



DALATA CLAYTON HOTEL MANCHESTER AIRPORT

DESIGN & ACCESS STATEMENT

JULY 2023 | 7840

PREPARED BY

LeachRhodesWalker
Architects





0.0 Contents

1.0 Introduction

1.1 Introduction

2.0 Contact Details

2.1 Contact Details

3.0 Site Context

3.1 Location

3.2 Historic Context

3.3 Existing Photos

4.0 Design Strategy

4.1 Design Development

4.1.1 Iterations

4.1.2 Amount & Use

4.2 Design Principles

4.3 Layout

4.3.1 Internal Planning Arrangements

4.3.2 Circulation Routes

4.4 Externals

4.4.1 Scale & Massing

4.4.2 3D Views

4.4.3 Materials

4.5 Proposed Visual

4.6 Guest Room Capacity

4.7 Room Schedule

5.0 Landscape

5.1 Landscape Design

6.0 Access

6.1 Circulation Management

6.1.1 Guest Routes

6.1.2 Service Routes

6.2 Inclusive Design

6.2.1 Guest Bedrooms & Bathrooms

6.2.2 Public Areas

6.2.3 Staff

6.3 Design For Security

7.0 Sustainability

7.1 Sustainability

1.0 Introduction

1.1 Introduction

The Clayton Hotel is located adjacent to Manchester Airport under the ownership of Dalata Hotels. The hotel trades extremely successfully, with occupancy being invariably above 90% and Dalata wish to build on this success with a proposed extension reflecting the existing hotel.

The proposal comprises an 9 storey 216 bedroom extension, and associated reconfiguration of parking and landscaping. The proposals see the catering offer increase at Ground floor level to suit the increased number of guest rooms.

Leach Rhodes Walker were commissioned to provide the architectural design services by Dalata Hotels to fulfil the brief described above, and this Design and Access Statement demonstrate our approach to this design exercise.



Main Approach To Existing Hotel

2.0 Contact Details

2.1 Contact Details

Client

Dalata Hotel Group
Burton Court,
Burton Hall Drive, Sandyford
Dublin
D18 Y2T8
Contact: Paul Maloney
T: +353 (0) 862604655



Interior Designers

Cunningham McLean
The Whiskey Bond
Studio 4.03
2 Dawson Road
Glasgow
G4 9SS
Contact: Alan McClure
T: +44 (0) 7714524567



Architects

Leach Rhodes Walker Ltd
Riverside
New Bailey Street
Manchester
M3 5AA
Contact: Christian Gilham/David Luong
T: 0161 8330211



Project Managers & QS

Tom McNamara & Partners
57 Parnell Street
Ennis, Co Clare
V95 Y579
Contact: Tom McNamara
T: +353 (87)872577764



Structural & Civil Engineers

Frank Fox & Associates
7 Bank Lane
Waterford
Ireland
X91 XA61
Contact: Frank Fox
T: +353 (0) 872518077



M&E Engineers

Patrick McCaul Environmental Consulting Engineers
Bankmore Business Park
Bankmore Road
Omagh Co Tyrone
BT79 0BE
Contact: Patrick McCaul
T: +44 (0)7802 479675



Ecologist Consultant

The Environment Partnership
TEP, Genesis Centre,
Birchwood Science Park,
Warrington,
WA3 7BH
Contact: John Crowder
T: 077671 67502



Planning Consultant

Manchester Airports Group
6th Floor Olympic House
Manchester Airport
Manchester
M90 1QX
Contact: Andrew Murray
T: 07958 876255



Acoustic Consultant

Sandy Brown
68 Sackville Street
Manchester
M1 3NJ
Contact: Mathew Robinson
T: +44 (0) 7786 195695



BREEAM Consultant

Sustainably Built Ltd
93 Heslington Lane
York
YO10 4HP
Contact: Phil Garlick
T: +44 (0)7786 195695

3.0 Site Context

3.1 Location

The site is located in the north-west of England, adjacent to Manchester Airport. Manchester Airport is the UK's third largest international airport. It is located around eight miles south of Manchester City Centre and is well connected by train, taxi, bus and car. In 2019, Manchester Airport reached a total of 29 million passengers served.

The application site sits in-between the Crowne Plaza to the East, the railway to the North and Outwood Ln to the West. Due to its location, the site is easily accessed from the main airport infrastructure. It is currently occupied by the Clayton Hotel.

The purpose of this document is to describe the application site and its surroundings, and to outline the concepts and design parameters behind the new scheme. The document will also outline the concepts and design parameters behind the new scheme. It is intended to be read alongside the accompanying drawings and reports which complete the planning application.



3.2 Historic Context

Ringway Airport was officially opened on 25th June 1938. Operations begin at the airport two days later. In 1962, HRH The Duke of Edinburgh opened the new £2.7 million Terminal, which saw Manchester implement the first 'pier' system in a European Airport. Passenger numbers increased so steadily that by 1980, another pier system was built.

