

Fire Statement Form

30 – 36 Clarendon Road

London. N8 0DJ



Design stage:

Planning Gateway 1

17th October 2022

MUK10027 – Issue 01

Application information

1. Site address

Site address line 1: 30 – 36 Clarendon Road

Site address line 2:

Site address line 3:

Town: London

County:

Postcode: N8 0DJ

2. Description of proposed development

Description of proposed development including any change of use (as stated on the application form):

Demolition of the existing building and construction of a part two, six, eight and eleven storey building, with basement, to provide 51 residential units and 560 sqm of commercial floorspace, with access, landscaping and car and cycle parking.

3. Person completing the fire statement

Name of person completing the fire statement (as Section 15.), relevant qualifications and experience:

Mr Andrew O.M. Ballantyne, on behalf of Mu.Studio (UK) Ltd.

Andy is a Chartered Engineer registered with the Engineering Council by the Institute of Fire Engineers, being a Full Member of the Institute of Fire Engineers with Membership number 00056660.

Andy graduated from the University of Edinburgh with the First Class Master's degree in Structural and Fire Safety Engineering. Prior to this, Andy also received a Bachelor's degree in Architectural Design from the University of Dundee.

Following graduation, Andy has worked in fire safety engineering for circa 8 years, based primarily in the London area and undertaken numerous commercial, residential, and governmental projects of varying scale and complexity.

4. Consultations

State what, if any, consultation has been undertaken on issues relating to the fire safety of the development; and what account has been taken of this:

No fire safety consultations regarding this planning application have been undertaken to date. Further consultation with the local fire and rescue service expected to be completed by the appointed building control body during detailed / technical design.

5. Site layout plan

Site layout plan with block numbering as per building schedule referred to in Section 6 (consistent with other plans drawings and information submitted in connection with the application)

Site layout plan is:

Inserted in Form



The principles, concepts and approach relating to fire safety

6. Building schedule

<i>Site information</i>	<i>Residential areas</i>	<i>Commercial areas</i>
(a) <i>block no. as per site layout plan</i>	Single block only	Single block only
(b) <i>block height (m)</i>	36.9 m	36.9 m
<i>number of storeys excluding those below ground level</i>	12 storeys (inc. roof terrace)	12 storeys (inc. roof terrace)
<i>number of storeys including those below ground level</i>	13 storeys (inc. roof terrace)	13 storeys (inc. roof terrace)
(c) <i>proposed use (one per line)</i>	Residential flats, maisonettes, studios	Shop / Office / Café
(d) <i>location of use within block by storey</i>	Basement to 10 th Floor	Basement & Ground
<i>Building information</i>		
(e) <i>standards relating to fire safety/ approach applied</i>	BS 9991	Approved Document B Vol 2
(f) <i>balconies</i>	Class A2-s1, d0 or better	No balconies
(g) <i>external wall systems</i>	Class A2-s1, d0 or better	Class A2-s1, d0 or better
<i>Resident safety information</i>		
(h) <i>approach to evacuation</i>	Stay put	Simultaneous
(i) <i>automatic suppression</i>	Yes - residential sprinklers, full	Yes - residential sprinklers, full
(j) <i>accessible housing provided</i>	M4(2) & M4(3)	N/A non resi

7. Specific technical complexities

Explain any specific technical complexities in terms of fire safety (for example green walls) and/or departures from information in building schedule above:

The upper levels of the building are served by a single escape stair, featuring enhanced protection which also supports the expectations of the London Plan 2021 (see Item 9). A second stair serves from Basement to Second Floor, though this is considered as an escape stair from the basement level only where not provided with features expected to allow use as a common escape stair from apartments (i.e., AOV at the head of the stair). As such, the second stair will not be signed as a means of escape route from the above-ground floors.

A mechanical smoke control system is provided which features a bespoke arrangement so as to also offer protection from smoke-ingress to the lift lobby area. Inlet air is provided via AOVs located at the head of the firefighting stair and in the façade of each above-ground lift lobby. Extraction via a mechanical smoke shaft is provided to the common corridor area. An unlatched fire door is provided between the lift lobbies and common corridors, facilitating the passage of make-up air.

Rooflights are indicated to First floor apartments to maximise light within deep units. If provided, these are expected to require fire-rated glass to maintain the required fire resistance of the compartment floors.

The firefighting lift is a dual-entry firefighting lift at Ground floor only. The additional rear opening to the firefighting lift is accessed from a protected lobby having ventilation by a mechanical extract system, which will assist to protect the firefighting lift from smoke ingress.

