
Status Park, UB3 5EY

E24-023

Design Statement

Planning Application

June 2024

Planning proposals for

MBH Heathrow

Produced by

Osel architecture



Location

Status Park is located on the south-eastern edge of Harlington, in the London Borough of Hillingdon and immediately north of Heathrow Airport.

The area is characterised by a large number of hotels, office, commercial and warehouse buildings, as would be expected from this well-connected transport hub within the vicinity of an international airport.

However, there are a significant number of suburban residential areas to the north and east of this site and several former office buildings in the vicinity have been converted to apartments, including the neighbouring Vista Court to the west of the application site.

The development site is accessed from Nobel Drive- just off the A4 (Bath Road).

Train (Heathrow Express) and underground (Piccadilly Line) access is located at the nearby airport terminals, which can be accessed through regular local buses (SL9,111,278 and 285) from Harlington corner Stop J.



- 01 Site
- 02 Ibis London Heathrow
- 03 Holiday Inn Heathrow
- 04 Sheraton Skyline London Heathrow
- 05 Heathrow Airport

Site

The existing site is currently a car park, serving Status Park.

The A4 (Bath Road) runs directly south of the site.

Nobel Drive, providing access to the site is to the east.

Buildings to the west are mostly commercial, office or hotel use, with Vista Court, Atlantico House and Peninsula House converted to apartments.



01 Site

02 Vista Court - 2 storey plus roof

03 Ibis London Heathrow - 7 storey building

04 Princess House - 5 storey building

05 Atlantico House - 3 storey plus roof

06 Peninsula House - 4 storey plus roof

07 Bath Road

08 Nobel Drive

09 Harlington Corner Bus Stop J

Site Photos - Local Context

Photo A: View of Vista Court and The Ibis Hotel from Bath Road.

Photo B: View of Atlantico House, with Vista Court beyond

Photo C: View of the site and entrance from Nobel Drive.

Photo D: View of the site from Nobel Drive.

Photo E: Princess House viewed from Nobel Drive.



Photo A



Photo B



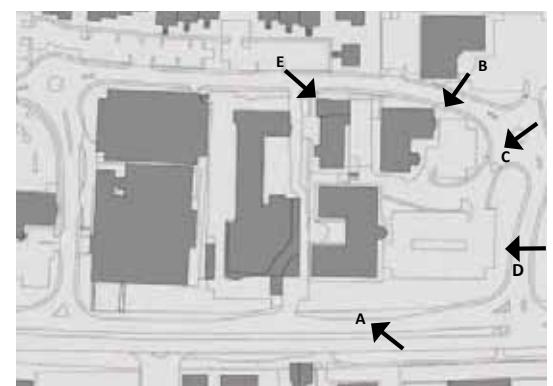
Photo C



Photo D



Photo E



Previously Consented Scheme

The site has a historic consent to develop a 140 room, 6 storey hotel, application reference: 74423/APP/2018/4437

The scale and massing of this consent was originally used as the initial precedent for our September 2022 pre-app for a new build residential building.



Pre-Application

Pre-application proposals for a 7 storey residential scheme with brick and aluminium facades, including extensive winter gardens were discussed with the council at pre-app on 9th September 2022. The following summarises these discussions:

1. Principle of development

- Acceptable

2. Design/Scale/Massing

- 7 storeys would be a tall building, which would inappropriate. Consideration should be to set the top floor back further.
- A large amount of the land is given to car parking, query whether this optimises the use of the site.
- Pleased to see building line along Bath Road respected.
- Stronger frontage/ entrance to Bath Road is welcomed
- Entrances to both sides are fully supported
- Warmer brick tones is welcomed.
- Excessive Winter Gardens give an office block appearance.
- Building should have more of a residential appearance

3. Unit mix

- Proportion of 1 bed units (60%) is high. 2 beds (30%) are reasonable, 3 beds (10%) is low.

4. Quality of Accommodation

- Dual aspect provision should be maximised.
- Communal amenity space suggested to omit some of the car-parking

5. Car Parking

- Needs to be reviewed in terms of layout and provision (over-provision) with scope to reduce to provide greater amenity to residents.



Pre-application scheme showing elevation to Bath Road. Concerns were raised with the colour of brick, excessive cladding, winter gardens and lack of prominent entrance. A greater level of amenity space was also sought and the proposals needed to show the development in context.

