

Status Park, Heathrow

Design and Access Statement

December 2018



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17-19 Foley Street
London W1W 6DW
t: 020 7580 3490
e: info@colladocollins.com
w: www.colladocollins.com

This document has been prepared by ColladoCollins on behalf of BMR Property Group. It has been prepared in support of a planning submission to the London Borough of Hillingdon relating to the proposed development at Status Park, Heathrow, comprising the erection of a new 6 storey 140 room hotel, together with associated landscaping and car parking.

2. Assessment

Location and Accessibility

The site is located on the edge of Harlington, in the London Borough of Hillingdon immediately to the north of Heathrow Airport. The area is characterised by a large number of modern hotels and office/ commercial developments, with a small number or residential buildings to the north. The development site is located and accessed from the A4 Bath Road and Nobel Drive.

The site is well connected to bus routes, with a number of bus stops on Bath Road; as well as coach and rail services that serve the nearby Heathrow Airport. The nearest underground and train stations are located at the Airport terminals; these are all easily accessed by bus from the development site. The Airport is served by the Piccadilly Line, the Heathrow Express train service from Paddington and Heathrow Connect service.



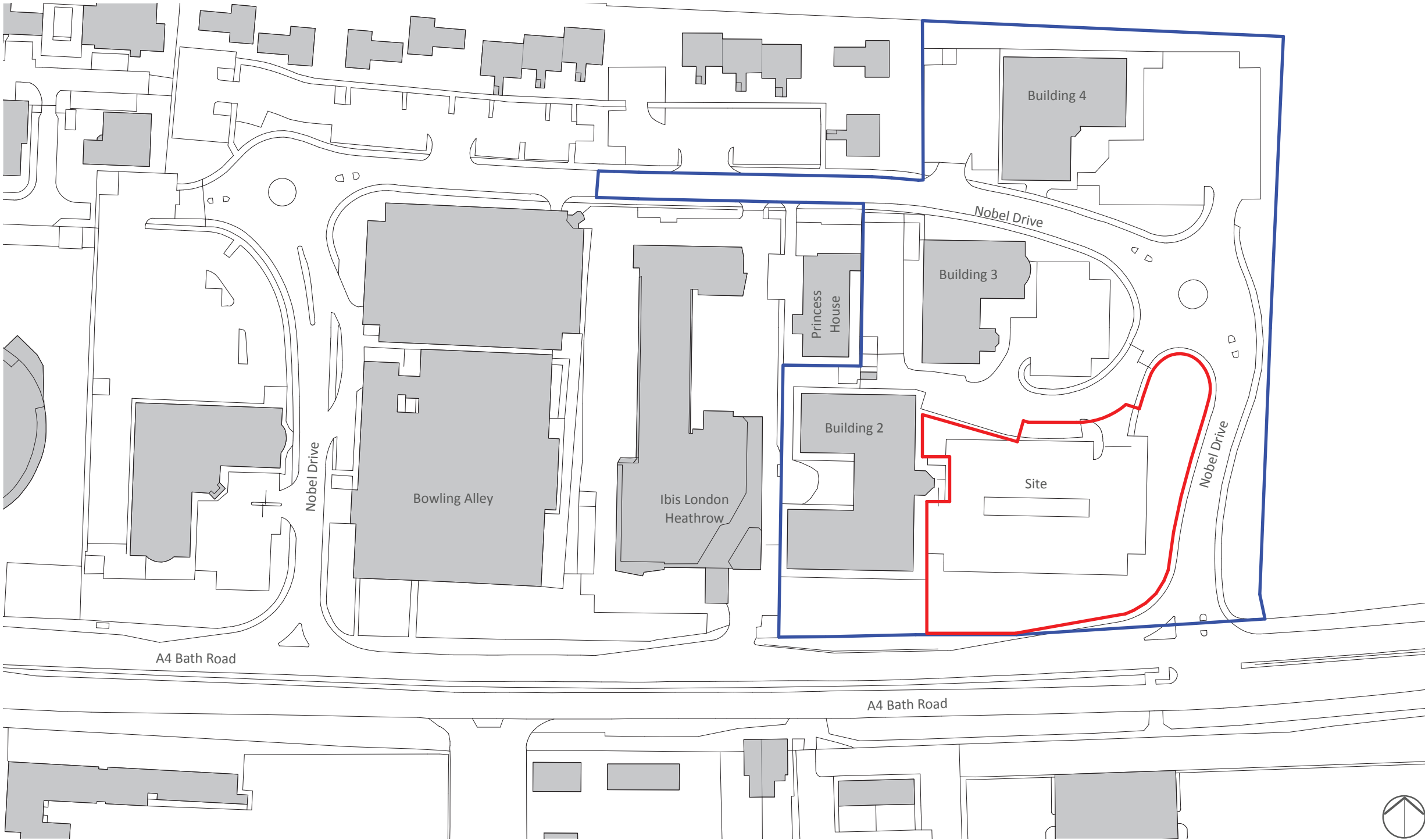
2. Assessment

Existing Site

Currently, the site is occupied by a car park serving the office building adjacent to the west boundary of the site (Building 2).

To the north and east, the site is bound by Nobel Drive, and to the south by A4/ Bath Road. There is a landscaped mound separating Bath Road and the existing car park, extending around the site to the east. Further to the north and west, there are office buildings located in the vicinity of the site - Princess House, Building 3 and 4. To the east, there are agricultural fields, and to the south, Heathrow Airport.

The site is predominantly flat, with total area of approximately 0.4Ha.



