Fire Statement D12(A) and D12(B)
560, Sipson Road, West Drayton, London UB7 0JF

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Fire Statement for Planning Application

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This Fire Statement has been based on information, including floor plans, provided by GAA Design Limited. If supplementary, relevant information is produced following the issue of this Fire Statement, then this Fire Statement should be updated prior to its final submission to the relevant Local Authority Planning Department.

Version Control

The version control table below will be updated by appropriate persons upon any change(s) to this document.

Version Number	Author / Peer	Purpose / Change	Date
1.0	Gary Ferrand (A)	Initial Draft	23/06/2022
1.1	Gary Ferrand (A)	Section 4 added	24/06/2022
1.2	Phill Blakemore (P)	Document Review	24/06/2022
1.3	Gary Ferrand (A)	Clarification of the smoke control system to the basement car park, removal of Stair B.	04/07/2022
1.4	Gary Ferrand (A)	Additions based on latest drawing pack and correction to number of rooms	11/07/2022

Section 1 – Executive Summary

The Scope and Objective of this Fire Statement;

1. This Fire Statement forms one element of Phull Empire Limited's full planning application for the proposed 560, Sipson Road, West Drayton, London development. This Fire Statement is produced in order to support the planning application, as required in the Mayor of London's London Plan 2021.

2. The proposed development involves the removal of any existing building/s from the existing site and the creation of a commercial seven-storey hotel, having a basement level that provides parking for 22 light vehicles.

3. The occupancy characteristic for the hotel will be Ciii1 - Short-term occupancy (Hotels), fire growth rate – low*.

   *Fire growth rate reduced from Ciii2 to Ciii1 due to the provision of an automatic water fire suppression system (fire sprinklers) within the development (in accordance with BS 9999:2017, Clause 6.5).

4. Specifically, the development at Sipson Road will provide;

   - Basement level, having; two stair cores that serve all upper levels (Stair A & Stair C, both provided with disabled refuges), one accommodation stair that serves the ground floor level only (Stair B), three passenger lifts that serve all upper levels, two car lifts that serve the ground floor level only, parking spaces for 22 light vehicles (with 3 of the 22 parking spaces designated for disabled parking, and 5 of the 22 parking spaces are provided with electric vehicle charging points), a protected access corridor, and two store rooms.

   - Ground floor level, having; two protected stair cores that serve all levels (Stair A & Stair C, both having disabled refuges), three passenger lifts that serve all levels, two car lifts that serve the basement level only, a protected access corridor, five offices (three offices being inner-rooms), various WCs, a breakfast dining seating area, a servery, a speciality restaurant seating area, a speciality kitchen, a bin store, an atrium spanning all upper levels, and a smoke shaft.

   - First floor level, having; two stair cores that serve all levels (Stair A & Stair C, both having disabled refuges), three passenger lifts that serve all levels, an atrium spanning all levels between ground floor level and the roof, a smoke shaft, protected access corridors, and fifteen guest bedrooms.

   - Second floor level, having; two stair cores that serve all levels (Stair A & Stair C, both having disabled refuges), three passenger lifts that serve all levels, an atrium spanning all levels between ground floor level and the roof, a smoke shaft, protected access corridors, and twenty guest bedrooms.

   - Third floor level, having; two stair cores that serve all levels (Stair A & Stair C, both having disabled refuges), three passenger lifts that serve all levels, an atrium spanning all levels between ground floor level and the roof, a smoke shaft, protected access corridors, and twenty guest bedrooms.

   - Fourth floor level, having; two stair cores that serve all levels (Stair A & Stair C, both having disabled refuges), three passenger lifts that serve all levels, an atrium spanning all levels between ground floor level and the roof, a smoke shaft, protected access corridors, and twenty guest bedrooms.

- Fifth floor level, having; two stair cores that serve all levels (Stair A & Stair C, both having disabled refuges), three passenger lifts that serve all levels, an atrium spanning all levels between ground floor level and the roof, a smoke shaft, protected access corridors, and twenty guest bedrooms.

- Six floor level, having; two stair cores that serve all levels (Stair A & Stair C, both having disabled refuges), three passenger lifts that serve all levels, an atrium spanning all levels between ground floor level and the roof, a smoke shaft, protected access corridors, four guest suites, three guest bedrooms, and an ancillary function room (157.4 m^2 in area).

- Roof level, having; two stair cores that serve all levels (Stair A & Stair C, both provided with automatic opening vents (AOVs)), two plant areas, an atrium spanning all levels between ground floor level and the roof, and a smoke shaft outlet.

