

D E S I G N A N D A C C E S S S T A T E M E N T

DATE	April 2016
PROJECT	Kingsway Hall Hotel
ARCHITECT	Ray Hole Architects Limited
REVISION	P1

1 Introduction

1.1 Project introduction

This Planning application is made on behalf of Shiva Kingsway for alterations to the Ground floor entrance of the Kingsway Hall Hotel. It consists of proposed alterations to the ground floor entrance and an increase in usable floor space.

1.2 Location

Kingsway Hall Hotel is located at 66 Great Queen St, London WC2B 5BX, as outlined in red below. It is also located within the Kingsway Conservation Area.



1.3 Planning summary

The site has been the subject of 2 recent planning applications as follows;

2014/2792/P – Erection of a two storey extension at eighth and ninth floor levels to provide additional hotel accommodation

2015/0670/P – Alterations to existing hotel including partial demolition at rear first floor level

1.4 Application documents list

The following documents have been issued in support of this application:

Existing

234KHH 001 - Site location plan
234KHH 022 - Plan - Ground floor
234KHH 023 - Plan - Mezzanine floor
234KHH 042 - Section CC
234KHH 050 - Front Elevation

Proposed

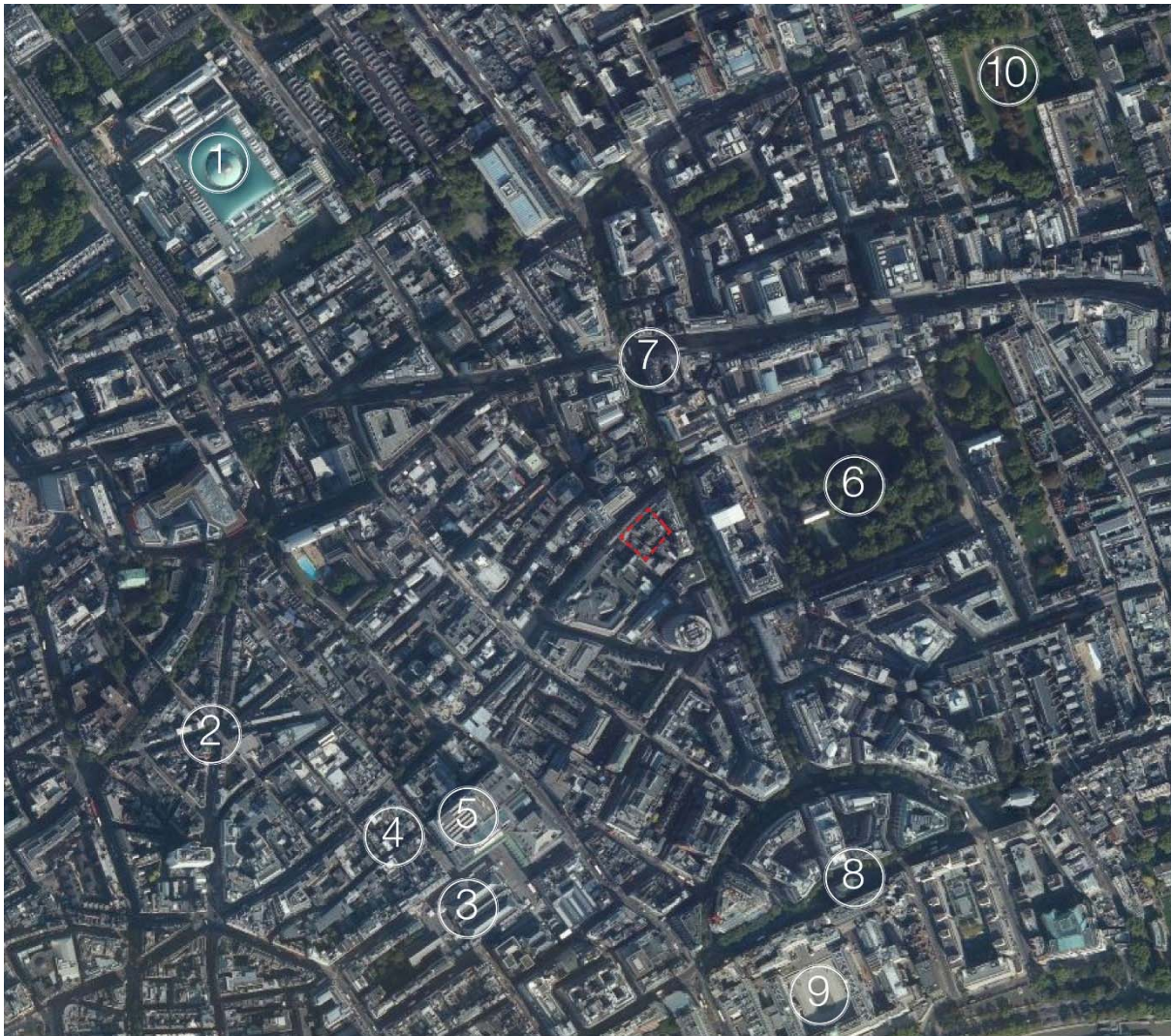
234KHH 010 - Swept path analysis
234KHH 102 - Plan - Ground floor
234KHH 103 - Plan - Mezzanine floor
234KHH 202 - Section CC
234KHH 300 - Front Elevation
234KHH 301 - Front Internal Elevation