Application Site Boundary

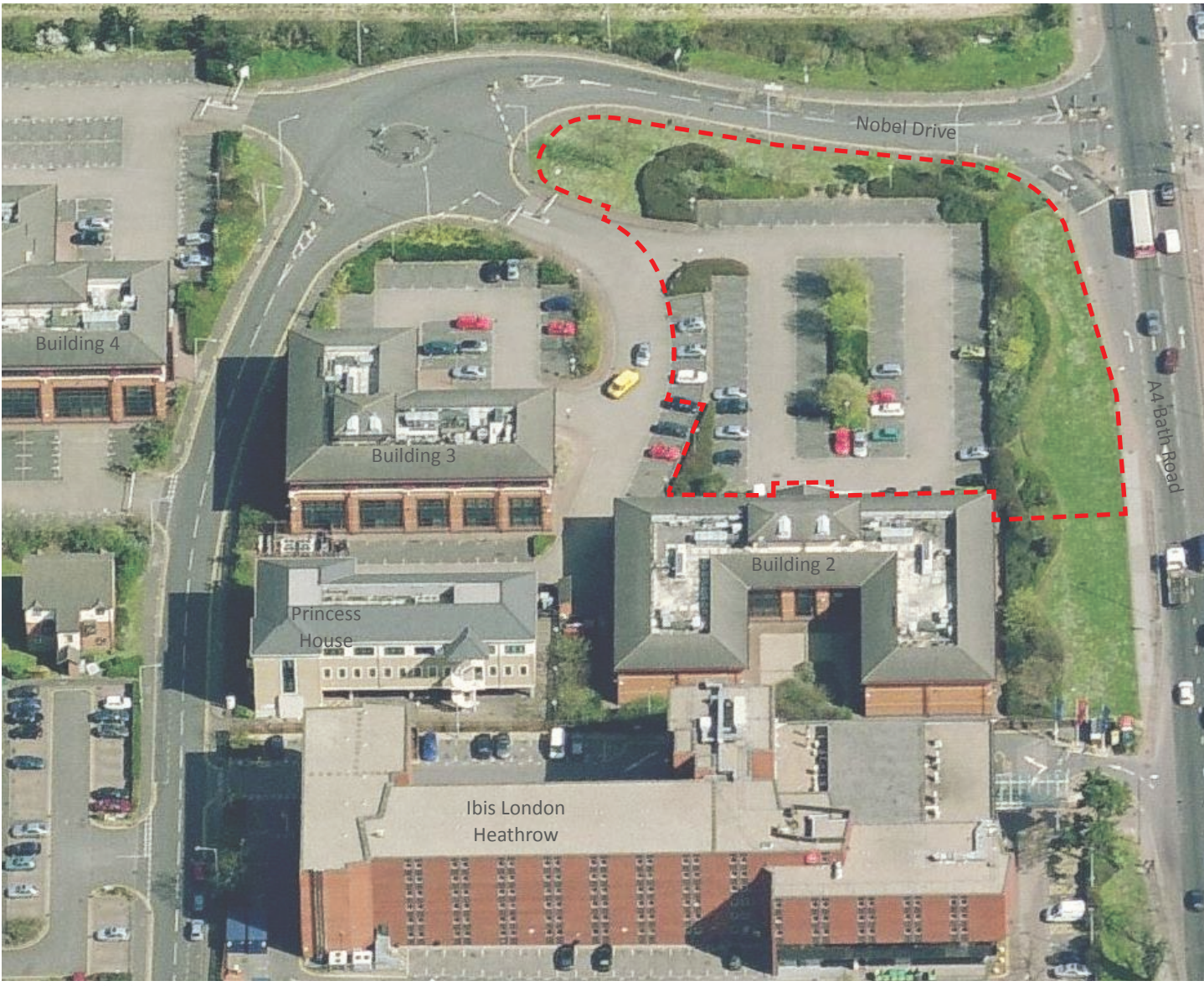
Ownership Boundary

2. Assessment

Aerial Views



Aerial view looking north

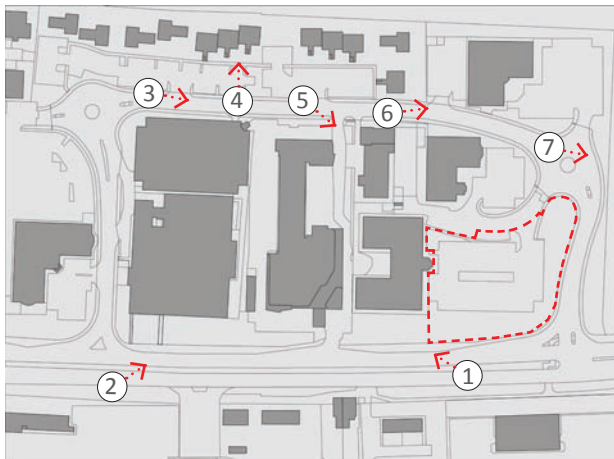


Aerial view looking east

2. Assessment

Local Context

The surrounding area is characterised by a large number of modern Commercial, Office and Hotel buildings, together with some residential and retail premises and a number of cleared development sites. Building heights and sizes vary from 2 to 6 storeys, with larger hotel and office developments along Bath Road, and extending back to Nobel Drive.



3. View along the Nobel Drive



4. Typical houses on Nobel Drive



1. View of the Ibis hotel and Building 2 from Bath Road



5. Princess House viewed from Nobel Drive



6. Building 4



2. View towards the site from Bath Road showing Bowling Alley and Ibis Hotel

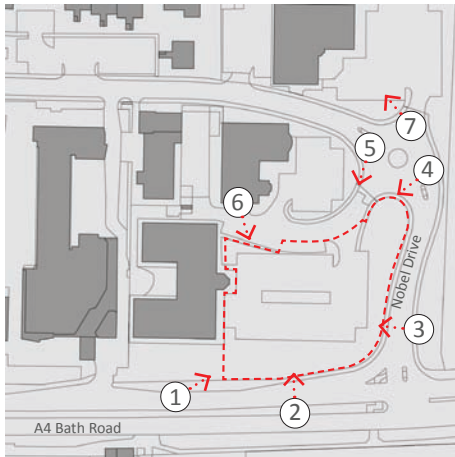


7. View from the Nobel Drive roundabout of the fields to the east of the site

2. Assessment

Existing Site Context

The site is currently occupied by car parking associated with the office building (Building 2) adjacent to the western boundary of the site.



1. View of the site from Bath Road



2. View of the site and landscaped strip from Bath Road looking north



3. View of the site from Nobel Drive



4. View of the site and site entrance from Nobel Drive



5. Existing site entrance



6. View of the site looking south



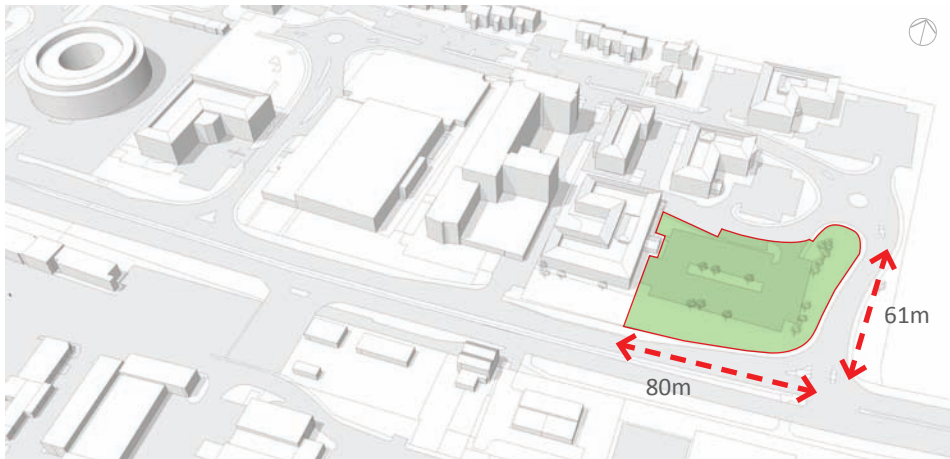
7. View opposite site entrance from roundabout on Nobel Drive

2. Assessment

Considerations

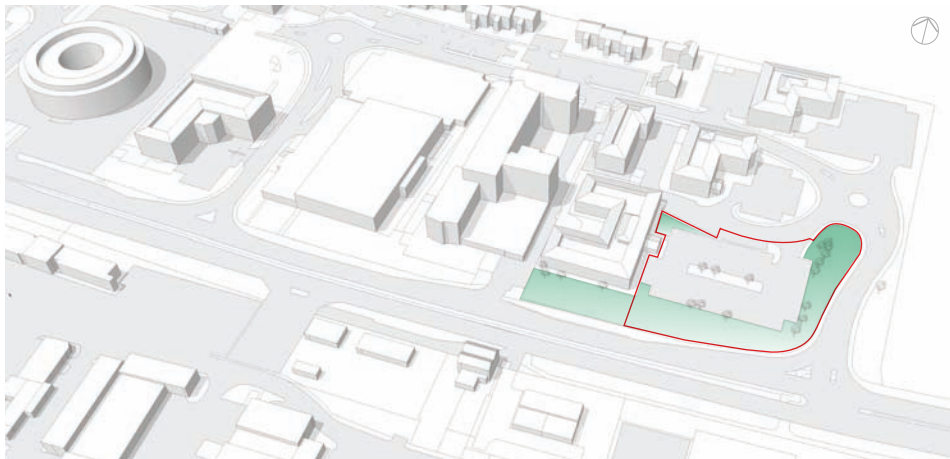
Site Dimensions and Proportions

The site is irregularly shaped, roughly 61m wide and 80m long (along Bath Road)
The site is adjacent and visible from Bath Road.



