned façades ensure that, despite the increased prominence, the building sits comfortably within the wider townscape. Active ground floor frontages, generous fenestration and enhanced landscaping all contribute to a more animated and welcoming streetscape, replacing the current perception of a back-of-house car park with a properly addressed public frontage.

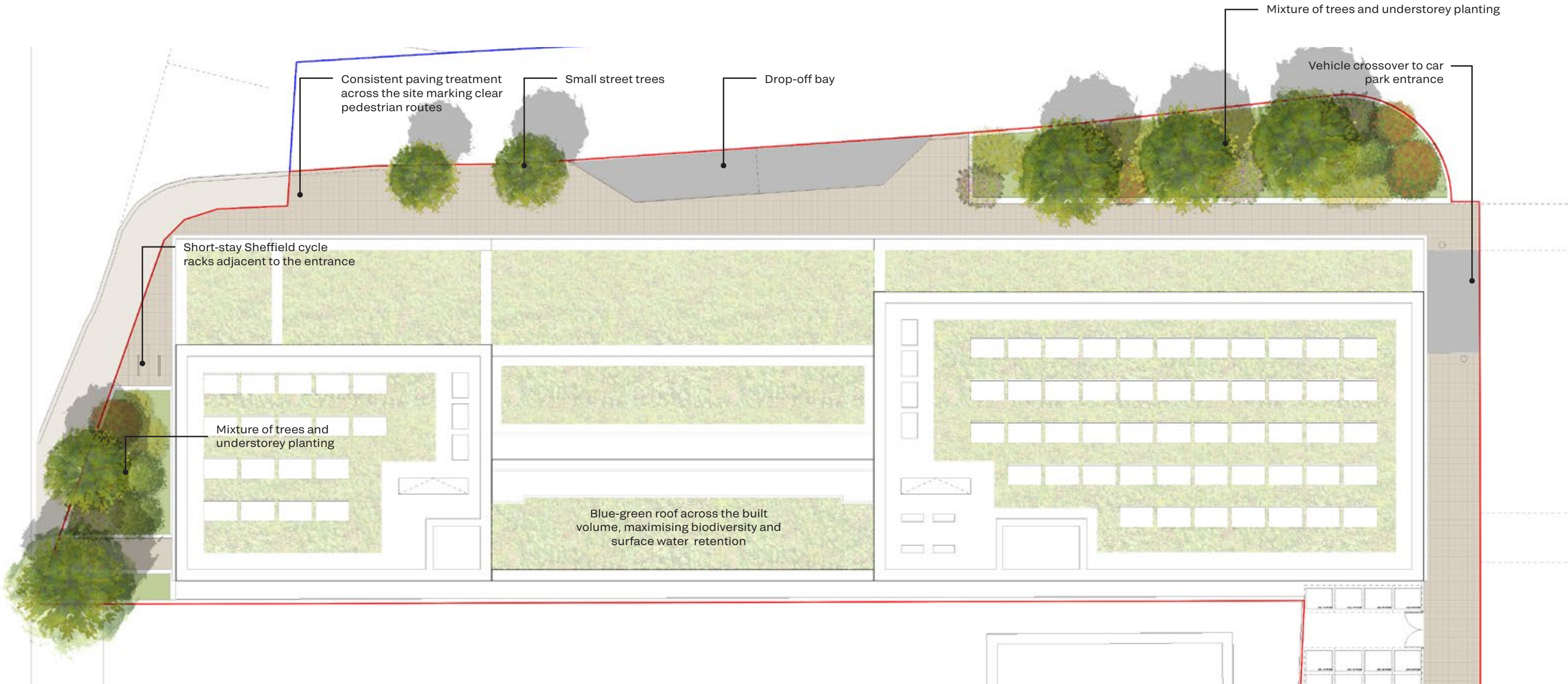


4.11 Landscaping & Biodiversity

Existing trees are predominantly low quality as indicated in the included Arboricultural Impact Assessment. All removals are necessary for demolition and buildability of the new building, while the replacement structure planting, biodiverse roofs and understorey planting together deliver a net qualitative and quantitative gain.

Replacement trees and low-level planting will be introduced to the west and north of the building, maximised where possible while retaining generous and safe pedestrian routes for visitors and the public. Species selection will prioritise biodiversity value, seasonal interest and resilience to the local microclimate, supporting pollinators and urban wildlife.

In addition, the roofscape will incorporate biodiverse green roofs on non-accessible areas, providing habitat for invertebrates and birds and contributing to urban greening and surface water attenuation. Together, these measures ensure that, despite the necessary removal of existing trees, the completed development will deliver a more diverse, robust and ecologically valuable landscape than currently exists on site.