Site Layout- comparative analysis (between pre-application proposals and March 2023 planning submission)



Pre-application

Concerns were raised about the over-provision of car parking, lack of communal amenity (which could replace car parking) and whether the site was optimised.



Planning (March 2023)

Car-parking was reduced with a greater emphasis on communal amenity and additional 'green' landscaped areas. This site wide approach provided a greater integrated use of land across the extent of the site.

Refused Scheme

Following the September 2022 Pre-app, a detailed scheme was prepared for 63 apartments raised over 6 storeys. This application was submitted in March 2023 Ref:(74423/APP/2023/755). This was refused on December 2023. The main design/Architectural reasons for refusal are points 1,2,4 and 7.

1) Visual Impact:

Due to its height, width, scale, bulk, massing, footprint and design, the proposed building would form an oversized, uncharacteristic and visually incongruous form of development which would fail to harmonise with the established character of the site and street scene. The proposal would therefore be detrimental to the visual amenities of the streetscene and the character and appearance of the surrounding area, contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D1 and D3 of the London Plan (2021) and Chapter 12 of the NPPF (2023).

2) Impact on Neighbouring Amenities:

The proposed building would have numerous habitable room windows (from ground to 6th floor) which provide direct, short distance, views toward the front elevation habitable room windows of the residents of Vista Court. Due to the position of the windows and their close proximity to neighbouring properties, the proposed development would cause excessive overlooking and a significant loss of privacy to the detriment of those neighbours residential amenity. The proposal is therefore considered to be contrary to Policies DMHB 11, of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021), and Chapter 12 of the NPPF (2023).

4) External Amenity Space:

The residents of the proposals would be provided with poor quality and insufficient external amenity space, to the detriment of their residential amenity and living conditions. The proposal would therefore be contrary to Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7) Accessibility:

The proposed development fails to provide an acceptable standard of M4(3) - Wheelchair user dwellings, as prescribed in Approved Document M to the Building Regulations (2015 edition). The proposal is therefore contrary to Policy DMHB 16 of the London Borough of Hillingdon Local Plan (part 2) and Policy D7 of the London Plan (2021).



Response to item 1. Visual Impact

The March 2023 designs retained the height of the previously consented scheme, being arranged over ground+5 floors. The material palette had been revised from the pre-application proposals, with a soft brick palette reducing the more commercial appearance of the original proposals.

However as seen from the previous page, officers concerns remained that the proposal was to large and bulky, needing to be reduced in scale and articulated more in form and massing.

As can be seen from these images, our revised proposal has removed part 1 and part 2 storeys across various sections of the currently described scheme.

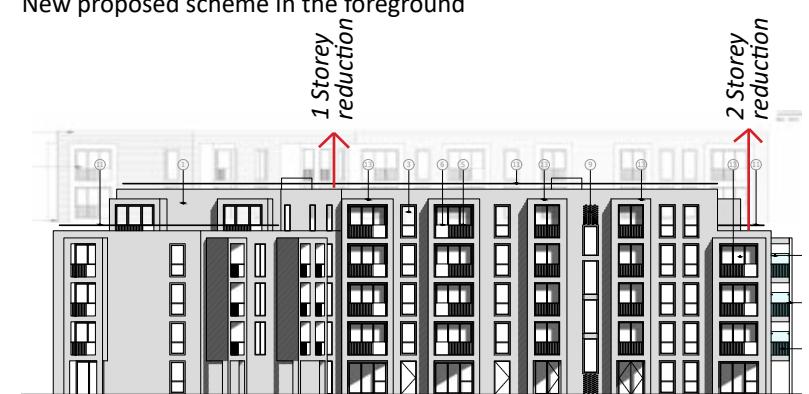
The building now steps down in scale both towards the neighbouring Vista Court and to the north and east towards the Green Belt land.

In comparison to the previously consented hotel scheme (ref: 74423/APP/2018/4437), the current proposal again has removed part 1 and part 2 storeys across the building.