Written documents

- Design and access statement
- Transport and highways impact assessment
- CIL liability form

2 Assessment of site and context

2.1 Location and surroundings



As shown in the aerial photograph above, Kingsway Hall Hotel (in red) is located near Covent Garden within the Kingsway Conservation Area.

The hotel sits adjacent to the Grade II* Listed Grand Connaught Rooms on Great Queens street.

The above Aerial photo shows other points of interest within the local area.

- (1) The British Museum
- (2) Seven Dials
- (3) Covent Garden Market
- (4) Covent Garden Tube Station
- (5) Royal Opera House
- (6) Lincoln's Inn Fields
- (7) Holborn Tube Station
- (8) St Mary Le Strand Church
- (9) Somerset House
- (10) Grays Inn Gardens

2.2 Brief site history

The Hotel was constructed in the late 1990s in a neoclassical style. It is characterised by a buff coloured stone facade fronting Great Queen Street. At ground floor level, the façade opens to form a glass fronted Porte Cochere and guest drop off.

2.3 Transport links

The hotel has very good transport links with both the tube and several bus services available along Kingsway as follows;

Holborn Tube: Central and Piccadilly lines
Bus routes: 1, 59, 68, 91, 168, 171, 188, 243 and 521.
N1, N68, N91 and N171

For more details refer to Transport and Highways impact assessment

2.4 Views of site



From Kingsway looking West into Great Queen Street



Great Queen Street - Porte Cochere entrance



Great Queen Street - Porte Cochere exit and goods entrance to the right



Glazed façade with entrance doors into hotel reception and restaurant



From entrance looking out on Great Queen Street



Central archway

2.5 Site character and landscape

Kingsway Hall Hotel was constructed in a neo-classical style in the late 1990's. It has eight storeys above ground and a further two below ground.

The hotel currently has a total of 170 bedrooms, but has planning consent for a further 20 at roof level (2014/2792/P) and 19 at first floor level (2015/0670/P).

The ground floor level is the main public entrance to the hotel, which is set back from the Street in the form of a double height Porte Cochere. The Neoclassical style of the façade is continued at street level via a large symmetrical central archway with smaller secondary archways at each end. The gaps between these features are designed to form the vehicle entry and exit points.

The purpose of the central archway is confusing as it is intended to form the public entrance but is rarely used, as guests tend to approach from either side along the street. Visually it is isolated, and at odds with the more contemporary glass façade that wraps behind it. Equally the archway is potentially dangerous as you cannot see approaching vehicles using the Porte Cochere when you step through it. For this reason the operator has in the past blocked it with planters and other street furniture.

The glass façade that runs behind the Neoclassical elements is intended to create a large 'shop window' for the hotel, visually linking it both to and from the Street. However, during the daytime, the extent of the setback can have a tendency to make the space appear dark. The glazing is framed in a gold anodised colour to form a grid pattern, which is repeated in the windows on the levels above. It has 2 entrance doors, one to the hotel reception and one directly to the restaurant. Neither entrance has a draft lobby to properly control air movement on windy days.