4.12 Tree Planting Schedule

There are a number of low quality trees on the site which have been recommended for removal by the arboriculturalist. The focus has therefore been on replanting several high quality trees. These trees along with the proposed blue-green roof (a roof system combining blue and green roof technologies) will contribute to the biodiversity and urban greening of the site.

The list below indicatively provides details of the proposed species across the site:

- 1 - Betula Utilis ‘Jacquemontii’
 - 14/16cm girth, 3.5–4m high at time of planting.
 - A vigorous deciduous tree to 18m tall, with brilliant white bark on the trunk and larger branches; ovate leaves turn yellow in autumn.
- 2 - Ginkgo Biloba ‘Fastigiata’
 - 40/45cm girth, 7-8m high at time of planting.
 - A deciduous, columnar tree with a narrow crown to around 15m tall. Flat, fan-shaped leaves to around 7cm wide are borne on semi-erect branches and turn a golden yellow in autumn.
- 3 - Parrotia Persica ‘Vanessa’
 - 12/14cm girth, 3–3.5m high at time of planting.
 - A small, upright tree with attractive, flaking bark and small red flowers on bare stems in late winter and early spring. The young foliage is red and bronze turning green for summer then producing spectacular autumn colour with shades of red, orange and purple.
- 4 - Corylus Avellana Zellernus
 - Multi-stemmed, 2.5–3m high at time of planting.
 - A fast-growing small tree reaching a height and width of between 3 and 4 metres with arching branches. Foliage emerges reddish brown, changing to brownish green. Red-brown catkins appear in the spring and summer followed by brown fruits in the autumn.

These tree species are all appropriate for planting in a public realm setting. They are hardy (USDA zones 5-8, fully UK-winter tolerant), tolerant of urban pollution and compaction, and offer good seasonal interest without excessive mess. The specified girths and heights are mature enough for instant impact while allowing establishment.

Proposed tree species

1 - Betula Utilis ‘Jacquemontii’



2 - Ginkgo Biloba ‘Fastigiata’



3 - Parrotia Parsica Vanessa



4 - Corylus Avellana Zellernus



4.13 Shrub Planting Schedule

Evergreen and low-maintenance shrubs with year-round structure, pollinator support and minimal pruning are suggested for low-level planting under the trees for layered biodiversity and a resilient, colourful understory.

All are around 1-1.5m in height for impact without totally obscuring views and sightlines.

- 5 - *Sarcococca confusa* (Christmas box)
 - Evergreen, winter-scented flowers, black berries; shade-tolerant, zero pruning, deer/pollution resistant
- 6 - *Choisya ternata* (Mexican orange blossom)
 - Compact evergreen, fragrant spring flowers (repeat flushes), aromatic foliage; sun/partial shade, low water needs post-establishment.
- 7 - *Mahonia aquifolium* (Oregon grape)
 - Spiky evergreen, yellow winter flowers, blue berries; shade-tolerant, urban-hardy, supports pollinators. Architectural form for edges.
- 8 - *Skimmia japonica* (e.g., 'Rubella')
 - Dwarf evergreen, red winter buds/berries (male/female mix), shade-loving; very low maintenance, no pruning. Good under birches/ginkgo.

Proposed shrub species

5 - *Sarcococca confusa* (Christmas box)



6 - *Choisya ternata* (Mexican orange blossom)



7 - *Mahonia aquifolium* (Oregon grape)



8 - *Skimmia japonica* (e.g., 'Rubella')



4.14 Lighting

The proposed lighting strategy has been developed to provide safe, efficient and attractive illumination for the apart-hotel while minimising impacts on neighbouring amenity, particularly Elm View House to the north.

All external lighting will utilise high-efficiency LED fittings with warm white colour temperatures (typically 3000K) to reduce glare and light spill, in accordance with the guidance in the Institution of Lighting Professionals (ILP) GN01 and London Plan Policy D9. Light trespass will be strictly controlled through precise aiming, shielding and cowlng to ensure that illuminance levels on sensitive boundaries do not exceed 2 lux vertical at Elm View House facades, well below the 5 lux threshold recommended for residential interfaces.