South elevation: refused scheme march 2023 in background

New proposed scheme in the foreground



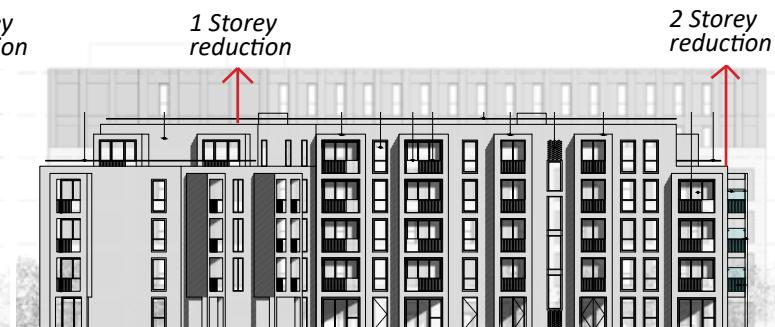
North elevation: refused scheme march 2023 in background

New proposed scheme in the foreground



South elevation: consented scheme September 2022 in background

New proposed scheme in the foreground



North elevation: consented scheme September 2022 in background

New proposed scheme in the foreground

Response to item 2. Impact on neighbouring amenities

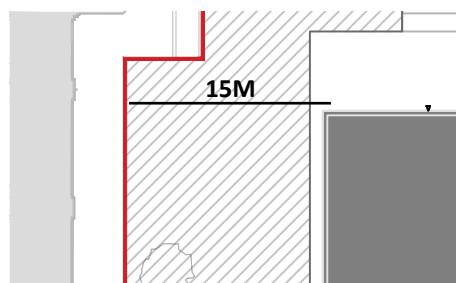
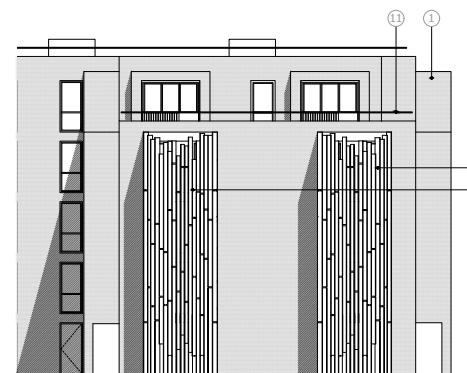
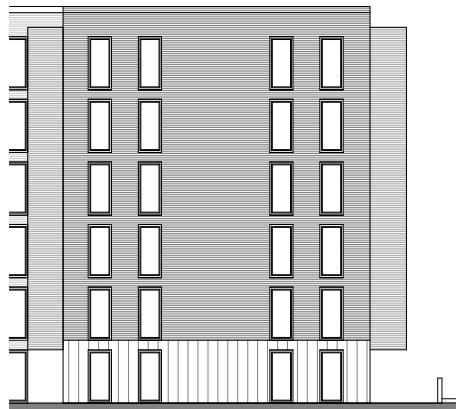
When siting the proposed development we have set the line of the southern facade to continue the defined building line to the Bath Road.

On the previous hotel consent the western flank wall of the consented scheme was set approx 16m distant from Vista Court's East facade and the space between the buildings was utilised for car parking.

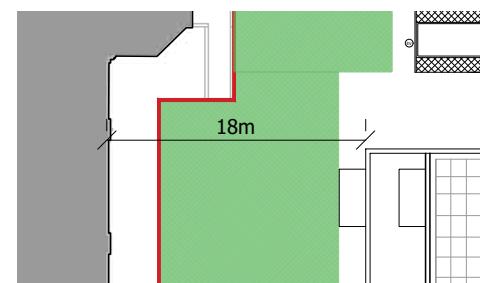
Our March 2023 application, whilst it introduced soft landscaping between the buildings, it did narrow the separation distance to 15m.

This new submission elongates the separation distance between Vista Court and the new proposals. We now have 18m between the facades.

Furthermore we have stepped down the western facade of the proposals and articulated the facade with an angled screen fronting private balconies. The screen provides visual animation whilst also angling views from these balconies to the north and south, thus ensuring that the amenity of residents at Vista Court is maintained.



April 2023 Application:
Relationship to Vista Court



Current proposal: Increased separation distance
- articulated facade with screening to protect privacy

Response to item 4. External amenity space

There are green spaces to the south of the site along Bath Road and Nobel Drive.

The original pre-app proposals had the majority of the space to the north of the proposed building as car parking.

Since the initial application site wide parking and landscape greening initiatives have been developed. For parking refer to separate Highways report.

These current proposals maintain and enhance the existing green spaces to the south and east of the new building. They also introduce 3 new green spaces.

1. New soft landscaping between Vista Court and the proposed building. In addition the west flank elevation facing to Vista Court is now reduced from 6 storeys to 4 storeys.