Given the success of the Airport, Terminal 2 was built and opened in 1993 to accommodate the ever rising amount of travellers Manchester was handling; this figure peaked at 15 million annually by 1995, meaning plans for a second runway were put into place – this was constructed less than 4 years later. By 2005, the £5.5 million upgrade to Terminal 1 was complete and work was ready to start on Terminal 2. They had also finished constructing a new Public Transport Interchange – meaning travellers could easily connect to several other large cities in the UK.

To date, Manchester Airports Group have acquired Stansted, Manchester and East Midlands Airports.



Ordnance Survey Manchester Airport, 1947 - New Popular Edition



Original Hotel Constructed

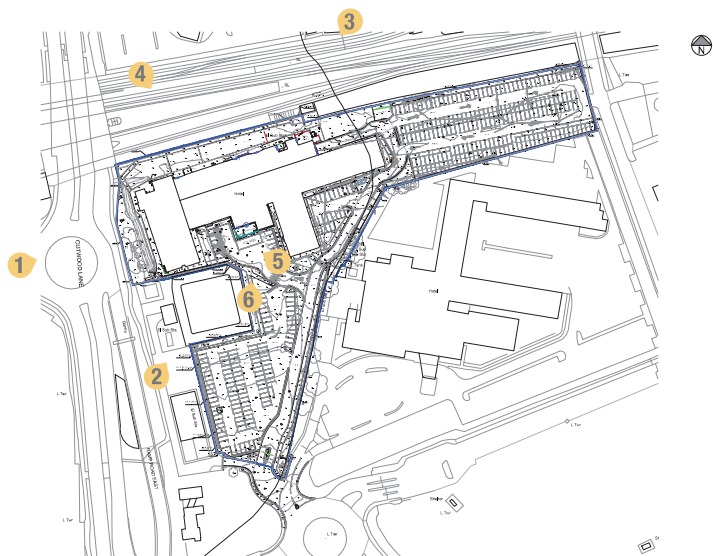
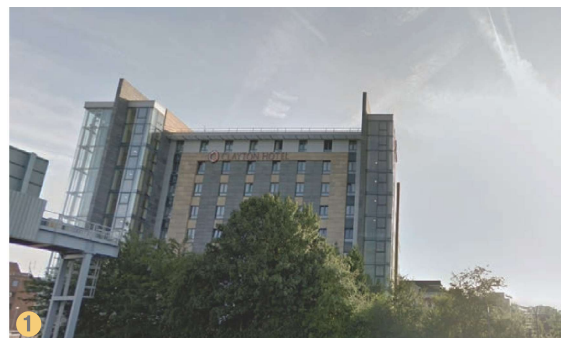


Tower Extension, 2004

3.3 Existing Photos

The hotel as it stands today reads as two masses; the original hotel and the additional extension block built in 2004. The low lying red brick represents the original hotel, with extension block being built in sandstone and aluminium. On the approach from Terminal Road North (shown in Image 1), the development visible is only the modern extension with the original building concealed by tree lines. Images 2 & 3 show the building datums running through the site, with the existing extension reinforcing the courtyard aspect on approach via vehicle to the hotels main entrance.

Shown in image 4, the site has a close relationship with the railway line. The railway line facing aspect of the original hotel is partially obscured by a 8m masonry wall as shown. This means the hotel tower block is more prominent from approach via rail. The existing entrance foyer was added in 2004 and faces into the hardscaped courtyard, creating shelter and privacy from the main road and railway line. Image 6 shows the extension facade from the entrance courtyard, screening the hotel users from the main road.



4.0 Design Strategy

4.1 Design Development

4.1.1 Iterations

Various options for the extension were considered. Each iteration was considered in relationship to the massing of the existing extension and the impact of the proposal on site constraints. It was agreed that the final proposed layout best achieved the overall character and quality of place whilst meeting the density of development required.

4.1.2 Amount & Use

The design incorporates new front of house space internally and externally to achieve a richer public area. By re-purposing aspects of the ground floor, it relates and connects the existing hotel with the new proposal's entrance and landscaped courtyard. Additional amenities and F&B are proposed with 216 new guest bedrooms. The architectural appearance of the proposed extension in terms of mass, arrangement and materials takes precedent from the existing hotel extension. The GIA of the proposal ground floor extension is 1277m².

To ensure the quality of accommodation provided by the proposed extension the footprint was pushed back from the main road and railway line. The number of additional bedrooms achieved and scale of development are underpinned by the high demand for rooms currently experienced and airport city's plan for growth in the area.

- KEY**
- Existing Restaurant
 - New Bar
 - New Reception & Lounge
 - New Conference Rooms
 - WC
 - Existing BoH
 - New BoH
 - Existing Bedrooms
 - New Bedrooms
 - New Gym



PROPOSED GROUND FLOOR LAYOUT



EXTENSION ITERATION A



EXTENSION ITERATION B

4.2 Design Principles

The key driver for the extension design was to reference the immediate context of the site. The referencing of the existing extension in terms of scale, massing and materials was crucial to achieving a harmonious design proposal that created a cohesive sense of place. When viewed from a distance and on approach, the new extension reads as a pair. The 'brother and sister' towers conceal much of the existing, low-lying hotel. It is important to retain connection to both aspects of the existing hotel which is achieved by adding a single storey link at ground and courtyard focal point.