The existing pavement appears to be York Stone. The style of this paving has been extended along the perimeter of the Porte Cochere to provide a defined pedestrian route, complete with a small granite kerb. The remainder of the surface which can be used by both vehicles and pedestrians consists of grey granite cobbles which have a very similar hue to the tarmac in the road. The soffit of the Porte Cochere includes a grid of white painted coffers complete with down lighters.

2.6 Incoming services

The Porte Cochere includes a small access hatch that leads to a substation located below. This must be kept clear to allow for 24hrs emergency access.

3 Consultation and Involvement

3.1 Pre-application consultation

We have spoken to the Duty Planning officer and understand that a Full Plans application is required for alterations to the façade and changes to building area.

Refer to Transport and highways impact assessment for details of Camden Highways consultation.

3.2 Public consultation

Given that the works are relatively minor and do not affect the overall appearance of the building, we have not considered any form of public consultation.

4 Design Brief

4.1 Key objectives

Kingsway Hall hotel is now almost 20 years old and therefore requires an extensive refurbishment in order to maintain its position within the hotel market. The refurbishment may also include significant alterations to both the first and roof levels in accordance with recent planning consents.

As part of the refurbishment, the operator has indicated a number of areas that they would like to improve within the ground floor.

- To look for opportunities to increase the area of the restaurant to better accommodate anticipated guest numbers
- To make better more efficient use of the mezzanine space
- To create a lobbied entrance to give better protection from the weather
- To make a shared entrance to both restaurant and hotel for better security
- To visually improve the Porte Cochere and create a stronger connection between street and hotel
- To create a safe, fully accessible, welcoming entrance

4.2 Activities and uses

The Hotel is C1 use class with the following total areas

Site Area	1445m ²
Floor space (C1)	10520m ²

Based on current valid consents the area of the Hotel would change as follows;

2014/2792/P – additional 850m²
2015/0670/P – reduction 305m²

4.3 Amount of accommodation

The proposed design will require the following internal area changes

Ground floor increase	88 m ²
Mezzanine increase	262 m ²

4.4 External facilities and parking

There are no proposed changes to the function of the Porte Cochere. However please refer to the Transport and Highways impact assessment for more details.

4.5 Sustainability

There are no specific sustainability targets set by the operator in relation to the proposed changes. All alterations should therefore be designed to achieve the performance criteria required under the Building Regulations.

