

Soane Point,  
3-10 Market Place,  
Reading  
**Planning Gateway One**  
**Fire Statement**

23<sup>rd</sup> September 2022

## Revision History

| Rev | Date       | Author  | Reviewed By         | Comments              |
|-----|------------|---------|---------------------|-----------------------|
| 01  | 05/08/2022 | Wes Ngo | Phevos Giorgallidis | DRAFT - Initial Issue |
| A   | 20/09/22   | Wes Ngo | Phevos Giorgallidis | Second Issue          |
| B   | 23/09/22   | Wes Ngo | Phevos Giorgallidis | Third Issue           |

### Document reference

BB-FST-11064-OF-0B

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### Executive Summary

This Fire Statement has been prepared in support of a planning application for development proposals at Soane Point, 3 – 10 Market Place, Reading, RG1 2EG.

The proposals are for external works to the existing building, including partial replacement of the existing façades fronting Market Place and Abbey Square alongside other external works to the building; set back single-storey extension above part of block fronting Market Place, part two, part three-storey extensions above other blocks; and conversion and alterations to ground floor reception and car parking area. Together, the works will deliver 38 new homes and (internal and external) residential amenity areas, with associated car parking. Car parking is to be provided in accordance with standards and it has been demonstrated that servicing and emergency vehicle access can be satisfactorily achieved

The report demonstrates that adequate measures have been incorporated to ensure fire safety matters are considered at the planning stage of this scheme having as reference Approved Document B 2020, BS 9991:2015 and industry best practices.

## Introduction

The Government made a commitment<sup>1</sup> to introduce Planning Gateway One, which has been in effect since 1 August 2021.

Planning Gateway One has two key elements:

- To require the developer to submit a fire statement setting out fire safety considerations specific to the development with a relevant application for planning permission for development which involves one or more “relevant buildings”, and
- to establish the Health and Safety Executive as a statutory consultee for relevant planning applications.

Under Planning Gateway One, “relevant buildings” are defined as buildings that:

- contain two or more dwellings or educational accommodation, and
- meet the height condition of 18m or more in height, or 7 or more storeys.

“Dwellings” includes flats, and “educational accommodation” means residential accommodation for the use of students boarding at a boarding school or in later stages of education.

Given the above requirements, Sloane Point, 3-10 Market Place involves at least one relevant building and therefore a fire statement is required for Planning Gateway One.

This document constitutes the Planning Gateway One Fire Statement, which sets out the fire safety considerations specific to the development and will be submitted as part of the relevant application for planning permission. This document follows the standard form template as published by the Secretary of State and includes information about:

- the principles, concepts and approach relating to fire safety that have been applied to each building in the development
- the site layout
- emergency vehicle access and water supplies for firefighting purposes
- 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
- how any policies relating to fire safety in relevant local development documents have been taken into account.

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<sup>1</sup> A reformed building safety regulatory system: government response to the ‘Building a Safer Future

## Application Information

### 1. Site Address

|                                 |                    |
|---------------------------------|--------------------|
| <b>Site address line 1</b>      | Soane Point        |
| <b>Site address line 2</b>      | 3-10 Market Place  |
| <b>Town</b>                     | Reading            |
| <b>County</b>                   | Reading, Berkshire |
| <b>Site postcode (optional)</b> | RG1 2EG            |

### 2. Description of the Development

#### Application permission form description:

Soane Point comprises an existing 3 – 5 storey office building, with non-residential uses upon the ground floor frontage to Market Place and associated car parking. This application relates to the parts of the building currently used as offices, being numbers 3-10 Market Place at ground floor level, part basement level, and the upper floors, as defined by the red-lines on the proposed floor plans.

The application is for the change of use of part of the ground floor and upper floors of Soane Point from Offices (Use Class B1a – now Use Class E) to Studio Apartments (Use Class C3).

### 3. Qualifications of the Author

| Qualifications                     |                                                           |
|------------------------------------|-----------------------------------------------------------|
| <b>Name</b>                        | Wesley Ngo                                                |
| <b>Academic Qualifications</b>     | Meng (Hons)                                               |
| <b>Professional Qualifications</b> | AIFireE<br>Associate Member Institution of Fire Engineers |

Wes has worked full time as a Fire Engineer with BB7 Manchester since July 2017. He is an experienced engineer and also an Associate grade member of the Institution of Fire Engineers.