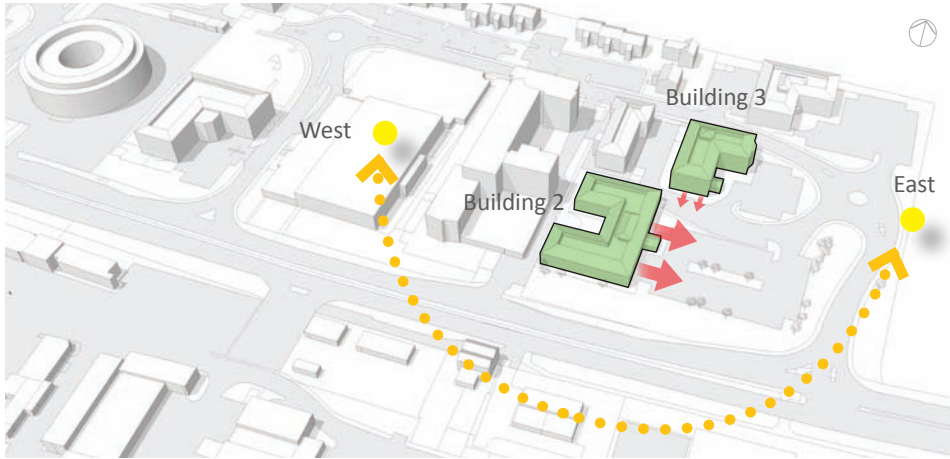
Existing landscape and trees

There is a landscaped area located on the eastern and southern boundaries of the site, which is to be preserved and enhanced where possible. The footprint of the proposed building will need to be located outside of the landscaped area.



Overlooking/ Sunlight and Daylight

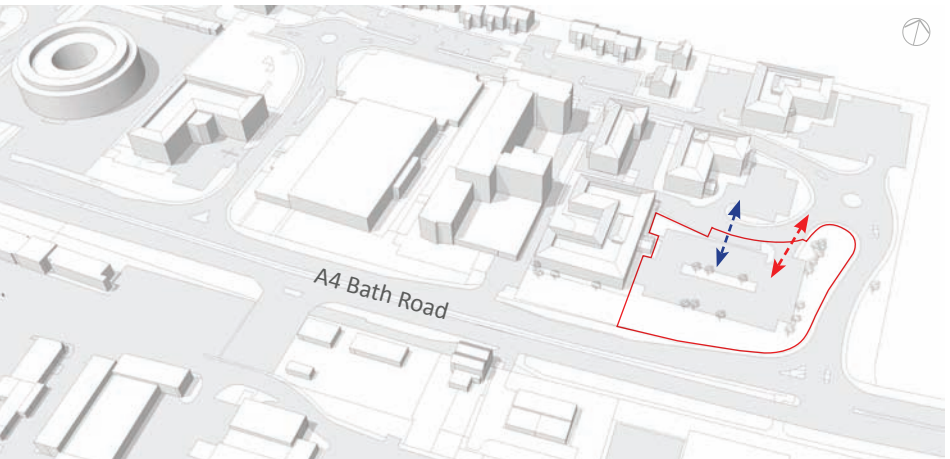
The site is oriented north/ south with a south-facing boundary on Bath Road. Consideration will be given to the surrounding residential amenity and daylight / sunlight conditions.



Site access

Currently, there is one point of access to the site off Nobel Drive on the north-east corner of the site. There is potential to provide a new centrally located access further along Nobel Drive to provide better vehicular visibility.

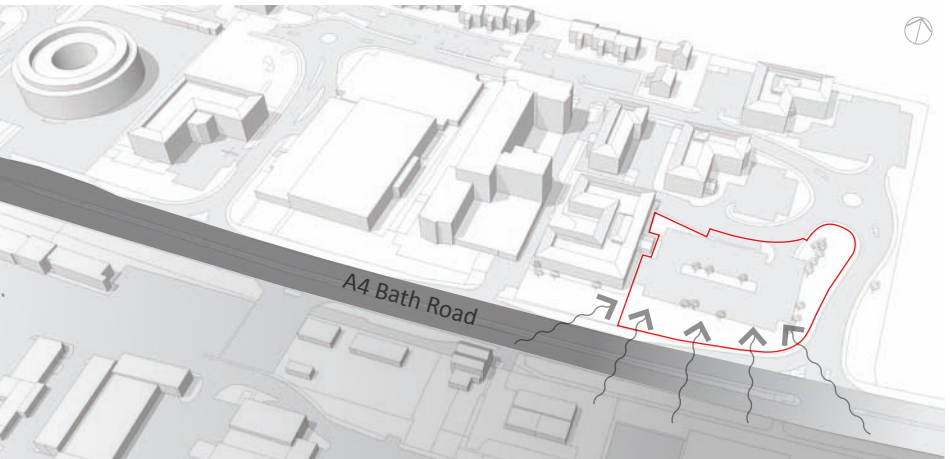
- existing access
- potential new access



Noise/ Air Quality

The site is within an Air Quality Management Area. It is located on the busy A4 road and in close proximity to the Heathrow Airports runway. Consideration will be given to noise and air quality within the proposed development.

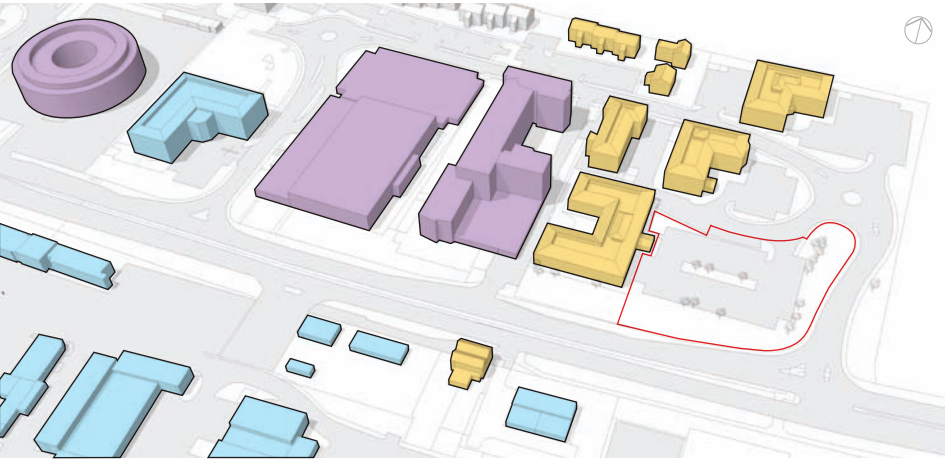
- predominant noise sources



Neighbouring Uses

The predominant land use categories in the surroundings sites are: hotel, offices and commercial. A few residential buildings are located within close proximity. The site is currently designated in the Local Plan as a hotel and office growth location and is within the Heathrow Opportunity Area identified in London Plan.

- residential use
- hotel/ recreation
- commercial/ office
- agricultural



Pre-Application Advice

Early designs sought to develop the potential of the site. A Pre-Application meeting with LB of Hillingdon Planning Application team took place on 30th August. The proposed scheme comprised a 6 storey, 156 room hotel with 62 car parking spaces, with further 20 spaces located to the north of the site.

The summary of the comments received is as follows:

- 1. The proposal for a hotel in this location is consistent with allocation within the Policies Map (October 2015) as a ‘Hotel and Office Growth Location’ and is considered acceptable in principle.
- 2. The footprint of the Pre-Application proposal was considered unacceptable. The proposed building line on the southern and eastern boundaries would need to be set back to ensure this proposal would not result in any loss of soft landscaping.
- 3. Proposed servicing arrangement require clarification.
- 4. It was requested to provide consideration of the impacts on neighbouring amenity with a forthcoming application.
- 5. Central to the design parameters for the scheme is to ensure the proposed height of the development avoids interference with the operation of the airport radar- the Heathrow Aerodrome Safeguarding team must be contacted for advice before further design work is progressed.
- 6. The site has a PTAL value of 3 (good) but there will still be a reliance on private cars for trip making for a hotel of this size. The Council expects each residential unit within 2 Status Park to be allocated car

