

Lynton Road

Fire Statement

18th January 2023

BB-FS-14349BC-01-C

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1. Introduction

1.1 General

- 1.1.1 This document provides an overview of the Lynton Road development located at 72-96 Park Road, Crouch End, London, with a view to demonstrating how the proposed development is considered to comply with the London Plan Policies D5(B5) and D12 as outlined within the London Plan Guidance - Fire Safety Sheet document, issued in February 2022.
- 1.1.2 The development has a combined floor area, when measured along the external footprint of the scheme, in excess of 1,000m² (approximately 2,740m²) and therefore, under the guidance of The London Plan it is required to assess the scheme as a 'Major Development'. Consequently, the criteria of D12(B) will be detailed including how the development is proposed to meet these.
- 1.1.3 The proposed residential scheme will involve the demolition of the existing warehouse and flats. The proposed scheme will provide two new commercial units and nine residential units. The development would include ancillary accommodation, such as bin stores, bike stores and a sprinkler tank room at ground level.
- 1.1.4 The layout of the proposed scheme forms a large 501.49m² commercial unit at ground level with a 682.47m² Office at level 1. Residential accommodation is provided at the upper levels (level 2 to level 4) with a separate means of escape route provided from the non-residential areas. The main entrance is located to the Southeast of the development via the corner of Park Road and Lynton Road. It should also be noted that the development is located in close proximity to Veryan Court, which is under client ownership.
- 1.1.5 There will only be space for two parking spaces located externally in open air and short stay residential cycle storage by the main entrance with further storage located internally. The building measures circa 15.4m when measured from the Fire Service access level to the topmost occupied floor level.

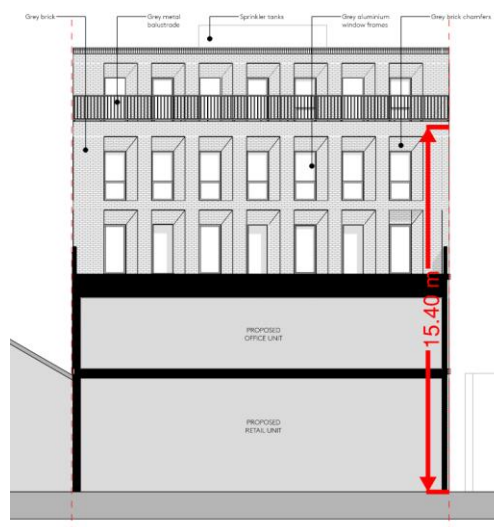


Figure 1. Building height

1.2 Qualifications of the Engineer



FIRE ENGINEER

Brett Kelsall

QUALIFICATIONS

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- 1.2.1 Brett joined BB7 from a background in Fire Testing where he conducted full scale tests in accordance with British Standards, European Standards, Underwritten Laboratory tests and ISO tests. Wanting to further embrace the fire safety culture, Brett embarked on his career path to becoming a Fire Engineer.
- 1.2.2 Since joining BB7, he has become a crucial member of the team, working on numerous high-profile schemes across all sectors of the industry. He has developed an in-depth understanding of fire engineering standards and guidance, and how to identify value engineering opportunities which can be applied to projects to achieve the most cost-effective solution.
- 1.2.3 Brett has worked on several high-profile projects throughout the country including hospitals, hotels, ice rinks, leisure centres, educational buildings and football stadiums. Whilst also working on projects which are small in nature, but large in building relations with future clients.
- 1.2.4 Brett is a highly skilled engineer with extensive knowledge of both the theoretical and practical application of all aspects of engineering and the built environment.
- 1.2.5 Brett's background is in fire engineering design, implementing the latest innovation techniques to implement functional fire strategies that benefit the design team during the design development stages, whilst ensuring the building can function in a manageable way once occupied.

2. London Plan Policy D5(B5)

2.1 Requirements

2.1.1 The London Plan Policy D5(B5) is outlined below:

“Development proposals should achieve the highest standards of accessible and inclusive design. They 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.”

2.1.2 The residential development will adopt a stay put evacuation strategy, whereby only the occupants within the fire affected area/room will evacuate in the event of a fire, and fire and smoke alarm activation.

2.1.3 The non-residential areas (commercial unit, office) and ancillary accommodation (bin stores, bike store and sprinkler room) will have an independent simultaneous evacuation strategy, whereby by, upon detection the occupants within these areas will evacuate.