Wes has a good understanding of the various tools available in the fire engineering sector and where they are applicable. This allows an open approach to building design which incorporate fire engineering solutions where a non-compliance is present and may not otherwise be within the constraints of the design standards.

Wes has a very well-rounded understanding of fire engineering principles. During this time, he has worked on a wide range of projects including residential (student, private and PRS), commercial, industrial, office, educational and more in the UK. He can identify engineering opportunities which can be applied to projects to improve safety, permit greater flexibility and produce efficient solutions to complex problems.

### 4. Consultation

Consultation relating to fire safety has not been made with the Approving Authorities. However, early discussions have been made with the design team with regards to the following items:

- B1 Means of Escape
- B1 Smoke Ventilation
- B2 Internal Fire Spread (Linings)
- B3 Internal Fire Spread (Structure)
  - Sprinkler Suppression
  - Elements of Structure
  - Compartmentation
- B4 External Fire Spread
  - Cladding, Insulation & Façade Products
- B5 Fire Service Access & Provisions
  - Fire Appliance Access
  - Fire Mains
  - Residential Firefighting Cores
  - Fire Hydrants
- Secondary Power

A RIBA Stage 2 Design review Fire Strategy has also been prepared by BB7 (Ref: 13813BC Rev B)

The intention is to consult with the Approving Authorities in the upcoming weeks.

5. Site Layout Plan

Site layout plan is:

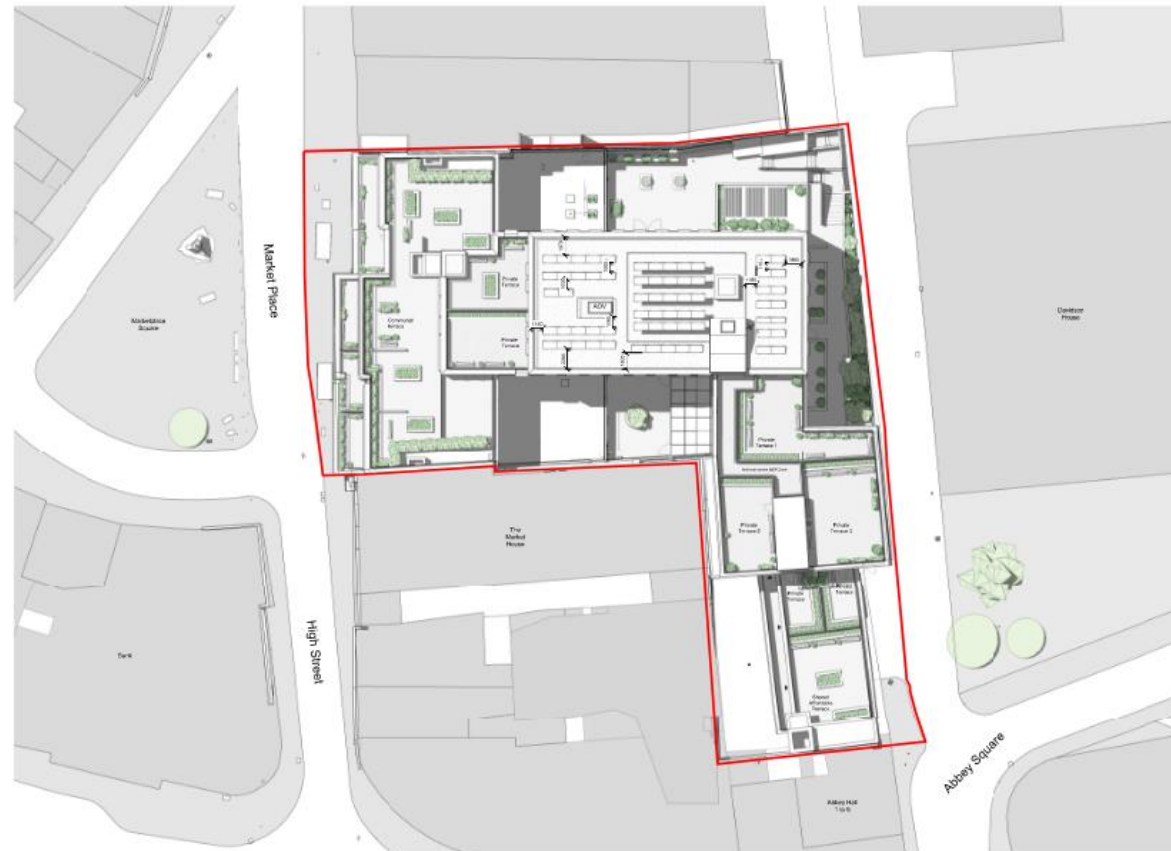


**Figure 1.** Site layout plan

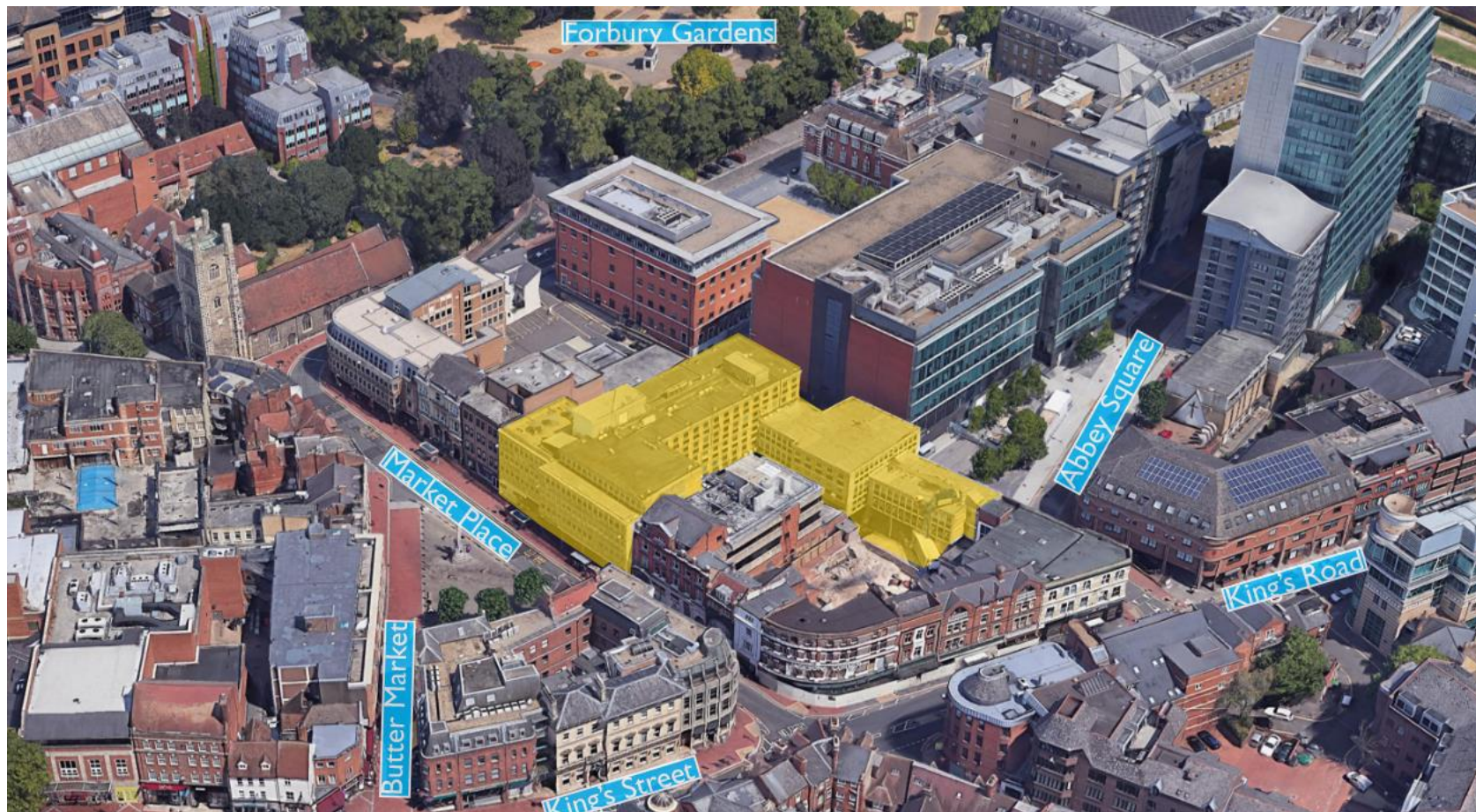


Figure 2. Existing Building

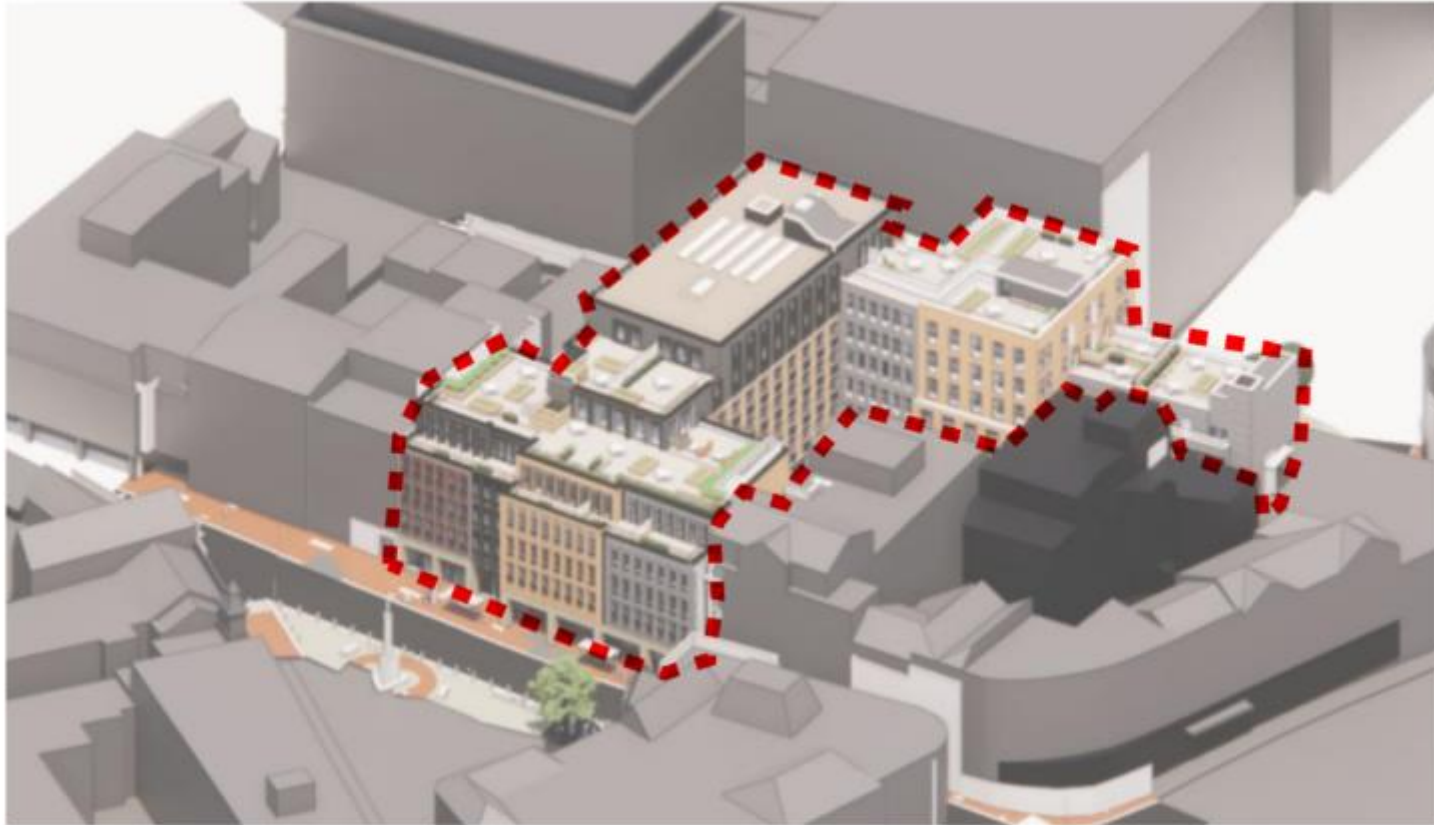


**Figure 3.** Proposed Building

## The principles, concepts and approach relating to fire safety that have been applied to the development

### 6. Building Schedule

| Site information                           |                                                                                                                                 |                                | Building information                                                                                   |                                                        |              |                           | Resident safety information |                          |                                |
|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|--------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------|--------------|---------------------------|-----------------------------|--------------------------|--------------------------------|
| a) block no. as per site layout plan above | b) block height (m), number of storeys excluding those below ground level, number of storeys including those below ground level | c) proposed use (one per line) | d) location of use within block by storey                                                              | e) standards relating to fire safety/ approach applied | f) balconies | g) external wall systems  | h) approach to evacuation   | i) automatic suppression | j) accessible housing provided |
| N/A                                        | Two-storeys over ground and basement.<br><br>Basement Level – 4.1m below adjacent ground                                        | shop                           | 3 x Existing non-residential units (Basement and Ground) Independently accessed from residential areas | Approved document B vol 2                              | no balconies | class A2-s1, d0 or better | simultaneous                | none                     | N/A non resi                   |
