

5.8 LAYOUT AND ACCOMMODATION (CONTINUED)

5.8.2 VERTICAL CIRCULATION

The hotel guests will use a bank of three lifts that service up to Level 11. In order for Hotel guests to use the shared hotel amenities above, a transfer to the two shared amenity lifts is then required, which service from Level 0 to Level 12. These are provided with their own dedicated entrance at street level to facilitate non-resident hotel guests access to the shared Hotel amenities. Guests who enter from the Hotel reception on the ground floor will also be able to use the feature stairs, bringing them up to the F&B offers on the first floor. Residents of the new homes in the building will have a separate bank of lifts that brings them from their dedicated ground floor entrance to Level 13 and above.

Three dedicated goods lifts will provide service to every floor for the 'back of house' activities, servicing both Hotel and Residential levels.

There are four primary stairs serving the building, with two stairs serving the Hotel portion of the building, and two separate stairs serving the Residential portion. Three of these stairs will serve down to the shared landlord plant and ancillary spaces at basement level, which includes a car park, and one additional stair will be provided which solely serves this plant and ancillary level. The stairs are primarily for emergency egress purposes, but will be available to use for those who do not wish to utilise the lift for short journeys between floors.

The proposed building is over 18m in height to the topmost accessible storey, and the building has a floor area over 900m². Therefore, in the residential demise of the building, both of the stair cores have been designed as firefighting stairs. Within the hotel demise of the building, only one of the stair cores have been designed as a fire-fighting shaft (this is further discussed in Section 8).

The basement also exceeds the 900m², as such this is required to be served by a minimum of two firefighting shafts. Therefore, two firefighting stairs (one serving the Hotel and one serving the Residential) shall be extended to the basement to provide hose coverage to this level.

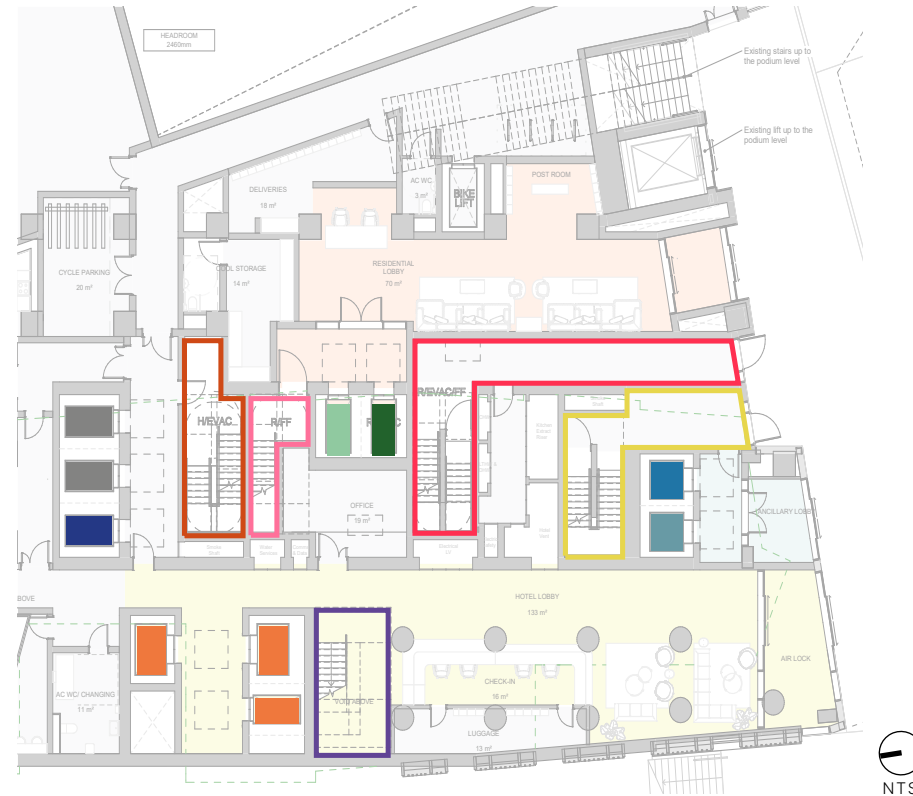


FIGURE 223. Ground Floor Plan

KEY

 Hotel	 Amenity service / Evacuation lift
 Residential	 Residential passenger / Firefighting lift
 Shared Amenities	 Residential passenger / Evacuation lift
 Back of House / Plant	 Residential Firefighting stairs
 Hotel guest lift	 Residential Evacuation & Firefighting core
 Hotel service lift	 Feature stairs
 Hotel Evacuation stairs	
 Hotel Evacuation & Firefighting core	
 Amenity passenger lift	
 Amenity passenger / Firefighting lift	