2. New landscaped amenity area adjacent to the green belt facing Peninsul House.

3. New green space at the heart of the site next to Atlantico House. This area will be planted with ornamental species and will act as a green corridor to link the new building with the site wide new amenity areas.

We have also moved proposed play area away from the neighbouring Vista Court.



Previous Application (March 2023)



Current Proposal

1. New landscaped setting between Vista Court and proposed building
2. New landscaped amenity area adjacent to Green Belt Land.
3. New green space, with ornamental planting at the heart of the site.

Response to item 7. Accessibility

We have a total of 7 apartments which have been designed to the requirements of Part M4(3).

These are clearly illustrated on the 4 drawings submitted with this application

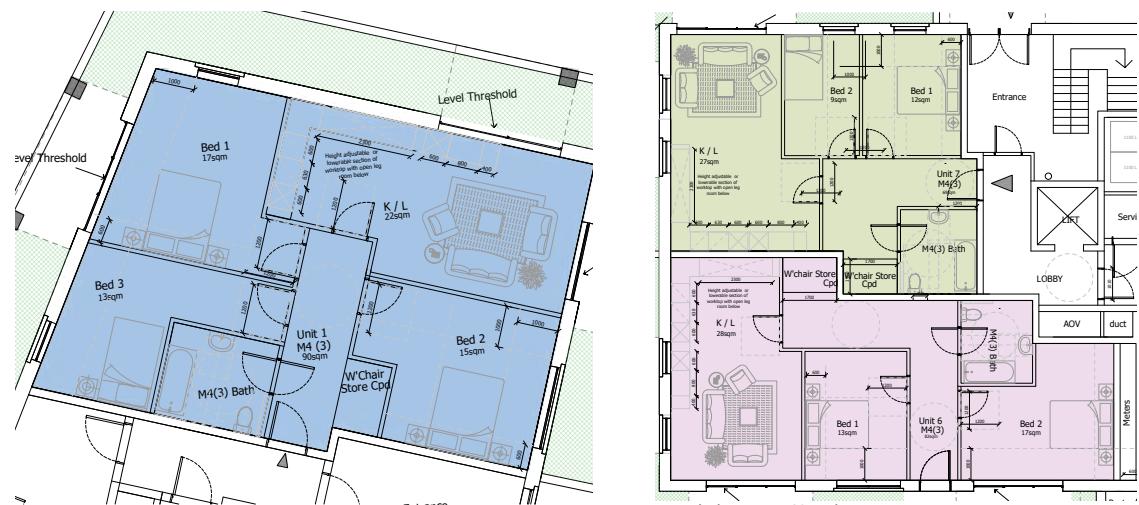
- E21-038/M4(3) 1
- E21-038/M4(3) 2+3
- E21-038/M4(3) 4+5
- E21-038/M4(3) 6+7

In addition, we have lift access to all floors of the building, within each of the 3 circulation cores.

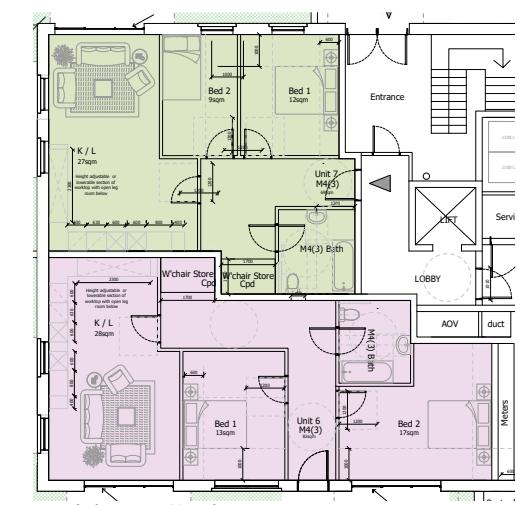
These lifts will be Evacuation Lifts and as such are in a separate lobby out side of the escape staircase.

Level access is provide to each ground level entrance and all corridors and apartment entrance doors are level.