The height of the building above Fire & Rescue Service access level is 17.68 m.

5. The Fire Statement (D12 (A) and D12 (B)) set out below is not intended to be a design fire strategy.

Section 2 - Fire Statement D12 (A)

The response to Part D12 (A) of the London Plan is given in the document entitled the Planning Fire Safety Strategy (PFSS). All building developments in London must produce a PFSS for their planning applications.

The London Plan D12 requires all development proposals to achieve the highest standards of fire safety and ensure that they:

A1 Identify suitably positioned unobstructed outside space:

a) for fire appliances to be positioned on

b) appropriate for use as an evacuation assembly point.

On attendance the Fire and Rescue Service's pumping appliances will rendezvous at the entrance point to the development, located on Sipson Road. This location will be a suitable point for F&RS personnel to site their main control point and to establish a forward control point from where they can access Fire and Rescue Service facilities located at the main entrance to this development. The rendezvous point location and access route will be shared with the Fire and Rescue Service at the Building Regulation consultation stage in order to facilitate access to the development.

Access to the development's entrance is gained directly from Sipson Road, see Figure 2 below. As the development will be a commercial building it will employ a simultaneous evacuation policy. A designated fire assembly point will be provided for the guests to proceed to a safe location once they have exited the building. All members of hotel staff will be trained in directing guests to the fire assembly point during an evacuation and suitable and sufficient signage will be provided indicating its location. The location of the fire assembly point will also be made known within each guest room.

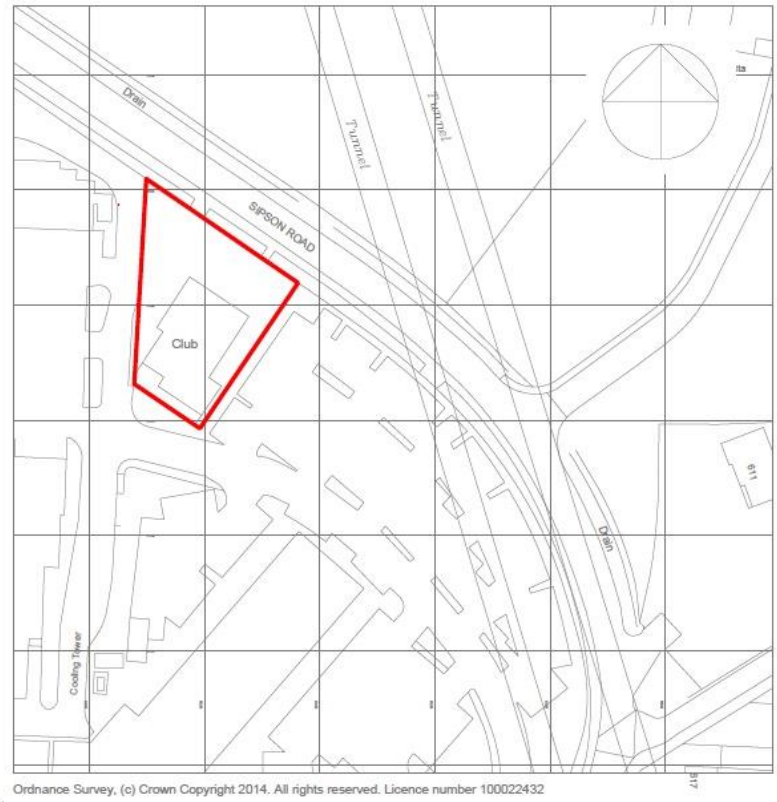

Figure 1 - Site location plan, outlined in red (showing direction of North).

