Hydrock

NCP Flightpath Heathrow

London Plan Fire Statement

Iceni Projects

Revision P01

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Additional Background and Experience Information of Authors

Conor McMillan – achieved a master's degree in Mechanical Engineering and has been gaining experience with developing and advising on fire safety design across various sectors.

Katie Rodaway – Katie is a Fire Engineer with over four years' experience. Katie holds a Masters (MEng) degree in Civil and Structural Engineering from the University of Leeds. Katie has experience in developing fire strategy reports for commercial and residential developments. Katie is also is an Associate member (AIFireE) of the Institution of Fire Engineers (IFE).

Bernice Wong – Bernice has over eight years' experience of working in a fire safety consultancy role and has a PHD in Structural Fire Engineering from the University of Sheffield. Bernice is a Chartered Engineer with the Institution of Engineering and Technology and obtained this status in 2016. With an in-depth understanding of the relevant standards, regulations, and fire safety principles, Bernice is able to deliver fire engineering services to complex projects of varying scales, from small historical site refurbishments to large mixed-use developments, satisfying the priorities of the design team and the client.

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1. INTRODUCTION

Hydrock has been commissioned by Iceni Projects to provide a fire statement for the redevelopment of a site for industrial/logistics development, with ancillary office space, car parking and landscaping at the site addressed as NCP Heathrow Flightpath, Bath Road, Heathrow, UB7 0DU.

1.1 Fire Safety Guidance

This Fire Statement has been developed to satisfy the requirements of the London Plan Policy D12 (A and B). Approved Document B – Volume 2 – 2020 (Fire Safety Non-Dwelling Houses) (ADB V2:2020) will be used to demonstrate compliance with the Part B (Fire Safety) functional requirements of the Building Regulations 2010 (as amended).

It is noted that this guidance document does not set out statutory requirements; they are intended to provide guidance only for generic building designs. An alternative approach can be applied to achieve an acceptable level of safety commensurate with the functional requirements of the Building Regulations 2010 (as amended). Whilst alternative methods have been based on accepted codes of practice, they will be subject to the agreement of the approving authorities.

The Fire Statement demonstrates that the development will provide a sufficient level of fire safety in regard to the life safety of occupants and firefighters.

1.2 Fire Statement

The purpose of this Fire Statement is to outline the fire safety design of the development and to demonstrate that all structures, systems, and components related to the NCP Flightpath Heathrow development are designed to reduce the risk to life and the risk of serious injury in the event of a fire. Additionally, the Fire Statement will demonstrate that the fire safety design of the development will enable duty holders to consider and manage the risk of fire, as well as enabling suitable provisions for the Fire and Rescue Service and firefighting operations.

This Fire Statement sets out the following objectives:

- Demonstrate that the development meets Part B (Fire Safety) functional requirements of the Building Regulations 2010 (as amended);
- Demonstrate that the fire safety of the development has been considered from the outset and satisfies the requirements of the London Plan Policy D12(A) and D12(B);
- Identify any fire safety risks of the development and to outline mitigatory measures in place;
- Identify any risks to Fire Service access and provisions for firefighting and to outline mitigatory measures in place;
- Present a clear, concise overview of the fire safety design of the development which provides sufficient information to the relevant authorities and duty holders.

Policy D12(B) of The London Plan states that "*all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor*". Policy D12(B) further specifies that the Fire Statement should detail how the development proposal will function in terms of:

1. The building's construction: methods, products, and materials used, including manufacturers details;
2. The means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach;
3. Features which reduce the risk to life: fire alarm systems, passive and active fire safety measures, and associated management and maintenance plans;
4. Access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these;
5. How provision will be made within the curtilage of the site to enable fire appliances to gain access to the building; and
6. Ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

1.3 Basis of Report

This Fire Statement was developed based on the following drawings provided by Chetwoods. This is outlined in Table 1.

Table 1 Information on which the Fire Statement is based

Description	Drawings No.	Revision	Date
Proposed Site Plan	00060	P6	04.07.2022
Unit 110 – Warehouse GA Plan	00100	P2	04.07.2022
Unit 110 – Office GA Plan	00110	P2	04.07.2022
Unit 120 – Warehouse GA Plan	00101	P2	04.07.2022
Unit 120 – Office GA Plan	00111	P2	04.07.2022
Unit 130 – Warehouse GA Plan	00102	P2	04.07.2022
Unit 130 – Office GA Plan	00112	P1	04.07.2022
Unit 140 – Warehouse GA Plan	00103	P2	04.07.2022
Unit 140 – Office GA Plan	00113	P2	04.07.2022

2. PROJECT OVERVIEW

2.1 Building Description

The NCP Flightpath development is located within the London Borough of Hillingdon. The site is currently a grade level car park which is bound by the A4 (Bath Road) to the south and the M4 spur – Tunnel Road West to the east of the site. The development proposes 4 adjoined warehouses with each warehouse provided with ancillary offices on a mezzanine level.

The site is located in close vicinity directly to the north of Heathrow Airport as indicated in the site location plan (obtained from Google Maps) included as Figure 1.

Figure 1 Site location plan

The Site plan is included as Figure 2

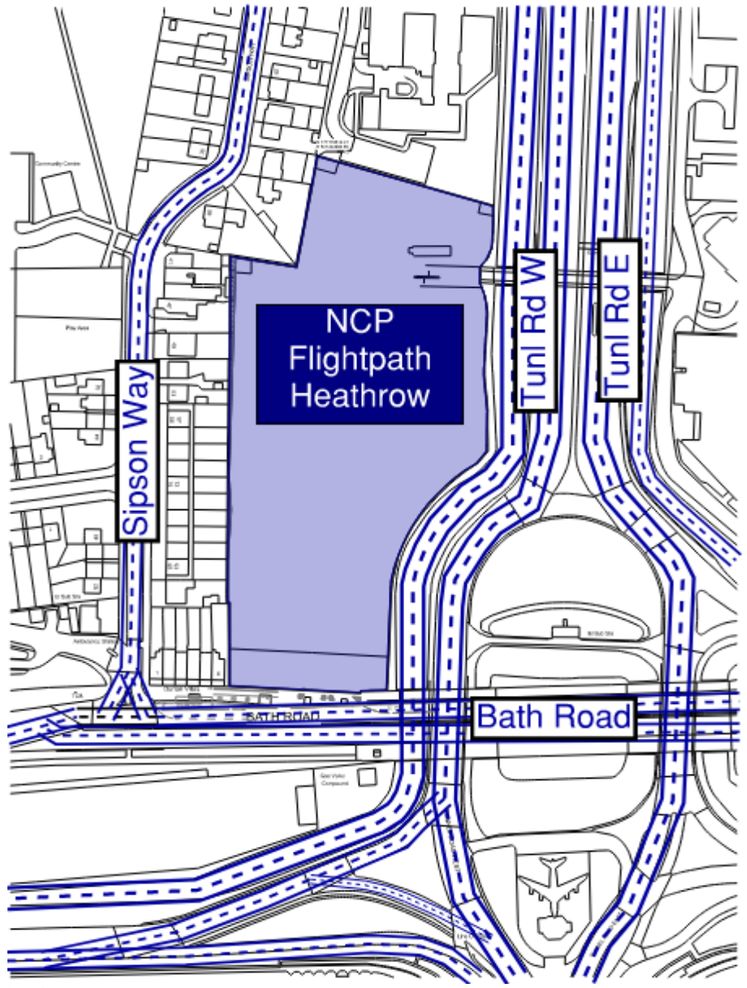

Figure 2 Site plan

The development consists of 4 warehouses adjoined to each other. Each warehouse is provided with a ground floor to be used as the main warehouse space and first floor which provides space for an enclosed open plan office and an open mezzanine level. Each warehouse is provided with areas for vehicle loading and unloading. There is also space for car parking to the south and east of the development.

Unit 110

The warehouse consists of 2 levels.

- Ground floor: Ground floor level is the main warehouse space. It is provided with 4 loading areas. There is also a main office space which provides access to the open plan office on the first floor via a protected stair. Access is also provided to the mezzanine level via a protected stair accessed directly from the warehouse space. A lift is also provided in the main office for access to the first-floor open-plan office.

- First floor: First floor is provided with an enclosed open-plan office and an open mezzanine space.

Unit 120

The warehouse consists of 2 levels.

- Ground floor: Ground floor level is the main warehouse space. It is provided with 3 loading areas. There is also a main office space which provides access to the open plan office area on the first floor via a protected stair. A lift is also provided in the reception area for access to the first-floor open plan area. A second protected stair is provided in the main warehouse space which provides access to the open mezzanine floor on first floor

- First floor: First floor is provided with an enclosed open-plan area and an open mezzanine space.

Unit 130

The Warehouse consists of 2 levels.

- Ground floor: Ground floor level is the main warehouse space. It is provided with 3 loading areas. There is also a main office space which provides access to the open plan area on the first floor via a protected stair. A lift is also provided in the reception area giving access to the open-plan office area on the first-floor. Access is also provided from the main warehouse space to the first-floor open mezzanine level via a protected stair.

- First floor: First floor is provided with an enclosed open-plan office area and an open mezzanine level.

Unit 140

- Ground floor: Ground floor level is the main warehouse space. It is provided with 2 loading areas. There is also a main office space which provides access to the first-floor office via protected stair. The first-floor can also be accessed via a lift from the main office. A second protected stair is provided in the main warehouse space which provides access to the open mezzanine floor on first floor.

- First floor: First floor is provided with an enclosed open plan area and an open mezzanine level.

3. MEANS OF ESCAPE

This section of the Fire Statement is aimed at providing information in regard to the means of escape for occupants. In accordance with the London Plan (2021), the proposed means of escape satisfies the policy requirements as indicated in Table 2.

Table 2 Means of escape London Plan policy references

Policy Reference	Policy Requirement
Policy D12 – Clause A1	*[Development proposals must ensure that they] identify suitably positioned and unobstructed outside space:* • *For fire appliances to be positioned on* • *Appropriate for use as an evacuation assembly point*
Policy D12 – Clause A4	*[Development proposals must ensure that they] provide suitable and convenient means of escape, and associated evacuation strategy for all building users.*
Policy D12 – Clause A5	*[Development proposals must ensure that they] develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence.*
Policy D12 – Clause B2	*[The Fire Statement should detail how the development proposal will function in terms of] the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach.*
Policy D12 – Clause 3.12.5	*Developments, their floor layouts and cores need to be planned around issues of fire safety and a robust strategy for evacuation from the outset, embedding and integrating a suitable strategy and relevant design features at the earliest possible stage, rather than features or products being applied to pre-determined developments which could result in less successful schemes which fail to achieve the highest standards of fire safety.*
Policy D12 – Clause 3.12.7	*The provision of stair cores which are suitably sized, provided in sufficient numbers and designed with appropriate features to allow simultaneous evacuation should also be explored at an early stage and provided wherever possible.*
Policy D5 – Clause B5	*[Development proposals should] be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.*

3.1 Evacuation Strategy

The proposed evacuation strategy is based on a single-staged simultaneous evacuation. In a single-staged evacuation, the activation of a call point or detector gives an instantaneous warning from all fire alarm sounders for an immediate evacuation.