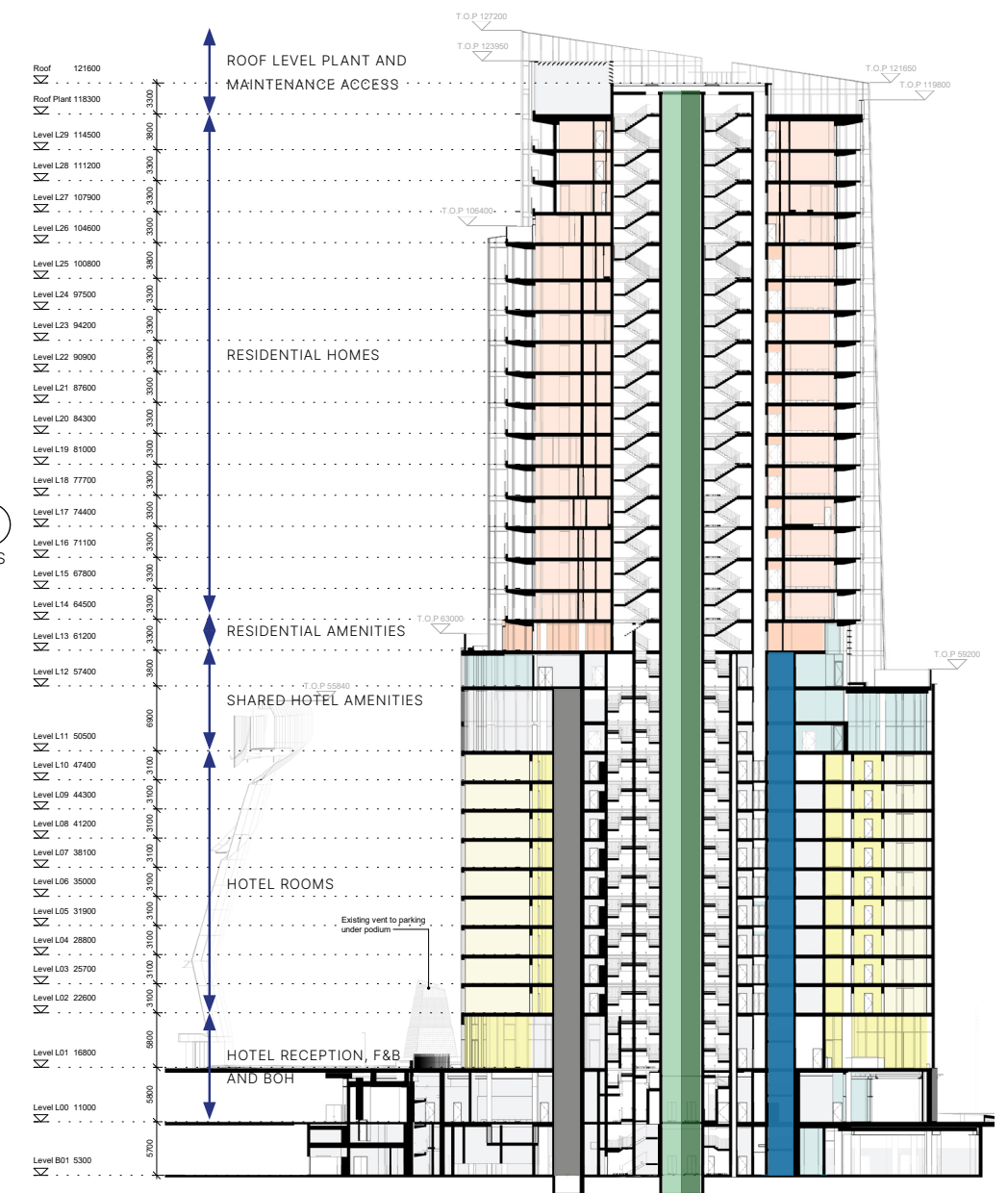


FIGURE 224. Section - North / South

5.8 LAYOUT AND ACCOMMODATION (CONTINUED)

5.8.3 BASEMENT LEVEL

Hotel car park access is provided, via the existing basement car park access ramp on Park Lane, between the NDP Hotel and Extreme Sports Building sites (Plot 4).

The majority of the back of house operations and plant spaces are located within the existing basement, to prioritise the use of the street level and internal ground level by the hotel guests, visitors and residents.

There are 64 car parking spaces (of which 10% are accessible), for both hotel guests and residents. Cycle parking is separated into hotel and residential bike storage, long stay and short stay. The residential bike storage is also located in the basement, where residents can access using the dedicated bike lift. Hotel cycle parking will mainly be for staff and 'back of house' use.

A full breakdown of car and cycle parking, with comparisons to previously approved (2016) and approved with amendments (2017) scheme, is set out on the following page.

Details with regards to transport and servicing are covered within the updated traffic and transport reports prepared by ARUP and accompanying the S73 NDP Hotel Application.