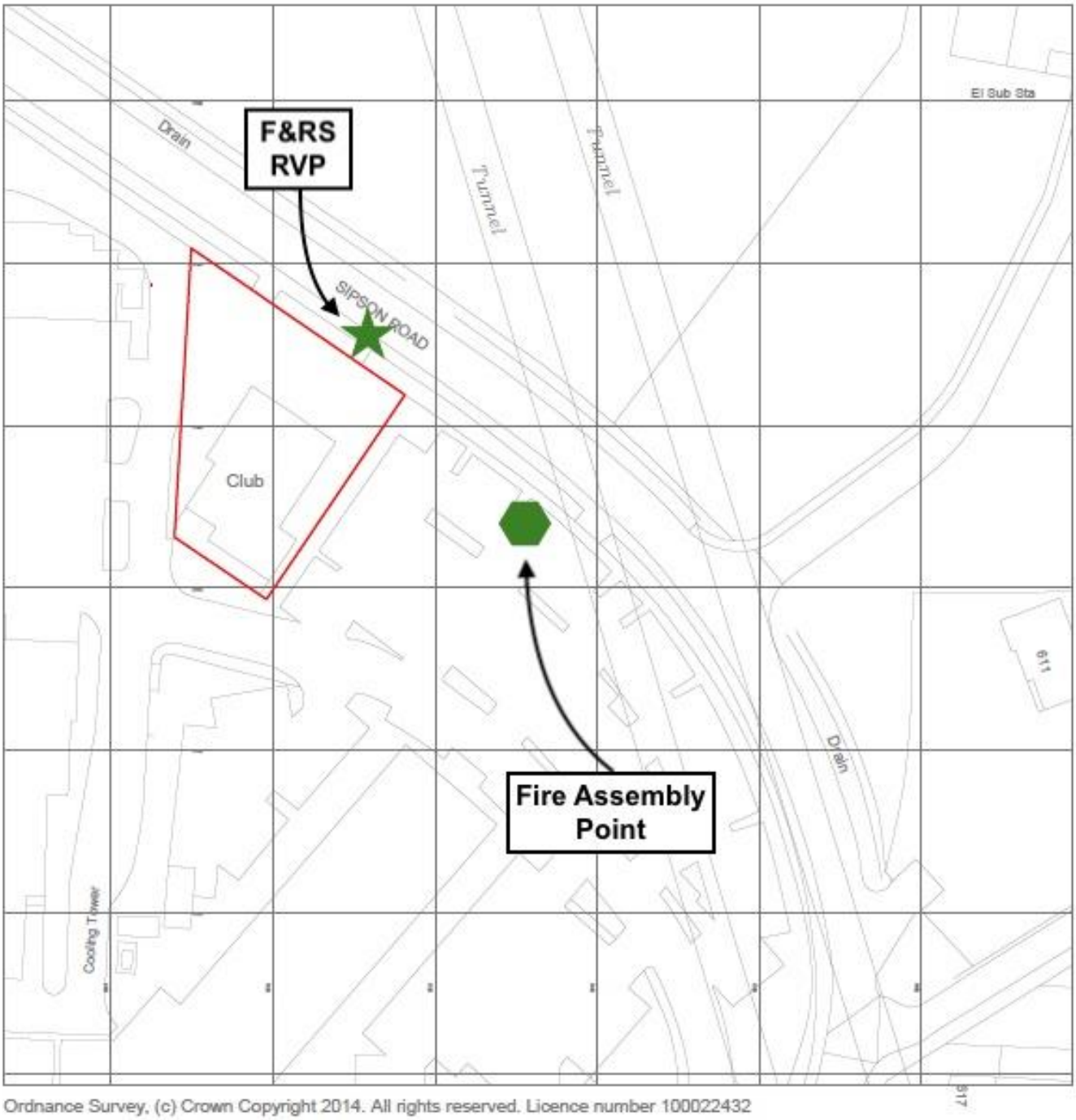

Figure 2 - Site plan showing the F&RS RVP (location for vehicles) and a suggested location for the Fire Assembly Point.

A2 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.

Passive fire safety measures are achieved at this development by a high-level of compartmentation, between;

- each of the adjoining guest bedrooms;
- each guest bedroom and the common areas within the development;
- each of the above ground storey levels; and
- the basement level car parking area and the accommodation above.

These measures prevent the spread of fire by the provision of fire-resisting compartments and separating walls, fire resisting floors and a mixture of FD30 and FD30S fire doorsets. This level of compartmentation will be designed into the construction of the proposed development.

The following active fire safety measures will be incorporated into the design of the development;

The common protected stairways will discharge directly to a final exit. Additionally, they will be provided with a fire detection system (an AOV activation system; Category L5) that meets the requirements of; BS 5839-1:2017 – *'Fire detection and fire alarm systems for buildings - Code of practice for design, installation, commissioning and maintenance of systems in non-domestic premises'*. The vents will open at the head of each stairway when the common fire detection system is activated.

The development will be provided with a Category L1 fire detection and alarm system (supplemented with a voice alarm system) throughout, that meets the requirements of; BS 5839-1:2017 – *'Fire detection and fire alarm systems for buildings - Code of practice for design, installation, commissioning and maintenance of systems in non-domestic premises'*

An emergency lighting system will be provided in the common areas of the development. This system will be installed in accordance with BS 5266-1:2016 – *'Emergency lighting – Code of practice for the emergency lighting of premises'* and will ensure that all common escape routes throughout the development are adequately illuminated for the entire duration whilst occupants are evacuating the building.

