

Status Park, Heathrow

Sustainability Statement

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1.0 Introduction

- 1.1 This report has been prepared in support of a planning application for the proposed redevelopment of land at Status Park, Heathrow.
- 1.2 The proposed development consists of a 140-room hotel with a café/bar on the ground floor.
- 1.3 The report takes an overarching look at the sustainable features proposed for the scheme and how those measures will reduce its environmental impact in line with the policy requirements of the Local Authority and the London Plan.
- 1.4 Sustainability is a broad topic and this report looks at several areas in detail. It is divided into two main areas of focus. The first is the design element and the second, sustainable construction practices.
- 1.5 The energy strategy proposed for the site is dealt with in more detail in the accompanying Energy Statement. This report focuses primarily on the non-energy related considerations.



1.6 The primary areas of design which are looked at are:

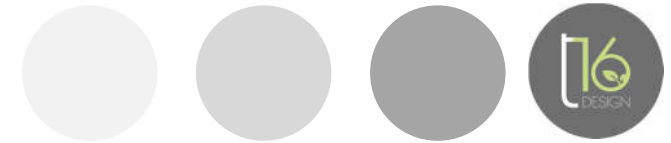
- Passive Design
 - Cycle storage
 - Thermal mass
- Water consumption
- Surface water and flooding
- Transport
- Landscaping and Trees



1.7 The areas of Sustainable Construction included in this report are:

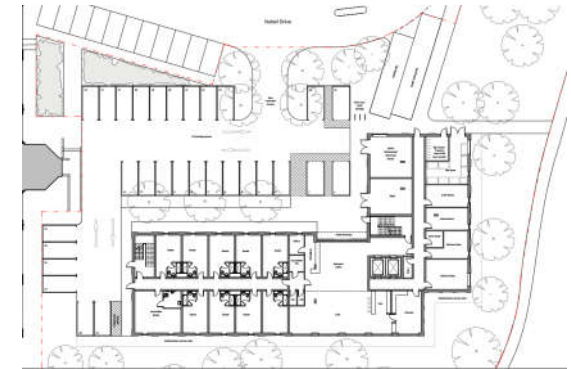
- Site Waste Management
- Pollution
- Considerate Constructors
- Consumption monitoring.

Satellite view of site as existing

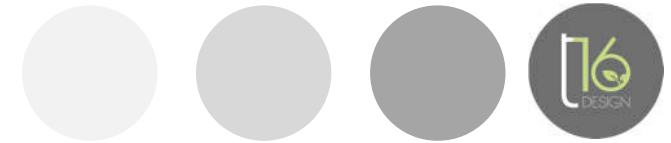


2.0 Policy Context

- 2.1 The proposed development is at Status Park to North of Heathrow Airport, the site is currently empty.
- 2.2 The development is a 140 room hotel with a café/bar on the ground floor.
- 2.3 The site is in London Borough of Hillingdon, West London.
- 2.4 The local authority uses the requirements of the latest London Plan and its own Local Plan for its sustainability policies.
- 2.5 This report is therefore intended to demonstrate how the developer proposes to meet the aspirations of Hillingdon Council and as set out in local and regional planning policies.
- 2.6 At this stage, this is dealt with in relatively broad terms, although it is intended that an M&E design and as well as further detail on specific elements will be submitted as part of the full planning submission.



Site as proposed



3.0 Passive Design Measures

- 3.1 The design team will incorporate features to reduce the environmental impact of the scheme wherever possible.
- 3.2 Passive design is a method of using the features of the building to reduce the energy consumption and environmental impact, without the use of mechanical or electrical plant.
- 3.3 These techniques include solar orientation, natural ventilation, dual aspect design, thermal mass, air tightness, and fenestration design.
- 3.4 Some of these techniques are not possible on all sites, but the design team for this project have endeavoured to include them where feasible.

Thermal Mass

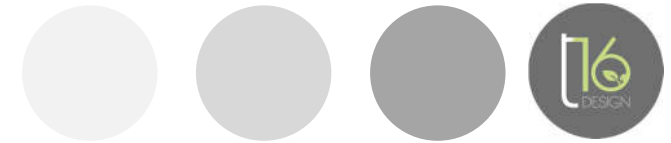
- 3.5 High thermal mass will also be considered as a design option at the detailed design stage.
- 3.6 This benefits the building by keeping the structure at a more stable temperature, evening out the peaks and troughs of day time and night time variations.
- 3.7 A building with high thermal mass will take longer to heat up and longer to cool down, which generally has the effect of reducing the energy required to keep it at an acceptable temperature.