The mass of the proposed extension is in keeping with the existing extension, and broader context of hotels in the area. Pushing the block back from the railway and main road helps to improve access to light into the courtyard in the morning, break the uniformity of the existing grid and reduce the impact of noisy traffic on guest bedrooms.

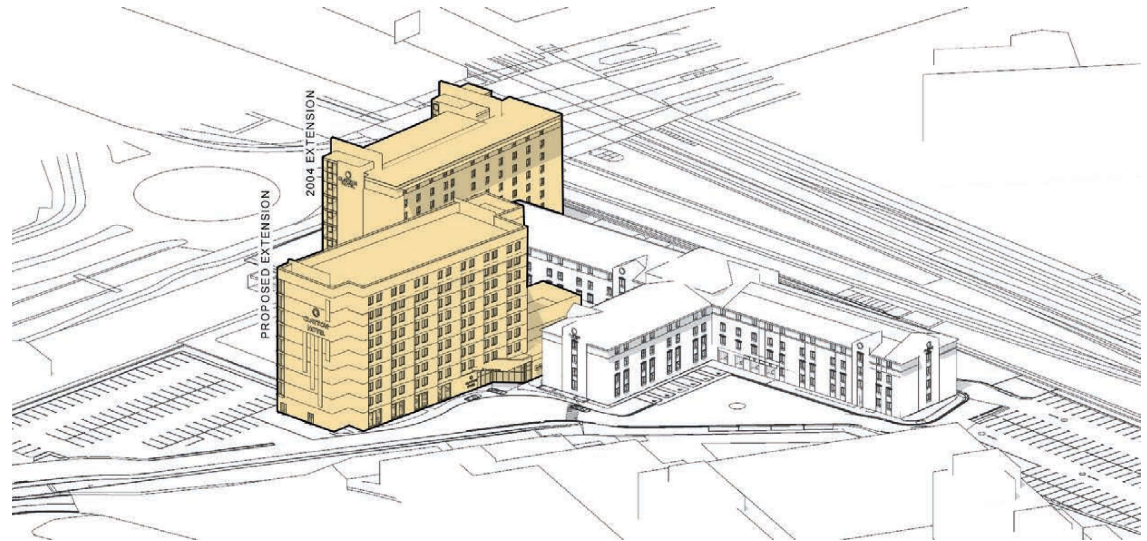
In order to achieve a sense of place and connection between the new extension and existing hotel, the south facing courtyard and public area link will be tied back around with additional landscaping in place of existing parking, shown in the public realm diagram below.