FIGURE 225. Basement Floor Plan

KEY	
 Back of House	 Hotel Amenity Lift
 Back of House Lifts	 BMT Lobby
 Staircases	 Cycle Parking
 Hotel Lifts	 Accessible Parking Bays
 Hotel Lift Lobby	 Plant rooms
 Residential Lifts	 Vehicle Access Route

5.8 LAYOUT AND ACCOMMODATION (CONTINUED)

5.8.3 BASEMENT LEVEL (CONTINUED)

Approved Scheme (2016):

76 car parking spaces (10% accessible – 8 spaces)

12 cycle parking spaces (6 racks)

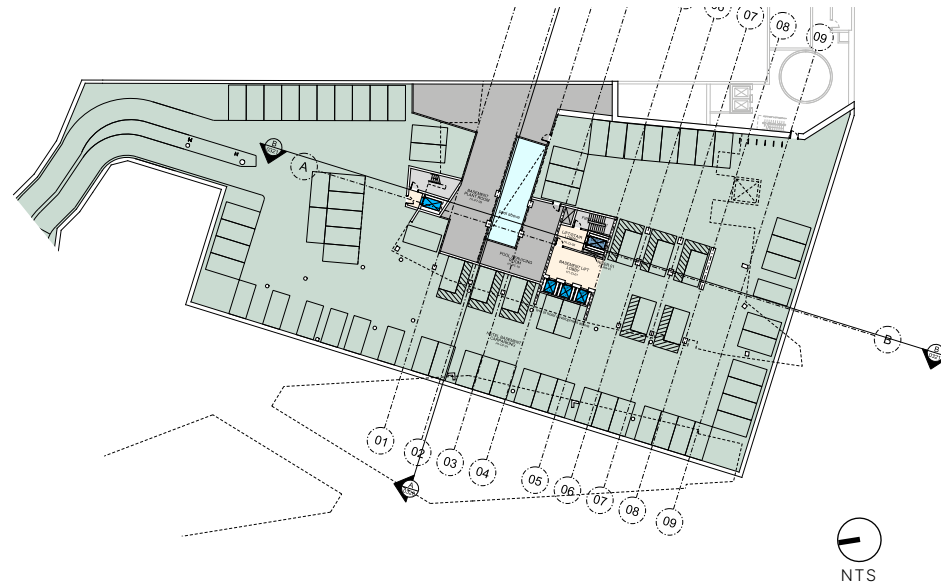


FIGURE 226. LB1 Basement Floor GA Plan

Approved Scheme with amendments (2017):

75 car parking spaces (10% accessible – 8 spaces)

64 cycle parking spaces

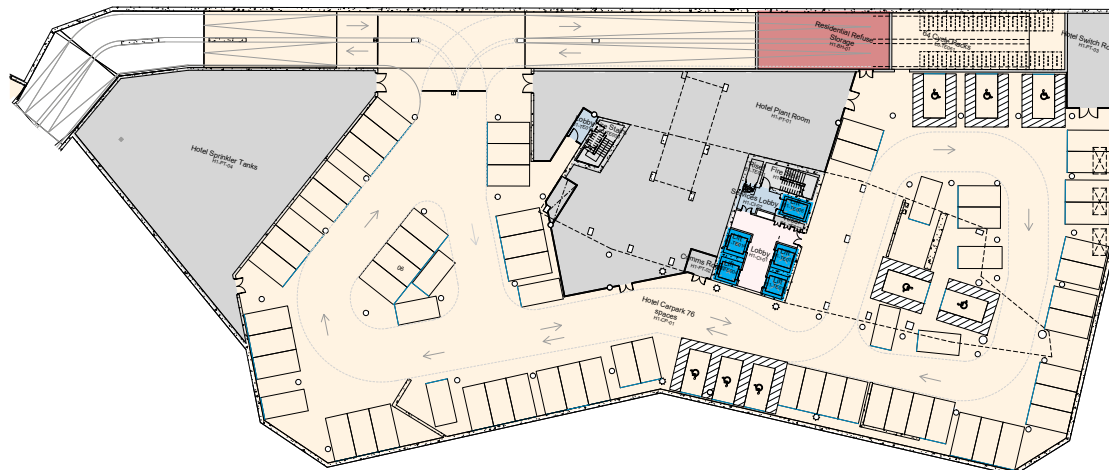


FIGURE 227. LB1 Basement Floor GA Plan

Proposed S73 NDP Hotel Scheme (2023) :

64 car parking spaces (10% accessible – 7 spaces)

122 cycle parking spaces (total):

- Hotel long-stay cycle parking: 9 spaces (1 accessible-5%) @ Ground Floor
- Hotel short-stay cycle parking: 4 spaces @ Ground Floor Level
- Residential long-stay cycle parking: 106 spaces (6 accessible - 5%) @ Basement Level
- Residential short-stay cycle parking: 3 spaces @ Ground Floor Level



FIGURE 228. LB1 Basement Floor GA Plan