3.2 Horizontal Means of Escape

Horizontal escape from the building can be summarised as follows:

Unit 110

- Ground floor: There are four-story exits on this level which all exit directly to the external. two of the storey exits can be accessed directly from the main warehouse area. The remaining two storey exits are accessed from the main office and protected stair.
- First floor: There are two storey exits on this level. One is accessed from the enclosed open-plan office area and leads to a protected stair. The other is accessed from the open mezzanine level and leads to another protected stair.

Unit 120

- Ground floor: There are four-story exits on this level which all exit directly to the external. two of the storey exits can be accessed directly from the main warehouse area. The remaining two storey exits are accessed from the main office and protected stair.
- First floor: There are two storey exits on this level. One is accessed from the enclosed open-plan office area and leads to the protected stair. The other is accessed from the open mezzanine level and leads to the additional protected stair.

Unit 130

- Ground floor: There are four-story exits on this level which all exit directly to the external. two of the storey exits can be accessed directly from the main warehouse area. The remaining two storey exits are accessed from the main office and protected stair.
- First floor: There are two storey exits on this level. One is accessed from the enclosed open-plan office area and leads to a protected stair. The other is accessed from the open mezzanine level and also leads to a protected stair.

Unit 140

- Ground floor: There are four-story exits on this level which all exit directly to the external. two of the storey exits can be accessed directly from the main warehouse area. The remaining two storey exits are accessed from the main office and protected stair.

- First floor: There are two storey exits on this level. One is accessed from the enclosed open-plan office area and leads to a protected stair. The other is accessed from the open mezzanine level and also leads to a protected stair.

All travel distances within the development satisfy the requirements set out in ADB 2020.

The fire detection and alarm system (covered in Section 4 – Active Fire Safety Measures) will have interfaces and links as necessary to operate equipment/devices so as to not impede on the safe escape of occupants.

3.3 Vertical Means of Escape

Unit 110

The building is provided with two protected stairs which both serve the ground and first floor. Both protected stairs discharge direct to the external at ground level. The automatic door in the western protected stair should fail-safe open and be provided with a manual override switch. Door clear width should not be less than 1000mm.

Unit 120

The building is provided with two protected stairs which both serve the ground and first floor. Both protected stairs discharge direct to the external at ground level. The automatic door in the western protected stair should fail-safe open and be provided with a manual override switch. Door clear width should not be less than 1000mm.

Unit 130

The building is provided with two protected stairs which both serve the ground and first floor. Both protected stairs discharge direct to the external at ground level. The automatic door in the western protected stair should fail-safe open and be provided with a manual override switch. Door clear width should not be less than 1000mm.

Unit 140

The building is provided with two protected stairs which both serve the ground and first floor. Both protected stairs discharge direct to the external at ground level. The automatic door in the western protected stair should fail-safe open and be provided with a manual override switch. Door clear width should not be less than 1000mm.

3.4 Provisions for Disabled Occupants

Disabled refuge areas are to be provided on the landing of the protected escape stairs on the upper floors of each building.

In accordance with Annex G BS9999:2017, each refuge is to provide an area accessible to a wheelchair of at least 900mm x 1400mm in which a wheelchair user can wait for assistance. Disabled refuge areas are to be provided with a two-way emergency voice communication (EVC) system linked to building management. They will be provided such that they are readily operated by, and comprehensible to, all persons likely to need to use them.

Disabled refuges should be provided within each protected stair

Evacuation Lifts

In accordance with Policy D5 (Inclusive Design) of the London Plan, all building users should be able to evacuate from a building with dignity and by as independent means as possible. Therefore, it is recommended that an evacuation lift is provided within each core to demonstrate the highest standards of accessible and inclusive design to be met.

The lifts are to be designed and constructed as an evacuation lift. In accordance with Annex G of BS9999:2017, and be designed and installed in accordance with BS EN 81-20 and BS EN 81-70.

In accordance with clause G.2.1 of BS 9999:2017 an evacuation lift should be situated within a protected enclosure consisting of the lift well itself and a protected lobby at each storey served by the lift, and should be provided with a protected route from the evacuation lift lobby at the final exit level to a final exit. It should be associated with a refuge and should be clearly identified.

3.5 Evacuation Assembly Points

The final assembly point for occupants in the event of an evacuation is expected to be near the cycle shelter/ seating area to the south of the site opposite unit 110. This is to ensure occupants can assemble a safe distance away from the building in an evacuation incident as well as not to impede on the fire service access to the site. Another potential assembly point could be the car park area. The potential assembly locations are illustrated in Figure 3.

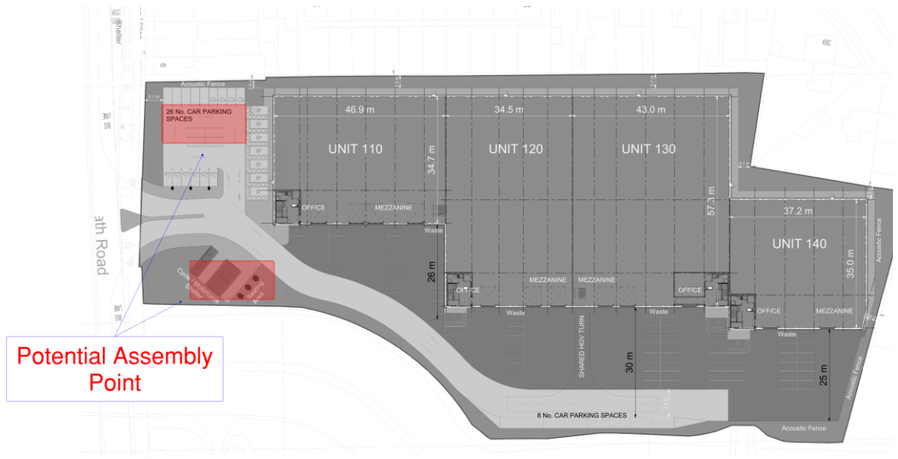

Figure 3 - Assembly point

4. ACTIVE FIRE SAFETY MEASURES

This section of the Fire Statement is aimed at providing information in regard to the active fire safety measures recommended for the development. In accordance with the London Plan (2021), the proposed active fire safety measures satisfy the policy references as indicated in Table 3.

Table 3 Active fire safety measures London Plan policy references

Policy Reference	Policy Requirement
Policy D12 – Clause A2	*[Development proposals must ensure that they] are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures.*
Policy D12 – Clause B3	*[The Fire Statement should detail how the development proposal will function in terms of] features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans.*

4.1 Fire Detection and Alarm Systems

The fire detection and alarm systems are to be designed, installed and commissioned in accordance with BS5839-1:2017. It is proposed to provide the building with a minimum category M (manual) detection and alarm system which satisfies the building regulations and is the minimum acceptable category system for use in the warehouse and office spaces.

4.2 Emergency Signage

Escape signage is to be provided throughout the building designed and installed in accordance with BS5499:2013. Signage utilised throughout the building is to be consistent and in accordance with BS ISO 3864-1:2011.

4.3 Emergency Lighting

Emergency lighting is to be provided throughout the development designed, installed and commissioned in accordance with BS5266-1:2016.

4.4 Automatic Water Fire Suppression Systems (AWFSS)

The building does not contain a storey more than 30m above ground level and thus there is no height-trigger requirement for the provision of a sprinkler system.

5. PASSIVE FIRE SAFETY MEASURES AND CONSTRUCTION DETAILS

This section of the Fire Statement is aimed at providing information in regard to the passive fire safety measures recommended for the development. In accordance with the London Plan (2021), the proposed passive fire safety measures satisfy the policy references as indicated in Table 4.

Table 4 Passive fire safety measures London Plan policy references

Policy Reference	Policy Requirement
Policy D12 – Clause A2	*[Development proposals must ensure that they] are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures.*
Policy D12 – Clause A3	*[Development proposals must ensure that they] are constructed in an appropriate way to minimise the risk of fire spread.*
Policy D12 – Clause B1	*[The Fire Statement should detail how the development proposal will function in terms of] the building's construction: methods, products and materials used, including manufacturers' details.*
Policy D12 – Clause B3	*[The Fire Statement should detail how the development proposal will function in terms of] features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans.*

5.1 Elements of Structure

For the purposes of the Fire Safety Strategy, the top occupied storey of each building is approximately 6.25m above ground level. Therefore, the required fire resistance for the elements of structure is 90 minutes (with regard to load-bearing capacity) in accordance with Table B4 of ADB 2020.

5.2 Compartmentation

The maximum floor area of a compartment for the building is 20,0000m^2; therefore, no compartment walls are required to divide the building to meet the compartment size limits in accordance with ADB2:2020.

The office mezzanine floors are to be provided with 90-minute fire rated construction.

Walls separating the units are to be provided with 60-minute fire rated construction.

5.3 Additional Fire Resistance Requirements

Fire resistance to achieve the required compartmentation and protection to escape routes is to be provided in accordance with ADB2:2020 as outlined in Table 5.

Table 5 Fire resistance requirements

Space		Minimum Fire Resistance [1] (minutes)			Method of Exposure
		Load-bearing Capacity (R)	Integrity (E)	Insulation (I)	
Structural Frames, Beams and Columns		[2]	-	-	Exposed faces
Load-bearing Wall Elements		[2]	-	-	Each side separately
Floors		[2]	[2]	[2]	From underside
Compartment Walls	Separating occupancies	[2]	[2]	[2]	Each side separately
	Any other type	[2]	[2]	[2]	Each side separately
External Walls	Any part within 1m of a relevant boundary	[2]	[2]	[2]	Each side separately
	Any part more than 1m from a relevant boundary [3]	[2]	[2]	15	From inside building
	Any part within 1.8m of an external escape route	30	30	-	From inside building
Protected Stairways and Lift Shafts		30	30	30	Each side separately
Cavity Barrier		N/A	30	15	Each side separately

Notes
1. When tested in accordance with the relevant parts of BS476 or equivalent European standard
2. Equivalent to that required for elements of structure as defined in section 5.1.

5.4 Fire Doors

Fire doors are to meet the requirements outlined within ADB2:2020

5.5 Internal Linings

The surface linings are to be in accordance with Table 6 throughout the development.