2.1.4 The development has three passenger lifts provided, all of which are to be designed and used as evacuation lifts due to them serving different areas of the development which are not accessed directly from each other. The lift installations will be suitably sized in line with the relevant British Standards. The following figures detail the location of the lift cores (highlighted in Blue) and escape routes/travel distances provided at each level.

2.1.5 Each evacuation lift is to be provided with fire protection measures suitable to allow their continued use in a fire event. These include resilience measures, such as suitable back up power and fire protection of lift equipment and power/control cabling.

2.1.6 At ground level, the evacuation lift opens into the stair lobby, which leads to the external. The stair lobby is to be a sterile area with no fire loading present.

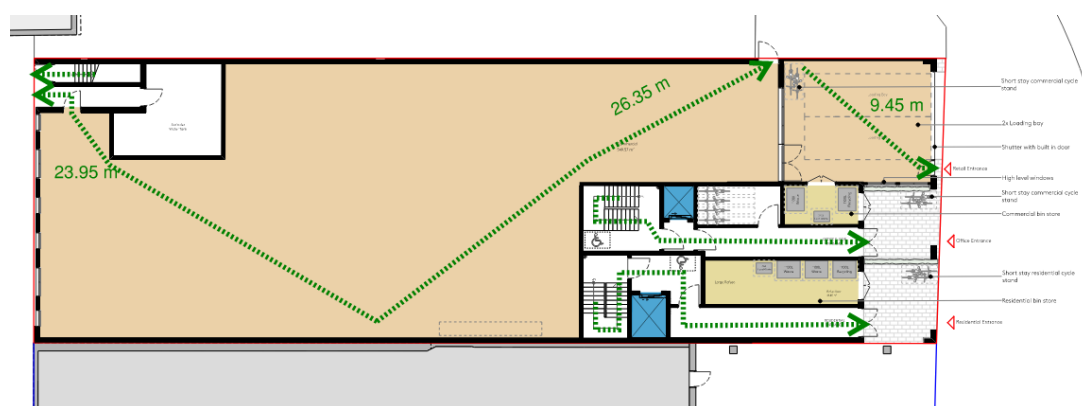


Figure 2. Ground Floor Plan

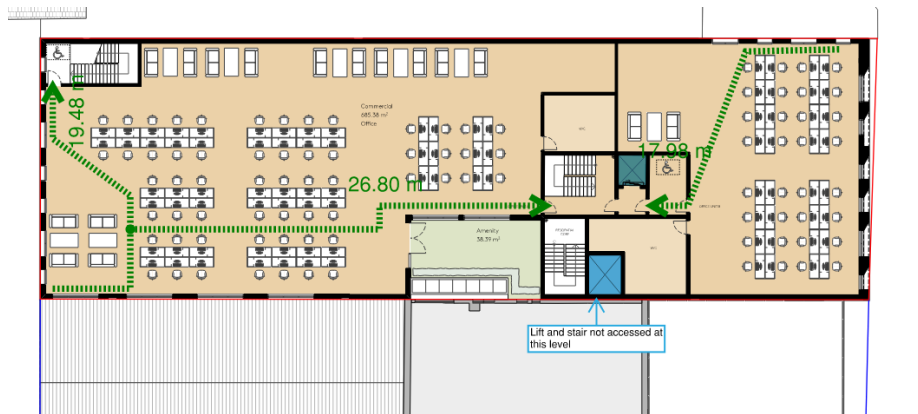


Figure 3. 1st Floor Plan

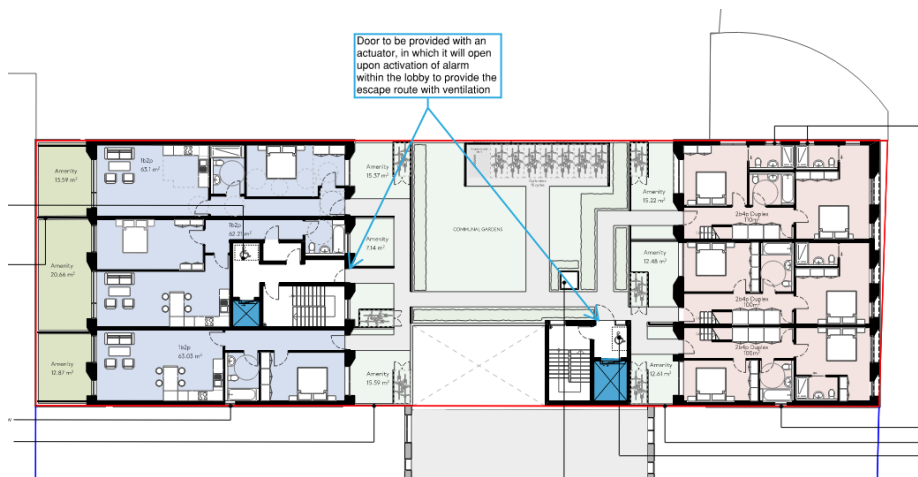


Figure 4. 2nd Floor Plan

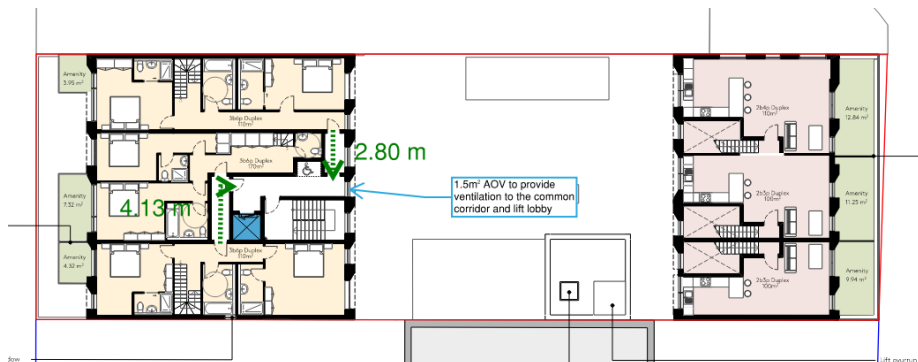


Figure 5. 3rd Floor Plan

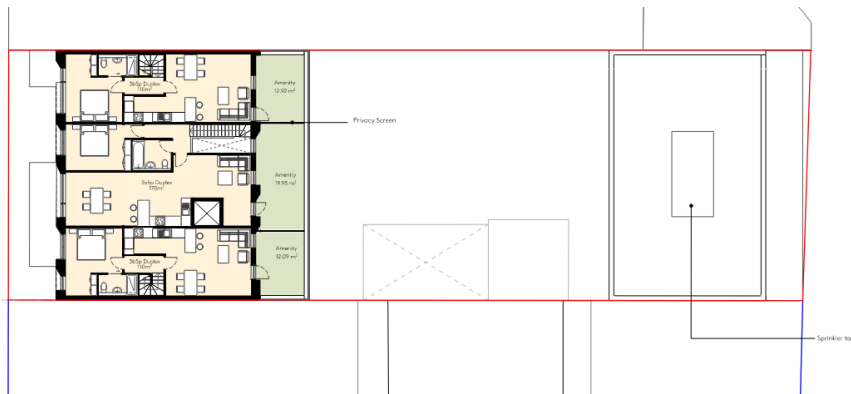


Figure 6. 4th Floor Plan