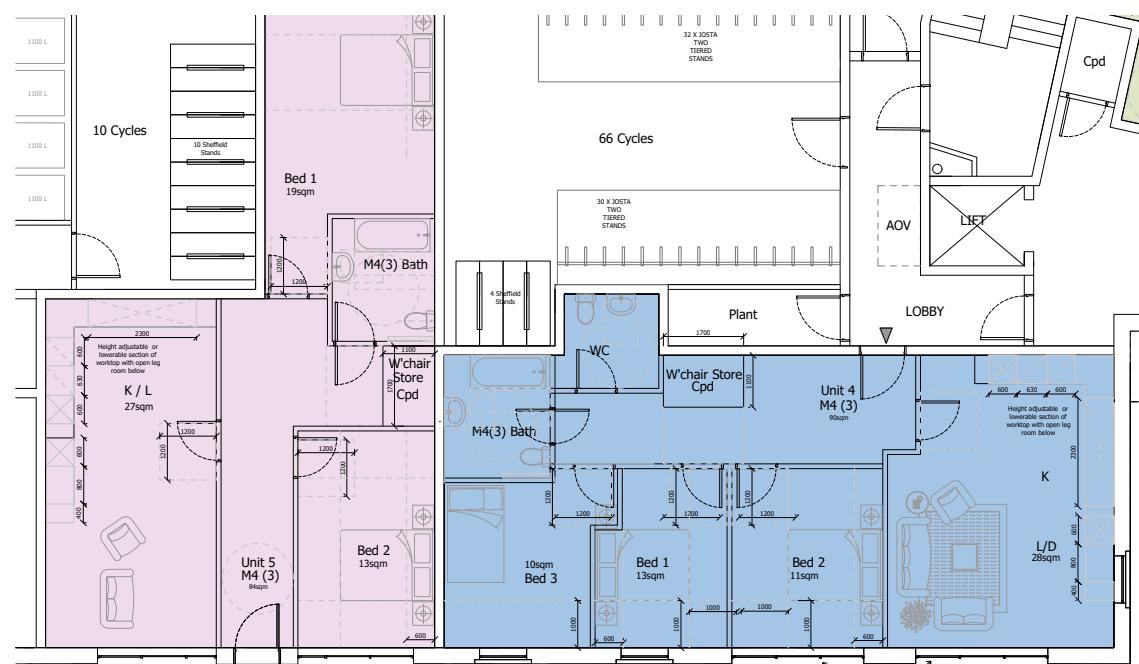
The staircase is designed to ambulant disabled standard, with suitable rise and going, contrasting nosings, ironmongery etc.