- 3.8 However, while this technique is often used in hotter climates, it is quite common to use lightweight construction (timber frame or similar) in cooler or temperate climates where the fluctuation in temperature between night and day is far less pronounced.
- 3.9 Other considerations, such as build time, cost and material efficiency may sway the design team to a lightweight approach instead.

Cycle Storage

- 3.10 The development will be provided with space for a total of 13 cycles. These spaces will be secure and accessible only to staff and guests with sufficient space to make them easy to use, encouraging cycling in lieu of car journeys.
- 3.11 The benefits of providing secure cycle storage for building users are well proven in reducing car ownership and increasing journeys made by bicycle.
- 3.12 Paragraph 108 of the current National Planning Policy Framework recommends that appropriate opportunities to promote sustainable transport should be taken up.



4.0 Internal Water Consumption

- 4.1 It is assumed that each of the rooms within the hotel will achieve a predicted internal water usage of less than 105 litres per person per day.
- 4.2 This is calculated using the Part G Water Usage tool. A version of this is used for the Code for Sustainable Homes and approved by BRE. This has been used at this early stage to give a guide to the potential internal water usage.
- 4.3 Please note that although the overall usage is per person and so is not affected by the number of fittings installed, provided they are all the same.
- 4.4 The assumptions used for the calculations are:

Basin Taps and Kitchen taps: 3l/min at 3bar

Showers: 8l/min at 3bar

Baths: 145l to overflow

WCs: Dual flush - 4/2.6l

Total Predicted Usage 94.7l/person/day

At this stage, no Rainwater or Greywater Harvesting has been calculated. These will be considered later in the process.



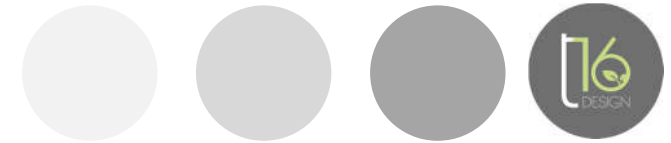
5.0 Surface Water and Flooding

- 5.1 New developments should seek to mitigate against the future effects of climate change and so far as possible, reduce water runoff from the site and buildings to alleviate the problems of flooding.
- 5.2 At the very least, developers should aim to make the situation after construction no worse than it was before.
- 5.3 There are several methods to deal with surface water runoff which can be used in isolation or in combination. Some are dependent on the building design and others are dependent on soil conditions.
- 5.4 The design team will actively consider the potential for rainwater harvesting for use internally to help with both the potable water consumption and also further reducing the surface run-off.
- 5.5 The SUDS hierarchy will also be used to determine the most suitable solution for the site.
- 5.6 Full details of the drainage strategy are set out in a separate report submitted as part of the full planning application.

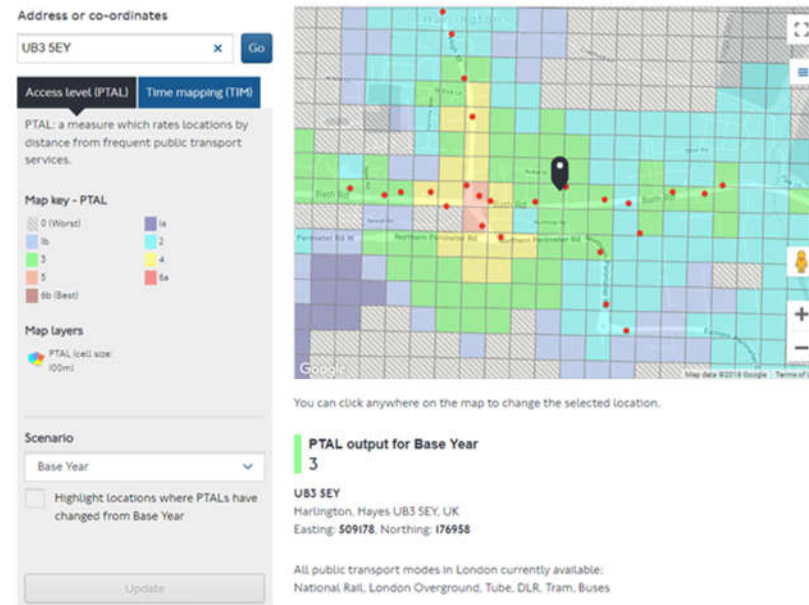


6.0 Transport

- 6.1 Whilst Transport arrangements are a key consideration for any new development. In London, the accessibility of public transport is of high importance to both developers and end-users.
- 6.2 This can be assessed using the PTAL (Public Transport Access Levels) system. This site has a rating of 3, where 0 is the worst and 6 is the best. 3 is regarded as a 'moderate' score.
- 6.3 The site is well connected by bus routes to the nearby Heathrow Airport. Underground and rail stations are located at the airport terminals.
- 6.4 There are a total of 28 car parking spaces at the site.
- 6.5 A coach parking bay has also been provided.