Table 6 Internal lining requirements

Location	British Standard Performance Class [1]	European Performance Class [2]
Non-residential rooms having an area not more than 30m^2	3	D-s3, d2
All other rooms	1	C-s3, d2
Circulation spaces	0	B-s3, d2

Notes
1. Relates to performance measures in BS476 Parts 6 & 7 criteria
2. Relates to performance determined in accordance with BSEN13501-1:2018

The surface linings of the walls and ceilings should generally conform to the classifications outlined in Table 6. Parts of walls in rooms may be of a lower class but not lower than Class 3 (national class) or Class D-s3, d2 (European class) provided that the total of those parts in any one room does not exceed 50% of the floor area of the room (subject to a maximum of 60m^2).

5.6 Fire Stopping Elements

Fire stopping elements are to be implemented in order to maintain the level of fire resisting construction in all walls and ceilings. In every joint, imperfection of fit, and opening to allow services to pass through the walls, fire stopping elements should the same level of fire-resisting construction as required for the floor/wall it replaces.

5.7 External Wall Construction

In accordance with table 12.1 of ADB2:2020, the external surfaces are to achieve:

- Where the external wall is within 1m of a relevant boundary the external surface is to achieve the following requirement:
- Class B-s3, d2 or better (European class). Profiled or flat steel sheet at least 0.5mm thick with an organic coating of no more than 0.2mm thickness is also acceptable.

5.8 Space Separation and Unprotected Façade Areas

An initial external fire spread analysis for the NCP Heathrow project has been conducted based on the enclosing rectangle method as described in BR 187:2014. Due to close proximity, the west (rear) elevation of the building will have to be provided with 90 minutes of fire separation. The external fire spread analysis is to be performed at a later stage of works.

5.9 Roof Coverings

The roof covering of NCP Flightpath Heathrow is to achieve European Class BROOF(t4) based on the proximity to relevant boundaries within 6 metres.

5.10 Cavity Barriers

In accordance with ADB:2020 cavity barriers are to be provided in the cavity of:

- an external wall at all cavity edges and around all openings in the external wall (i.e. windows);
- an external wall in line with a compartment floor where it meets the external wall;
- an external wall in line with a compartment wall where it meets the external wall;

an internal cavity wall at the junction with a fire rated wall/floor (where the wall/floor forms part of a fire rated enclosure or a compartment wall/floor).

6. ACCESS AND FACILITIES FOR THE FIRE AND RESCUE SERVICE

This section of the Fire Statement is aimed at providing information in regard to firefighting accessibility and facilities provided for fire services. In accordance with the London Plan (2020), the proposed access and facilities for the Fire Service satisfies the policy references as indicated in Table 7.

Table 7 Firefighting provisions London Plan policy references

Policy Reference	Policy Requirement
Policy D12 – Clause A6	*[Development proposals must ensure that they] provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.*
Policy D12 – Clause B4	*[The Fire Statement should detail how the development proposal will function in terms of] access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these.*
Policy D12 – Clause B5	*[The Fire Statement should detail how the development proposal will function in terms of] how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building.*

6.1 Site Accessibility

The nearest fire station is Hayes Fire station located at Shepiston Lane, Hayes UB3 1LL. The fire service are to approach the site via Bath Road (Tunnel Road East) which is accessed via Sipson Way. Figure 4 is an extract from google maps (Date 01.07.22) which illustrates a possible route for the fire service to access the NCP Flightpath Heathrow site.

The surrounding area and access provision are illustrated in Figure 5. Hydrock are not aware of any restrictions to site access for fire appliances.

Fire appliances can park outside each of the warehouses giving direct access to the east façade of each building. There should be no parking obstructions for an emergency vehicle.

It is important to note that the rear of the site is not considered a fire tender accessible location due to the close proximity of the residential area to the rear of the site.

Where the length of a dead-end fire tender access route exceeds 20 m, the route should be provided with turning facilities (i.e., a turning circle, hammerhead or other point at which a vehicle can turn).

Fire appliances may be required to drive approximately 25.5m into a dead-end to access part of Unit 140. This marginally extended reversing distance is considered acceptable, but requires agreement with the approving authority and local Fire Service as part of the Fire Safety Strategy development for the scheme.

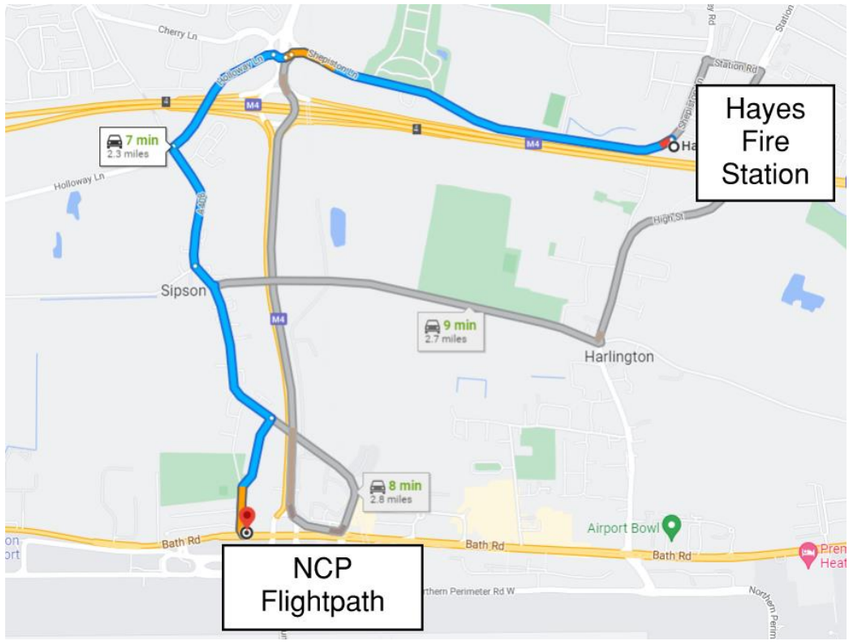

Figure 4 Fire Service site access – closest fire station

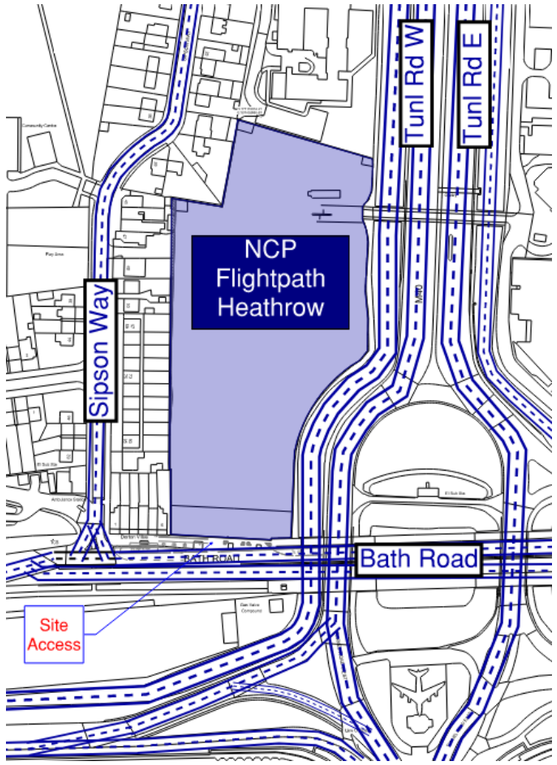

Figure 5 Fire Service site access – surrounding roads

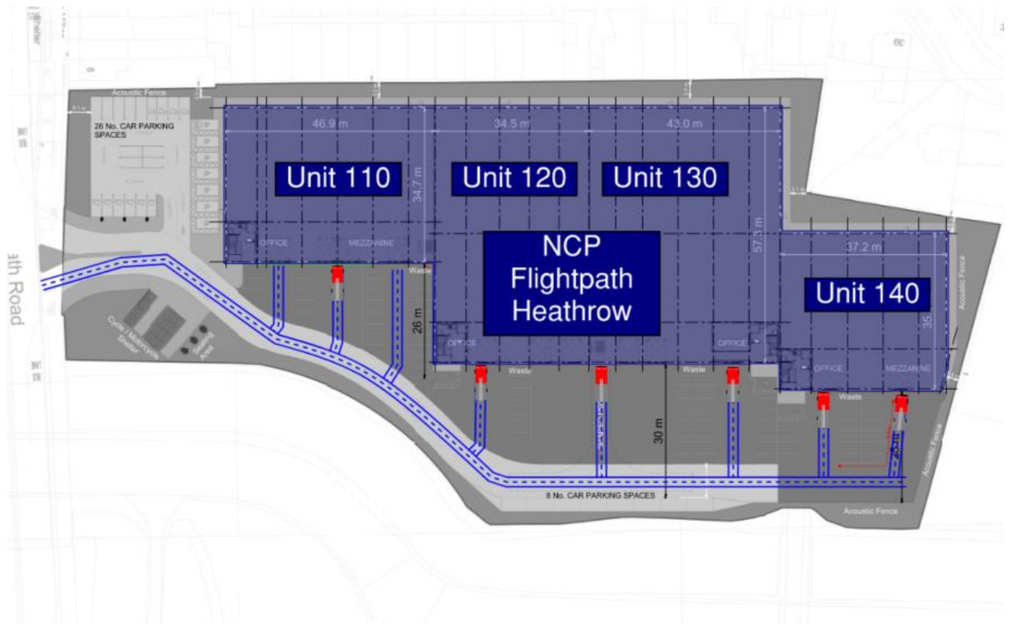

Figure 6 Fire Service site access – parking positions (fire appliances to scale with drawing)

6.2 Firefighting Access and Facilities

In accordance with table 15.1 of ADB 2020, fire and rescue service vehicle access to buildings not fitted with fire mains need to achieve the following:

- Up to 2000m^2 floor and mean roof height above 11m = 15% perimeter access for a high reach appliance
- 2000 – 8000m^2 floor area and mean roof height above 11m = 50% perimeter access for a high-reach appliance.

High-reach appliances should be provided with hardstanding within 2.0m. The maximum distance of near edge of hardstanding from building is 2.0m (i.e. high- reach appliances should be able to park within 2.0m of all parts of the perimeter which are considered 'accessible.') Therefore, the following access for Fire Service vehicles is required:

- Unit 110 (1669m^2 GIA): 15% of the perimeter for high-reach appliance (within 2.0m)
- Unit 120 (2276m^2 GIA): 50% of the perimeter for high-reach appliance (within 2.0m)
- Unit 130 (2838m^2 GIA): 50% of the perimeter for high-reach appliance (within 2.0m)
- Unit 140 (1620m^2 GIA): 15% of the perimeter for high-reach appliance (within 2.0m)

The following high-reach access is provided for each unit:

- Unit 110 = 26.5% - compliant
- Unit 120 = 32.2% - not compliant
- Unit 130 = 28.3% - not compliant
- Unit 140 = 21.9% - compliant

The building height (mean roof height) for each unit is approximately 12.15m, with buildings below the 11.0m threshold only requiring 15% perimeter access for a pump appliance (pump appliance should be able to park within 18.0m of all parts of the perimeter which are considered 'accessible').