| N/A                                        | Basement Level is the lowest ground level of the car park                                                                       | car parking                    | Existing shared basement car park, independently accessed from residential areas.                      | Approved document B vol 2                              | no balconies | class A2-s1, d0 or better | simultaneous                | none                     | N/A non resi                   |

|     |                                                                                                                                                                                                                                     |                                               |  |                                 |                 |                              |              |                                            |                                                                                                                                                                                                                                                                                                      |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|--|---------------------------------|-----------------|------------------------------|--------------|--------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| N/A | <p>Various</p> <p>Basement –<br/>Bin stores,<br/>Plant, Cycle<br/>stores etc.</p> <p>Ground –<br/>Communal<br/>Amenity,<br/>Laundry,<br/>Office,<br/>Stores,<br/>Parcel Room<br/>etc.</p> <p>Communal<br/>Terrace –<br/>Level 5</p> | other<br>residential<br>accommodation         |  | Approved<br>document<br>B vol 2 | no<br>balconies | class A2-s1,<br>d0 or better | simultaneous | none                                       | <p>M4(2) &amp; M4(3)</p> <p>Unit C104 and C105 is<br/>provided with level<br/>access. For the<br/>accessible housing on<br/>upper floors the staircase<br/>will be designed to<br/>accommodate ambulant<br/>disabled persons and so<br/>meet the<br/>recommendations of<br/>Approved Document M.</p> |
| N/A | <p>Level 1 to<br/>Level 6</p> <p>top storey<br/>height<br/>measured<br/>from upper<br/>floor surface<br/>of top floor to<br/>ground level<br/>on lowest<br/>side of<br/>building.<br/>23.8m</p>                                     | residential flats,<br>maisonettes,<br>studios |  | BS9991                          | no<br>balconies | class A2-s1,<br>d0 or better | stay put     | yes-<br>residential<br>sprinklers,<br>full | M4(2) & M4(3)                                                                                                                                                                                                                                                                                        |