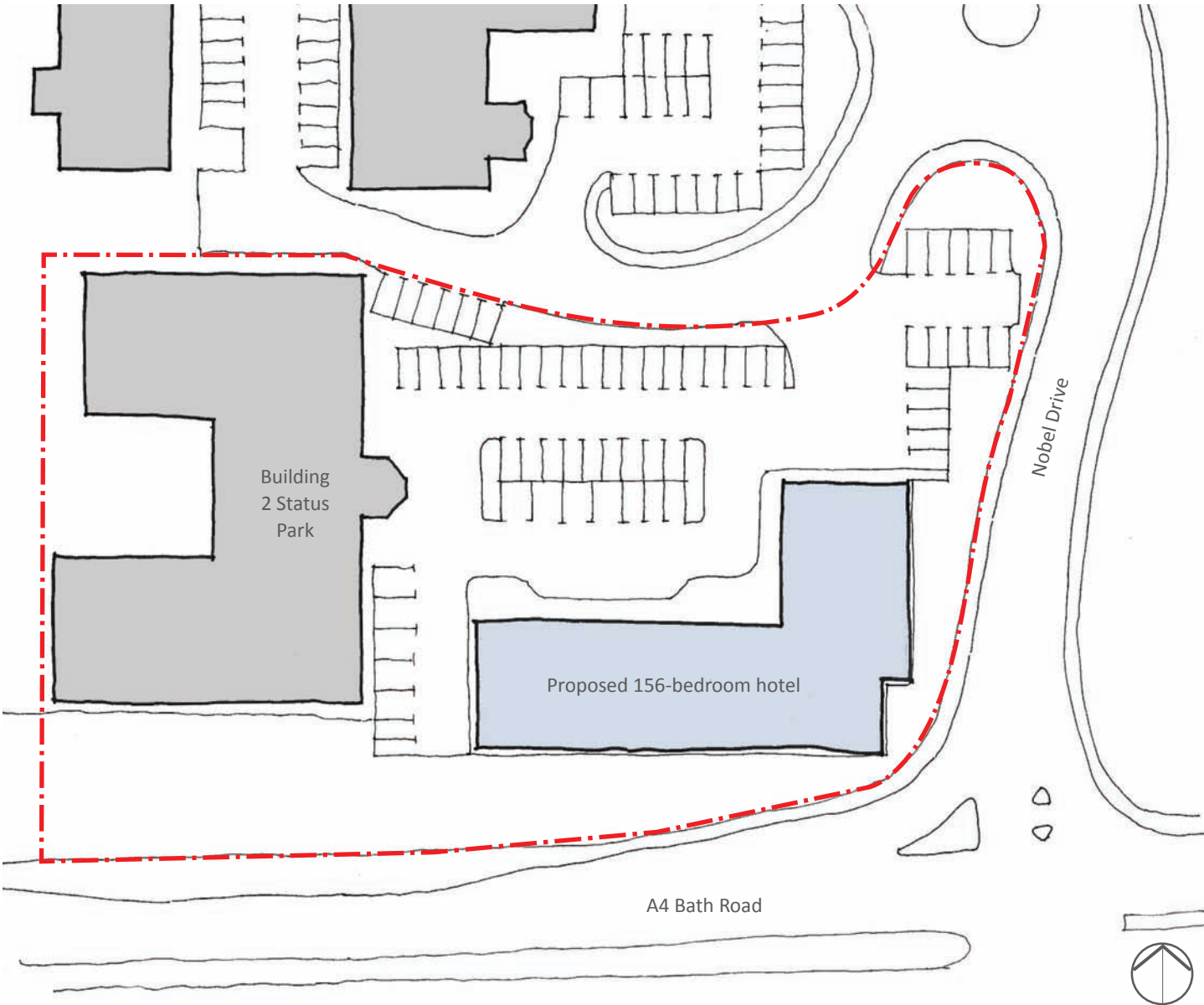
parking space, as well as sufficient number of parking spaces provided for the hotel of this size. Detailed Transport Statement, servicing strategy and swept path analysis will need to be provided as part of the application.

7. Air quality assessment and a low emissions strategy will need to be provided. It is advised that the hotel would need to be mechanically ventilated and all windows should be non-openable.

In terms of the appearance of the proposed hotel, the submitted design was considered functional and appropriate in the context of Bath Road.

Additional advice was received on 20th September 2018 from Heathrow Airport Operational Facility, with further comments in relation to the proposed development:

- 1. The site is located beneath the Transitional Surface for Runway 09L/27R, which is a sloped surface with a gradient of 1 in 7m. Safeguarding surfaces restrict the height of buildings, plant, and roof structures such as aerials, flagpoles ; therefore, the maximum building height of this site is 51m AOD.
- 2. All proposed external lighting schemes for this development should be carefully designed to avoid confusion with aeronautical ground lights and to prevent glare to landing aircraft, it is recommended that flat glass full cut-off lanterns mounted horizontally be used, so that no light is emitted above the horizontal.
- 3. It is important that the building and landscaping are designed so that they are unattractive to birds. Ant potential ledges, perches and green roofs should be avoided. If the overall size of the flat/shallow pitched roof/s exceeds 500swm then the airport would apply a condition to ensure the roof space was monitored for bird activity throughout the year and for the life of the building. To avoid any such condition the roof pitches should be greater than 15 degrees. With regards to the proposed landscaping, large quantities of berry bearing species should be avoided.
- 4. Use of wind turbines should be restricted/ avoided.
- 5. Use of cranes during the consecution period should only be considered following full impact assessment.



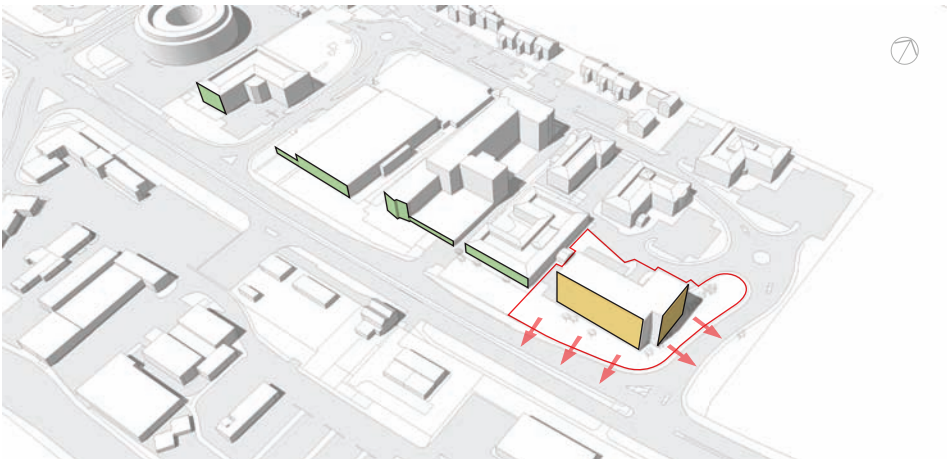
Sketch plan of the Pre-Application scheme

3. Design Development

Opportunities

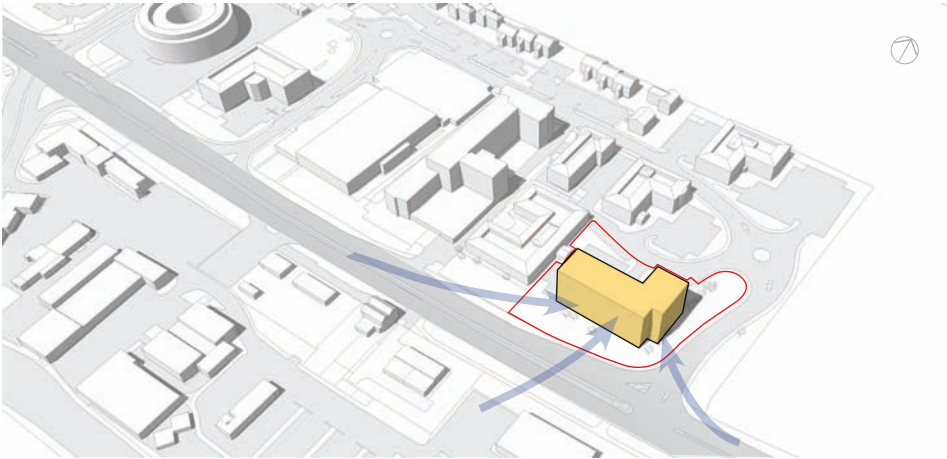
Maintain Building Line

New development presents an opportunity to continue the street frontage and to create an active frontage on north east corner of Bath Road and Nobel Drive.