The Fire Service vehicle access provided to each unit significantly exceeds this minimum requirement (at least 21.9% perimeter access provided within 2.0m, compared to 15% perimeter access within 18.0m). Therefore, the Fire Service will be able to have access to the full front elevations of each unit. Even where a compliant access road was provided to the rear of the units, it is unlikely that the Fire Service would utilise this for firefighting operations due to the confined nature of the route and limited space for access and operations, as well as the increased risk to personnel from debris and fire/smoke. This will require agreement with the approving authority and local Fire Service as part of the Fire Safety Strategy development for the scheme.

Alternatively, a dry riser inlet could be provided to Unit 120 within 18m of a fire tender accessible location. A horizontal pipe (approximately 10.6m in length) can then be run to a protected dry riser outlet, providing all areas of the Unit within 45m of the landing valve (see Figure 7). Given the horizontal pipe length is less than 18m this arrangement is compliant.

Unit 130 could also be provided with a dry riser inlet within 18m of a fire tender accessible location. A horizontal pipe (greater than 18m in length) can then be run to a protected dry riser outlet, providing all areas of the Unit within 45m of the landing valve (see Figure 7). Given the horizontal pipe length is greater than 18m this arrangement is non-compliant. However, this is deemed acceptable on the following basis:

- The pipe will need to be provided with fire rated construction.
- The pressure requirement should be met for the system to show that there is no pressure drop due to the horizontal length of pipe and there is adequate pressure provided to the landing valves.
- In the event of a fire within unit 130, the dry riser outlet will be accessed from Unit 140.
- Each dry riser inlet should be clearly marked with signage to clearly indicate which building and core it serves.

This deviation from statutory guidance will require agreement with the approving authority and local Fire Service.

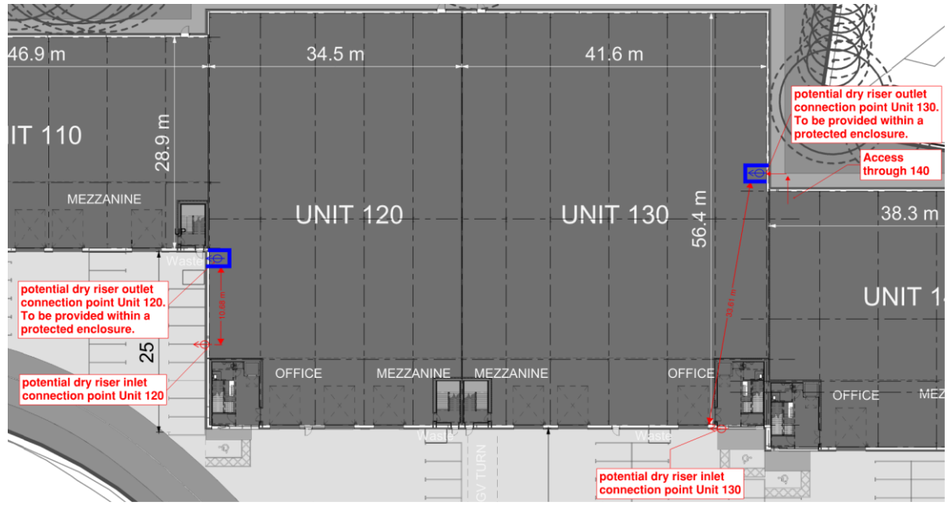

Figure 7 - Dry riser locations

It is also to be noted that a fire tender route (for high-reach appliances) is considered accessible if it meets the following requirements:

- The minimum width of road between kerbs is to be no less than 3.7m;
- The minimum width of gateways is to be no less than 3.1m;
- The minimum turning circle between kerbs is to be no less than 26.0m;
- The minimum turning circle between walls is to be no less than 29.0m;
- The minimum clearance height is to be no less than 4.0m;
- The minimum carrying capacity should be no less than 17.0 tonnes;
- Where the length of a dead-end fire tender access route exceeds 20m, the route should be provided with turning facilities (i.e., a turning circle, hammerhead or other point at which a vehicle can turn).

6.3 Fire Hydrants

In accordance with Clause 16.9 of ADB2:2020, hydrants should be provided within 90m of an entry point to the building and not more than 90m apart.

7. FIRE SAFETY MANAGEMENT AND FUTURE DEVELOPMENT

This section of the Fire Statement is aimed at providing information in regard to the management of fire safety within the 29 Marylebone Road. In accordance with the London Plan (2021), the proposed fire safety management plan satisfies the policy references as indicated in Table .

Table 10 Fire safety management and 'golden thread' London Plan policy references

Policy Reference	Policy Requirement
Policy D12 – Clause B4	*[The Fire Statement should detail how the development proposal will function in terms of] access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these.*
Policy D12 – Clause B6	*[The Fire Statement should detail how the development proposal will function in terms of] ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.*

The ongoing management of the building and its fire safety provisions is vital in ensuring a safe and usable building. Maintenance procedures will be developed to ensure that all equipment and services are able to operate effectively and that the building's systems perform as intended.

Reference to is to be made to Section 0 of ABD:2020 for the relevant information on the management of fire risk.

7.1 The Regulatory Reform (Fire Safety) Order 2005

The Regulatory Reform (Fire Safety) Order (RRFSO) regulations shall apply to this development and are the responsibility of the Responsible Person. The RRFSO applies to all workplaces and other non-domestic areas and premises, requiring the 'Responsible Person' to undertake an assessment of the fire risk in their premises and to keep this assessment under review.

7.2 Regulation 38

In conjunction with the RRFSO, Regulation 38 requires that information relating to the fire safety provisions within a building is provided to the 'Responsible Person' so that they (or an appointed 'Competent Person') can undertake the Fire Risk Assessment required under the RRFSO. The Fire Safety Strategy of the building will form part of the information provided to the 'Responsible Person' in order for them to undertake and maintain the Fire Risk Assessment for the development.

7.3 Future Development

The Fire Safety Strategy for the development will outline the proposed design and operation for the building. Where there are any proposed changes in the future, reference is to be made to the Fire Safety Strategy to ensure any changes meet the requirements of the Fire Safety Strategy and do not have an adverse effect on the safety of occupants.

Where there is an alteration to the design of the building, it is strongly recommended that the Responsible Person commissions the update and development of a new Fire Safety Strategy in order to reflect the proposed changes and fire safety design.

APPENDIX A – FIRE STRATEGY DRAWINGS

90 minute fire rated walls will be required to the rear elevations given their close proximity to the boundary. The extent of this is subject to external fire spread analysis as part of the fire strategy.

Dorton Villas

BUS SHELTER

BUS LANE

5 MOTORBIKE SPACES

26 No. CAR PARKING SPACES

UNIT 110

46.9 m

28.9 m

OFFICE

MEZZANINE

UNIT 120

UNIT 130

34.5 m

41.6 m

56.4 m

OFFICE

MEZZANINE

MEZZANINE

OFFICE

UNIT 140

38.3 m

35.0 m

OFFICE

MEZZANINE

Cycle Shelters

Seating Area

Sub-Station

25 m

30.0 m

7.3 m

2.00 m

25.5 m

Where the length of a dead-end fire tender access route exceeds 20 m, the route should be provided with turning facilities (i.e., a turning circle, hammerhead or other point at which a vehicle can turn).
Fire appliances may be required to drive approximately 25.5m into a dead-end to access part of Unit 140. This marginally extended reversing distance is considered acceptable, but requires agreement with the approving authority and local Fire Service as part of the Fire Safety Strategy development for the scheme.

PROPOSED SITE PLAN
1 : 250

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Drawing Title
Fire Compartmentation Drawings
Site Plan

Project Title
NCP Flightpath Heathrow

Project Number
23795

Scale @ A1
1:100

Date
12/07/22

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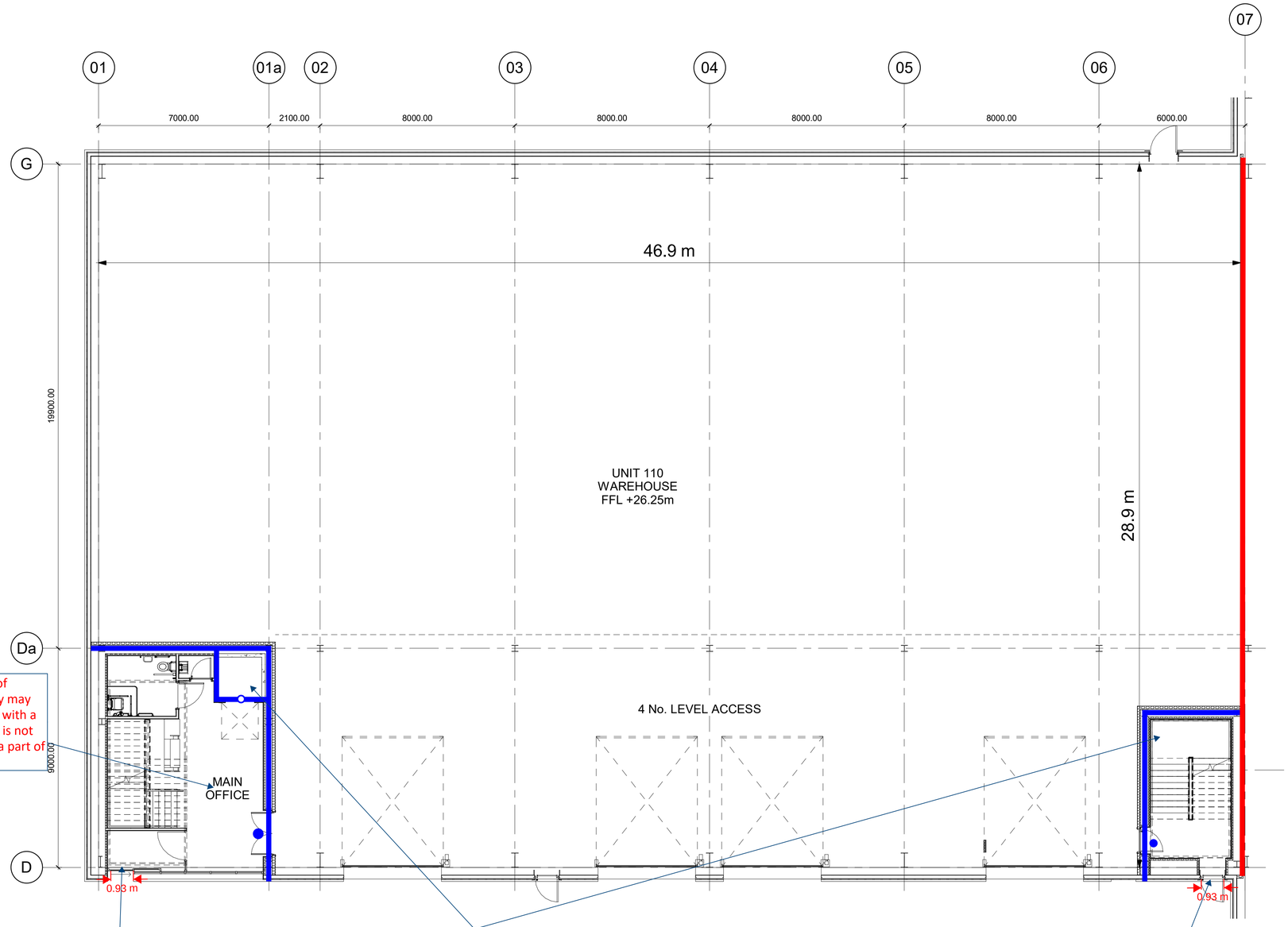
Legend:

- FD30 fire door
- FD30S fire door
- FD60S fire door
- 30 minute fire rated construction
- 60 minute fire rated construction



1 UNIT 110 WAREHOUSE GA PLAN
1 : 100

In accordance with Clause 3.38 of ADB2:2020, a protected stairway may include a reception desk / office with a maximum area of 10m² where it is not the only protected stair serving a part of the building.