The development exceeds 11 m in height. In order to meet the provisions, set out in BS 9999:2017, Section 6 – Access and facilities for fire-fighting, a fire main (dry riser) will be provided within the development. The dry riser will meet the requirements of BS 9990:2015 – *'Non-automatic fire-fighting systems in buildings - Code of practice'.* The inlet valve for the dry riser will be; provided with suitable and sufficient signage, located on the front face of the development, in a position from where it can be seen from a F&RS pumping appliance.

As this is a residential development exceeding 11m in height the building will be provided with an automatic water fire suppression system throughout (sprinklers), including the basement level car park. The sprinkler system will be installed and maintained in accordance with the LPC Sprinkler Rules, incorporating BS EN 12845:2015 – *'Fixed firefighting systems. Automatic sprinkler systems. Design, installation and maintenance'.*

A3 Are constructed in an appropriate way to minimise the risk of fire spread.

The construction of the development will not adversely impact on the fire safety of neighbouring sites as the development will have no unprotected areas within less than the permitted distances to adjoining or neighbouring premises.

The precise nature and type of construction of the upper floors is not readily available at the time of writing, but this will be confirmed following the acceptance of the planning application. However, the following detail is assumed at this stage; block and brick outer wall systems. All components forming the external surface of the proposed wall systems will achieve the fire performance rating of Class A2-s1, d0 or better.

As the development will have a storey height of just less than 18 m all insulation products, filler materials, window panels (excluding gaskets, sealants and similar) used in the construction of an external wall will achieve the fire performance rating of Class A2-s3, d2 or better. The same will apply to any other specified attachments such as balconies, decking and terraces.

The development will not incorporate any materials meeting the description of 'combustible' in its proposed external wall systems.

All construction detail and materials detail will be retained digitally by the Phull Empire Limited and these details will form part of the Operation & Maintenance manual which will be stored and shared as necessary in order to satisfy the principles of the 'Golden Thread'.

A4 Provide suitable and convenient means of escape, and associated evacuation strategy for all building users.

The development provides disabled refuges within the stairway of Stair A, and within the stairway lobby of Stair C. In addition, the means of escape from the ground floor of Sipson Road will conform to Approved Document M, to ensure that all routes into and out of the ground floor are safe and accessible to those with reduced mobility and impairments.

The guest rooms and ancillary areas within the development are designed to accommodate a simultaneous evacuation strategy i.e., building occupants will evacuate immediately upon activation of the fire detection and alarm system.

The escape route from the development discharges onto the paved areas of Sipson Road. From here occupants have clear access to the Fire Assembly Point located adjacent to the West elevation of the building. The details regarding the meaning of the simultaneous evacuation strategy, and the arrangements for means of escape available to guests and staff members, will be provided to all guests and staff in the development.

The means of escape will be accessible to persons who do not have a good understanding of the English language. All signage will meet the recommendations of BS 5499-4:2013 – *'Code of practice for escape route signing'* and will take the form of pictorial symbols wherever necessary.

A5 Develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in.

The Evacuation Strategy is predicated on a simultaneous evacuation procedure where the occupants of the development will evacuate upon discovery of a fire or upon activation of the fire detection and alarm system (or if instructed to do so by F&RS personnel). The primary evacuation route from the building will be to the final exits, located at the ground floor level of the development (a place of ultimate safety).

An emergency plan will be created and will be reviewed, notably prior to the occupation of the development, with periodic reviews taking place post-occupation.

The construction and high levels of compartmentation at the development provide protection to the escape routes from the development, ensuring that a sufficient amount of time to escape is provided to all occupants.

A6 Provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

The development will be a detached building, created on an existing 'Brown Belt' site, with any existing buildings located on the site removed prior to construction. The Fire & Rescue Service are able access 100% of each of the four elevations of the building for pumping appliances and high-reach appliances. The F&RS rendezvous point location is provided at ground floor level on Sipson Road, see Figure 2 above.

There is an adequate supply of firefighting water available from the street level hydrants located in the following locations (one within 53m and one within 135m of the F&RS access point);

- On Sipson Road, adjacent to the Radisson Hotel site entrance – single hydrant.
- Junction of Sipson Road and Doghurst Drive – single hydrant.