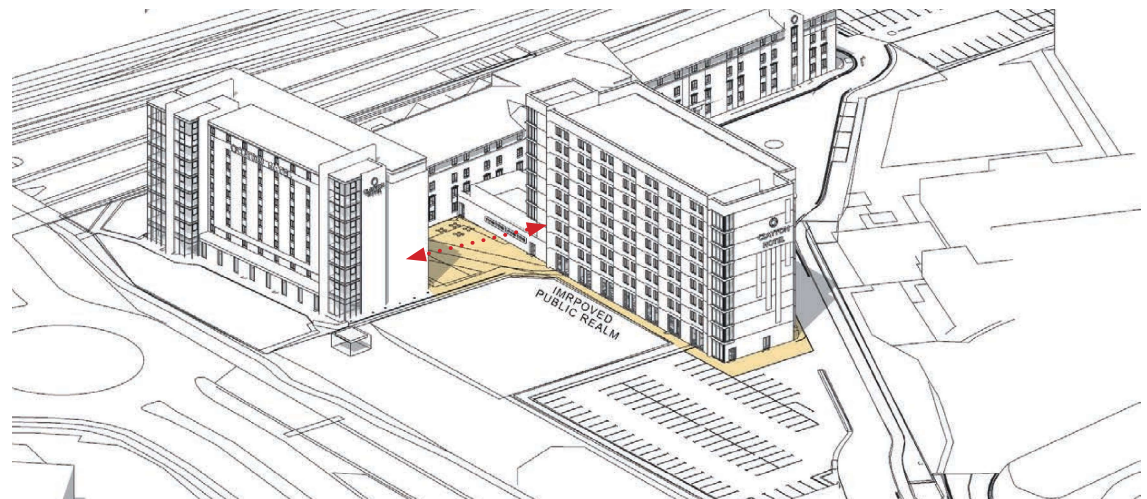
EAST ELEVATION



WEST ELEVATION



FAMILY OF TOWERS MASSING DIAGRAM



PUBLIC REALM CONNECTION DIAGRAM

4.3 Layout

4.3.1 Internal Planning Arrangements

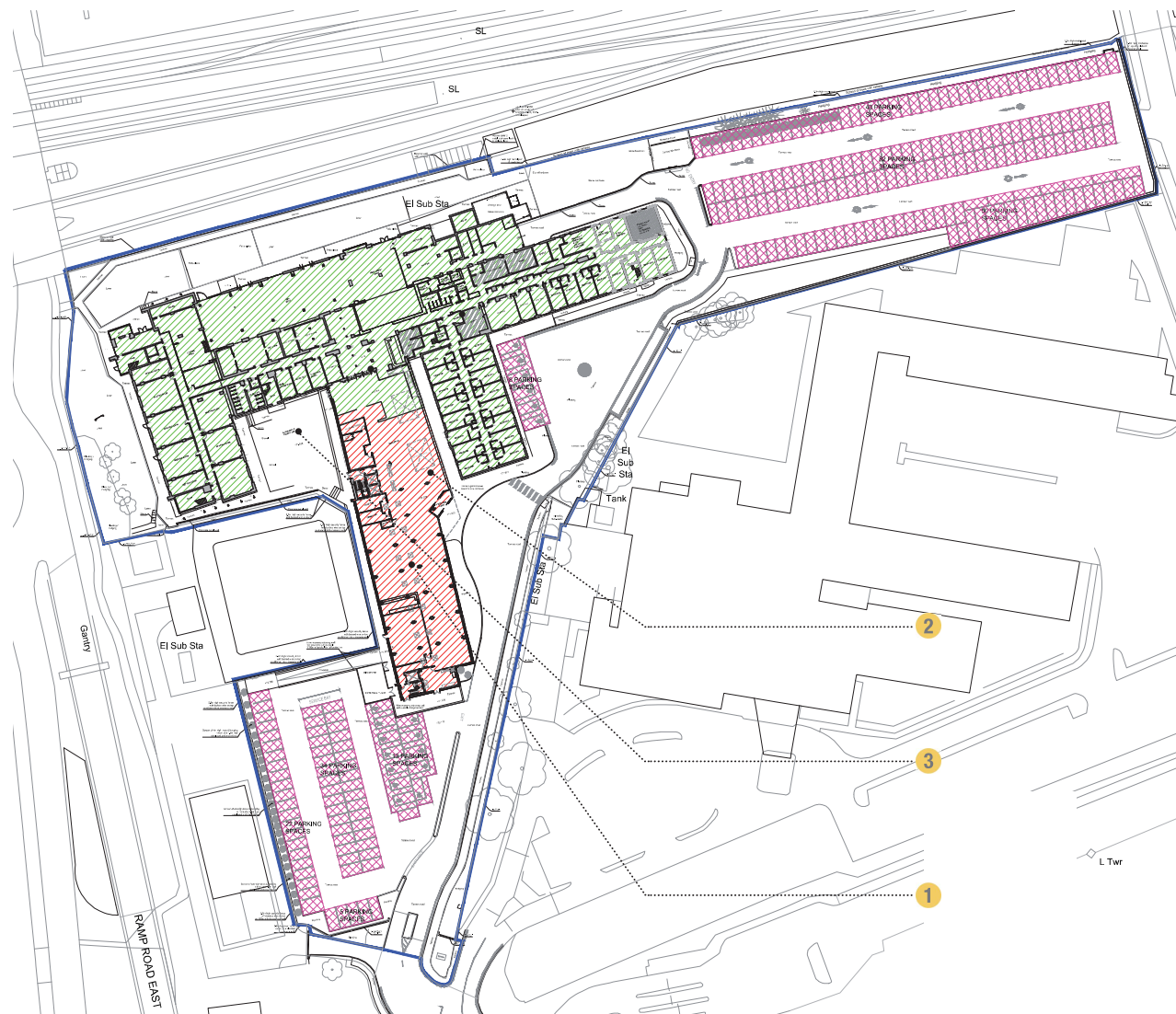
1. New public area, restaurant and red bean roastery cafe to look out into landscaped courtyard.
2. Relocated entrance lobby and reception.
3. New south facing landscaped courtyard.

4.3.2 Circulation Routes

Staff routes retained as existing with primary access from service route. Guest routes adjusted to new reception area and main entrance layout.

Service route will be maintained with deliveries to N.E service yard of the original hotel building. A through route is to be retained in the new courtyard landscaping design for deliveries of beer kegs to the restaurant. An area is provided for this delivery vehicle to stop at the South of the new extension.

Proposal shows indicative location of guest drop off in front of new entrance lobby. Coach drop off and turning to be adjacent to the six accessible parking spaces shown on the site plan.



Proposed Site Plan

4.4 Externals

4.4.1 Scale & Massing

The proposed extension is consistent with the existing hotel as it stands. The proposed extension will comprise of 9 storeys, the same as existing extension block.

The proposed development has been designed to reflect the existing extension in terms of both scale and massing, and also its architectural appearance. Feature detailing will be similar to the existing extension, including the dark grey fins and curtain wall corners, which will also be used to articulate the facades.

4.4.2 3D Views

The images on the right show a comparison of the proposed scheme and the current site. As it is shown, the design fits within its context.