## 7. Specific Technical Complexities

### Existing Construction, Provisions of Sprinklers and Existing non-residential /Car Park

As defined under Building Regulations Part 2 Regulation 6.2, the existing non-residential units (basement & ground) and car park (basement) will not be undergoing a change of use on the basis that these areas are provided with sufficient means of escape and are fully independent from the new residential areas. The new residential areas will be considered a “material change of use”.

Regulations 5(k) and 6(3) provide that, where the use of a building is changed such that the building becomes a building described in regulation 7(4), the construction of the external walls, and specified attachments, must be investigated and, where necessary, work must be carried out to ensure they only contain materials achieving class A2-s1, d0 or class A1, other than those exempted by regulation 7(3). Non-residential units and the car park will become relevant parts and thus any combustible materials will need to be removed from the shopfront.

The threshold for the requirement sprinklers is 11m top storey height measured from upper floor surface of top floor to ground level on lowest side of building. As the proposed works for the new residential areas are considered a “material change of use”, sprinkler protection will be required to be provided throughout the residential areas of the scheme in accordance with BS 9251:2021. The size of the sprinkler tanks and calculations will need to be undertaken at the next stage and confirmed by a sprinkler specialist. Sprinkler protection is not proposed to be provided to the non-residential unit and car park on the basis that the non-residential/car park do not share physical connection with the residential areas of the scheme and the means of escape provisions from the existing areas should be sufficient without relying on a shared escape with the new residential areas as per Building Regulations Part 2 Regulation 6.2.