The proposed development will not adversely impact the access to neighbouring sites and the surrounding areas. Firefighting facilities will be provided in accordance with BS 9999:2017, Section 6: Access and facilities for fire-fighting.

Section 3 - Fire Statement D12 (B)

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.

This Fire Statement details how the development proposal functions in terms of:

B1 The building's construction: methods, products and materials used, including manufacturers' details.

The completed Sipson Road development will have a single occupancy of a single type; other residential (hotel).

The external wall components will achieve a fire performance rating of A2 or better, in accordance with BS EN 13501-1: 2018 – *'Fire classification of construction products and building elements – Classification using data from reaction to fire tests'*. The floors will provide the required fire separation (REI 60) between each storey.

The main structural elements are assumed to concrete beam and block floors and brick/block internal compartment walls, providing a minimum of REI 60.

The partitions separating the guest bedrooms/ancillary accommodation from each other, and the guest bedrooms/ancillary accommodation from any other part of the building, will provide a minimum of REI 60. Internal partitioning within the guest bedrooms and ancillary accommodation will comprise metal stud partitions and boarding to provide a minimum of REI 30 where applicable.

Where walls, screens or partitions are constructed they will meet the recommendations set out in the British Gypsum's 'White Book', or a recognised equivalent standard.

The design principles set out in BS 9999:2017 – *'Fire safety in the design, management and use of buildings - Code of practice'* will be adhered to for the design and construction of the development.

All materials used in, and workmanship applied to, the development will adhere to the following publication; The Building Regulations 2010 – *'Materials and workmanship Approved Document 7, Regulation 7 (2013 edition, incorporating 2018 amendments)*'.

The proposed external wall systems will be provided with fire barriers which will form a complete barrier between compartments and any service penetrations will be suitably fire-stopped.

Elevations which contain unprotected areas, such as glazing, within 6 m of relevant boundary lines, will be protected in accordance with BS 9999:2017 and BR187.

B2 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.

The development provides disabled refuges within the stairway of Stair A, and within the stairway lobby of Stair C. In addition, the means of escape from the ground floor of Sipson Road will conform to Approved Document M, to ensure that all routes into and out of the ground floor are safe and accessible to those with reduced mobility and impairments.

The development is designed to operate a simultaneous evacuation policy.

The Evacuation Strategy is predicated on a simultaneous evacuation procedure where the occupants of the development will evacuate upon discovery of a fire or upon activation of the fire detection and alarm system (or if instructed to do so by F&RS personnel).

The primary evacuation route from the building will be to the final exits, located at the ground floor level of the development (a place of ultimate safety).

The escape route from the development discharges onto the paved areas of Sipson Road. From here occupants have clear access to the Fire Assembly Point located adjacent to the West elevation of the building.

The means of escape will be accessible to persons who do not have a good understanding of the English language. All signage will meet the recommendations of BS 5499-4:2013 – *'Code of practice for escape route signing'* and will take the form of pictorial symbols wherever necessary.

B3 Features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans.

The proposed development provides inherent safety standards by virtue of the high level of compartmentation within the development.

Sipson Road will be provided with a fire detection and alarm system (Category L1), which will meet the requirements of; BS 5839-1:2017 – *'Fire detection and alarm systems for buildings - Code of practice for the design, installation, commissioning and maintenance of systems in non-domestic premises'*.

In order to meet the requirements of BS 9999:2017, Annex C (as the development contains an atrium), the development's fire detection and alarm system will be supplemented throughout the building with the provision of a voice alarm system, which will meet the requirements of; BS 5839-8:2013 – *'Fire detection and fire alarm systems for buildings - Code of practice for the design, installation, commissioning and maintenance of voice alarm systems'*.

The BS 5839-1:2017 Category L1 fire detection and alarm system within the basement level car park compartment will interface with the EV charging installations within this compartment, and will electrically isolate all charging points on activation of the fire detection and alarm system.

The EV charging points will be installed in line with the National Fire Chiefs Council (NFCC) guidance and guidance published by the Fire Protection Association (RISCAuthority). The charging point installations should comply with the 'Code of Practice for Electric Vehicle Charging Equipment Installation' written by IET Standards (http://www.theiet.org/resources/standards/ev-cop.cfm) or with the equivalent most up to date guidance note.

The EV charging bays in the car park will be equipped with suitable and sufficient number of portable fire extinguishers.

The internal protected common stairways serving Sipson Road will be provided with fire detection systems (Category L5 systems) that meets the requirements of; BS 5839-1:2017 – '*Fire detection and fire alarm*

systems for buildings - Code of practice for design, installation, commissioning and maintenance of systems in non-domestic premises'.