4.4.3 Materials

The proposed hotel follows similar principles established by the most recent extension taken place in 2004. The existing extension block is presented with a sandstone and basalt cladding system and the new building will include similar materials with the same final appearance.

EXISTING SITE PHOTOGRAPH



PROPOSED CGI VIEW



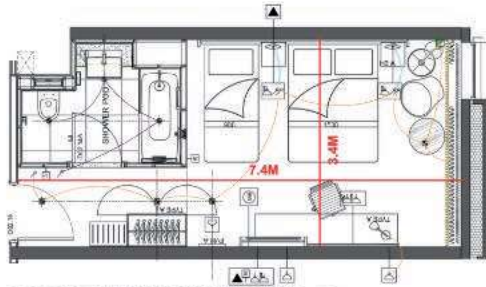
- | | | | |
|---|---|--|---|
| 01 Rain screen cladding system - Aerolite cladding.
Colour & finish TBC (To match previous extension) |  | 04 Aluminium frame window sections.
RAL colour: 7016 |  |
| 02 Rain screen cladding system - Marley Equitone
cladding Colour & finish TBC (Grey to match previous
extension) |  | 05 Curtain wall PPC aluminium framed double glazed
curtain wall system, RAL colour 7016 |  |
| 03 Rain screen cladding system - Marley Equitone
cladding Colour & finish TBC (Grey to match previous
extension) |  | 06 Brickwork plinth, Grey facing brickwork |  |

4.5 Proposed CGI

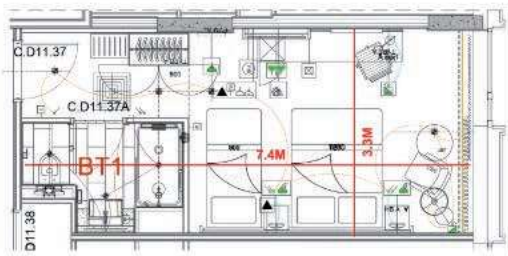


4.6 Increased Guest Room Capacity

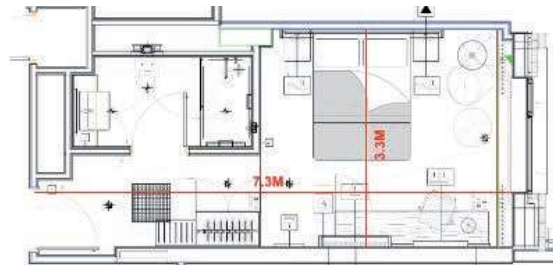
Typical Clayton Room



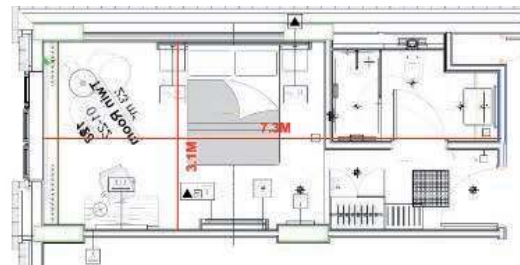
Manchester Portland Street Twin Bedroom 25m²
3400mm x 7400mm



Glasgow Twin Bedroom 25m²
3300mm x 7400mm

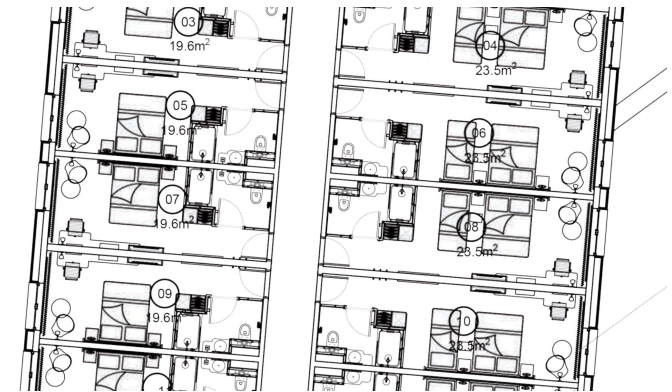


Charlemont Double Bedroom 24.1m²
3300mm x 7300mm



Charlemont Double Bedroom 22.6m²
3100mm x 7300mm

New Proposal Room



Twin Bedroom 23.5m²

2750 x 8400mm

Double Bedroom 19.6m²

2750mm x 7000mm

4.7 Room Schedule

7840 - Dalata Clayton Manchester Airport			
LRW_7840_S(00)02_Room Matrix 216No. Scheme			
<u>Guestrooms</u>			
Level	Original Building	Proposed Extension	
		Double Room 19.6sqm	Twin Room 23.5sqm
Ground	23	-	-
First	81	13	14
Second	81	13	14
Third	81	13	14
Fourth	19	13	14
Fifth	20	13	14
Sixth	20	13	14
Seventh	20	13	14
Eighth	20	13	14
Sub Total	365	104	112
Total	581		

<u>Summary</u>	
Existing Hotel	Proposed Increase
23	-
81	27
81	27
81	27
19	27
20	27
20	27
20	27
20	27
365	216

**Note: DDA Provision TBC. 5% of total to be achieved across entire hotel.

5.0 Landscape

5.1 Landscape Design

The landscaping proposal achieves 10% net gain in biodiversity by improving existing landscaped areas and proposing new feature landscaped areas such as the courtyard.