Functional Site Lighting
Pedestrian routes, entrances and car parking areas will be illuminated to minimum maintained average horizontal illuminance levels of 5 lux for general circulation and 10 lux at key decision points such as the main entrance and drop-off bays, ensuring safe navigation for all users including those with visual impairments. Bollards lights and wall mounted lights will light pathways along Shepiston Lane and Arlington Court. The lower ground car park will employ linear LED bulkheads and low-level wall-mounted fittings to provide uniform 50 lux horizontal coverage, supporting effective CCTV surveillance and safe vehicle manoeuvres. Automatic dusk-to-dawn photocell control with programmable dimming will optimise energy use, reducing output during low-occupancy periods.

Building Facade and Entrance Lighting
Feature lighting to the principal elevations will be subtle and architectural in character, using concealed linear LED uplighters recessed into the natural stone cladding to graze the soft red brickwork and highlight vertical articulation without creating hot spots or sky glow. At the prominent corner entrance on Shepiston Lane, feature downlighters integrated into the canopy will wash the glazed lobby facade, creating a welcoming pool of light that enhances natural surveillance and sense of arrival after dark. These fittings will incorporate integral optics to direct light downwards, preventing spill onto the highway or neighbouring properties. Internal lobby glazing will be partially lit from within via energy-efficient LED panels, reinforcing active frontage without external fittings.

Signage Illumination
Signage is to form a separate application, however indicative locations are shown on control drawings. In any case, illumination will be downward-facing and fully shielded, ensuring no direct view of light sources from residential viewpoints.

Indicative public realm lighting



Architectural uplighting



5.0

Access & Technical Design

5.1 Access Strategy

Car Parking - Provision

- 26no. car parking spaces are retained at lower ground floor level
- 2no. spaces will be designated as accessible spaces with additional space provision for wheelchair accessibility
- Refer to Transport Report, submitted as part of this application

Drop-off

- Provision for a drop-off bay, accommodating two cars, has been made. This allows for access close to the hotel entrance particularly, for taxi drop-off
- Minor works to the road on Arlington Court, which is owned by the client, will be required to provide this. A new pavement on the south side of Arlington Court within the site boundary will ensure safe pedestrian access

Servicing

- The existing hotel building accommodates the core back-of-house services such as kitchens and laundry. This new apart-hotel will operate as an annexe to that building and uses those centralised facilities. Therefore the majority of vehicular servicing will continue as per existing arrangements.
- Any servicing specific to the new building will be carried out at the rear of the building where there is a service entrance separate from the public entrance
- Mail and delivery vehicles may use the provided drop-off bay close to the main entrance - post and parcels will be securely managed as part of the reception and office facilities
- The existing substation will continue to be accessible by UKPN 24/7 directly from the road

Refuse Provision

Residential apartment benchmarks in LB Hillingdon are 100L per 1-bed and 170L per 2-bed unit per week. The proposed apart-hotel provision is based on these figures, with a modest reduction to reflect shorter stay occupation and managed housekeeping arrangements.

A 15% reduction on these residential benchmarks equates to approximately 4no. 1100L eurobins. The existing bin store enclosure will be slightly relocated and enlarged to accommodate four additional eurobins. Commercial waste collection will continue as per existing arrangements.

Cycle Parking

Cycle parking has been derived having regard to both residential (C3) and hotel (C1) standards in the London Plan. Given the serviced nature of the apart-hotel, shorter average lengths of stay, and lower levels of long-term cycle ownership compared to permanent residential use, a level of provision between the two standards is proposed.