The Category L5 fire detection systems will be interlinked with, and solely operate, the AOVs located at the heads of each of the internal protected stairways within Sipson Road. On activation of the Category L5 fire detection systems the AOV at the head of the affected common protected stairway/s will fully open.

The Category L5 fire detection system will not be provided with alarm sounders. These systems will also incorporate over-ride switches for use by the Fire & Rescue Service. The over-ride switches will be located adjacent to the main entrance to the development, located on the ground floor.

In order to assist with keeping the occupants escape routes free from smoke and heat, the atrium will be provided with a temperature control smoke ventilation system. The system will be designed, installed and maintained in accordance with the relevant standards/codes of practice.

An emergency lighting system will be provided throughout the development. The system will meet the requirements of BS 5266-1:2016 - '*Emergency lighting – Code of practice for the emergency lighting of premises'* and will ensure that the escape routes are adequately illuminated for the entire duration whilst occupants are evacuating from the building.

The distance between the parking location of a fire appliance and the inlet connection point of the dry riser will not exceed 18m, with the inlet visible from the fire appliance and provided with suitable signage.

It is essential that the fire protection measures integrated into the development function in a fire situation. Consequently, the fire protection measures will be inspected on a regular basis to ensure that they are available and functional at all times. Inspections will include, but not necessarily be limited to, the following;

a) escape routes will be kept clear at all times;

b) door locks, panic bars and automatic door release mechanisms will be maintained so that they are easily openable in an emergency;

c) wherever services breach compartment walls or floors, the integrity of fire separation will be maintained through the use of appropriate fire-resisting materials in spaces where breaches of compartmentation have occurred;

d) fire safety equipment, such as fire extinguishers, AOV over-ride switches and fire alarm call points, will not be obstructed by stored goods or machinery;

e) all fire safety equipment (e.g., fire detection systems, fire detection and alarm systems, smoke control systems and fire extinguishers) will be maintained and tested in accordance with the relevant standard by competent persons; and

f) fire doors will be maintained as operational and in good condition with all components working adequately.

The ongoing control over the repair, maintenance and replacement of doors, self-closers, smoke control systems, alarms and other fire safety equipment will be effectively planned, monitored, and reviewed by the responsible person in order to ensure ongoing compliance with the Regulatory Reform (Fire Safety) Order 2005.

B4 **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.**

Fire & Rescue Service access and facilities will be provided that meet the requirements set out in BS 9999:2017, Section 6 – Access and facilities for fire-fighting

This development will allow access for firefighters and their equipment.

In order to assist with keeping the escape/access routes free from smoke, the staircase enclosures of each of the common protected stairways will be provided with AOVs at the head of each stairway, the vents will have a minimum free area of 1 m^2.

The type, style, and positioning of the common stairway AOVs will meet the requirements of BS EN 12101-2:2017 – *'Smoke and heat control systems – Natural smoke and heat exhaust ventilators'*.

The AOVs will be provided with over-ride switches, for use by the Fire & Rescue Service, located adjacent to the main entrance to the development, at ground floor level.

In order to assist with keeping the F&RS access routes within the building free from smoke and heat, the atrium will be provided with a temperature control smoke ventilation system. The system will be designed, installed and maintained in accordance with the relevant standards/codes of practice.

The car park will be provided with a smoke control system designed in accordance with BS 7346-7 and having the objective of clearing smoke during a fire and/or after a fire has been suppressed.

The development exceeds 11 m in height. In order to meet the provisions, set out in BS 9999:2017, Section 6 – Access and facilities for fire-fighting, a fire main (dry riser) will be provided within the development. The dry riser will meet the requirements of BS 9990:2015 – *'Non-automatic fire-fighting systems in buildings - Code of practice'.* The inlet valve for the dry riser will be; provided with suitable and sufficient signage, located on the front face of the development, in a position from where it can be seen from a F&RS pumping appliance.

To assist the fire and rescue service, signage will also be provided to indicate the location of any fire sprinkler valves within the development.

The immediate area surrounding the development is provided with publicly maintained fire hydrants. There is at least one hydrant that will be located within 90 m of the dry riser inlet at Sipson Road.

It is essential that the F&RS facilities remain available at all times. Consequently, the F&RS facilities will be checked on a regular basis to ensure that they are available and functional at all times. Checks will include, but not necessarily be limited to, the following;

a) access routes (internal and external) will be kept clear at all times;

b) the dry riser fire main will be maintained and tested in accordance with the relevant standard, by a competent person;

c) the fire detection and alarm system zone map will remain available at the main entrance; and

d) the proposed smoke control systems will be maintained and tested in accordance with the relevant standard by a competent person.