Drawing ref: M4(3).1



Drawing ref: M4(3).6+7



Drawing ref: M4(3).4+5

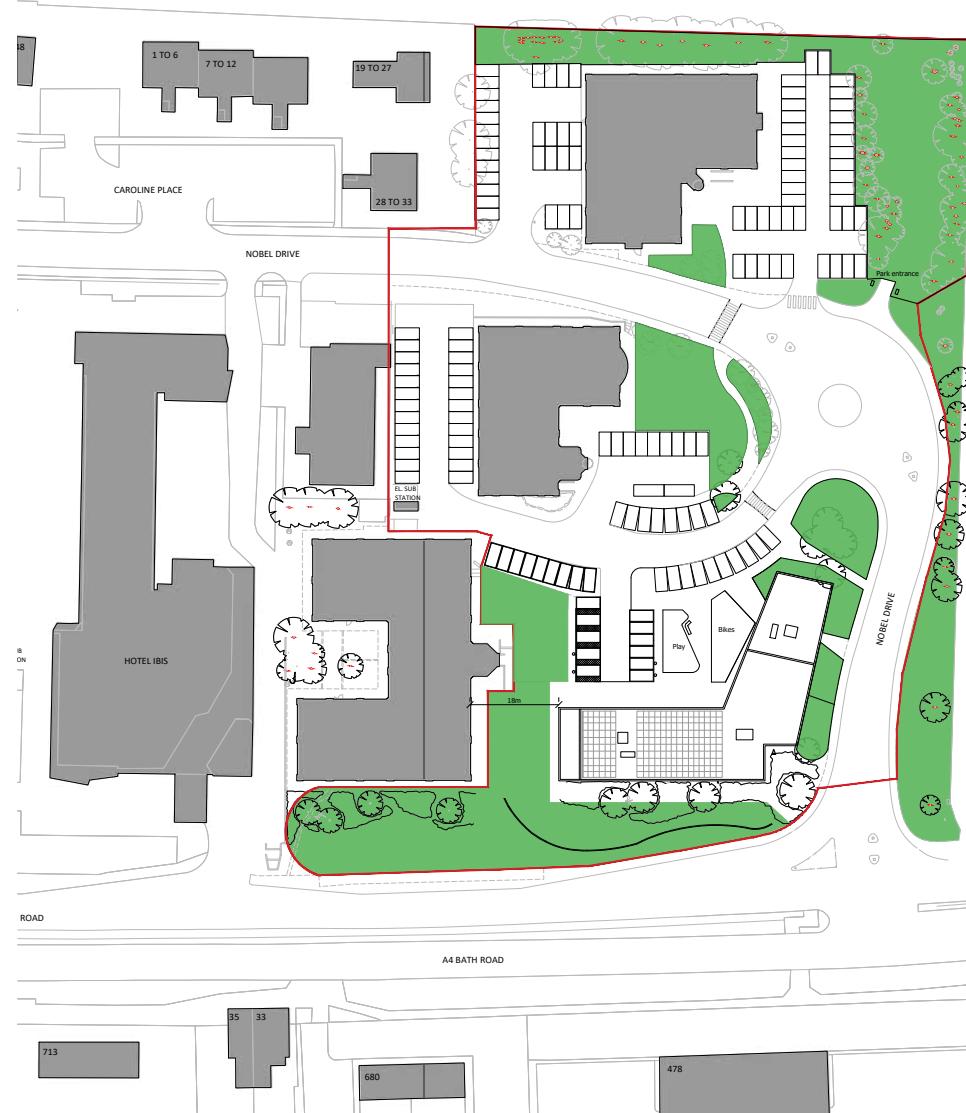
Site Layout

The application site comprises of the southern car park section of the wider Status Park complex and the car parks of Atlantico House and Peninsula House to the north. Following the conversion of Vista Court, Atlantico House and Peninsula House to apartments in the early 2020. The car parking requirement across the greater Status Park site has fallen considerably. This has created the opportunity for a site wide master plan to be proposed which includes.

- consolidated car parking provision across the wider Status Park site.
- an opportunity for increased urban greening.
- integrated landscape proposals acrosss the wider site.
- and the creation of useable shared amenity zones.

The shared amenities are:

- play and fitness areas.
- lawns, gardens and increased porous surface



Site Layout- Amenity/Greening

Landscape proposals are submitted in tandem with this application.

The proposals show a clear enhancement of 'green spaces' which provide break-out amenity, areas of refuge and shade, a softened visual barrier and have benefits of reducing noise and overlooking.

The introduction of this 'greening' is a significant, sustainable improvement on the existing car-park site and does much to enhance the qualities of the Green Belt which resides opposite the site.

See submitted BD Landscape Architects Proposals.



Cross section through Site



Landscape Plan

Proposals - Ground Floor

A total of 7 apartments are provided at ground floor level, plus entrances, cycle stores and refuse stores.

There are 3 cores serving the building. All 3 have access from both the main southern and eastern frontages, plus from the car park to the north. In addition to the communal entrances, 3 of the ground floor apartments have their own private front doors. All units have their own private gardens.

At Ground floor the mix is as follows:

- 1x 1B/2P units
- 2x 2B/4P units
- 2x 2B/3P unit
- 2x 3B/5P unit



Proposals - First, Second & Third Floor

The first, second, and third floors follow similar layouts.

The unit mix is as follows:

5x 1B/2P units

4x 2B/4P units

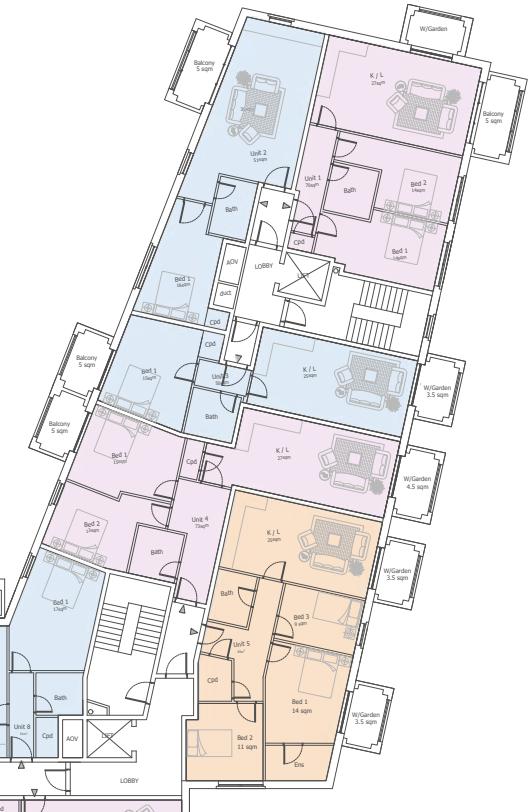
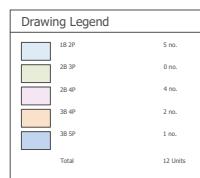
2x 3B/4P units

1x 3B/5P unit

All units have access to either private balconies and/or winter gardens.