2.1.7 As detailed within Figure 4 and Figure 5 above, the evacuation lifts at upper levels are provided within a protected lobby. At level 2, the doors to the external are proposed to be provided with an actuator, so that upon activation of alarm within the corridor the door will open, providing ventilation to the escape route. At level 3, the evacuation lift and stair lobby are to be provided with a 1.5m² AOV which will provide a ventilated space for any disabled occupants to wait in the event of a fire to use the evacuation lift, in addition to the non-ventilated lobbies provided to the residential apartments.

2.1.8 The evacuation lifts are to be designed and installed in accordance with BS EN 81-76.

2.2 Evacuation Strategy / Building Management Plan

Residential

2.2.1 Within the residential areas, it can be assumed that there will not always (if at any time) be a suitably trained person on site to manage the evacuation using the evacuation lift. If this is not accounted for, it is a requirement for the building to have this management plan in place. The residential apartments are not expected to have accounted for 24/7 management for the evacuation plan to be appropriately managed, therefore the evacuation lifts are recommended to utilise automatic evacuation technology whereby the evacuation lift is activated upon detection and alarm. This is considered to be suitable for the use and risk profile of the building.

2.2.2 Further to the above, the operation of the evacuation lift will consist of the following, based on the draft guidance contained within BS DD EN 81-76.