Gateway/ Landmark

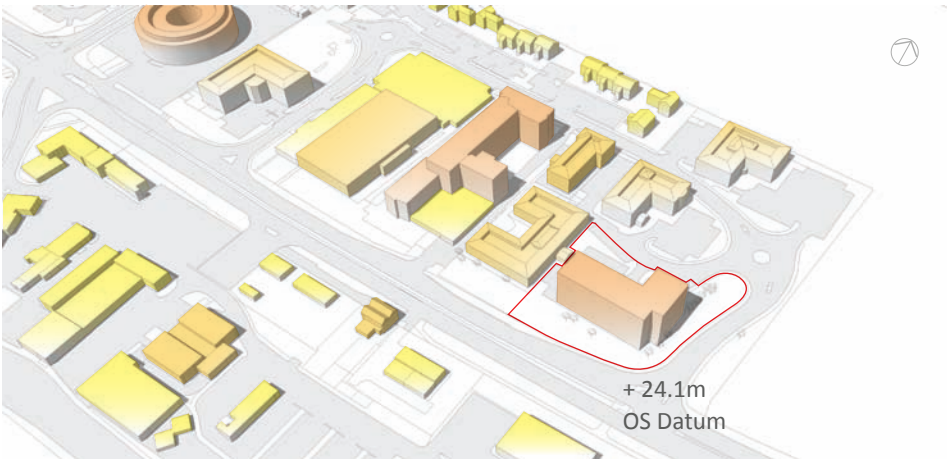
The existing site lacks prominence on Bath Road at the entrance to Harlington; the proposed development presents an opportunity to create a landmark and presence on the corner of Bath Road and Nobel Drive.



Building Heights

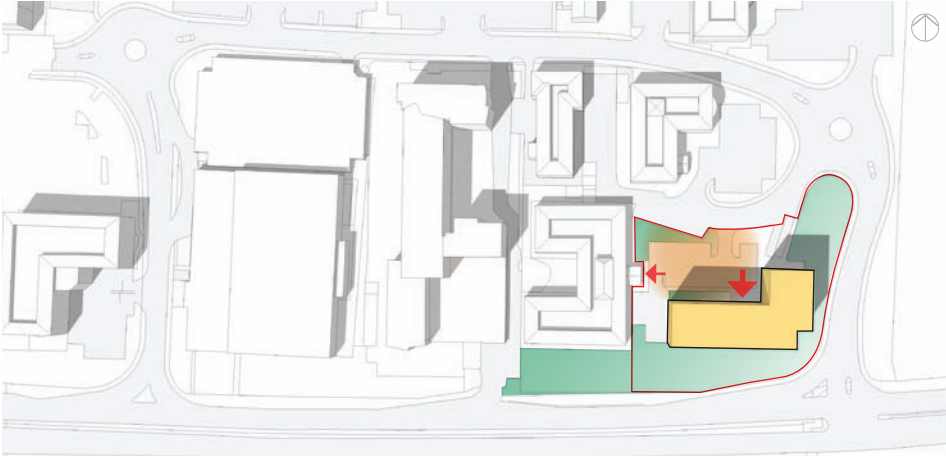
The majority of buildings in the immediate context of the site are 3 to 6 storeys high; the restriction imposed by Heathrow Airport is that the proposal should not exceed more than 50m Above Ordinance Datum. Therefore, in a prominent position on the corner, there is an opportunity to highlight the use of the site and create a building of 6 storeys.

- 5-6 storeys
- 3-4 storeys
- 2 storeys and below



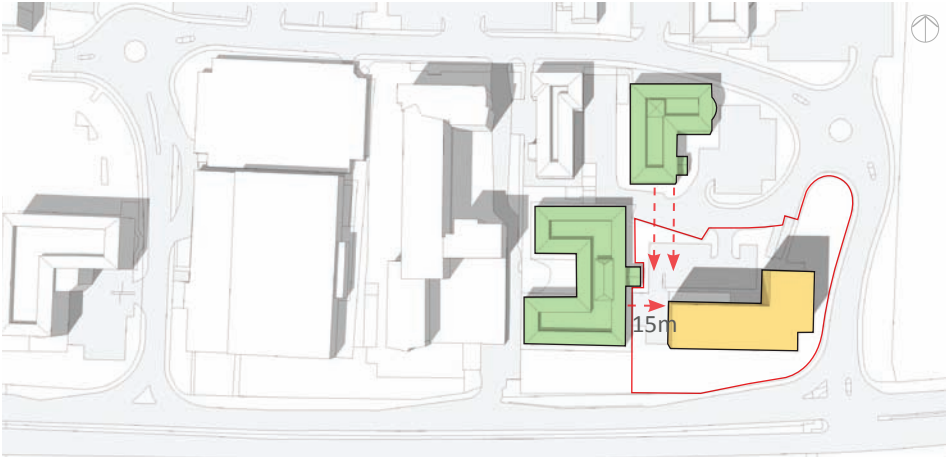
Enhancing Existing Landscape

The proposed development of the site presents an opportunity to preserve and enhance the existing landscape to Bath Road/ Nobel Drive. New development also presents an opportunity to create an entrance court for the hotel and provide an attractive outlook for Building 2.



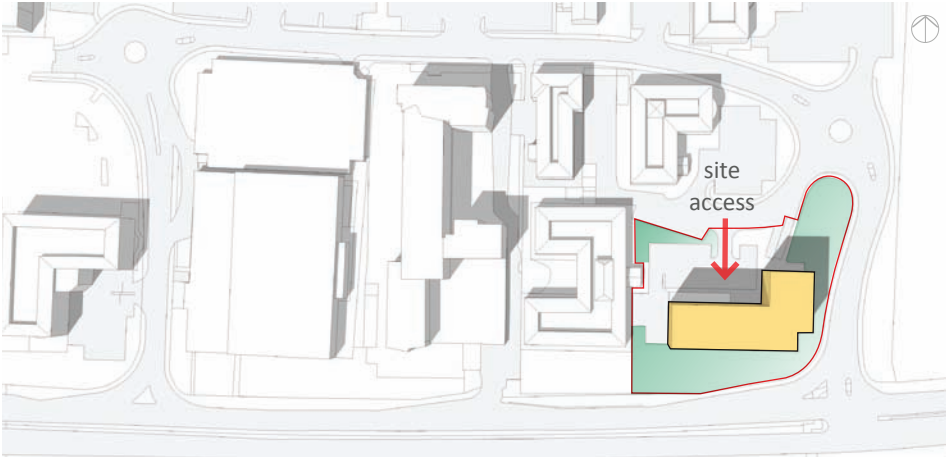
Separation Distances

New development will provide a clear separation of minimum 15m to Building 2 Status Park.



Proposed Footprint

The footprint of the proposed hotel was developed having considered site opportunities.



4. Design Response

Overview

The proposed design aims to create a new identity for the site, creating potential while recognising the constraints posed by its context. The proposal is to create a new 140 room, 6-storey hotel with associated parking and landscaping.

The proposed development seeks to sit within the street scene on Bath Road. The proposed massing is intended to create a strong corner on Bath Road/ Nobel Drive, emphasising the entrance to the built area to the south of Harlington, characterised by mixed development of hotels and commercial buildings. The proposed hotel is set back from the road, preserving the existing landscape strip prevalent along the north side of Bath Road.

The new hotel is designed to meet with the existing context while providing good quality and affordable hotel accommodation, easily accessible from Heathrow Airport. Brick was chosen as the principal external material as it is the predominant building material in the immediate proximity of the site, is robust, requires low maintenance and acts as an effective acoustic barrier. The proposed development aims to transform the existing site into a new high quality development, while considering site constraints such as existing landscape, overlooking and proximity to neighbouring buildings and the site’s location close to Heathrow Airport flight paths.

Scale and Massing

The hardstanding car park area is replaced with a new hotel building and associated car park and soft landscaping. The new development completes the existing block area defined by Bath Road to the south and Nobel Drive to the north, east and west, enhancing the development opportunity and creating a continuous frontage.