Automatic door to fail-safe open and be provided with a manual override switch. Door clear width should not be less than 1000mm.

In accordance with Policy D5 (Inclusive Design) of the London Plan, all building users should be able to evacuate from a building with dignity and by as independent means as possible. Therefore, it is recommended that an evacuation lift is provided within each core to demonstrate the highest standards of accessible and inclusive design to be met.
In accordance with clause G.2.1 of BS 9999:2017 an evacuation lift should be situated within a protected enclosure consisting of the lift well itself and a protected lobby at each storey served by the lift, and should be provided with a protected route from the evacuation lift lobby at the final exit level to a final exit. It should be associated with a refuge and should be clearly identified.

Door clear width should not be less than 1000mm.

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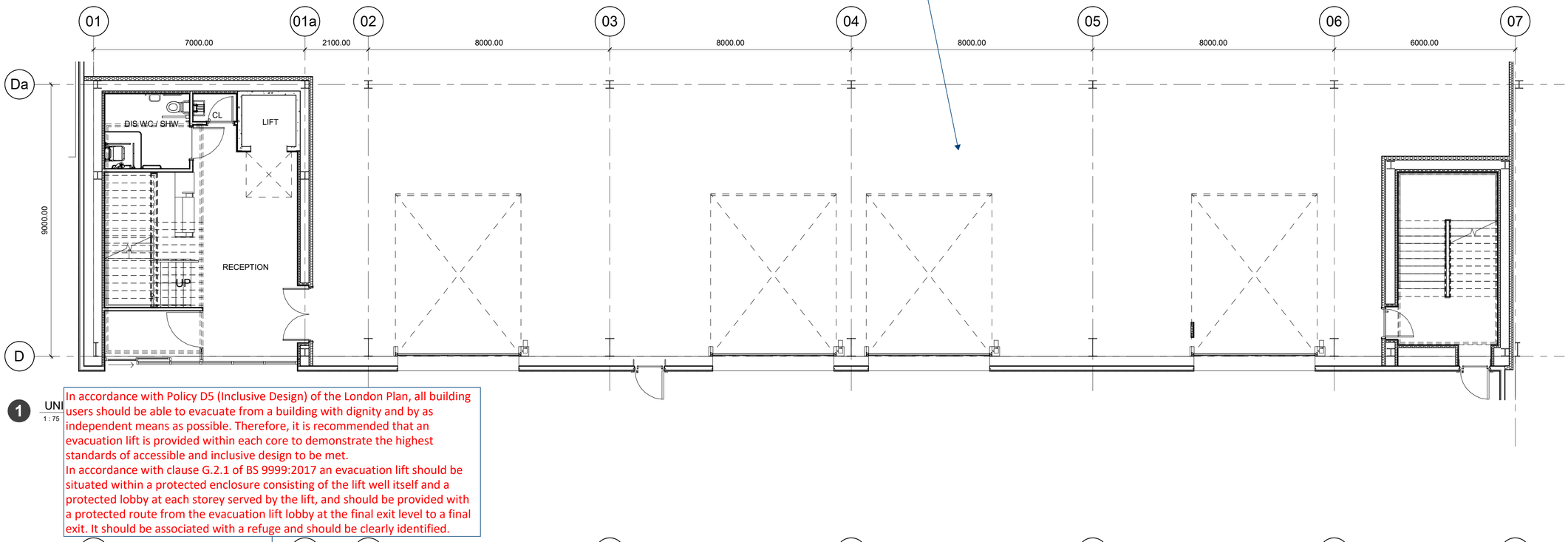

1 UNI
1 : 75

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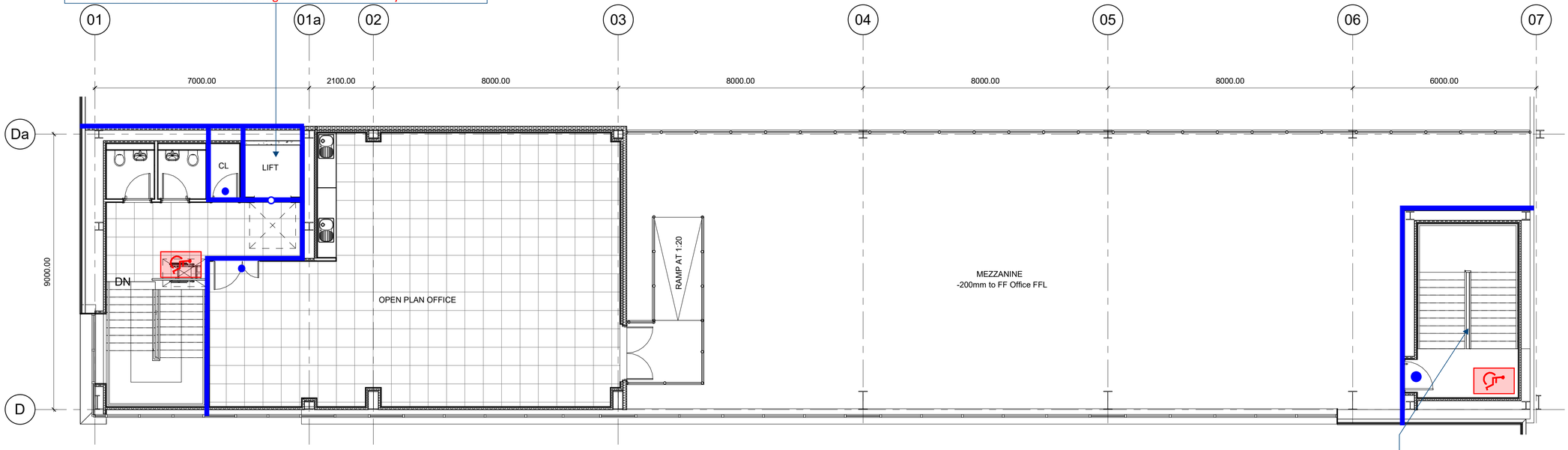

2 UNIT 110 - FIRST FLOOR OFFICE GA PLAN
1 : 75

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- 30 minute fire rated construction
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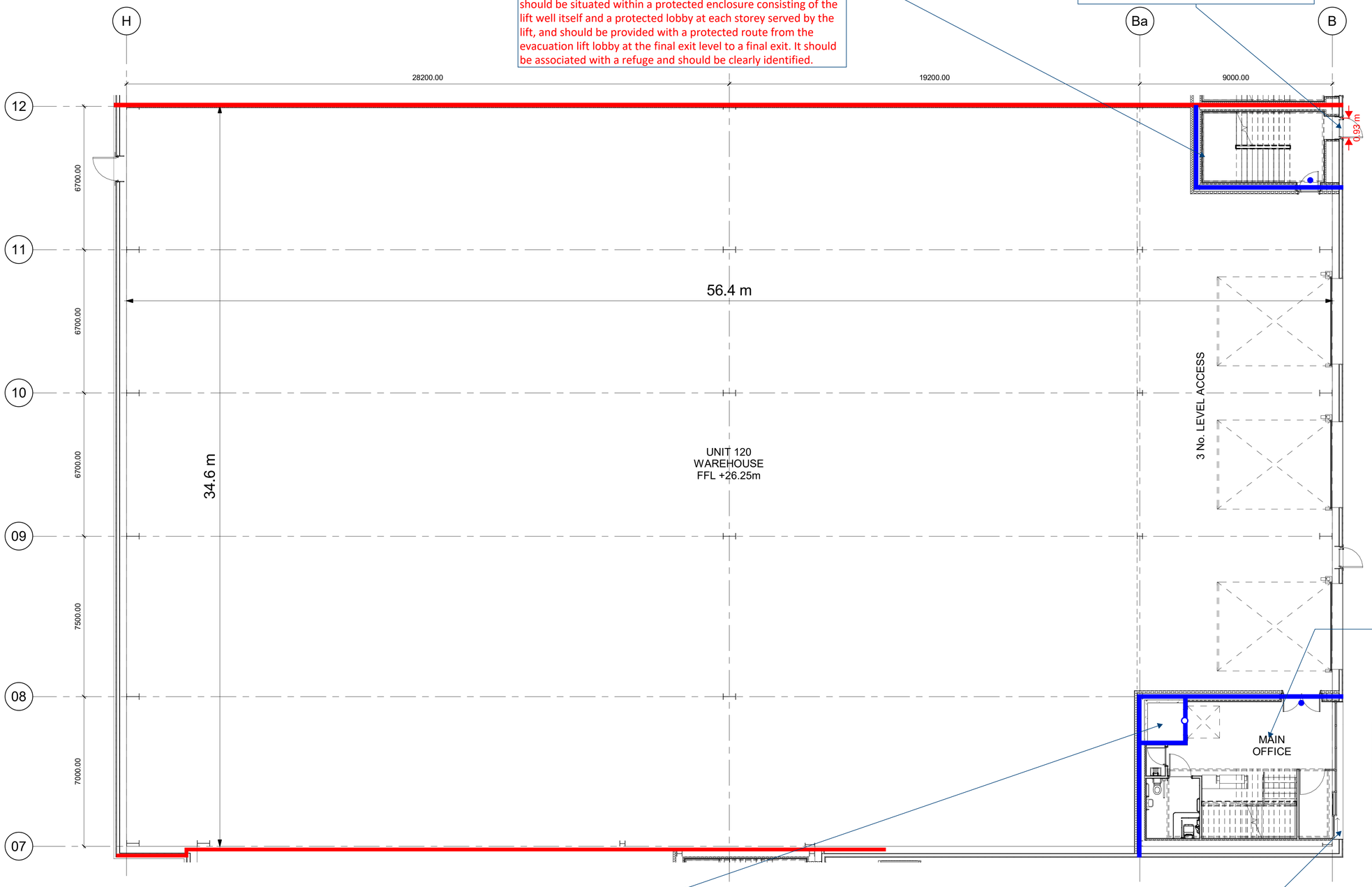

1 UNIT 120 WAREHOUSE GA PLAN
1 : 100

In accordance with Clause 3.38 of ADB2:2020, a protected stairway may include a reception desk / office with a maximum area of 10m² where it is not the only protected stair serving a part of the building.