5 Design proposals

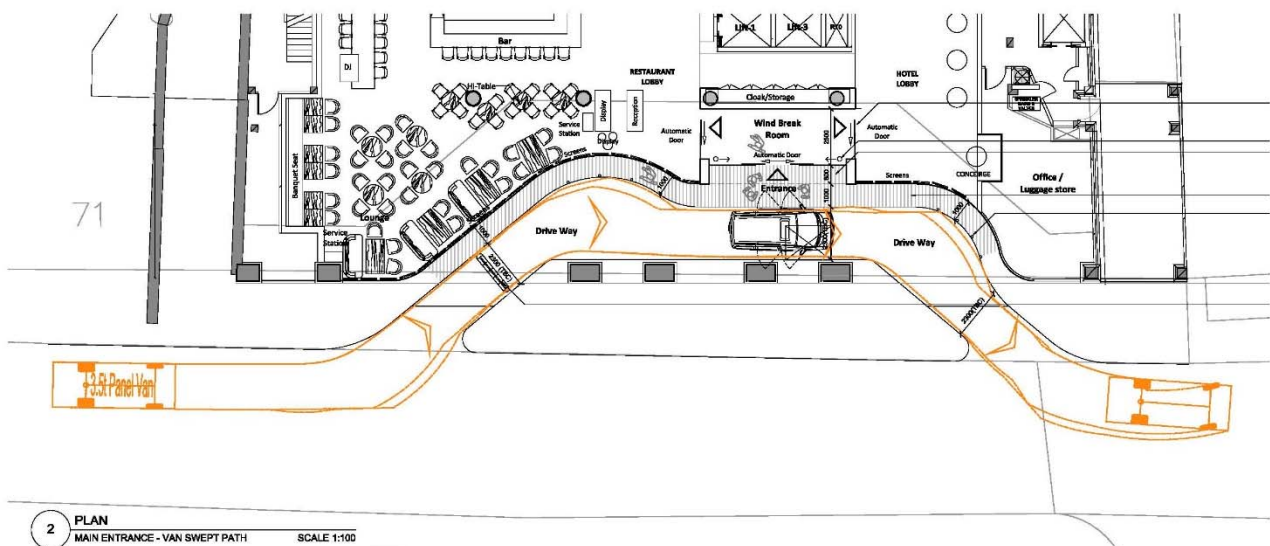
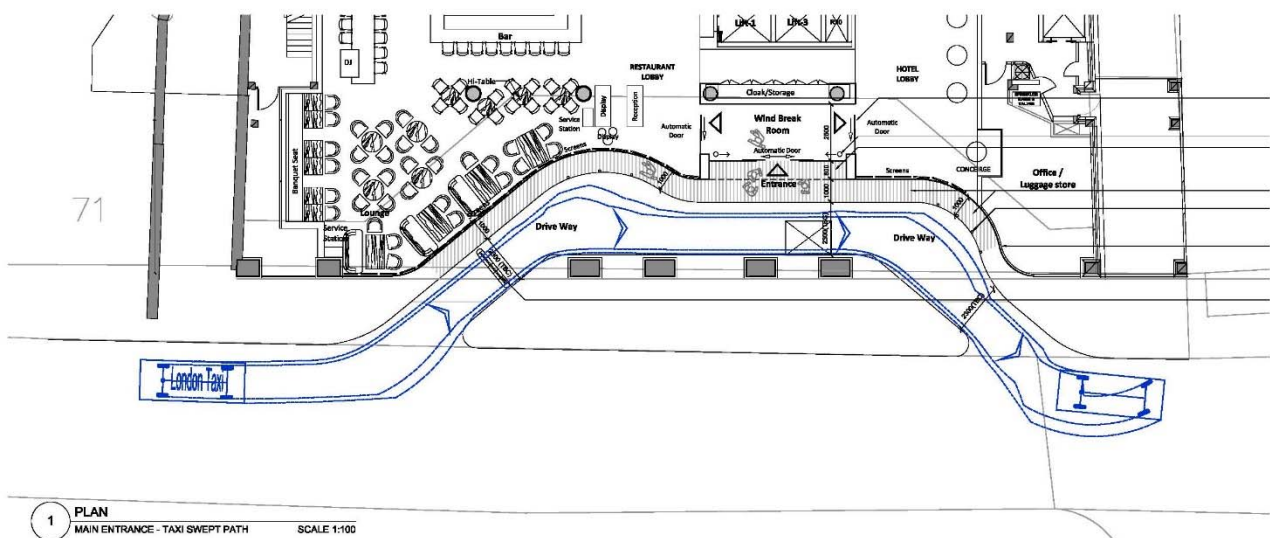
5.1 Approach to Design

During the concept design stage, it became clear that the existing ground floor was not big enough to accommodate all the requirements of the operator. Therefore the design team looked for opportunities to rationalise the space and where possible increase area.

External Alterations

Preliminary design studies looked at removing the Porte Cochere and taking the façade line out to the back edge of the pavement. Whilst this significantly increased internal area, it was felt that the loss of the drop off space was undesirable and would potentially create congestion on Great Queen Street. It would also then require a projecting canopy.

As an alternative, the client commissioned RGP to carry out an assessment of vehicle movements, to see if the Porte Cochere could be reduced in size without affecting its safe operation. This showed that the façade line could be moved out and tailored to suit the swept path of the vehicle types that currently use it (see below).



The resultant increase in usable floor space at ground floor has allowed for the introduction of a new lobbied entrance serving both Hotel and Restaurant. This will provide a much needed separation from wind, rain and street noise.