Figure Ground diagram - Existing



Figure Ground diagram - Proposed

3. Design Response

Building Form

The proposed development is envisaged as two intersecting volumes, creating a prominent marker for the corner of the Bath Road and Nobel Drive. This corner is further emphasised by facade treatment and choice of materials. The proposed volume is further broken down by different treatment of two upper storeys, visually reducing the height of the building.

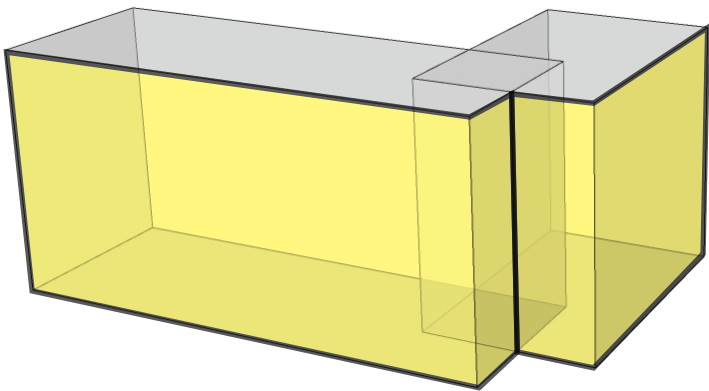


Diagram 1: Intersecting volumes

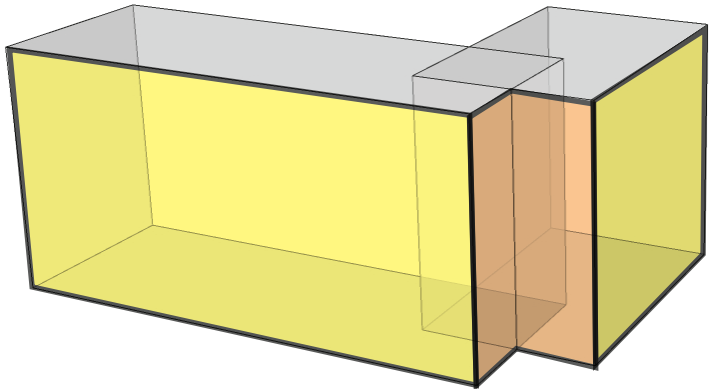


Diagram 2: Emphasising corner

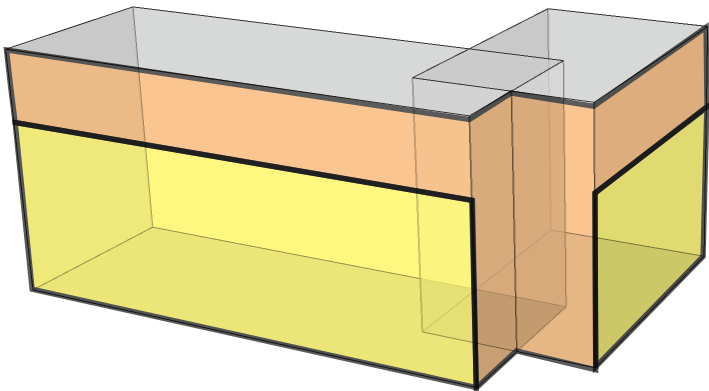
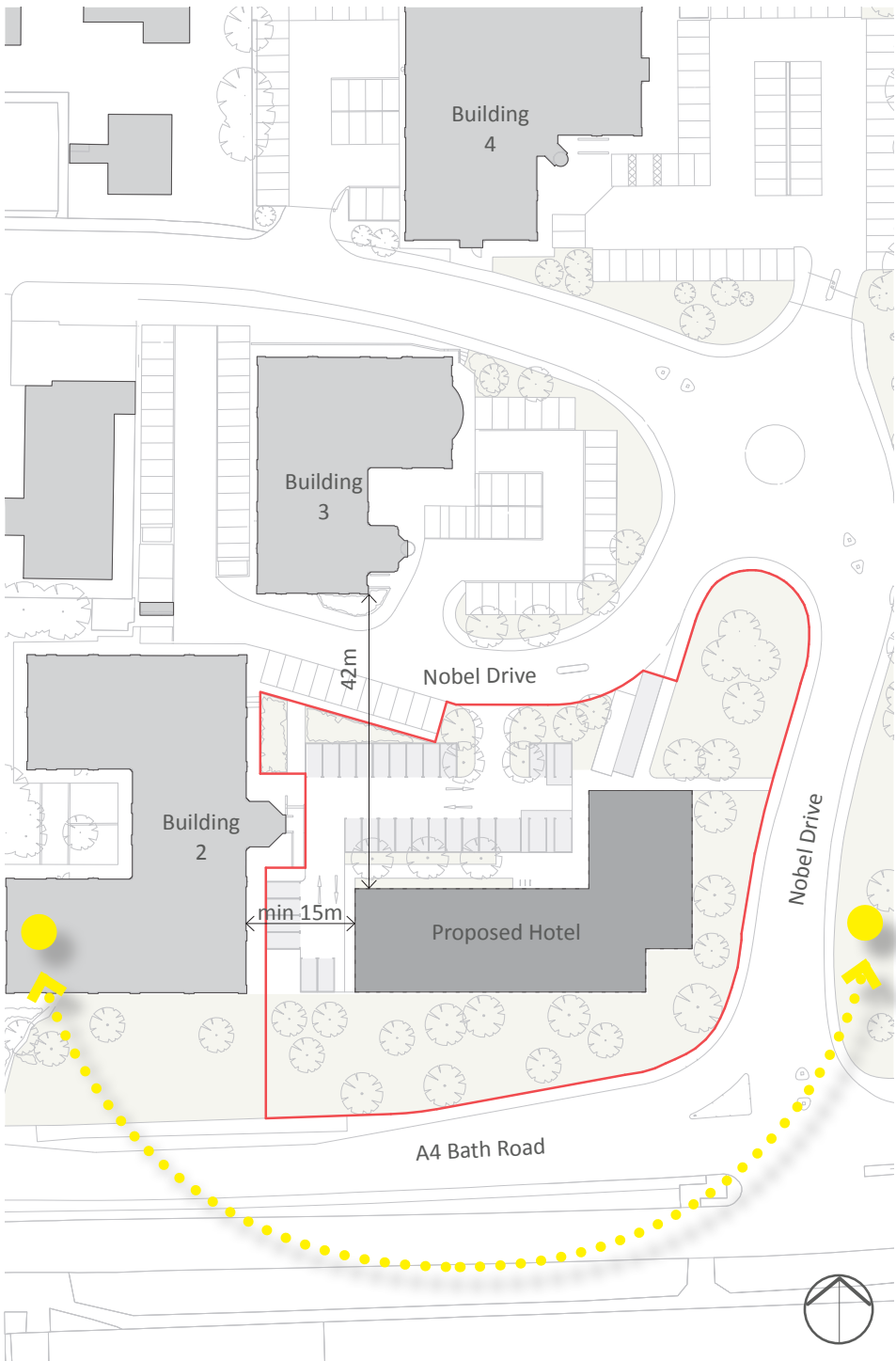