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- 30 minute fire rated construction
- 60 minute fire rated construction

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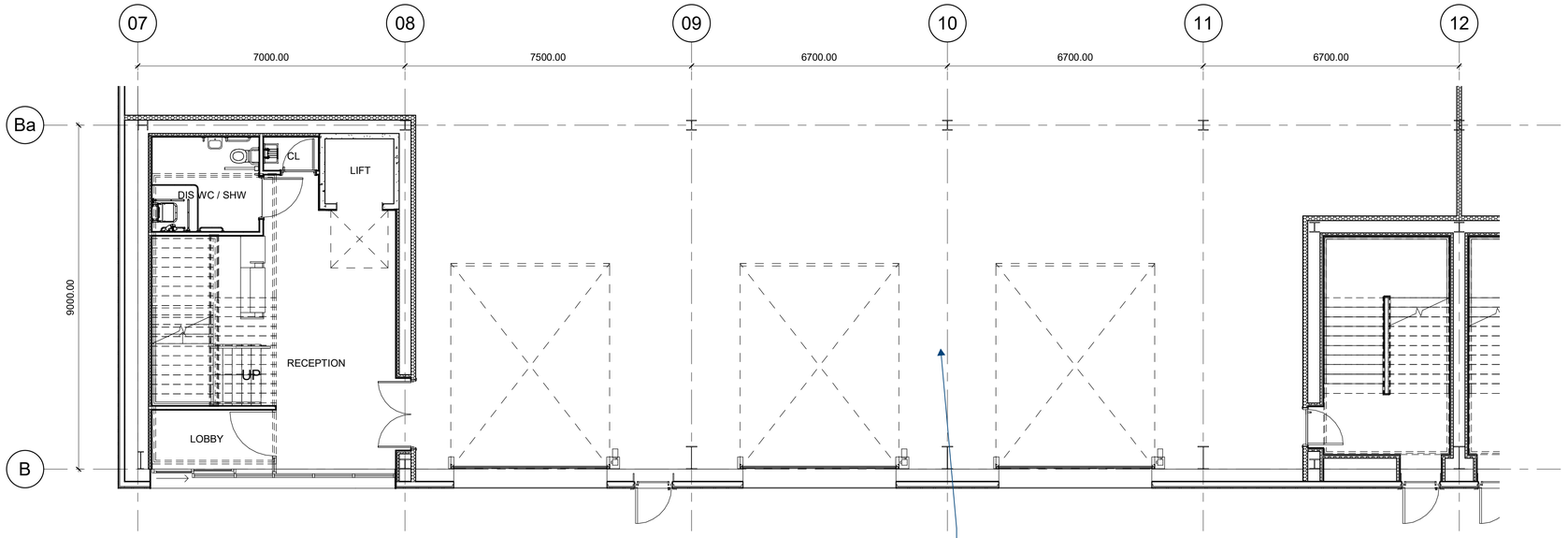

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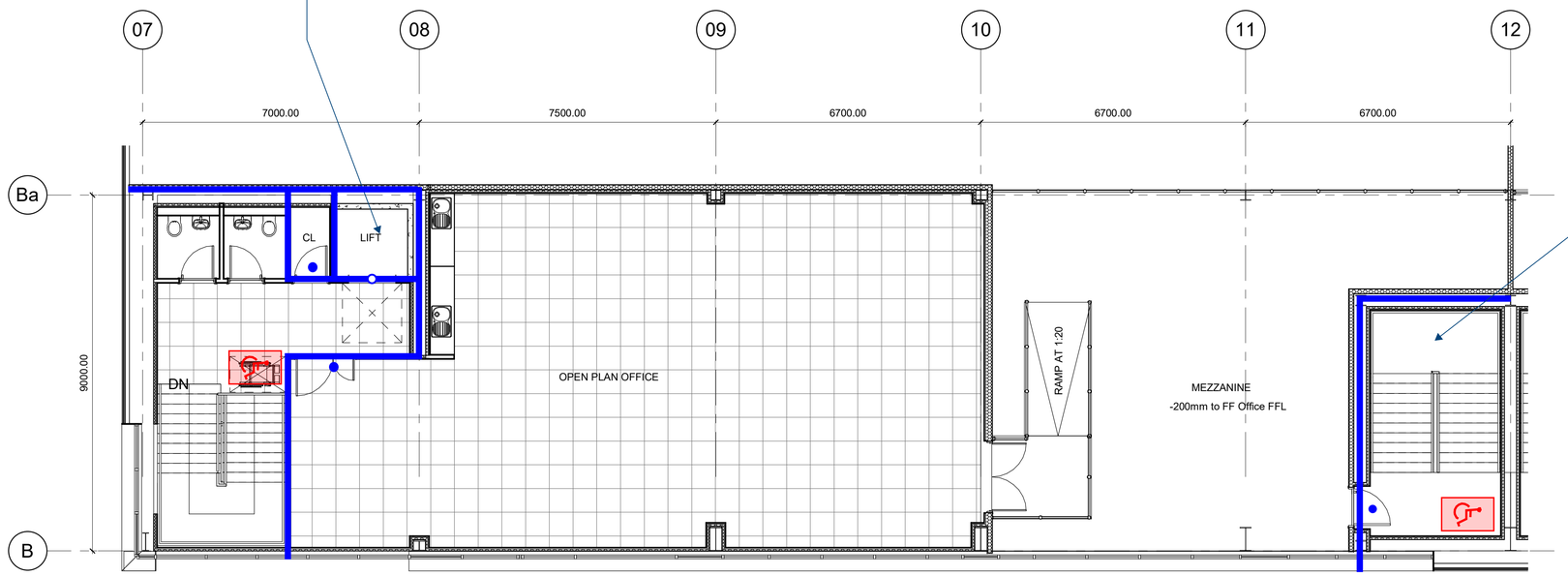

2 UNIT 120 - FIRST FLOOR OFFICE GA PLAN
1 : 75

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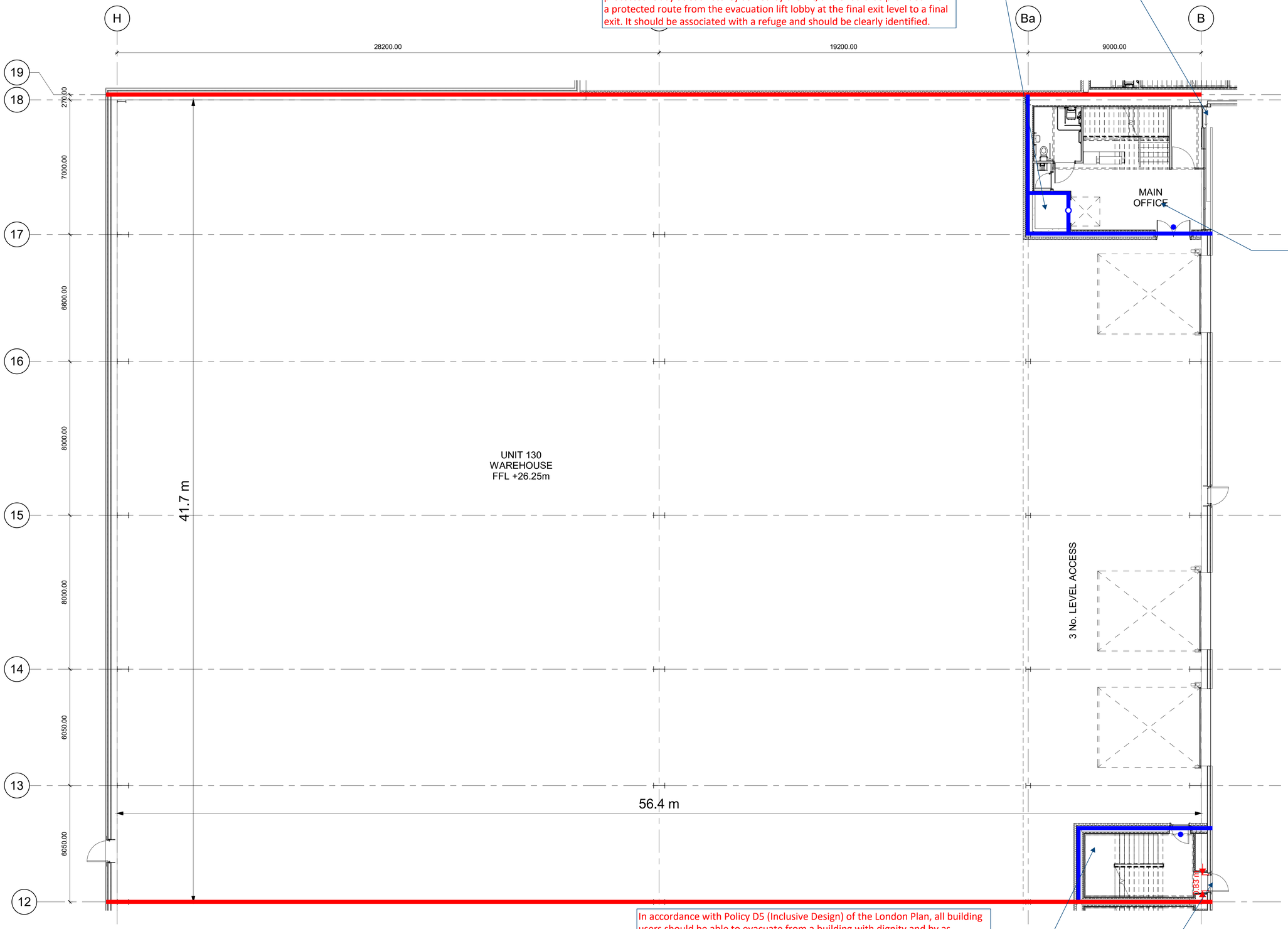

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1 UNIT 130 WAREHOUSE GA PLAN
1 : 100

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Legend:

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- FD30S fire door
- FD60S fire door
- 30 minute fire rated construction
- 60 minute fire rated construction