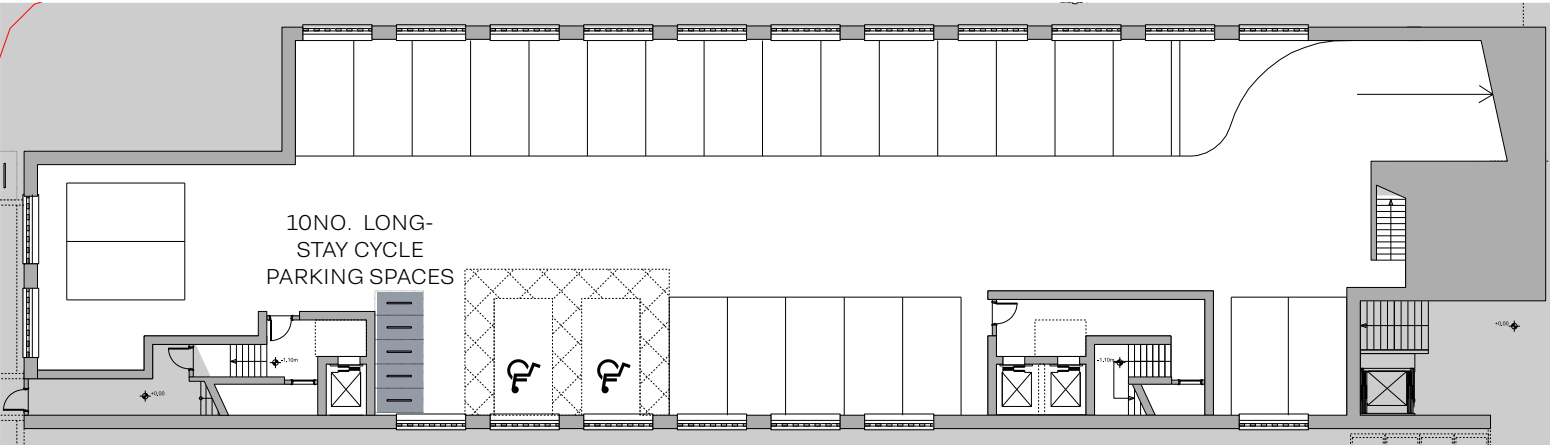
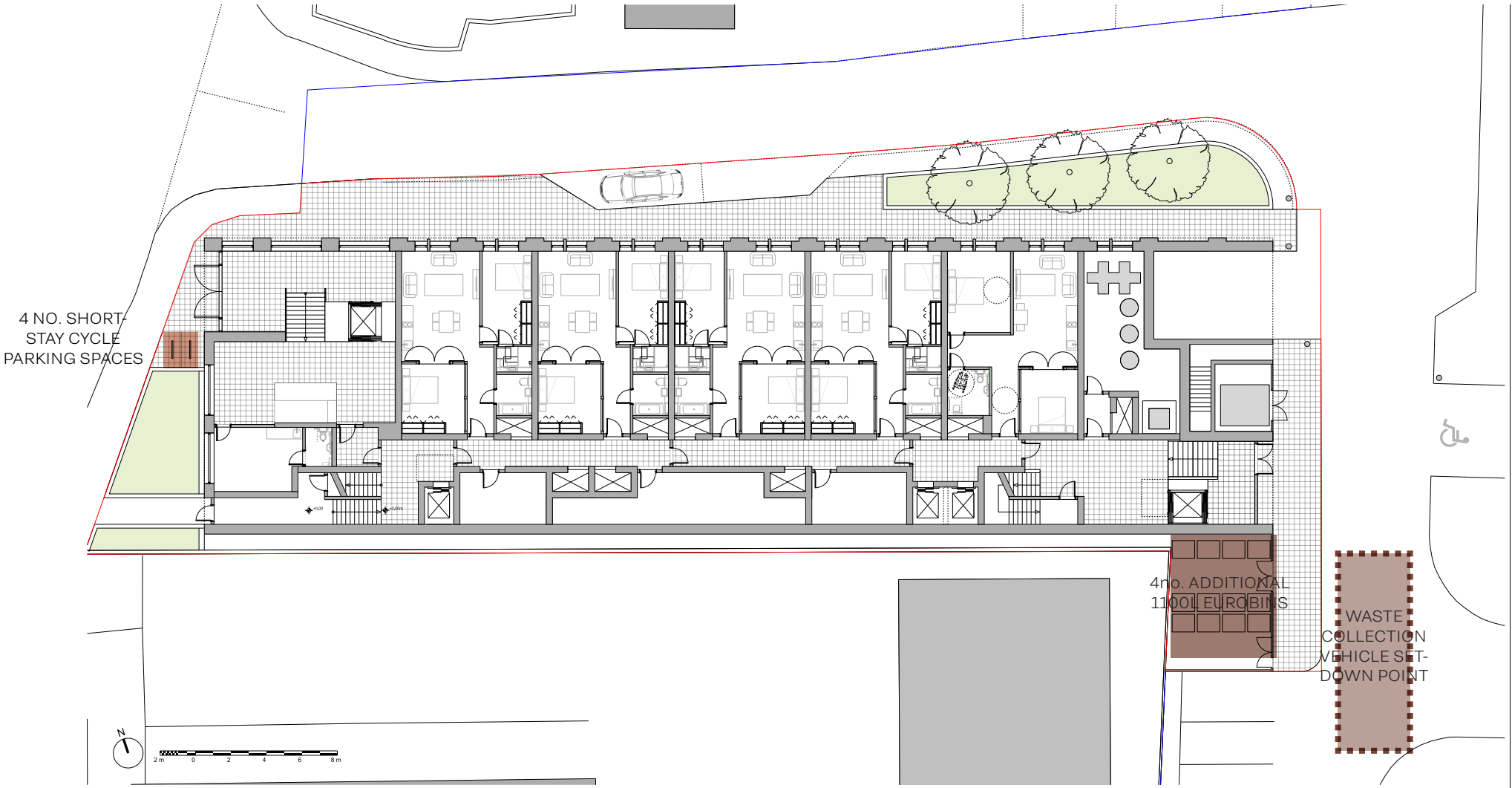
- 4no. short-stay spaces are located adjacent to the main entrance
- 10no. long-stay spaces are located in the lower ground car park