Winter gardens have been introduced to the south and east (front facing) elevations, which are more susceptible to noise from Heathrow Airport and the Bath Road.

Balconies are utilised on the internal facing facades where the massing of the building itself will provide acoustic sheltering.



Proposals - Fourth Floor

The fourth floor has a total of 8 units. The unit mix is as follows:

- 2x 1B/2P units
- 3x 2B/3P units
- 1x 2B/4P unit
- 1x 3B/4P unit
- 1x 3B/5P unit

All units have open plan living / dining / kitchen areas, with private amenity in the form of balconies and /or winter gardens.

All units are London Plan space standard compliant as a minimum, with associated room sizes and storage cupboard provision.

Drawing Legend		
1B 2P	2 no.	
2B 3P	3 no.	
2B 4P	1 no.	
3B 4P	1 no.	
3B 5P	1 no.	
Total	8 Units	



SCALE 1:100
SCALE 1:1
0m 1m 2m 4m 6m 8m 10m
0m 20mm 40mm 60mm 80mm 100mm



Proposed: South Elevation

The current proposal is reduced in height from the previously refused application. The previous scheme was a relatively constant 6 storey building, matching the previously consented height of the hotel scheme. These proposals are now part 4 storey and part 5 storey.

The massing has been stepped down at each end. This ensures that a reduced 4 storey elevation addresses the neighbouring property at Vista Court (we have also increased the separation distance between the west elevation and Vista Court). Equally the wing of the building facing to the east onto Nobel Drive and the Green Belt land beyond is also stepped down to 4 storeys, thus responding to the break in the urban grain at this point along the Bath Road.

A homogeneous brick façade is articulated by the projections and indentations of the integrally designed winter garden feature used across the outward facing facades. These winter gardens provide private amenity space, while mitigating potential acoustic issues.

Window and door openings are vertically aligned to ensure an ordered appearance.

Integrated landscape proposals include tree planting along the site boundary and the use of a curving, hit and miss horizontal fence to provide semi-porous visual and acoustic separation.



South Elevation



South Elevation visual

Proposed: North Elevation

The North elevation continues the same rhythm of openings which continue up through the building (as per the Southern elevation).

To the North side, units have integrated balconies which overlook the rest of the site, away from the airport.

Secondary entrances and external access to Bin and Cycle Stores are provided.



Materials

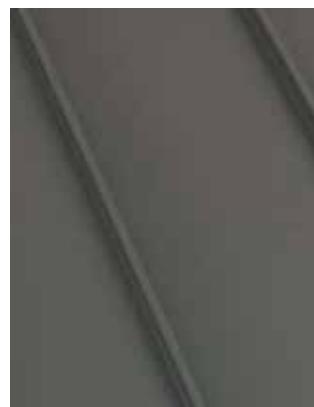
A simple limited material palette is proposed, as stipulated during the pre-planning discussions.

The principal material is a light buff multi brick. Windows and doors are polyester powder coated aluminium, dark grey, with deep set reveals to accentuate shadow lines and façade articulation. Dark grey aluminium cladding is also utilised to highlight the principal entrances.

On the balconies to the western façade, we proposed vertical angled slats. These will be in pale brown tones and designed to ensure that there is no overlooking or inter-looking with the existing residential units at the neighbouring Vista Court.