Key

- Existing**
-  Trees
-  Amenity grassland
-  Shrub planting
- Proposed**
-  Amenity grassland
-  Wildflower meadow seeding
-  Woodland meadow seeding
-  Ornamental planting
-  Native shrub planting
-  Tree planting
-  Native hedgerow planting
-  Bulb planting
-  Specimen shrub



6.0 Access

6.1 Circulation Management

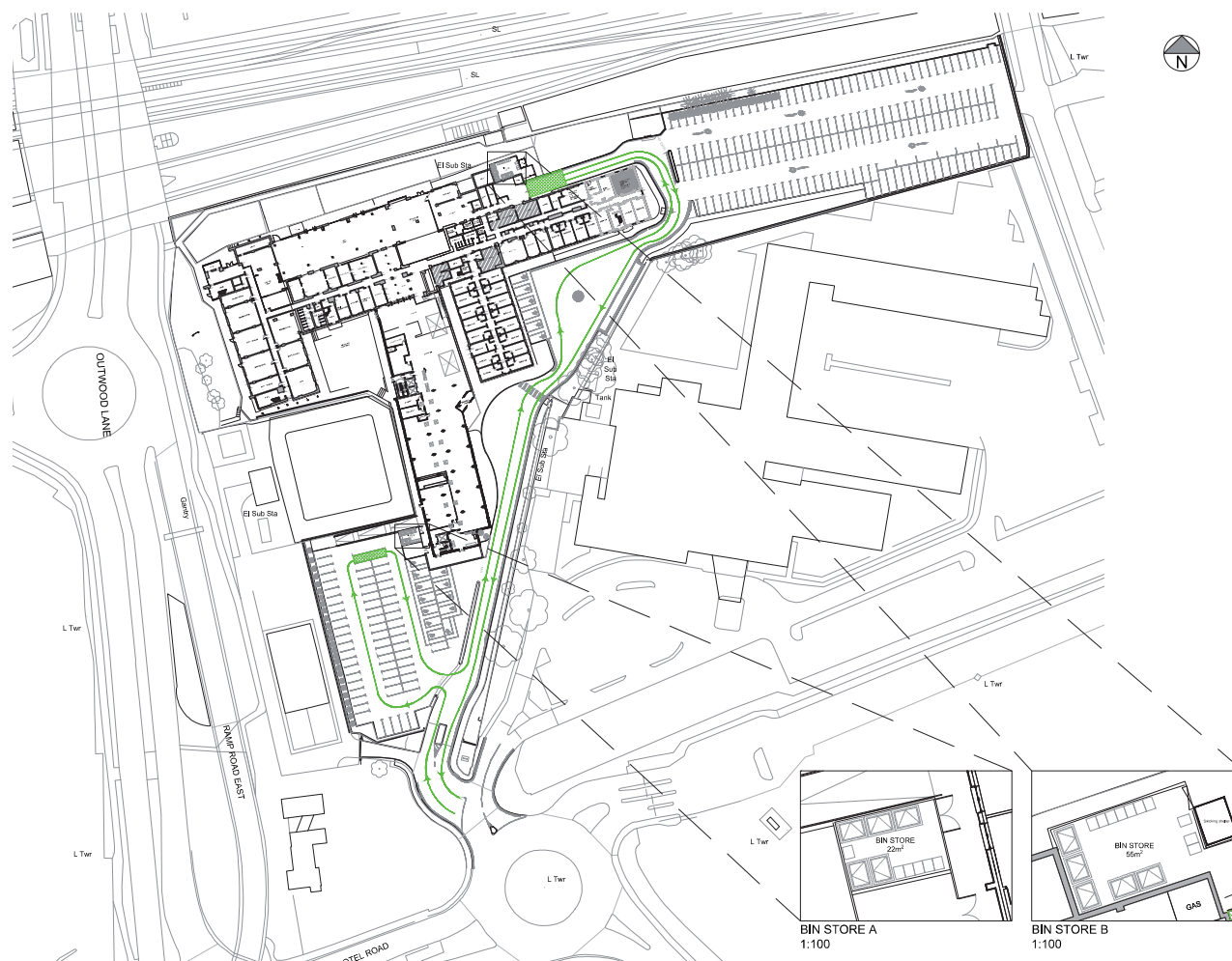
6.1.1 Guest and Service Routes

The existing access and exit from the South on Hotel Road has been maintained. This will still be the main entrance point used for service vehicle, guests and staff vehicles and pedestrians.

The main drop off area is proposed adjacent to the new entrance lobby which works as a link between the existing building and the new extension tower.

The service route and access have been maintained at the back of the existing building as it is shown in the circulation diagram.

A new service area adjacent to the proposed extension will facilitate deliveries for the Italian Kitchen, refuse collection and linen transportation.