Cycle store

Visitor cycle parking

Refuse & recycling storage

Site plan showing access strategy



5.2 Access Statement

1. Introduction
This Access Statement has been prepared in support of the proposed apart-hotel development within the London Borough of Hillingdon, in close proximity to Heathrow Airport. The statement sets out how inclusive access has been embedded into the design to ensure that the development is accessible, safe and convenient for all users, in accordance with the requirements of the Equality Act 2010, Building Regulations Part M, and relevant local and London Plan policy.

The proposals have been developed to ensure that inclusive access is achieved across all key arrival points, internal circulation routes and accommodation, whilst responding appropriately to the site levels and operational requirements of an apart-hotel use.

Staff training and customer service policies will support inclusivity (for example, assisting guests with additional needs).

2. Site Access and Approach
The site is accessible from the surrounding public highway network, with clear and legible pedestrian and vehicular routes provided.

Pedestrian access to the building is designed to be direct, intuitive and well-lit, with passive surveillance provided from active frontages and common areas. Wayfinding signage will be provided to clearly identify the principal public entrance, service entrance, and secondary access points.

Emergency service access is achievable on three sides of the building, ensuring appropriate access for fire appliances and other emergency vehicles. Full details of emergency access arrangements will be set out within the accompanying Fire Statement.

Two short-stay, drop-off bays, suitable for taxis and wheelchair-accessible vehicles are proposed on Arlington Court. The steepness of all approaches to and around the building, including between the drop-off bays and the principal entrance are kept to a minimum - less than 1:20 where feasible.

Closest public transport services are some 5-10min walk away to bus stops on the A437 High Street. The proposals offer step-free access to public pavements which provides a route to those bus stops.

3. Principal and Service Entrances
Due to site levels and the retention of the lower ground car park, the main ground floor level is approximately 2m above pavement level. Both the principal public entrance and service entrance offer step free access into lobbies which provide both stepped and platform lift access to the main ground floor level.

Inclusive access to both entrances is therefore provided by:

- A compliant platform lift serving the raised ground floor level
- Stairs provided adjacent to the lift for ambulant users
- Level, clearly defined entrance thresholds
- Automatic or power-assisted entrance doors (where required)
- Door ironmongery contrast

- Manifestation on glazing
- Entrances will be covered to protect users from rain while waiting or operating access controls

Both entrances are designed to be fully accessible and legible, with appropriate lighting, tactile surfaces and signage to assist users with visual or mobility impairments.

The service entrance is also designed to be accessible for staff and servicing functions, ensuring equitable access for all users.

4. Internal Circulation
The building is designed to be fully accessible in accordance with Building Regulations Part M.

Internal circulation includes:

- Standard passenger lifts serving all accommodation levels and common areas and well as the lower ground car park. Lifts comply with Part M and BS EN 81-70, with audio-visual call indicators and adequate space for wheelchair turning
- Step-free access throughout all publicly accessible areas
- Corridors, door widths and circulation spaces designed to meet Part M requirements
- Clearly identified vertical circulation cores
- Floor finishes providing suitable slip resistance and visual contrast between walls, floors, and doorways

5. Accessible Accommodation
A minimum of 10% of rooms/suites are designed as wheelchair-accessible units, in accordance with current best practice and Part M guidance.

These rooms will include:

- Wheelchair-accessible circulation spaces
- Fully accessible bathrooms
- Accessible door widths and layouts
- Accessible controls and fittings

The accessible rooms are distributed throughout the building to provide choice and flexibility for guests.

A level of flexibility is built into the design to allow for future adjustments to standard rooms to meet changing mobility needs.

6. Parking and Lower Ground Level Access
Car parking is located at lower ground floor level and is accessed by vehicles via the existing ramped access arrangement.

2no. accessible (Blue Badge) parking spaces are provided close to the lift cores. This represents 8% of total spaces, each of which have an additional 1.2m clear zone on both sides. Flexibility is available to provide further accessible parking spaces in place of standard spaces, should they be required in the future.