- The lift shall serve registered landing calls;
- The priority of the landing calls shall be based on the distance from the Main Evacuation Exit Floor (MEEF), with the furthest landing call getting highest priority;
- On arrival at a landing, the lift shall open the doors and give a voice announcement (for example "Evacuation. Enter the car");
- Once passengers have entered the lift, the doors shall be closed and the lift proceeds directly to the MEEF;
- The lift may serve other landing calls on the way to the MEEF, which will incorporate:
 1. An audible and visual indication to inform persons not to leave the car (for example "No Exit"); and

2. A means to prevent stops without sufficient capacity (load or space sensors).
 - At the latest when the actual door dwell time exceeds 30 seconds, all door protective measures shall be made inactive and the doors shall attempt to close as defined in BS EN 81-20:2019, Clause 5.3.6.2.2.1 b) 4);.
 - Actuation on the landing call device shall not prevent a loaded car from closing its doors and leaving the floor;
 - On arriving at the MEEF, the evacuation lift shall open its door and shall make audible and visual indication such as “Exit now”.
- 2.2.3 It should be noted that this guidance for the use of automatic evacuation from BS EN 81-76 is still undergoing consultation and therefore may be rejected by the fire and rescue service as a viable solution. This is however considered a reasonable approach for Lynton Road as the building does not have onsite management.
- 2.2.4 An alternative approach would be to have remote assisted evacuation; however, this is also still undergoing consultation.
- 2.2.5 If the draft guidance document BS DD EN 81-76 does not get approval and the above is deemed unacceptable, a management plan should be put in place, reflective of BS 9999 Annex G.2.3 would be required for the building to utilise driver-assisted evacuation for the development.
- Non-residential areas**
- 2.2.6 Within the commercial side of the development (office and commercial unit), it can be assumed that there will always be a suitably trained person on site to manage the evacuation using evacuation lift, as is typically required. If this is not accounted for, it is a requirement for the building to have this management plan in place. The commercial and office areas are recommended to have management throughout opening hours for the evacuation plan to be appropriately managed. These areas are recommended to utilise driver-assisted evacuation technology whereby the trained personnel would operate the evacuation lift upon activation of alarm. This is considered to be suitable for the use and risk profile of the building.
- 2.2.7 A suitable management plan will need to be developed by the responsible person, where lone working may occur (i.e. office workers staying late after building management has left for the day). It would be recommended that all trained personnel to operate the evacuation lift are held responsible for the personnel within the office space and therefore make sure that any non-ambulant persons could escape in the event of a fire.
- 2.2.8 Further to the above, the operation of the evacuation lift, and its management therefore will consist of the following interfaces and operational guidance which will be incorporated into the end user’s management plan.
- Upon alarm activation the lift car will return to the ground floor level and all landing call controls will be disabled.
- The trained personnel will then operate the evacuation lift switch to manually override the lift car, the lift will only respond to input provided by the driver and will not be overridden by input from landing switches. The communication system within the lift will also become operational at this point, this will be linked to a call station located within the lift lobby at level 1.

- The driver will proceed only to direct the lift to the floors where a call for assistance has originated and they will not stop at additional levels where no call for assistance has been made.
- 2.2.9 Further consultation with the Fire and Rescue Service may identify a more efficient and safer manual operational route of the lift; however typically the below will occur:
- The fire floor; then
 - The floor immediately above the fire floor (where applicable).
- 2.2.10 It may be determined however by the trained members of staff (drivers) during the evacuation and upon assessment of the latent fire conditions within the building that an alternative operation of the lift may be necessary to evacuate one floor before another.
- 2.2.11 The management operation of the lift will be conducted in a manner reflective of the guidance of BS 9999 Annex G.2.3.
- 2.2.12 A management plan should be in place to allow occupants within the refuge space in the top left stair to evacuate in the event of a fire should the evacuation lift be inaccessible. It is recommended to provide an evacuation chair, of which trained personnel can use to evacuate non-ambulant persons in an emergency, additionally other methods may be considered acceptable.

2.3 Capacity

- 2.3.1 With the residential evacuation procedure operating on a stay-put evacuation policy, it is considered that there will not be a significant number of occupants required to evacuate in the event of a fire. Under the proposed stay-put evacuation policy, each apartment will form a separate fire compartment that is separated via 60-minute fire resisting construction from all other accommodation, and only occupants within the apartment where fire is detected will be alerted to evacuate. Therefore, it is considered that a single evacuation lift will be sufficient to accommodate any Mobility Impaired Persons (MIPs) within the incident apartment.
- 2.3.2 Within the non-residential areas, the evacuation procedure adopts simultaneous evacuation. Therefore, there may be a larger number of people trying to escape at the same time, and subsequently requiring the evacuation lift. The expected occupancy of the office floor is 116 persons based on a floor space factor of 6.0m² per person.
- 2.3.3 It will be outlined within the management plan to allow the evacuation lift to only be used by any Mobility Impaired Persons (MIP's) who could not use the stairs unassisted in the event of a fire, as identified by the person's Personal Emergency Evacuation Plan (PEEP). All other occupants should be directed to the stair as to not cause a queue waiting for the evacuation lift.

