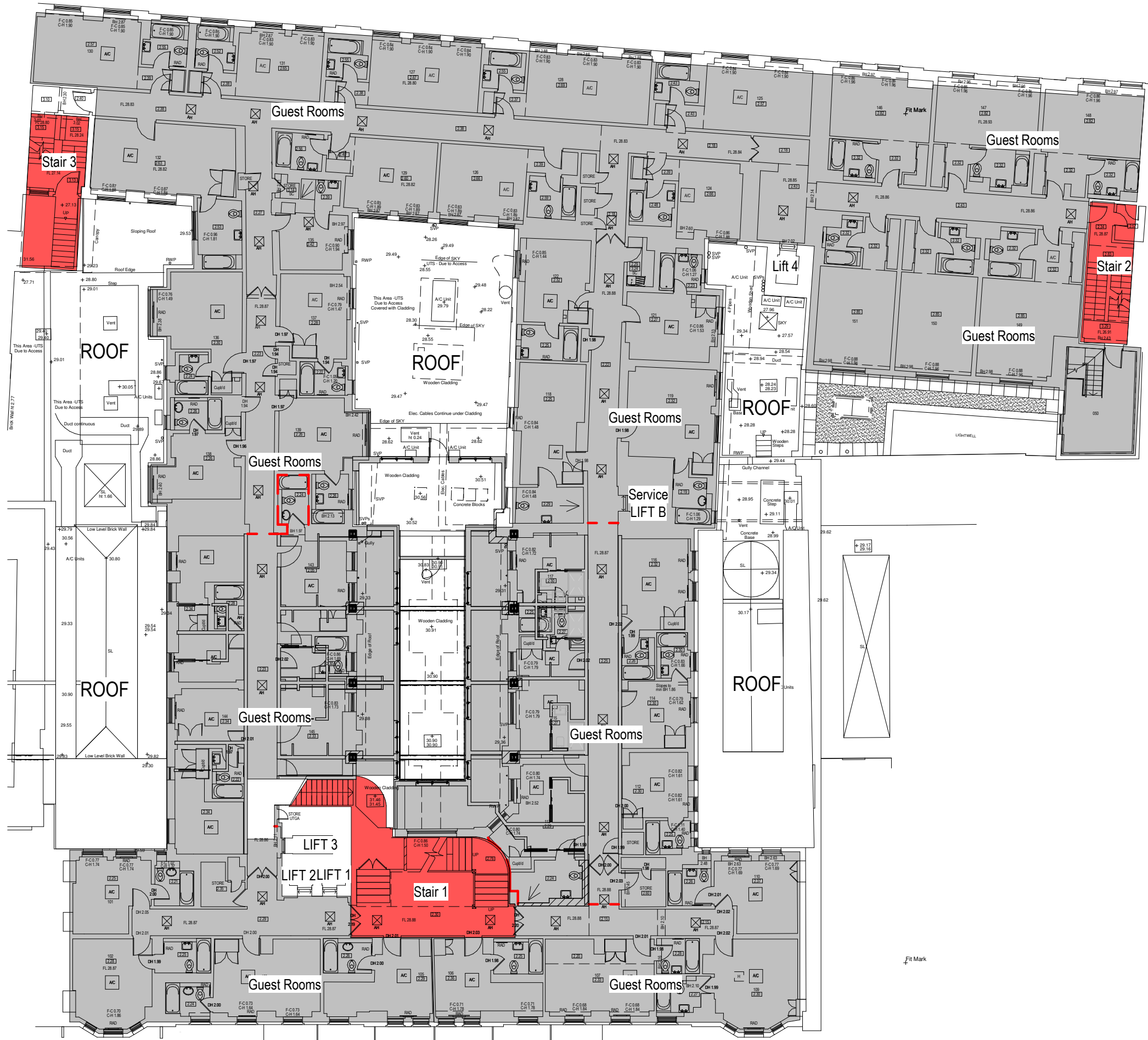




Ground Floor Plan - H2 policy
1 : 200



Basement Floor Plan - H2 Policy
1 : 200



First Floor & above Plan - H2 policy
1 : 200

Planning Statement

Additional clarification response to Planning Policy H2.

1. **Possibility of sharing a stair core to the rear of Old Gloucester Street. Are the 2nr stair cores required?**

Response. To comply with the requirements to provided safe means of escape in the event of Fire, the hotel requires a minimum of 3nr protected stairs. The fire strategy is based upon the industry standard assumption that one of these may be 'out of action' during an evacuation and so occupants have a choice of 2 alternative escape routes. As such it is not feasible to provide one of these stairs as a dedicated access for residential use, as this may result in only one means of escape being available to the Hotel. The alternative of sharing a stair is not feasible due to security issues, as the stairs provide unrestricted access to both Guest and Back of House staff areas. Any additional security measures that would need to be installed could compromise the free use of these stairs in an evacuation event and the operational functionality of the hotel.

2. **Possibility of reusing one of the existing lifts for residential use only.**

Response, during the design process the client engaged a traffic analysis evaluation of the existing lift provision (Aston VTC) , with a view to the possibility of removing one of the 3nr existing guest lifts at the main entrance. This was based upon the number of rooms proposed to be accessed in the hotel, the hotel occupancy and average number of people in each room. The assessment concluded that; '...based on the information you have provided we have carried out a traffic analysis using simulation software which compares the performance of a two lift Duplex system against a three lift Triplex system. The results are indicative but confirm that there will be significant increases in Passenger Waiting Time (seconds) and Passenger Time to Destination (seconds) by removing Passenger Lift 3.' 'The calculations are also based on the most efficient system in that all three lifts in the Triplex Group scenario are interconnected and therefore all three lifts share the same workload.' 'Further to your request our initial response is that removing Reception Lift 3 and running two lifts will not provide enough handling capacity for the hotel.'

There is an additional guest lift to the rear of the hotel, Lift 4 which is needed to provide access to floors above, due to a difference in levels within the hotel between the front and back, these rear rooms are not accessible from Lifts 1, 2 & 3.

There are an number of dedicated Service lifts A,B & C which cannot be used for other purposes without impacting the functionality of the hotel.

NOTES:
Do not scale from this drawing:
Dimensions to be site checked by Contractor working only from grid and figured dimensions and cross checked with all other relevant drawings.
Any discrepancies to be reported to the Architect prior to construction.
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Key:

- Protected Means of Escape
- Guestroom areas
- Front of House facilities
- Function Rooms
- Office areas
- Back of House facilities
- Sanitary facilities & Welfare

Revision	Description	Date
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Phase 3 Preliminary Proposals

Drawing Title
H2 Policy Plan - Response

File Ref.:
Printer Settings:

Scale @ A1: As Drawn: DR Checked: Checker Date: 10/01/19
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Job No. Drawing No. Revision
3984 SK020

PLANNING SUBMISSION