Pedestrian access from the lower ground car park is provided via the main passenger lifts, ensuring step-free access from parking areas to all main floors and accommodation levels. Tactile paving and

clear signage will be provided. A security system will be developed to ensure that access to hotel levels is restricted to those with suite keys or staff access.

Cycle parking is also located at lower ground floor level, within the car parking area. This is accessible to pedestrians via the internal lift and circulation routes, ensuring inclusive access for cyclists.

7. Fire Safety and Means of Escape
Means of escape and evacuation arrangements will be designed in accordance with Building Regulations and relevant fire safety guidance.

While lifts are provided for inclusive access, evacuation lifts do not serve the final escape level. Therefore, the fire strategy will address:

- Assisted evacuation procedures
- Refuge points where required
- Management arrangements for guests requiring assistance
- Clear signage and staff training

Full details will be provided within the separate Fire Statement submitted in support of the application, including details for sprinkler systems, detection and alarm systems and passive protections.

8. Refuse and Recycling
Refuse and recycling facilities are located externally and are designed to be accessible for staff and servicing operatives.

A commercial waste operator will be responsible for refuse and recycling collection. The refuse and recycling areas are positioned to allow safe and convenient access for collection vehicles, without impeding pedestrian routes.

Small communal internal refuse rooms will be fully accessible by hotel residents. Hotel staff will manage the consolidation of refuse and recycling to the external bins located near the proposed rear service entrance.

Refuse areas have level, slip-resistant surfaces and sufficient lighting for safe use by all staff.

9. Lighting, Signage and Wayfinding
The development incorporates a comprehensive lighting and signage strategy to support inclusive access, including:

- Well-lit pedestrian routes and entrances
- Clear, legible signage to key areas
- Visual contrast to assist users with visual impairments including a minimum of 30 points LRV difference to key signage and wall/floor interfaces
- Intuitive internal layouts to reduce reliance on signage

10. Security and Safety
Passive security measures are incorporated throughout the scheme to promote user safety and natural surveillance.

These include:

- Active frontages and overlooking of access routes
- CCTV coverage in external areas and common parts of the building
- Controlled access to private areas
- Appropriate lighting to enhance visibility and safety

11. Compliance and Management
The building is designed to comply with:

- Equality Act 2010
- Building Regulations Part M
- Relevant London Plan policies
- LB Hillingdon local planning and access requirements

The apart-hotel will be professionally managed, ensuring that access features, lifts, platform lifts and evacuation procedures are properly maintained and operated to support inclusive use of the building.

This Access Statement will inform the building’s Management Plan at post-planning and operational stages and periodic access audits will be undertaken to ensure continued compliance and identify potential improvements.

5.3 Sustainability

The sustainability strategy for the proposed development has been developed in accordance with the Mayor of London’s energy hierarchy: Be Lean, Be Clean, Be Green, as set out in Chapter 9 of the London Plan. The approach focuses on reducing energy demand first, before improving system efficiency and incorporating low-carbon technologies.

Be Lean – Use Less Energy

The design has been optimised to minimise energy demand through a combination of passive design measures and high-performance building fabric.



Overheating

The building has been carefully configured to reduce the risk of overheating in accordance with London Plan policy and CIBSE guidance. Hotel rooms are predominantly located on north, east and west elevations, limiting exposure to peak solar gain from the south. Circulation spaces are positioned on the southern side, acting as a buffer.

The façade design incorporates recessed window openings which provide inherent solar shading. In addition, glazing has been specified with a low g-value (circa 0.35) to further reduce solar gain, particularly on east and west elevations.



Thermal Performance

- A high-performance building envelope will be delivered, exceeding Building Regulations standards, including:
- Highly insulated external walls (target U-value of 0.15 W/m²K or better)
 - Roof and floor constructions achieving U-values of approximately 0.10 W/m²K
 - High-performance double glazing (U-value of 1.3 W/m²K or better)
 - Airtightness target of approximately 3 m³/hr/m²

Thermal mass provided by the concrete frame and slab construction will assist in moderating internal temperatures by absorbing heat during the day and releasing it during cooler periods.



Ventilation

Natural ventilation is incorporated through openable windows to provide purge ventilation where feasible. However, due to the site’s proximity to the M4 and associated noise constraints, a fully natural ventilation strategy is not appropriate.

Internal heat gains are minimised through the specification of energy-efficient systems, including LED lighting throughout, with PIR/absence detection controls and key-card controls within hotel rooms.