Diagram 3: Defining top floors

Orientation and Separation Distances

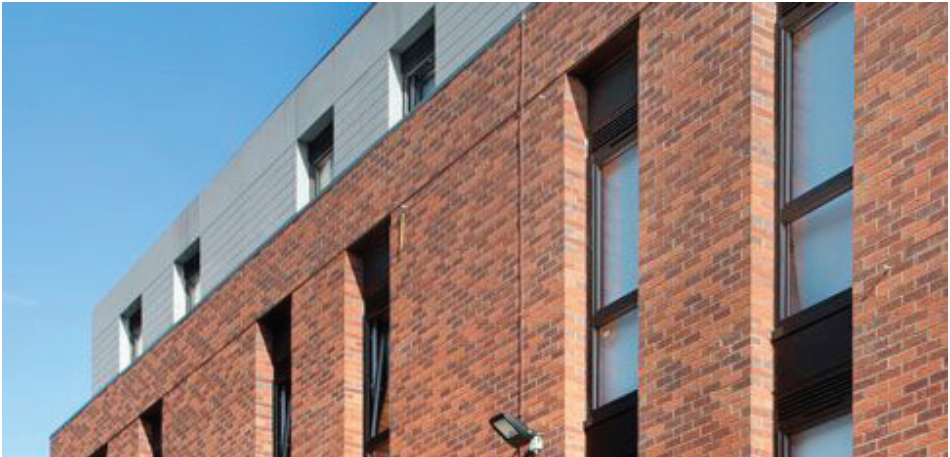
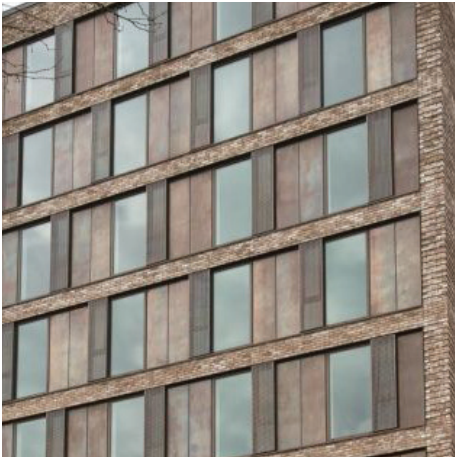
The proposed hotel is L-shaped, fronting Bath Road to the south and Nobel Drive to the east. The proposed development is separated by approx. 16m between its west façade and front of the 2 Status Park building, minimising its impact on the surrounding buildings.



3. Design Response

Materials

The proposed materials respond to the existing material palette present in the surrounding area.



3. Design Response

Landscaping

A central entrance court will be provided to create a pleasant environment for both the future residents of Building 2 and hotel guests.

The choice of planting will take into consideration Heathrow Airport Operational Facility advice, avoiding berry carrying plants which may attract birds.

For additional information, please refer to the Landscape proposals submitted as part of this Planning Application.



3. Design Response

Secured By Design

The core principles that are set out in Secured By Design will be adopted in order to reduce and prevent the likelihood of crime in and around the proposed development.

Measures to mitigate the opportunity for crime and antisocial behaviour include:

An Integral Approach

In order to achieve a scheme that provides a safe and secure environment, an integral approach to design was adopted by considering the layout of the whole site, together with adjacent developments. Entrances and car park are located within view of the reception and surrounding residential buildings.

Environmental quality and a sense of ownership

One of main qualities of the site is that it provides areas of landscaping for the users of the site. These spaces are clearly defined so that there is no ambiguity as to whether they are private or public spaces. The pedestrian links between Bath Road and the site provide safe routes to the hotel from the adjacent bus stops.

Natural Surveillance

The hotel building has been designed in such a way to encourage natural surveillance. As an additional measure areas where higher security is needed, CCTV cameras will be provided at all entrance/exit points for both vehicular and pedestrian access including the car park.

Access and footpaths

Access points and footpaths are both convenient and accessible for visitors but easy access and means of escape for intruders have been avoided.

Open space provision and management
As mentioned above, all open spaces are overlooked, which ensures security will be increased around the site.

Lighting

To help reduce crime, the fear of crime and increase security, lighting will be provided along pedestrian routes. Increased lighting levels mark the main pedestrian and vehicle entrances to the site.

Lighting design will take into account advice provided by Heathrow Airport Operation Facility.

Disabled access points and the majority of cycle parking are subject to natural surveillance. As previously stated the access points will be CCTV monitored.

A number of barriers and bollards will be located along the boundaries of some of the pedestrian areas to avoid vehicles entering. These are designed to allow emergency vehicle access.



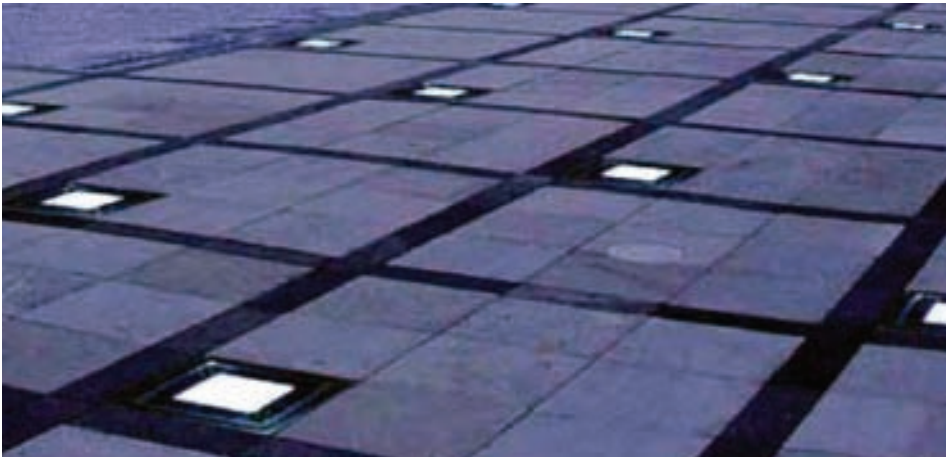
CCTV cameras



Floodlights



Lighting integrated in benches



In-ground accent up-lights



Integrated Lighting

5. Access

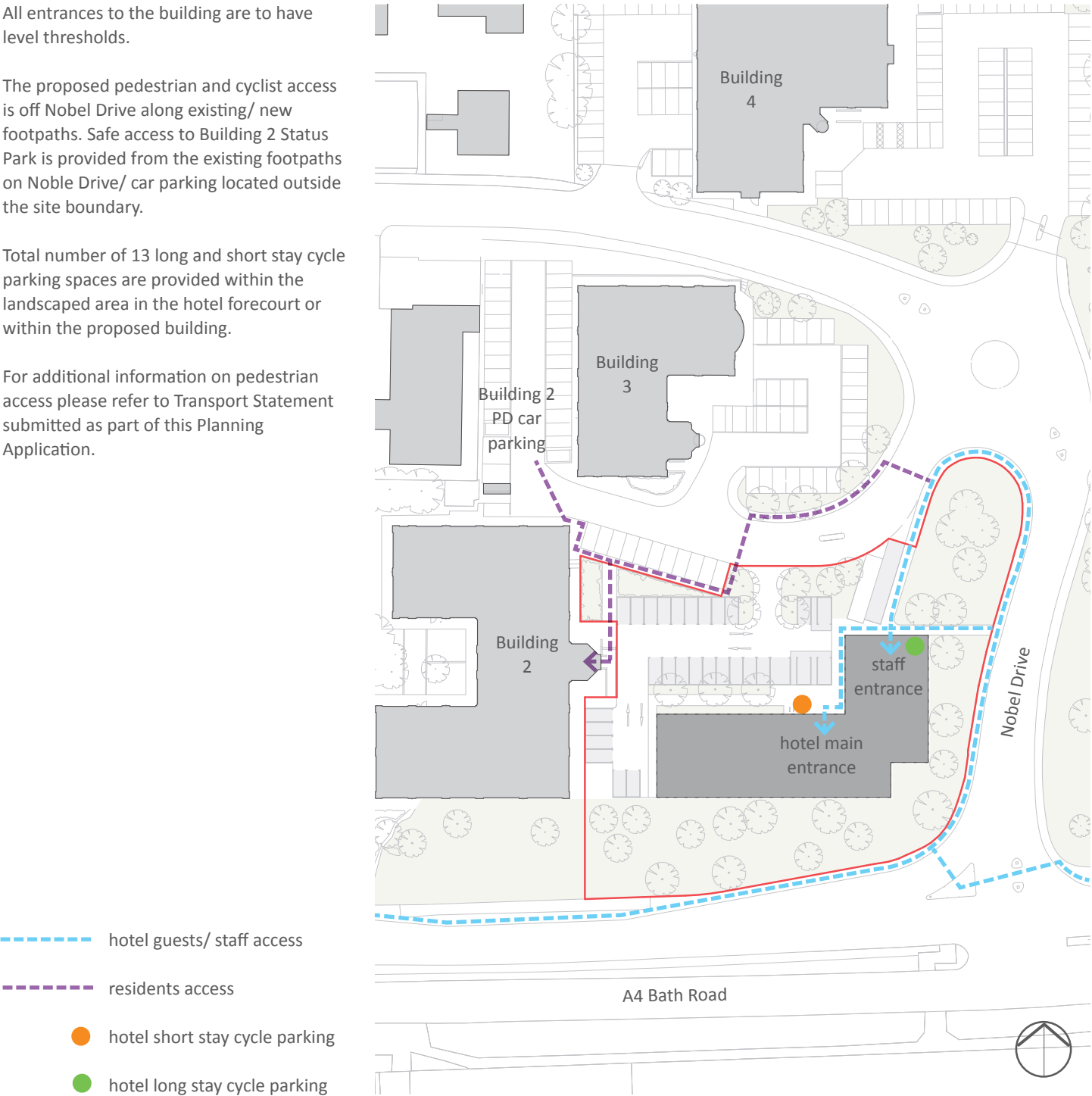
Pedestrian/Cycle Access

All entrances to the building are to have level thresholds.