WebCAT



Site PTAL Rating - © TfL

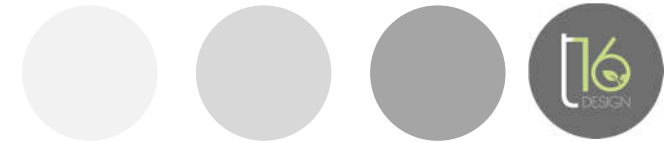


7.0 Sustainable Construction Methods

- 7.1 Whilst improvements to the building design are crucial in reducing the impact of the scheme on the environment, there are also measures which can be undertaken during the build process to reduce waste and emissions,
- 7.2 Whilst the specific measures to be taken to ensure this is also mitigated will be the responsibility of the contractor once building work commences, the section sets out suitable measures that should be considered and adopted where appropriate.

Site Waste Management

- 7.3 The build will be operated under a Site Waste Management Plan which will identify the key sources of construction waste, methods for diverting this waste from landfill, identify those responsible for doing so and monitor performance.
- 7.4 There are numerous tools available for doing this, including online facilities such as BRE's SmartWaste system.
- 7.5 This allows the contractor to log all waste-related activities and report on performance at all stages of the build.
- 7.6 It also allows monitoring and reporting of energy and water use on site (see "Consumption Monitoring", below) and analysis of the carbon impact for transportation and material usage.
- 7.7 Although Site Waste Management Plans are no longer a legal requirement, they offer significant environmental benefits and also cost savings, by encouraging waste reduction across the construction team.



Pollution

- 7.8 The contractor will have in place policies on site to minimize air and water pollution from site-based activities.
- 7.9 Air and water pollution on site can have a detrimental impact on the environment and on the health of local residents
- 7.10 Examples of the clauses that such policies should contain are:
- All surface water must discharge into a surface water drain
 - All foul water must discharge into the foul water drain
 - All oil and diesel drums must be stored on an impervious base with oil-tight bund with no drainage outlet. All drill pipes, fill pipes and sight gauges must also be stored on this bund
 - Leaking or empty oil drums must be removed from site and disposed of via a licensed waste disposal contractor
 - A stand pipe and hose is to be made available at all times on site to damp down arising dust from the demolition process. Particular attention must be paid to damping down procedures during periods of dry and hot weather.
 - All skips must be covered with a suitable cover i.e. tarpaulin or plastic dust sheets.
 - Any lorries removing waste from site must be suitably covered prior to leaving site.
 - A wheel wash will be provided where practical.



Considerate Constructors

- 7.11 The Considerate Constructors scheme exists to encourage good practice within the construction industry, reduce its environmental impact and forge better relations with neighbouring residents.
- 7.12 The developer should be encouraged to sign up to this protocol and aim for a score which exceeds best-practice.
- 7.13 This will ensure the site:
- Has a good outward appearance
 - Respects the community in which it exists
 - Minimizes security and safety risks for neighbours
 - Values its workforce and provides high welfare standards
 - Reduces its environmental impact where possible

Consumption monitoring

- 7.14 In line with the ideals of the Site Waste Management Plan the developer will monitor resources consumption on site in line with industry KPI benchmarks



- 7.15 Electricity and water usage will be monitored on site and targets set.
- 7.16 The results of the meter readings will then be compared to the set benchmark targets using industry standard KPIs so that feedback can be given to the site staff.
- 7.17 This will have the effect of encouraging responsible resource usage and consumption reduction where possible.

Air Quality

- 7.18 In accordance with pre-planning advice, an air quality assessment will be provided as part of the planning submission.



8.0 Landscaping and Trees.

- 8.1 A detailed Arboricultural Survey has been undertaken of the site and the accompanying report will be included as part of the planning application.
- 8.2 This report has confirmed that the site is not within a conservation area.
- 8.3 There are no tree preservation areas affecting trees within or immediately adjacent to the site.
- 8.4 A small number of trees (twelve) will be removed at the site and these are detailed in the Arboricultural Survey.
- 8.5 A Landscape Report will be submitted as part of the accompanying planning documents and this sets out in detail the proposed hard and soft landscaping strategy.
- 8.6 The proposal for soft landscaping includes the planting of 39 new trees; new shrubs, grasses and perennials, and new hedging



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