3. London Plan Policy D12(B)

3.1 Requirements

3.1.1 London Plan Policy D12(B) requires a Fire Statement to be produced for “Major Developments”.

3.1.2 Major Developments are defined within the London Plan, as specified below:

Major Developments are defined as:

- *For Dwellings: where 10 or more are to be constructed (or if number not given, area is more than 0.5 hectares)*
- *For all other uses: where the floor space will be 1000m² or more (or the site area is 1 hectare or more). The site area is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers’ flats etc. should be included in the floor space figure.*

3.1.3 As Lynton Road is proposed to produce 9 dwellings in the form of flats and has a total floor space over 1000m² from ground level to fourth floor (approximately 2,740m²), the site would be recognised as a ‘Major Development’. According to Policy D12(B) 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
6. Ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.”

3.1.4 The aspects that should be included within the Fire Statement are outlined in the following subsections.

3.2 Policy D12(B1)

The building’s construction: methods, products and materials used, including manufacturers’ details

3.2.1 Lynton Road is to be developed using traditional masonry construction, with grey brick. The building also has metal balustrades for the balconies and aluminium window

frames. The ground floor commercial unit is proposed to have curtain walling to allow for natural lighting to ground floor area.

- 3.2.2 It is stated within the London Plan guidance document for Policy D12 that the Fire Statement must include a commitment that the development will not incorporate combustible material in its external walls (defined in the London Plan guidance as “*only materials that are Class A2-s1 rated and above under the European classification system, as set out in the standard BS EN 13501-1 and as reflected in UK Building Regulations will be used except for the exempt elements as set out under Regulation 7(3) of Approved Document B*”).
- 3.2.3 No manufacturer details for proposed products and materials have been provided to BB7 at this stage to determine whether this would be the case for the proposed external wall build-up. However, it is understood that the proposed design is fully intended to comply with B4 of the Building Regulations and with Regulation 7(4).
- 3.2.4 As such, a detailed review of the external wall details proposed will need to be undertaken by the design team and all primary materials within the external walls should achieve minimum classification of Class A2-s1, unless exempt under Regulation 7(3) or otherwise agreed with the Planning Authority.
- 3.2.5 Furthermore, an external fire spread to adjacent buildings assessment has been undertaken that concludes that the majority of the elevations are required to be provided with a high percentage of protection (to achieve fire resistance) provided to the external wall. The design will be progressed on this basis to limit the risk of fire spread. It should be highlighted that this assessment takes into account the permitted benefit of incorporating sprinkler protection throughout the building – refer to Policy D12(B3) within this document for further details regarding the proposed sprinkler systems.

3.3 Policy D12(B2)

The means of escape for all building users: suitable designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach

- 3.3.1 The basis for the design of the fire strategy is recommended to use the guidance contained in Approved Document B, Volume 1 and 2: 2019 Editions (incorporating 2020 amendments). As per the typical UK approach for residential buildings, the evacuation approach proposed revolves around the stay-put evacuation strategy. The non-residential/ancillary areas of the building will operate under a simultaneous evacuation strategy. Therefore, every part of the non-residential/ancillary areas would evacuate upon activation of alarm. The fire alarm and detection systems will be individual within the flats, however, would be interlinked to the fire alarm panel.
- 3.3.2 All of the stairs in the development (measured on the GA floor plans provided to BB7) are noted to have a clear width of approximately 1,200mm and are understood to have been designed to meet the requirements of Part M of the Building Regulations 2010 (as amended). Protected stair lobbies with smoke-ventilation have been provided within the residential levels as to protect the stairs and allow occupants of a non-fire affected floor to still escape effectively – refer to Section 3 – Policy D12(B3) below for further details regarding the proposed smoke ventilation systems.
- 3.3.3 As noted above, the building will be provided with evacuation lifts and therefore should they require it, mobility impaired persons will use this to make their escape to ground level, in line with Policy D5(B5). All other escape routes will be suitably designed to be level or, where provided, have ramps that do not have a gradient that exceeds 1:12. Ramp gradients should also follow the guidance in AD M in order to

achieve compliance with Part M of the Building Regulations, however this is considered to be outside the scope of this document.