These combined passive and fabric-first measures result in a 36.8% reduction in regulated CO₂ emissions, contributing to an overall emissions reduction of approximately 30.8% across the development.

Be Clean – Supply Energy Efficiently

The development will utilise efficient building services to further reduce energy demand and carbon emissions.



Heating & Cooling

Heating and cooling will be provided via hybrid variable refrigerant flow (VRF) heat pump systems, enabling efficient operation and reduced reliance on traditional fossil fuel systems. These systems are capable of delivering both heating and cooling in an energy-efficient manner, supporting the transition to low-carbon building services.

Mechanical ventilation with heat recovery (MVHR) will be provided via localised units within hotel rooms, achieving heat recovery efficiencies in excess of 80–85%. This approach ensures good indoor air quality while minimising heat loss.

Domestic hot water will be generated via heat pump systems and supported by wastewater heat recovery from hotel showers, recovering approximately 50% of heat from outgoing wastewater to pre-heat incoming cold water.

Be Green – Use Renewable Energy



The development incorporates on-site renewable energy generation through the installation of roof-mounted photovoltaic (PV) panels.

The scheme will utilise all available roof space to accommodate a 67-panel PV array (approximately 29.48 kWp), generating circa 24,300 kWh per annum of renewable electricity. This will directly offset the building’s regulated energy demand and contribute to reducing overall carbon emissions.

The PV array has been carefully integrated within the roof layout alongside required plant, ensuring an efficient use of space while maximising on-site renewable energy generation.

This approach aligns with London Plan policy requirements to maximise on-site renewable energy provision and supports the delivery of a low-carbon development.

Summary

The proposed development adopts a robust, fabric-first approach supported by efficient building services and low-carbon technologies. Through the implementation of passive design measures, high-performance fabric, and efficient systems, the scheme achieves significant reductions in energy demand and carbon emissions, in accordance with London Plan energy policy.

The strategy ensures the building is resilient to future climate conditions, minimises operational energy use, and provides a comfortable internal environment for occupants.

Further Measures

In addition to maximising energy efficiency the following measures have been incorporated into the proposed design and/or will be developed as the scheme progresses toward construction:

Water reducing bathroom appliances

Water reducing bathroom appliances will be fitted and the daily water consumption per person will be less than 105 litres (excluding external water use), which is the enhanced standard required by the Building Regulations

Sustainable Drainage Systems

In order to reduce the impact of surface run off, especially during heavy rainfall, the entire roof area will be a blue/green roof - refer to surface water drainage report for further details

Reduction in Construction Waste via the Circular Economy

- In order to reduce wastage during construction (especially in the demolition phase) and facilitate future alterations to the building, the following steps will be taken:
- A site waste management plan will be developed with steps to target an over 80% reduction in construction waste being taken to landfill
 - An approach of building in layers to allow for future demolition/ adaptation without wholesale change
 - Dedicated locations provided for storage of operational recyclable and non-recyclable waste, internally and externally

Carefully Considered Material Selection

Embodied carbon will be a key consideration when selecting materials. Environmental product declaration certificates (EPDC) will be collected and considered during the specification and construction.

We intend to explore various options with the structural engineer to reduce the embodied carbon in the structure, including an in-situ concrete frame with CLT infill or cement-free precast panels combined with recycled steel beams.