B5 How provision will be made within the curtilage of the site to enable fire appliances to gain access to the building.

Fire & Rescue Service vehicular access will be available and maintained in the immediate approach to the development's location.

The vehicle access routes and hardstanding provisions for pumping appliances will meet the minimum recommendations set out in BS 9999:2017 – Section 6 – Access and facilities for fire-fighting.

The dimensions and weight limits of the public roadway access to the site (Sipson Road) remain unchanged, consequently, the attending pumping appliances or high-reach vehicles (if required) are able to park without restrictions.

These Fire & Rescue Service vehicle provisions will not adversely impact on the neighbouring premises', as these sites will also require the same level of response.

The Fire & Rescue Service vehicle access to the external parts of the development will not be hampered by parked or loading vehicles.

B6 Ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

The development's current design and construction will meet the requirements of all current building regulations and guidance.

All significant and material changes to the either the design or the structure of the building, and/or the areas within the curtilage of the site, will comply with all relevant regulation and guidance in place at the time of any proposed changes.

On completion, the building owner will receive all relevant fire safety information, including the fire statement and the fire strategy, to ensure that they understand the building design and the incorporated fire safety systems and facilities.

The existing active or passive measures will not be changed or removed without a competent fire safety professional first reviewing the impact of any such proposal.

Any future building adaptations and specifically any works involving drilling or boring through compartment walls or floors will be notified to the responsible person in advance of the works commencing. The responsible person will ensure that this work is undertaken by a competent person and any penetrations will be adequately fire stopped and will not result in breaches or damage to the existing protective measures.

All relevant fire safety documentation will be digitally stored and passed to the Responsible Person following practical completion and before occupation of the development.

Section 4 – Compliance with D5 (B5)

Policy D5(B5) requires development proposals to be designed to incorporate safe and dignified emergency evacuation for all building users. In developments such as this, 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.

This section provides a Declaration of Compliance covering the requirements of London Plan Policy D5(B5) and includes an outline Evacuation Strategy and Building Management Plan which will form part of the Inclusive Design Statement.

4.1 Declaration of Compliance

This declaration of compliance confirms that the design, number, size, and operation of the proposed evacuation lifts at 560 Sipson Road complies with the relevant regulations and standards, as far as practicable.

The evacuation lift in each core (Core A and B) will serve all floors and will exit at the firefighters' access level. The evacuation lifts will be designed in accordance with BS EN 81-76 so that they can be used for evacuation in an emergency with back-up power supplied. Each lift car size shall be at least EN81-70 Type 2.

The evacuation lifts will have an intercommunication system for interactive two-way speech, when the lift is in 'evacuation' mode. This will allow communication between the lift car; the evacuation exit floor and any machine room or emergency and rescue panel. A disabled refuge with full emergency voice communications will be provided at the lift lobby.

There will be staff on site to manage safe egress and to control the evacuation lifts. Consequently, this will result in a managed evacuation procedure which should result in all occupants, including mobility impaired persons (MIPs) and their companions, leaving the building safely in the event of fire.

There will be sufficient space within each lift lobby for wheelchair users to wait for the evacuation lift to be called to the floor, this landing area at each level will be kept clear at all times. This will not impede the evacuation of others leaving the building.

Advice from an accessibility consultant, may be required to further consider MIP egress provisions such as amenity or companion seating on landing levels.

The most likely loading for the evacuation lift will be low, which will prevent a situation where an MIP becomes separated from their companion during an evacuation (this being particularly relevant for vulnerable occupants sharing a guest room).

This egress route from the lift lobby to fresh air (a place of ultimate safety) will be step-free.

The design will be reviewed throughout any changes to the design or construction of the block prior to completion in order to ensure that the provisions of the evacuation lifts remain compliant with London Plan Policy D5(B5).

4.2 Evacuation Strategy

Due to the nature of this development (Hotel), this residential property will operate a Simultaneous policy, meaning that a fire occurring anywhere within the building will result in all occupants evacuating, and will only return when advised by the Fire & Rescue Service.