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Project Title
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Project Number
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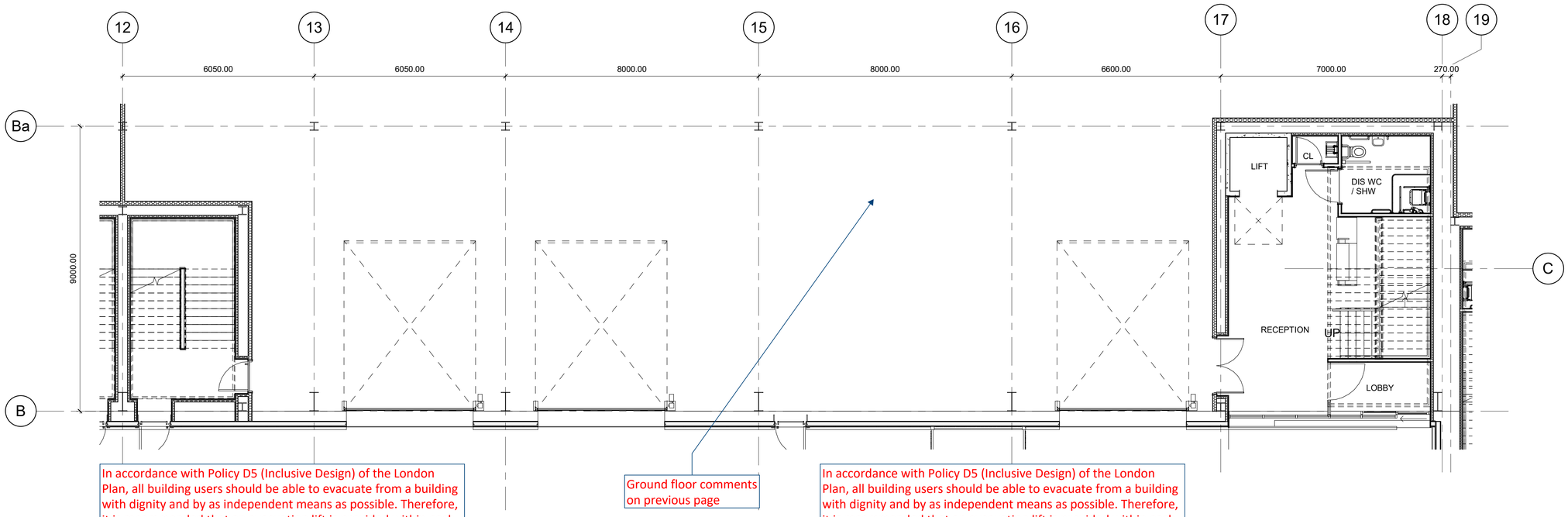

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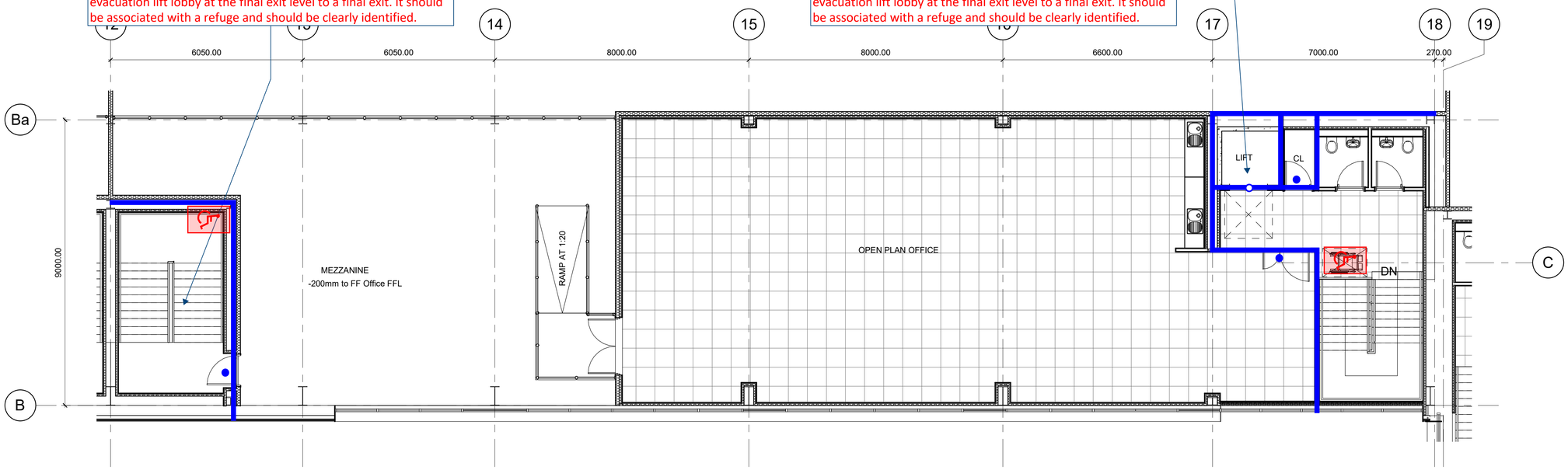
1 UNIT 13
1 : 75



2 UNIT 130 - FIRST FLOOR OFFICE GA PLAN
1 : 75

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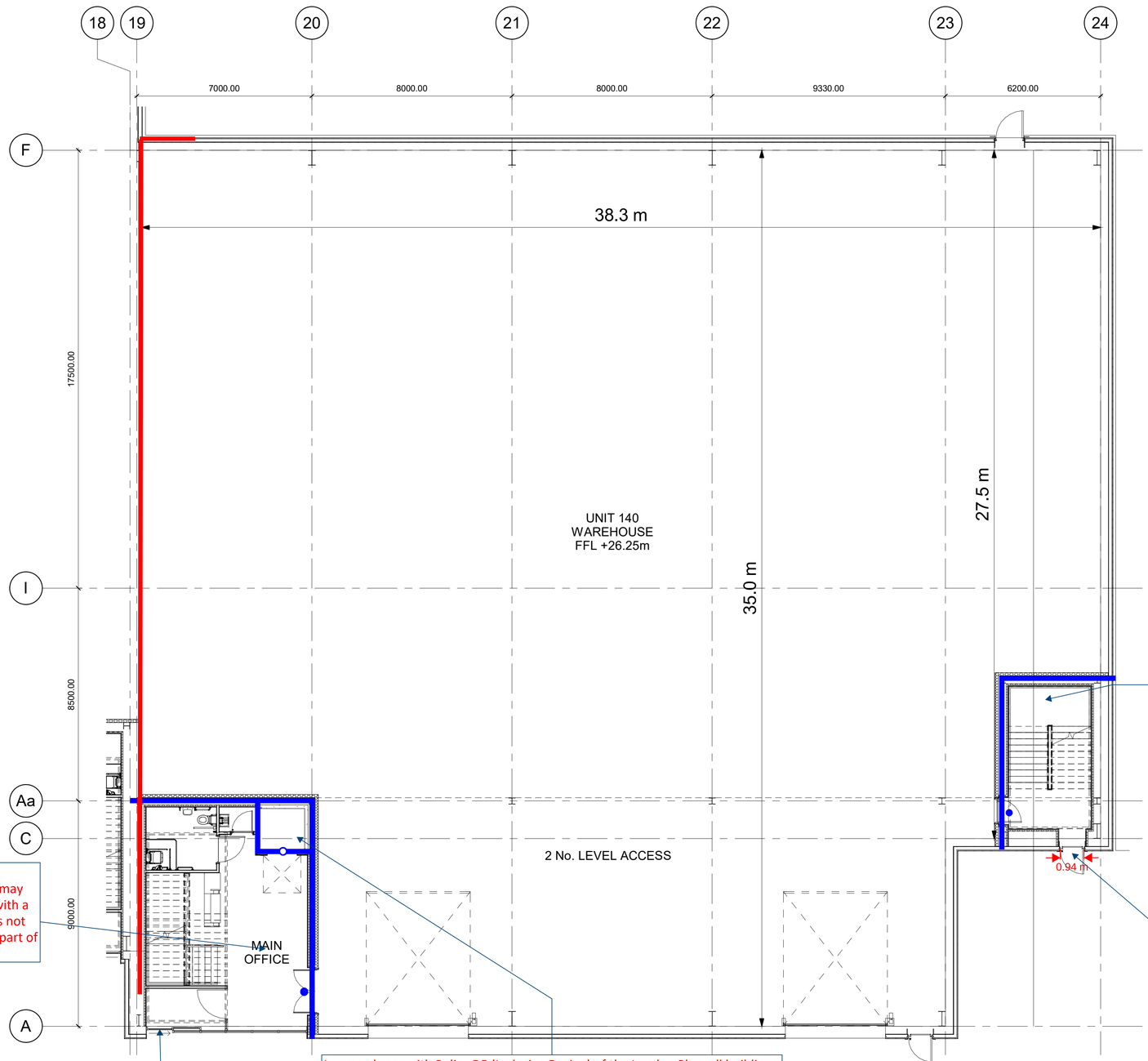

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Door clear width should not be less than 1000mm.

Automatic door to fail-safe open and be provided with a manual override switch. Door clear width should not be less than 1000mm.

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1 UNIT 140 WAREHOUSE GA PLAN
1 : 100

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Drawing Title
Fire Compartmentation Drawings
Unit 140

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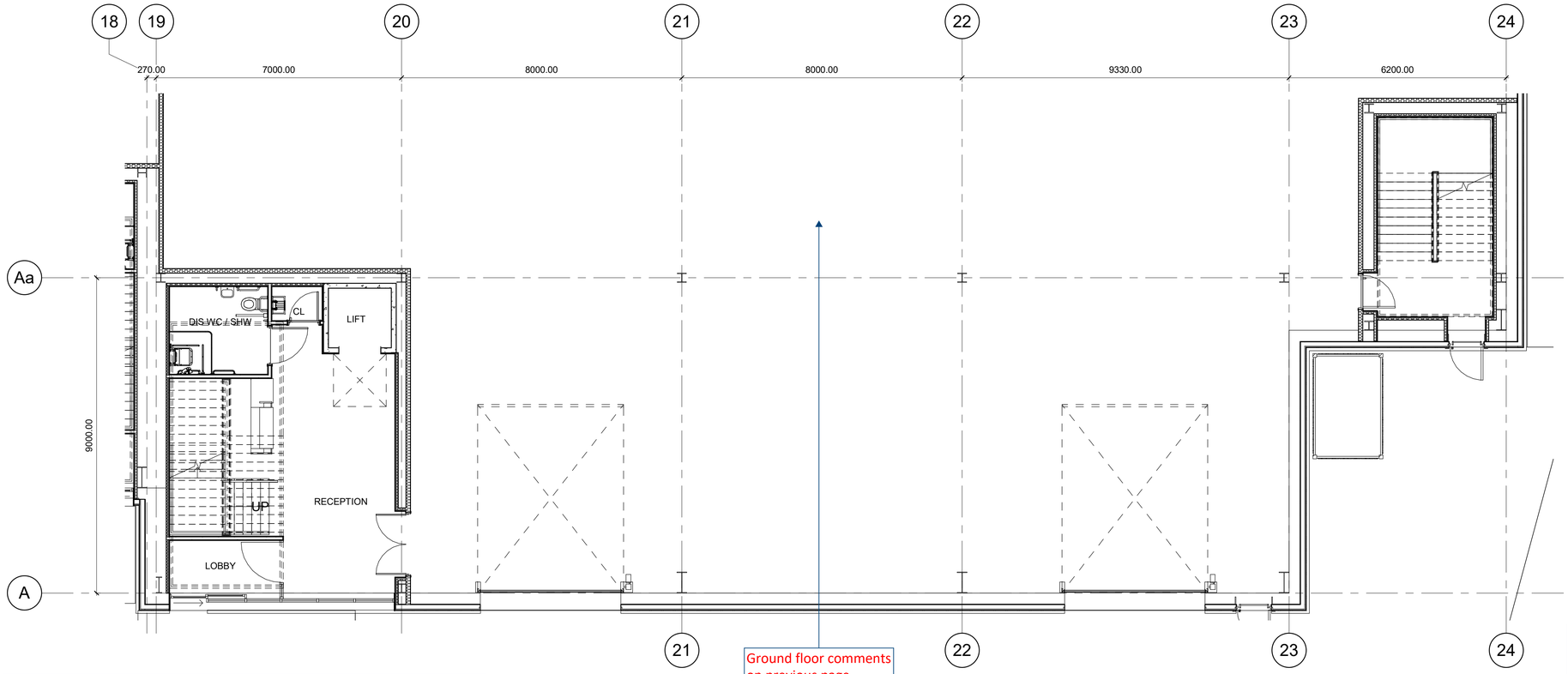