- 3.3.4 All occupants should be informed of the building evacuation strategy as part of their initial induction / check in and relevant information should be provided within their welcome information pack and / or relevant fire safety notice signs.
- 3.3.5 A review of the evacuation strategy and the building's fire safety strategy in general should be undertaken whenever significant changes to the use, height and fire risk of the building are proposed.

3.4 Policy D12(B3)

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

Active Fire Safety Measures

- 3.4.1 In accordance with BS 9991 and BS 5839-6:2020, all apartments are to be provided with automatic fire detection and alarm in the form of a Grade D (1 or /2), Category LD2 system, designed and installed in accordance with BS 5839-6.
- 3.4.2 The automatic fire and detection system to be provided in tandem with a residential sprinkler system designed and installed in accordance with BS 9251: 2021; this will be a Category 3 sprinkler system. The minimum discharge density of the sprinkler system shall be 2.80 mm/min with a minimum duration of supply of 30 minutes in accordance with Table 2 of BS 9251.
- 3.4.3 The commercial unit (ground level) and office (1st floor) would need to be sprinkler protected in accordance with BS EN 12845:2015+A1:2019 to an Ordinary Hazard Group 3 (OH3) would be required.
- 3.4.4 A Category L5 fire detection and alarm system will be provided in the common corridor/stair lobby to activate the smoke control systems on the floor of the fire origin.
- 3.4.5 For the ancillary, commercial and office areas within the building, the minimum level of requirement for the alarm system is a manual system in accordance with BS 5839-1. However, it is proposed to provide a Category L2 automatic detection system to all these areas of the building, which will include sounders and manual call points, to all areas in accordance with BS 5839-1. Due to the mixed-use nature of the development, automatic detection and early warning is considered crucial to provide safe egress from a fire.
- 3.4.6 Where dampers are provided to protect the primary means of escape lobby or staircase these will need to be automatic fire and smoke dampers linked to the main fire alarm to operate the dampers. Dampers should not be provided for within ductwork serving any kitchen as there will be a likely build-up of grease within the duct, which can adversely affect the dampers. Kitchen extract should therefore be discharged directly from the compartment, constructed from fire-rated ductwork, or protected in a fire-rated shaft to external.
- 3.4.7 All fire and smoke dampers are to be tested to BS EN 1366-2 and be classified to BS 13501-3. The dampers are to have the same fire resistance (integrity) as the wall or floor they penetrate (subject to a minimum fire resistance of 60 minutes).
- 3.4.8 Exit signage to all exits leading to escape routes are to be designed and installed in accordance with BS ISO 3864-1 and BS 5499-4.
- 3.4.9 In accordance with BS 5266-1: 2016, emergency lighting is to be provided along all escape routes.

- 3.4.10 A 1.0m² Automatic Opening Vent is to be provided at the head of the stair.
- 3.4.11 The stair lobbies are required to have a means of ventilation. This can be achieved by either of the following methods:
- 1.5m² Natural Smoke Ventilation
 - 1.5m² Automatic Opening Vent
 - A Mechanical Smoke Shaft.
- 3.4.12 It is proposed that the residential stair lobby (Figure 4 and Figure 5) is provided with an actuator to the door to external at level 2, and a 1.5m² AOV at level 3 to provide ventilation to the stair lobby and protect the occupant escape route. The other lobbies throughout the development are yet to be determined.

Passive Fire Safety Measures

- 3.4.13 The topmost occupied storey in the building is greater than 11m and less than 18m in height (15.4m), all elements of structure should be provided with 60 minutes applied fire protection and sprinkler protection should be provided throughout the building. All floors should be designed as compartment floors as the buildings provide sleeping accommodation; compartment floors should also have 60 minutes fire resistance.
- 3.4.14 All openings for pipes, ducts, conduits or cables that pass through and/or any joints between fire separating elements should be appropriately fire stopped with consideration for any potential thermal movement of pipes and ducts.
- 3.4.15 Where non-rigid materials are adopted or unsupported spans exceeding 100mm are adopted, the fire stopping material to be reinforced with materials of limited combustibility.