The proposed pedestrian and cyclist access is off Nobel Drive along existing/ new footpaths. Safe access to Building 2 Status Park is provided from the existing footpaths on Noble Drive/ car parking located outside the site boundary.

Total number of 13 long and short stay cycle parking spaces are provided within the landscaped area in the hotel forecourt or within the proposed building.

For additional information on pedestrian access please refer to Transport Statement submitted as part of this Planning Application.



Vehicular Access

The proposed site access is off Nobel Drive. Coach Parking, loading site for the hotel and drop off/ pick up for Heathrow Hoppa Bus is provided within easy access off Nobel Drive. Taxi drop off is provided close to the hotel front entrance.

For additional information on servicing, transport and vehicular movement please refer to Transport Statement submitted as part of this Planning Application.



- taxi drop off
- coach parking bay
- hotel loading bay/ Heathrow Hoppa Bus pick up/ drop off
- vehicular movement

5. Access

Parking

Proposed development provides 28car parking spaces, including 3 disabled spaces.

Pre-Application advice from the London Borough of Hillingdon has indicated the need to provide 1 car parking space per 10 members of staff as a minimum. For hotels, the Employment Density Guide: 3rd Edition, recommends the following densities which result in the number of required parking spaces indicated (for 140 room hotel):

- Limited service / budget - 1 per 5 bed = 28 staff = 3 parking spaces
- Mid-scale - 1 per 3 bed = 47 staff = 5 parking spaces
- Upscale - 1 per 2 bed = 70 staff = 7 parking spaces
- Luxury - 1 per 1 bed = 140 staff = 14 parking spaces

Based on the employment densities and resulting parking requirement the level of parking provision achieved would be sufficient to support all hotel types, with additional parking available for hotel guests.

46No. car parking spaces for the residents of 2 Status Park are provided in close proximity to the site, outside the site boundary.

For additional information on cycle stores, bin stores and car parking please refer to Transport Statement submitted as part of this Planning Application..



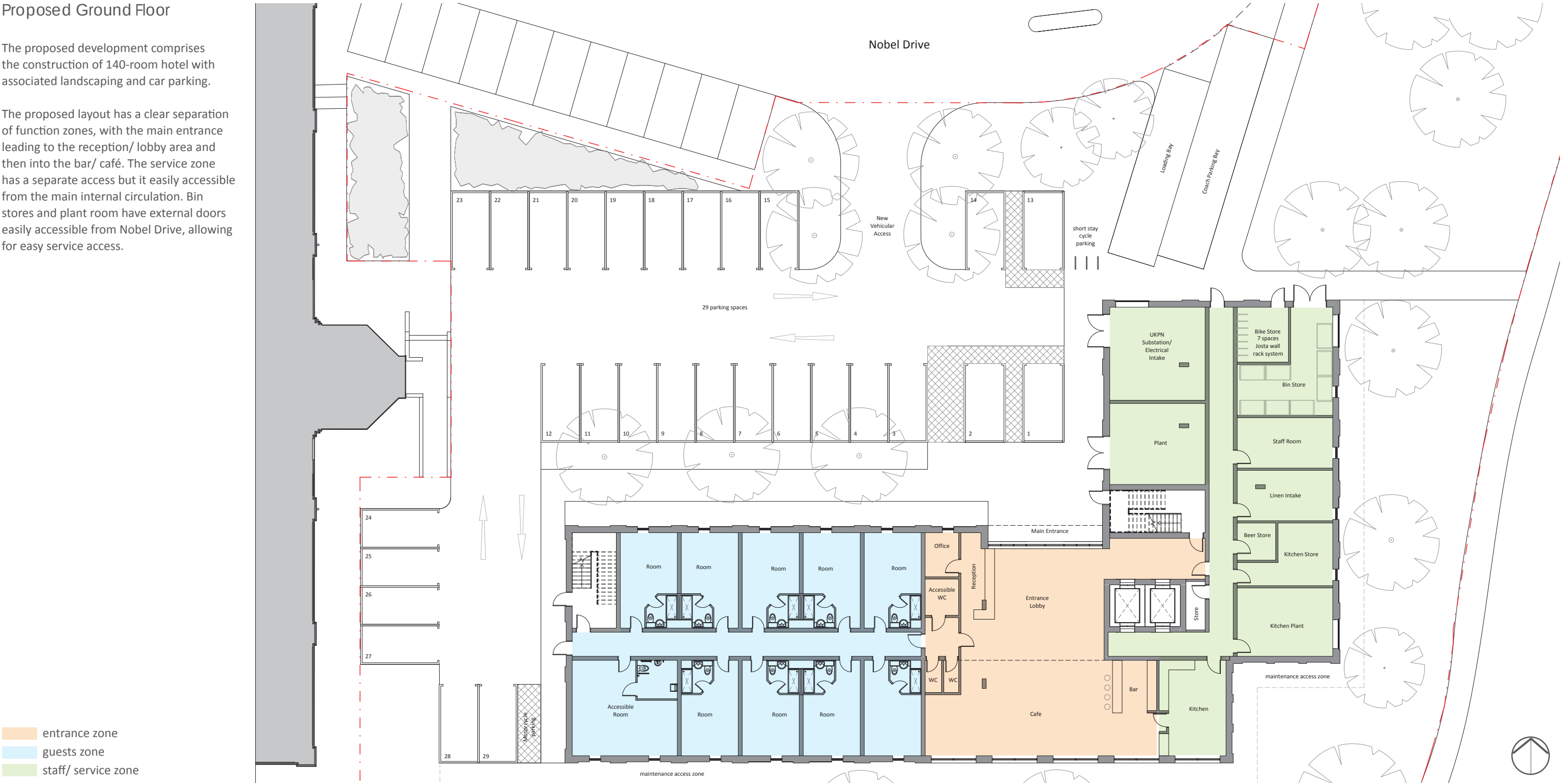
- hotel parking
- 2 Status Park resident parking

6. Detailed Proposals

Proposed Ground Floor

The proposed development comprises the construction of 140-room hotel with associated landscaping and car parking.

The proposed layout has a clear separation of function zones, with the main entrance leading to the reception/ lobby area and then into the bar/ café. The service zone has a separate access but it easily accessible from the main internal circulation. Bin stores and plant room have external doors easily accessible from Nobel Drive, allowing for easy service access.



6. Detailed Proposals

Proposed Typical Floor

Each typical floor provides rooms accessed off central corridor, with centrally located lifts.

- standard rooms
- accessible rooms
- staff/ service zone



6. Detailed Proposals

Proposed Elevations



Proposed north elevation



Proposed east elevation

6. Detailed Proposals

Proposed Elevations



Proposed south elevation



Proposed west elevation

6. Detailed Proposals

Proposed Sections



8. Conclusion

The site is currently underutilised. Redevelopment of the site provides an opportunity to introduce built form that reflects the character and land uses of its immediate context while responding to local and national planning policies.

The proposed development has evolved through the consultation process and is informed by a number of technical and design assessments. It is considered that the proposed development will constitute to improve the street scene, delivering high quality design and a high quality hotel.