CIRCULATION DIAGRAM

6.2 Inclusive Design

6.2.1 Guest Bedrooms & Bathrooms

We will be providing 11 accessible bedrooms (1 in every 20 rooms / 5%) as outlined by Building Regulations Part M : Volume 2, Page 43, Section 4.24 (g). The larger rooms within the existing hotel will be converted to provide the additional DDA provision, to achieve 5% throughout. All accessible rooms and bathrooms will be fitted with all the necessary fixtures and fittings to conform to design standards.

6.2.2 Public Areas

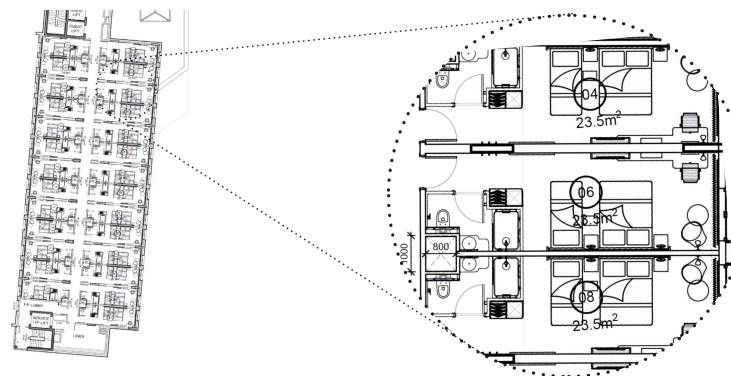
The accessibility to the hotel will be inclusive for all visitors, including ambulant and those guests and employees in wheelchairs. The site is relatively level and no platform lift will be necessary at any of the entrances. We will also be providing 18 accessible parking bays close to the main entrance.

6.2.3 Staff

All of the public and staff areas have been designed with generous circulation routes. All the staff areas are located at ground floor and are fully accessible and design in abeyance with Dalata staff & company access policy.



PROPOSED GROUND FLOOR PLAN



PROPOSED TYPICAL UPPER FLOOR PLAN

6.3 Design For Security

6.3.1 Positive Aspects of the Proposal

Additional activity created by the proposed development will generate passive surveillance at all times for the hotel. The new hotel reception area is located directly adjacent to the proposed main entrance allowing staff views of all people entering/exiting the building, as well as views to the main circulation areas and landscaped courtyard.

The hotel corridors have few recesses to conceal criminal activity, as well as bedroom levels being provided away from noise, disturbance and potential anti-social behaviour at street level.