The following situation should result in a similar response following the alert of fire within any apartment;

a) Activation of detector or indication of fire

The fire alarm will activate and this will result in the immediate evacuation of the building. Any person discovering a fire should alert others within the same room; operate the nearest manual call-point, call the emergency services, and evacuate the building. MIPs with their companions and the designated staff member will call the evacuation lift and will reach ground floor where they will exit the building.

b) Re-entry to the building following evacuation

When the Fire & Rescue Service is in attendance, the occupants will remain in a place of safety (the assembly point) so as not to obstruct the Fire & Rescue Service personnel when dealing with the incident. No person will be allowed back into the building following a fire alarm actuation or fire unless specifically directed by the Fire & Rescue Service Incident Commander.

The size of the evacuation lifts will be informed by the likely capacity of users. As there are 108 rooms served by 3 lifts and 2 stair cores, there is a low likelihood of MIPs who will need to use the evacuation lifts simultaneously;

Core A – 1 x evacuation lift
Core B – 1 x evacuation lift

Those in the ground floor rooms will have step free egress from the building and do not need to enter the lift or stair cores to evacuate the building.

Given the high levels of compartmentation the speed of the evacuation lift is not critical. The overall time from calling the lift to its descent to the exit level shall not exceed the time for which the lift structure and any safe area is intended to remain tenable.

The mobility of most occupants within the rooms served by the lift should negate the use of the lift in an emergency.

The Evacuation Strategy for those requiring access to the evacuation lifts will be predicated on its continuous availability. This will require a high-degree of maintenance to ensure it remains available. However, it is known that lifts can stop working and this presents a hazard for those who will depend on this as a means of escape. As such, there will be a contingency arrangement for MIPs who require level access and exit, in the event of the evacuation lift not being available, or during times of maintenance. The contingency arrangement will allow for the evacuating MIP, their companion and the assisting member of staff to remain inside the lift lobby or a place or relative safety. The full extent and detail of the contingency arrangements will be subject to further work and advice from an accessibility consultant.

4.3 Building Management Plan

As soon as the MIP and/or their companion decide to use the lift in order to evacuate, they will be met with a designated member of staff who will respond on the operation of the "evacuation lift switch". This will send a signal to the lift control panel and the lift will then function as an evacuation lift.

Having arrived at the evacuation floor the following will occur:

- if closed, the landing door will open;
- at all levels the signs will illuminate and any illuminated sign barring access to the lift shall be turned off;
- in the car, the sign (a position indicator and an illuminating sign) will be switched on;
- landing calls will be immobilised; and
- the communication system will be activated (the communication system within the lift car shall remain operative for at least 1 hour during any evacuation or any loss of power.

This building is staffed and managed, as a result, there will be trained users who will manage the evacuation lift whilst in operation.

Once the MIPs, their companion and the member of staff have descended to the main evacuation exit floor the lift car can be returned to its normal operation, or it can remain in evacuation mode.

The building management plan will ensure that the features of the evacuation lift and its supporting facilities and infrastructure will be maintained and kept up to date throughout its lifetime.

There will be a periodic review (no more than annually) and an update of the evacuation strategy over the lifetime of the development.

Section 5 - Fire Statement D12 - Details of the Author

This Fire Statement has been produced by Gary Ferrand MA EngTech FIFireE MIFSM who is a Principal Fire Safety Consultant and is a "third-party independent and qualified" individual.

He holds the EngTech qualification with the Engineering Council and is accredited by the Institution of Fire Engineers and has relevant and extensive experience in fire safety. He is a competent professional with the demonstrable experience to address the complexity of the proposed design.

Membership, Qualifications and Career details:

Grade of IFE membership:
IFE Membership Grade: Fellow – present. 1994-2011
Year of gaining IFE Fire Risk Assessor (Life Safety) accreditation: 2020
Member of the Institute of Fire Safety Managers
Member of the Fire Protection Association

Qualifications:
MA (University of Exeter) 2005
Safety for Executives (IOSH) 2009
NEBOSH Diploma (IOSH) 1998
Modules A-D FSOC Fire Safety Studies (Fire Service College) 2005
Executive Leadership Programme (Warwick Business School) 2010
Incident Command Management – accredited at Level 4, 2011
Incident Command Gold Command 2010-2016
Multi Agency Gold Incident Course (MAGIC) 2012

Career details:
The author has spent 30 years enforcing fire safety legislation in different Fire & Rescue Authorities. As a Principal Officer he led the NFCC Business Safety Group to consistently apply enforcement work across all FRAs in the UK. He has worked privately as a consultant with large and medium-sized clients working on small, medium, large and bespoke complex developments over the previous 6 years. He is a Fellow of the IFE and has been recognised formally by the NFCC (previously CFOA) for his contribution to fire safety.