The firefighting stair, being a single stair serving the upper levels, has a connecting door to an adjacent lift lobby at Ground floor which then provides access to an undercroft car park area. A bespoke performance-based smoke control system is to be provided in the connecting lobby at Ground floor, with the sprinklered undercroft car park area having substantial natural venting to outside air. The level of smoke control provided to the stair escape route at Ground floor is to offer a level of protection being equivalent or better to that expected by fire safety guidance for fires occurring on the above-ground levels of the building, maintained suitable protection to the entirety of the escape route.

Escape from the firefighting stair will primarily via the shared entrance lobby, which will feature non-combustible postboxes and a limited desk area for management use. This area will also feature suppression and protected lobbies separation from the wider building.

The performance-based mechanical smoke extract system will also serve basement level, to provide protection to the basement stair in the event of a fire at basement level. The lifts serving the above-ground levels also connect with the basement floors, being lobby separated from the wider basement area and protected from smoke ingress by the mechanical smoke extract system.

The residential sprinkler system will serve the entirety of the development. As such, all ordinary hazard areas are to be limited to a maximum of 100 m². The commercial areas are also limited to a maximum of 90 m² per level to meet the recommendations for small units within Approved Document B Volume 2, and fire separation would be expected during fit-out to comply with the limitations of the sprinkler system.

8. Issues which might affect the fire safety of the development

Explain how any issues which might affect the fire safety of the development have been addressed:

A detailed description of the intended fire strategy is provided within a Fire Statement report provided alongside this Fire Statement Form, to demonstrate compliance with the London Plan 2021. Further recourse to this document should be made for discussion of how fire safety issues are intended to be addressed at this stage of design development.

9. Local development document policies relating to fire safety

Explain how any policies relating to fire safety in relevant local development documents have been taken into account:

The development is located within London, and the fire safety expectations of the London Plan 2021 have been included within the design. This includes an evacuation lift within the central circulation core to meet Policy D5(B5) of the London Plan 2021, and the production of a detailed Fire Statement report in accordance with Policies D12A and D12B of the London Plan with an appropriate level of detail for building considered as a 'major development'.

To support users of the evacuation lift, protected lobbies with smoke control are provided that would offer a comparable level of safety to the waiting space for the evacuation lift as would be expected within protected escape stair based on BS 9991 guidance. At Ground floor, a safe route to outside is available from the evacuation lift on the same basis as is provided for the protected stair.

Emergency vehicle access and water supplies for firefighting

10. Fire service site plan

Explanation of fire service site plan(s) provided in 14. including what guidance documents have informed the proposed arrangements for fire service access and facilities?:

Fire service access to the site is provided via the existing public road network around the site, which features generously sized roads that would meet the contemporary access expectations set out by London Fire Brigade document GN29.

Access to the residential building would be available via either the main residential entrance on the north side of the building, or alternatively via the side entrance from the car park area on the west of the building, if required. The commercial units at Ground floor will have entrances that are accessible directly from the appliance hardstanding areas on Clarendon Road on the east side of the building.

The internal firefighting features are informed by the expectations of BS 9991, including the following:

- A firefighting stair of at least 1,100 mm in clear width
- A firefighting lift to BS EN 81-72
- A dry rising main to BS 9990
- A mechanical smoke control system to be equivalent or better to the expectations of BS 9991
- Firefighting signage within the common areas

The building will also feature an evacuation alert system and evacuation lift, which would support firefighters with managing the wider evacuation of the building if deemed necessary in an extreme event.

11. Emergency road vehicle access

Specify emergency road vehicle access to the site entrances indicated on the site plan:

Access for a firefighting pump appliance will be available to the site via the existing road network, with access to Clarendon Road being available from Hornsey Park Road. Clarendon Road is accessible from the wider road network from multiple directions, such that no dead-ends or cul-de-sacs are present that would require fire appliances to reverse in or out of the site.

12. Siting of fire appliances

Fire appliances will be able to use the existing road network around the building as a hardstanding in an emergency. Clarendon Road is a generously sized road that would allow firefighting operations to occur around any parked vehicles. The road also provides ample room for multiple fire appliances to attend the site and park adjacent to the building.

13. Suitability of water supply for the scale of the development proposed

The building is located within a mature urban area in London which is served by the existing public fire hydrant network. An existing fire hydrant is available at circa 20 m from the proposed entrance to the residential building and anticipated location of the dry riser inlet.