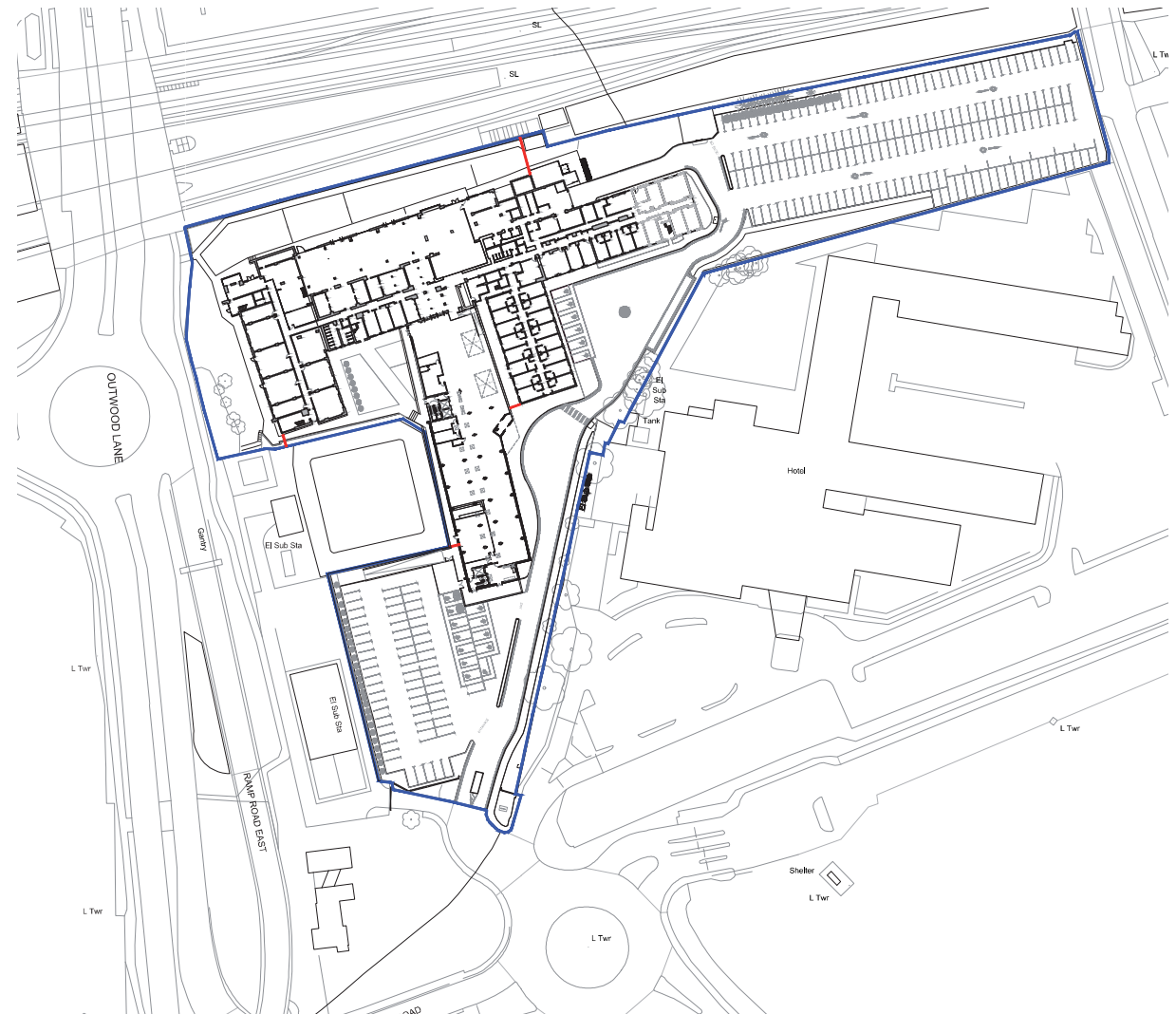
6.3.2 Additional Measures Taken

To prevent unauthorised access to elevations of the hotel that are not directly overlooked by staff, 1800-2100mm fencing and gates are proposed - shown on the site plan in red.

Auditable electric locking systems (such as Vingcard, Salto or similar) should be used to prevent offenders entering rooms or areas of the hotel using stolen electronic key cards or by exploiting insecure doors.

All doors to be certified to recognised security standards. Access controls should also be utilised to prevent non-guest access to bedroom areas/floors with CCTV covering corridors to be monitored by staff at reception to allow an immediate response to any issues. Design of public areas and restaurants are to increase surveillance opportunities with secure staff storage to be provided.

Indicates Proposed Fencing



DESIGN FOR SECURITY SITE PLAN

7.0 Sustainability

7.1 Sustainability

Having reviewed the site and details of the proposal we consider that a BREEAM certification will help to achieve an internationally recognised standard. It reflects the value in higher performing assets across the built environment life cycle.

BREEAM UK New Construction 2018 Methodology

BREAM UK New Construction 2018 scheme is a performance-based assessment method and certification scheme for non-domestic buildings. The primary aim is to mitigate the life cycle of new buildings in the environment in a robust and cost effective manner.

Performance is quantified by individual measures and associated criteria stretching across a range of environmental issues and expressed as a single certified BREEAM rating.

BREEAM RATING	% SCORE REQUIRED
Outstanding	≥ 85
Excellent	≥ 70
Very Good	≥ 55
Good	≥ 45
Pass	≥ 30

For the proposed hotel extension we will be aiming to achieve a BREEAM Very Good certification.

LRW BREEAM STATEMENT

The client required an extension of 216 bedrooms to the existing hotel at Manchester Airport. As the existing hotel is extremely busy, the extension was required to have as little impact as possible on the existing hotel.

Various options were examined for the location of the extension, including extending the existing low rise element vertically, or locating the extension to the east of the existing hotel. The advantages and disadvantages of each option was evaluated until the current option was selected. The current low rise hotel already had a high rise extension at its western end, which contrasted in appearance to the existing hotel which is essentially brick with a pitched roof. With feedback from both the client and the planning authority, it was agreed that the new extension should appear similar to the original extension, as it was similar in massing terms as the two towers. The cladding, window sizes etc were therefore required to be similar.

With the assistance of the BREEAM assessor, the assumptions made above have been re-examined and tested. The preferred scheme, with minor changes, is now to be submitted to the Planning Authority. During the application period, the design team and the consultees will be examining the current proposals and reviewing them for factors such as recyclability, materiality and alternative energy supplies.

Following the granting of a planning consent, the project will be tendered to contractors. During that period and following the appointment of the successful contractor, further examination will take place of material costs and suitability, life cycle costs, buildability and construction techniques and overall costs. Whilst the cost plan is in place, impact on build programme, supply chain, site logistics, sub-contractor availability etc will impact on the final choice of materials and suppliers.

At each stage, however, during the design process the impact of any changes to specification will be assessed in further studies to ensure it maintains the lowest practical impact upon global warming potential.

LEACH RHODES WALKER CONTACT US

info@lrw.co.uk | www.lrw.co.uk



50 Dearmans Place
Manchester
M3 5LH
t: +44 (0)161 833 0211
e: manchester@lrw.co.uk

12 Devonshire Street
London
W1G 7AB
t: +44 (0)207 201 2160
e: london@lrw.co.uk

87 Dr. Iacob Felix Street
District 1
Bucharest
t: +40 (21) 650 4024
e: bucharest@lrw.ro