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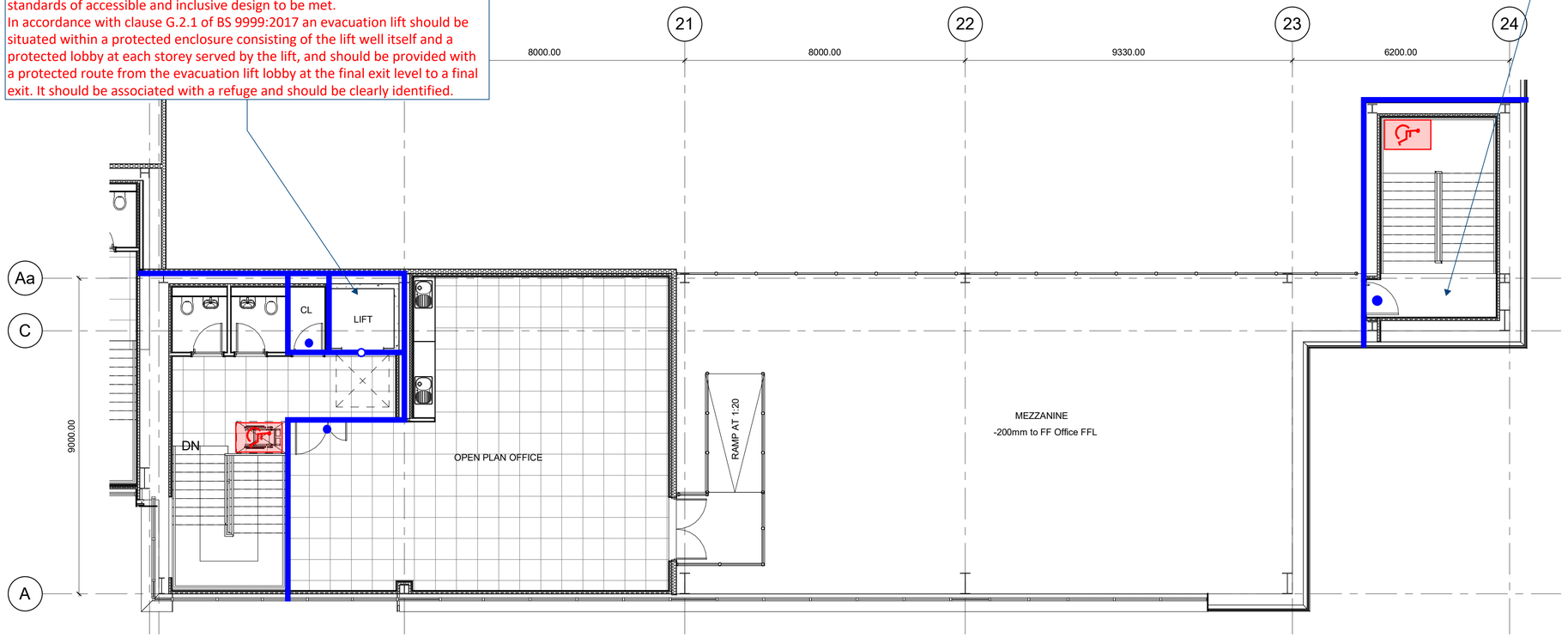

2 UNIT 140 - FIRST FLOOR OFFICE GA PLAN
1 : 75

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- 30 minute fire rated construction
- 60 minute fire rated construction

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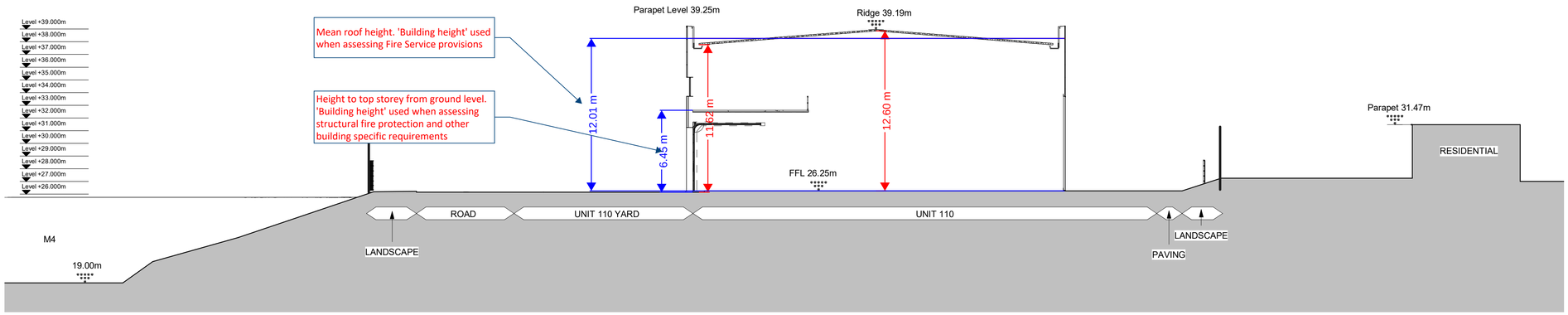
Drawing Title
Fire Compartmentation Drawings Unit 140

Project Title
NCP Flightpath Heathrow

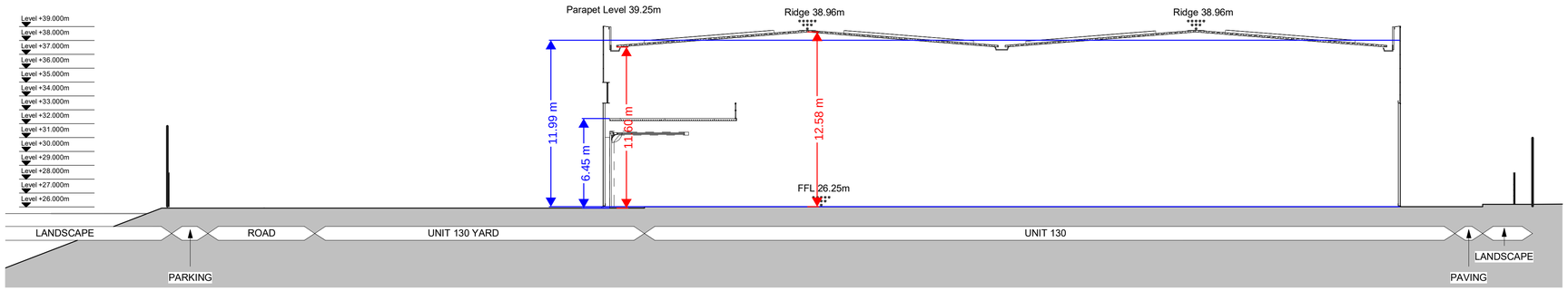
Project Number
23795

Scale @ A1		Date
1:100		12/07/22
Drawn	**Checked**	**Rev.**
CM	KR	01



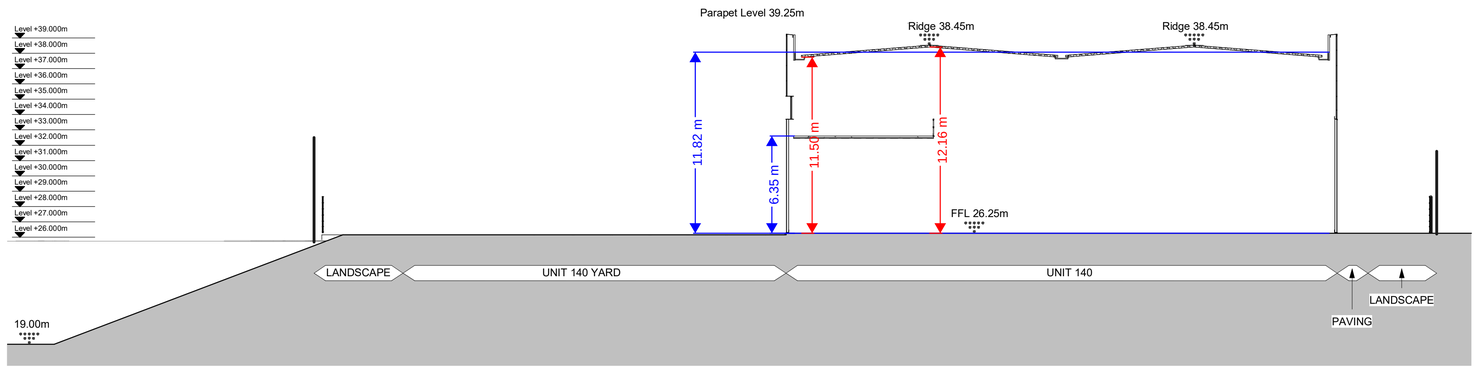
1 Proposed Site Section A-A

1 : 200



2 Proposed Site Section B-B

1 : 200



3 Proposed Site Section C-C

1 : 200

Notes:

1. This drawing is the property of Hydrock.
2. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reports to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
3. This drawing is to be read in conjunction with the Fire Safety Strategy Report.
4. Fire Strategy Drawings will require agreement with the local approving authorities and insurers.

Legend:

- FD30 fire door
- FD30S fire door
- FD60S fire door
- 30 minute fire rated construction
- 60 minute fire rated construction

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Drawing Title

Fire Compartmentation Drawings Elevations

Project Title

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Project Number

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Drawn	Checked	Rev.
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