Nature of water supply:

Hydrant (public)

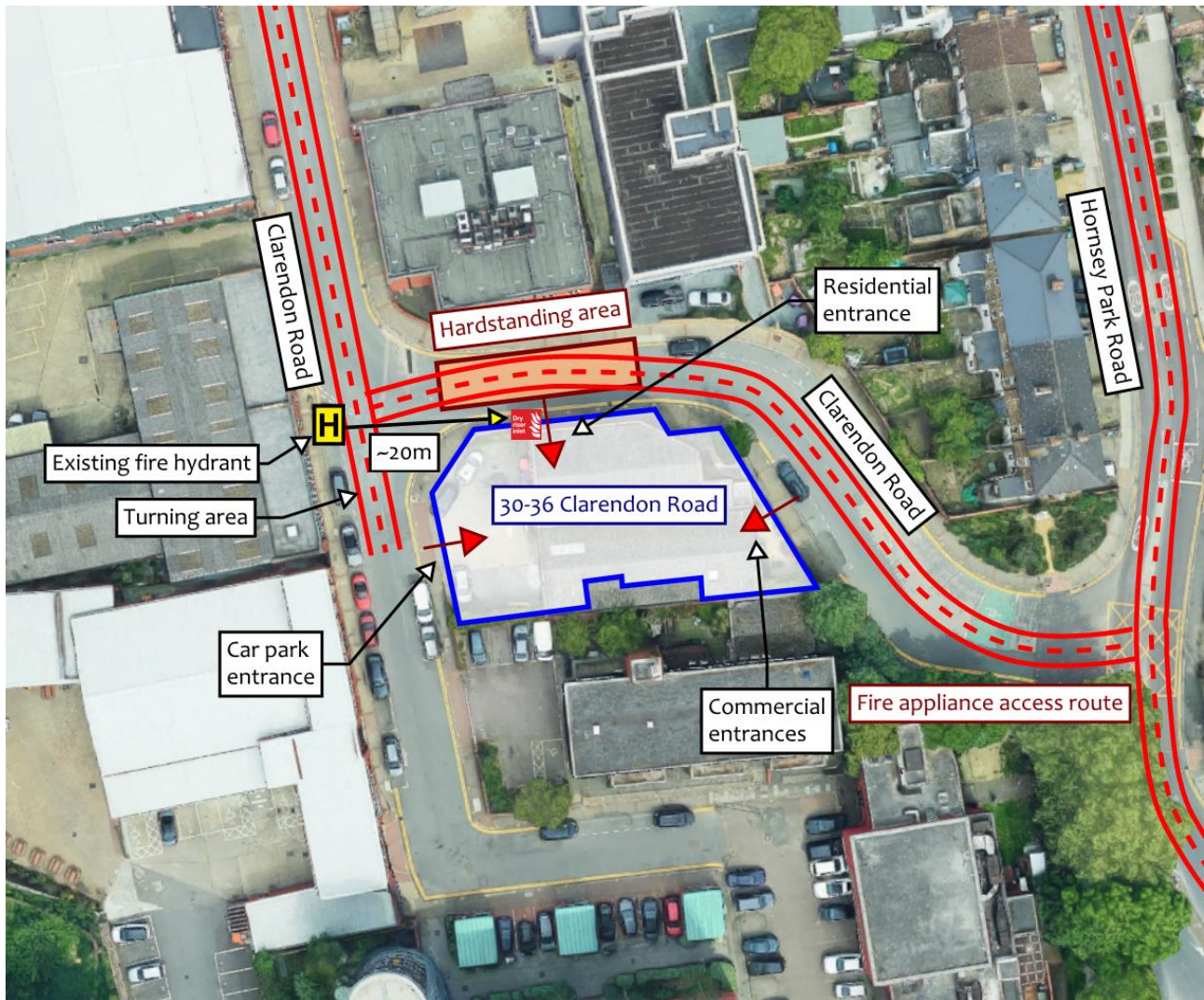
Does the proposed development rely on existing hydrants and if so are they currently usable / operable?:

Yes

14. Fire service site plan

Fire service site plan is:

Inserted in Form



Author and issue record

15. Signature



Digitally signed by Andy
Ballantyne
Date: 2022.10.17 18:57:27
+08'00'

16. Date

17th October 2022

17. Issue record

Project: MUK10027: 30 – 36 Clarendon Road. London N8 0DJ

Report: Planning Gateway 1 Fire Statement Form

Client: Paul Simon Magic Homes, 5-11 Green Lanes, Palmers Green, London N13 4TN

Issue	Date	Description
01	17.10.22	Initial issue

Author: Andy Ballantyne BArch MEng CEng MIFireE PMSFPE
Institution of Fire Engineers Member 00056660



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