3.5 Policy D12(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

- 3.5.1 Vehicular access is provided directly from the location where Park Road and Lynton Road meet. The main entrance to the development is sited off Lynton Road which may be difficult for the Fire and Rescue Service turn around down. It is noted that the maximum reversing distance recommended for a fire appliance is exceeded (20m to 30.1m) to the main entrance, therefore it is advised that appropriate turning facilities are provided. Bollards are located on Lynton Road which prevent vehicles driving through to the other side of Lynton Road from the development. Confirmation may be required if the Fire and Rescue Service will be able to access through these bollards, allowing them to perform the necessary turning.
- 3.5.2 An existing fire hydrant has been located on Park Road, approximately 50m from the entrance to the development. The dry riser inlets (3 inlets in total) will also be provided in clear sight at the main entrance, visible from Lynton Road for Fire Service use.

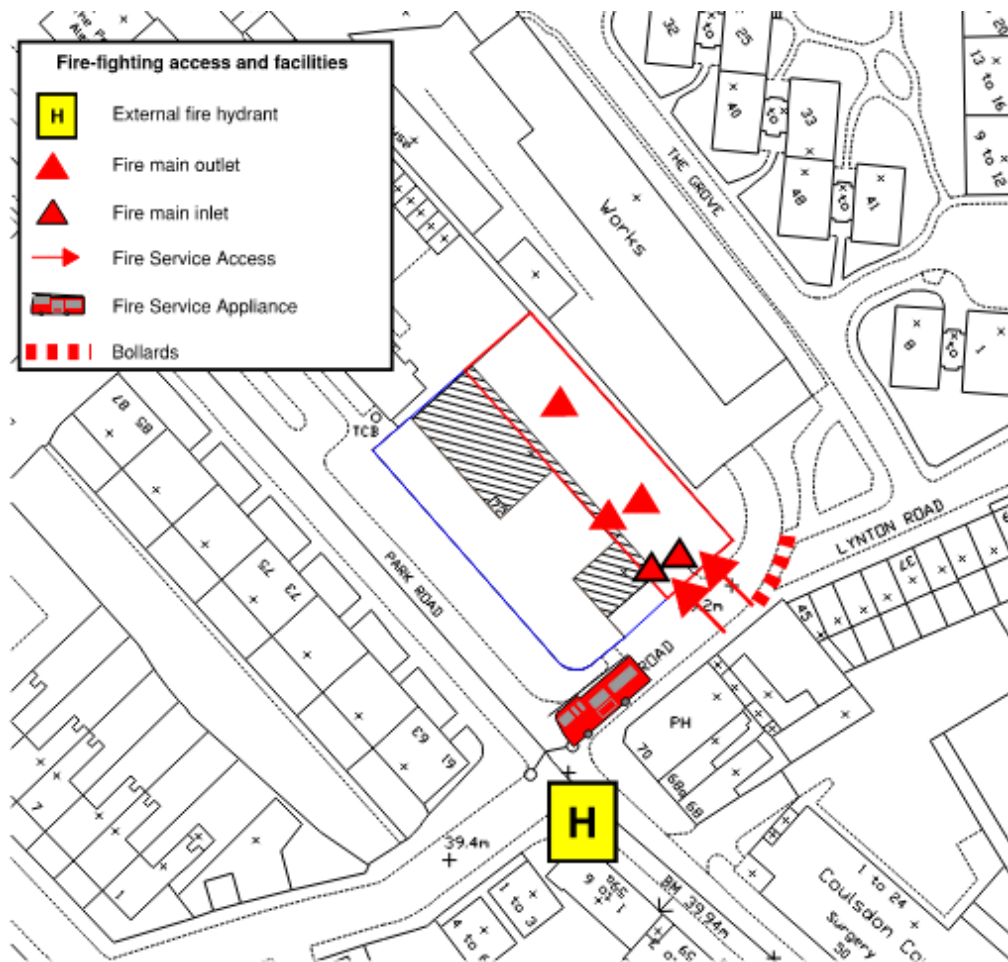


Figure 7. Site Access

3.5.3 The Fire Service provisions provided within the development are as follows:

- A 1200mm minimum clear width in the stairs;
- A fire main provided within the stairs;
- The protected stair and lift are to be constructed of 60-minutes fire resisting construction; and
- A protected lobby of 60 minutes fire resisting construction leading to the stair.