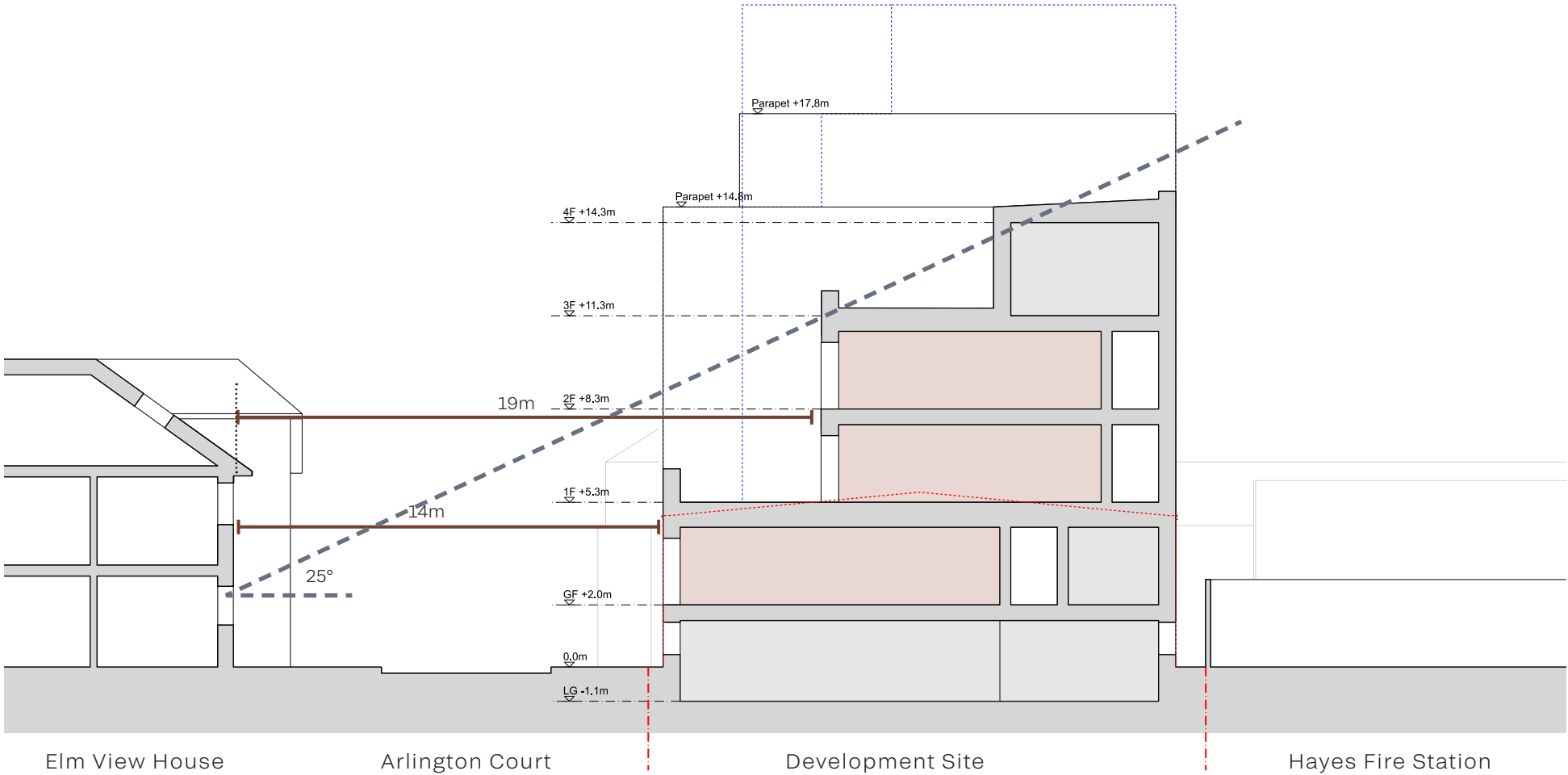
5.4 Neighbour Amenity

As set out in the Design Development section, the massing has been carefully refined to step away from Elm View House, with the most sensitive areas reduced in height and set back to increase separation and lessen perceived enclosure. Section BB illustrates how the proposed building pulls away from Arlington Court, further improving the relationship with neighbouring properties.

Elm View House is understood to enjoy principal outlook to the front and rear, with the elevation facing the site functioning as a flank wall containing predominantly secondary windows. In that context, together with the BRE-compliant daylight and sunlight assessment, the scheme is considered to retain acceptable levels of daylight, sunlight and outlook for adjoining occupiers.

Overall, the proposal achieves a balanced response, optimising the underused site while safeguarding the living conditions of nearby residents.

Section BB showing how proposals step back from Elm View House



The existing relationship between Elm View House and the car park



6.0 Conclusion

The proposals represent a considered and sustainable redevelopment of an under-used brownfield car park within an established hotel site, delivering much-needed longer-stay apart-hotel accommodation in a highly suitable location close to Heathrow. The scheme optimises an existing C1 site, improves the quality of the hotel campus and replaces a visually poor structure with a well-designed building that contributes positively to the Shepiston Lane streetscape.

Through iterative design development and pre-application engagement, the massing, layout and access arrangements have been refined to address neighbour amenity, townscape, transport and servicing considerations. Daylight and sunlight impacts have been tested and mitigated, parking provision calibrated to survey data and policy, and inclusive access embedded throughout the building and public realm.

The architecture adopts a restrained, robust materials palette and carefully stepped form that sits comfortably between the motorway, fire station and residential streets, while establishing a clearer, more welcoming entrance to the hotel campus. Taken together, the proposals accord with relevant London Plan and Hillingdon Local Plan policies and will deliver a well-proportioned, high-quality addition to the area, providing a distinctive but contextually appropriate new apart-hotel offer for the borough.



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