Brickwork: Light buff brickwork, yellow, multi stock



Metal Cladding: RAL 7016



Windows: RAL 7016



Vertical angled slats



Soft brown tones

Visuals: South

Natural buffer to boundary

Winter Gardens

Clear rythm of openings

Brickwork detailing to enhance entrance

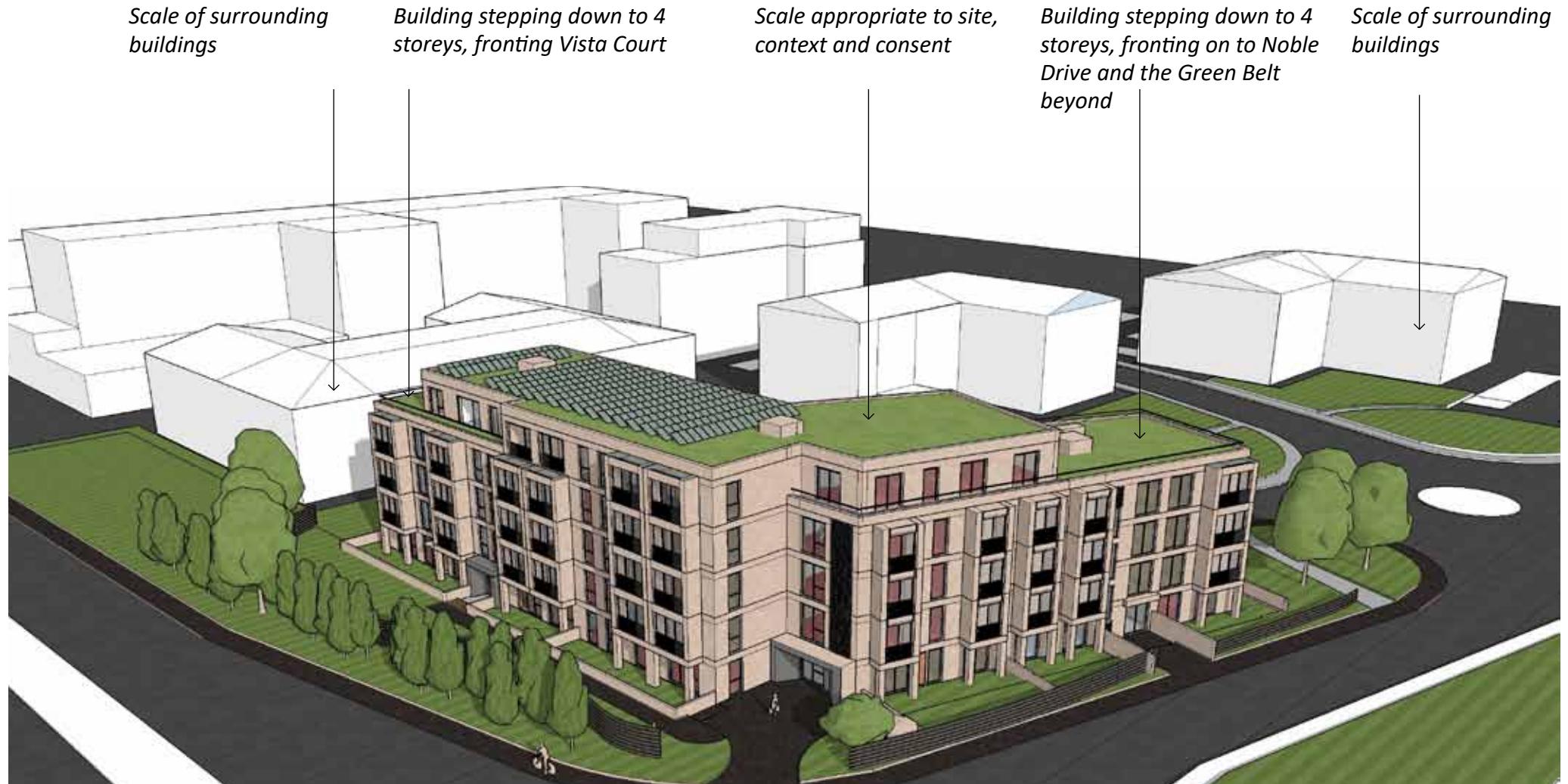


Visuals: North

Secondary entrance Balconies



Massing in context



Conclusions

These proposals will deliver a total of 51 purpose built, good quality residential apartments on currently under developed brown field land.

The scale, form, design and massing of these proposals have been developed in discussion with the council's officers (through pre-planning and detailed planning application consultations) to refine the detail of the scheme to arrive at these proposals which realise a more refined and context lead response to the site.

This new build residential block will deliver a mix of apartment types with:

18x 1 bedroom units (35%)
20x 2 Bedroom units (39%)
13x 3 bedroom units (26%)

The vast majority units are at least dual aspect (2 facing east to the green belt and 3 south facing).

Secure cycle storage is provided, along with secure, ventilated refuse and recycling storage.

These proposals furthermore deliver significant urban greening across the site and reduce the area of non-porous land. We trust these proposals will be positively received and supported by officers.