3.5.4 The dry rising mains are to be designed and installed in accordance with BS 9990, which requires every part of every storey to be within 45m of the dry riser outlet in the protected stair. This is measured along the shortest route suitable for laying the hose. A dry riser outlet should be provided to ground and Levels 1-3 (Level 4 provides access via Maisonettes only) accessed off the protected stair landing of each floor. Each fire main should be fed through a dry rising main inlet provided within 18m and in sight of the fire appliance designated vehicle parking zone.

3.5.5 Within the residential levels, the dry riser within the central stair cannot access every area at the upper levels within 45m. Therefore, it has been proposed to provide additional dry riser serving the residential levels, both accessed from the protected staircases. This would be required to be developed during the detailed design stage.

- 3.5.6 As part of the May 2020 amendments to ADB, guidance for wayfinding signage to assist firefighters is now required. For residential buildings with top floors more than 11m above the ground floor, floor identification signs and flat indicator signs should be provided, in accordance with ADB Volume 1 guidance.
- 3.5.7 It is advisable that the end-user ensures a Premises Information Box is provided adjacent to entrance to the building in accordance with LFB's Fire Safety Guidance Note GN70. It is essential that only Fire Service information is stored in the box.
- 3.5.8 A management plan is to be formulated that ensures the inspection / maintenance of all fire safety features within the development. This is to include a suitable risk assessment of any variations to the management plan (where these occur).
- 3.5.9 Fire hydrants should be in positions that are near to building entry points and fire appliance parking positions.
- 3.5.10 An existing fire hydrant is understood to be located on Park Road that is circa 50m away from the proposed scheme. It is considered that this fire hydrant will be suitable to supply water for the Fire Service in the event of a fire as the hydrant is located within 90m of the development. It is to be confirmed that the hydrant is operable. If not, a new hydrant may need to be provided.
- 3.5.11 All hydrants should have signage in accordance with BS 3251.
- 3.5.12 Clause 3.4.2 within this report details the sprinkler system proposed for the development and Clause 3.4.11 details ventilation requirements, which will ultimately assist with the firefighting operation within this building.

3.6 Policy D12(B5)

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

- 3.6.1 The existing highway infrastructure will be used to provide access to the development. The requirements for the pump alliance access to the development are detailed in Table 3.1, that takes into account the requirements of LFB's Fire Safety Guidance Note 29 (GN29):2020; should any works be undertaken to the existing highways, it should be ensured that the highways achieve the following requirements as noted within Table 3.1.

Table 3.1 Fire Appliance Access Route Specification

Appliance Type	Minimum width of road between kerbs (m)	Minimum width of gateways (m)	Minimum turning circle between kerbs (m)	Minimum turning circle between walls (m)	Minimum clearance height (m)	Minimum carrying capacity (tonnes)
Pump	3.7	3.1	16.8	19.2	3.7	14 (1)
High Reach	3.7	3.1	26.0	29.0	4.0	17.0

- 3.6.2 These proposals do not adversely impact on neighbouring sites utilising the existing highway infrastructure combined with new internal access routes specifically for the development.
- 3.6.3 It is envisioned that access for the Fire and Rescue Service will not be impeded by escaping occupants at the time the fire service is expected to arrive at the scene, on the basis that the occupants within the evacuated areas would be out of the building by that time, and the other occupants would stay-put in their protected apartments.

Furthermore, the fire assembly point for the building is to be located suitably away from the development, where it is sited to cause no hindrance to the Fire Service access, nor will it endanger the escaping occupants once Fire Service operations commence as it would be expected for the Fire and Rescue Service to travel via Park Road and Lynton Road.

3.7 Policy D12(B6)

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

- 3.7.1 A requirement of the Building Regulations 2010 (Regulation 38) is that the fire safety information is compiled and handed over to the building user upon completion. This would include the fire safety strategy reports and Operations & Maintenance manuals for the fire safety systems in the buildings.
- 3.7.2 When any building works will be undertaken (as defined under the Building Regulations) it will be a requirement that following the works the fire safety measures will be no less satisfactory than before. This will therefore require a thorough review of the existing fire safety measures and consideration given to how any works would impact on the fire strategy for the building.
- 3.7.3 Further to this, the Regulatory Reform (Fire Safety) Order 2005 will be applicable when the building is occupied, and a requirement of this legislation is the management of fire risks and the requirement to document a fire risk assessment for the premises. The duties under this order extend to the maintenance of fire safety equipment.

4. Statement of Compliance

- 4.1.1 Having reviewed the proposals we confirm that we believe that the design as it continues to be developed will meet the requirements of The London Plan Policies D5(B5) and D12(B).

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