The remainder of the new space has been added at mezzanine level into an area that was previously double height. This will allow more public leisure use of this level which was previously dominated by a central toilet block. The changes to this level will have no effect on the exterior of the building but may utilise the roof lights consented in 2015 (2015/0670/P).

External appearance

The changes to the façade line have also brought into question the validity of the central Neo-classically styled archway, which is both visually isolated and potentially unsafe to walk through.

This central element cannot be removed as it conceals 4 large columns that support the building, therefore the only alternative was to close the openings to prevent pedestrians stepping through them. Closing them also has the potential benefit of giving the central zone of the Porte Cochere a greater level of protection from the elements.

The fundamental change in the archways use also created an opportunity to reconsider its form. Whilst the main body of the building is very much Neoclassical in style, it could be argued that the ground floor level is as much defined by the contemporary glazing as the arches. For this reason the team are proposing to re-clad this feature in more modern materials such that the hotel entrance now reads as one single style, book ended by the retained archways at each end.

This technique is used extensively in conservation areas such as Kingsway or Regent Street for example. It allows the street to adapt to suit the ever changing nature of a modern city whilst the overall more timeless quality of the area is defined by the proportions and styling of the floors above.

The existing pavement will be subtly amended to suit the revised layout and will require some localised changes to the position of dropped curbs. The paving within the Port Cochere will be re-laid and extend forward to replace the transitional strip of tarmac that separates it from the main road. By creating a stronger sense of a shared pavement surface Vehicles should further slow down before entering to improve safety. A small kerb will be retained along the perimeter of the glazing to provide a safe zone for pedestrians which will be clearly marked with bollards and low level lighting.

At soffit level a new canopy will extend the full length of the Porte Cochere to better frame the transition from the stone elevations above. This will be backlit such that the whole space will be better illuminated and less dark than it is at present. The re-clad central feature that replaces the archway will also be subtly backlit to make it more inviting, particularly in the evening. The cladding will be simply proportioned and provide a relatively neutral backdrop for Hotel signage that will replace the existing flags.

The new façade line will consist of full height glazing as before, with any framed elements clad in PPC or anodised aluminium. The glazing will provide the same 'shop window' effect as existing to create a strong visual connection between Hotel and Street. The new combined Hotel and Restaurant entrance doors will be automatically operated.

5.2 Site access and transport for guest

As detailed in the RPG Transport and Highways impact assessment, there are no changes to the operation of the hotel and proposed vehicle movements. Both guests, goods and emergency vehicles will enter and exit as existing

5.3 Accessibility

The new entrance will be designed to take account of the following;

- Equalities Act
- Document M or the Building Regulations

The Port Cochere will enable all guests to be dropped off directly at the front door of the Hotel, where there is level access to all floors via the centrally located existing lifts.

The entrance doors will be set back to allow space for wheel chairs to manoeuvre and automatic doors will be included.

The glazed screen will have a contrasting framing to make it easy to see, and the entrance will include a contrasting visual treatment to make it more apparent than the existing.

Whilst the surface treatment of the road will be that of a shared pedestrian/ vehicle surface, it will also include a perimeter pavement of the same width as the existing. This will be made from a contrasting surface material and incorporate a small drop curb so that it is clearly identifiable.

5.4 Environmental performance

The introduction of a single draft lobby serving all spaces will greatly reduce the energy loss when compared to the existing two un-lobbied entrances. The façade will be double glazed and include thermally broken framing to achieve Building Regulations compliant U-values.

5.5 Lighting design

Lighting is an important element of the proposal as it will bring the ground floor public spaces of the hotel to life both during the day and at night.

The Porte Cochere is a North facing covered space and is therefore generally dark, even in the day. Light from within the hotel will to some extent provide background illumination but needs to be supplemented by external lights.

The principle external illumination will come from the backlit high level soffit and central feature that replaces the arch. These will create a general glow that will make the space more inviting and safe.

Down lighters will also be incorporated in the soffit to provide direct light where required according to use and functions plus security lighting. This will be supplemented by floor lights to define vehicle and pedestrian routes and make the space safer to navigate.

New branding/ signage will also be backlit so that the hotel is easy to locate along Great Queen Street.