At RIBA Stage 3 under Building Regulations application, the Existing elements of the non-residential/car park will need to be assessed by relevant persons to ensure the performance requirements of current fire standards are achieved to meet the functional requirements of the Building Regulations such as existing compartmentation, structural fire protection, cavity barrier provisions etc. The surveyor needs to confirm the existing compartment walls achieves the required fire rating. Remedial may need to be undertaken using tested detailed and approved methods to ensure the current fire standard requirements can be achieved.

### Extended Corridor Travel Distances and Corridor Layout

There are extended dead end travel distances of up to 25.8m. BS 9991:2015 permits 15m single direction travel distances in a residential corridor when all apartments are provided with provision of sprinklers in accordance with BS 9251:2021.

In order to compensate for the extended travel distances, an alternative fire engineered solution is proposed to incorporate an enhanced mechanical smoke ventilation system. A deterministic analysis will be required to be undertaken to evaluate the performance of the alternative solution. This approach is to be in line with the fire engineering principles identified in BS 7974: Application of fire safety engineering principles to the design of the buildings. Consideration should be given to tenability within the corridor as detailed in the following documents:

- Guidance on Smoke Control to common Escape Routes in Apartment Buildings (Flats and Maisonettes), Smoke Control Association

- Mechanical Smoke Venting of Residential Lobbies and Fire Fighting Shafts, LDSA Performance Criteria Paper.

The deterministic analysis should demonstrate that the enhanced mechanical ventilation system improves the tenability within the common corridors over that experienced in a similar code compliant scenario. Therefore, the actual travel distance becomes less important due to the fact that occupants are escaping in improved conditions. The enhanced mechanical ventilation system should be validated by Computational Fluid Dynamic modelling to demonstrate improved conditions during firefighting operations and means of escape when compared to a standard BS 9991 design.

### External Fire Spread and Space Separation

The east elevation and part of the west elevation appear to be located on the relevant site boundary (within 1m). It is understood that the east elevation opposes a private road which could potentially be developed upon in the future by the neighbouring site. In the unlikely instance that this access road is developed or the adjacent site carry out works impacting the maximum unprotected areas of the façade having as reference the legal site boundary of the property, which is the full extent of the road, remedial works may be necessary to 3-10 Market Place depending on the extent of works of the adjacent site. The available options post planning would be either to reach an agreement with the neighbouring site for 3-10 Market Place to extend the site boundary by another 1.7m (approximately to extend the site boundary to 1/3<sup>rd</sup> of the private road). Alternatively, if no commination takes place, should the adjacent site performs any works that impact the external fire spread, 3-10 Market Place to proceed with remedial works reducing the unprotected areas based on the available distance as a result of the works.

Based on the current site boundary and without the extension to the notional boundary, the east and part of the west elevation currently will require to be 100% protected and achieve 90-minutes fire rating for integrity and loadbearing and insulation when tested on both sides. Windows unless restricted to small, unprotected areas as per Diagram 11.5 in ADB Vol 1 will required to be fixed shut and fire rated to 90/90 integrity and insulation.

## 8. Issues which Might Affect the Fire Safety of the Development

See Section 6 and 7

## 9. Local Development Document Policies Relating to Fire Safety

N/A. The scheme is located outside of Greater London. Therefore, the London Plan Policies are not applicable.

### Emergency Road Vehicle Access and Water Supplies for Firefighting Purposes

#### 10. Fire Service Site Plan Details

The following provisions are made to assist Fire Service personnel. These provisions are illustrated on the Fire Service site plan provided in Section 0.

Water supplies for firefighting purposes will be provided by local fire hydrants. Refer to Section 13 for more details.

#### 11. Emergency Road Vehicle Access

Refer to Section 14 for the indicative emergency access routes and siting of fire appliances.

The proposed fire service access arrangement is to be consulted with the local Fire Authority. The access to the site for firefighting provisions is to be in accordance with guidance in BS 9991:2015 (Residential) and ADB Vol 2 2019 including 2020 amendments (non-residential areas).

##### Main fire personnel access points to the building

The main fire personnel access point will be via the protected route into the firefighting stair core from Fonthill Road at ground floor level.

Fire appliance emergency access roads for pump appliances for the development is to be provided from Market Place and Abbey Square.

It should be noted that the private road accessed of Abbey Square will be required for fire appliance access.

Fire appliance tracking has been provided by the transport specialist (see also the Transport statement).

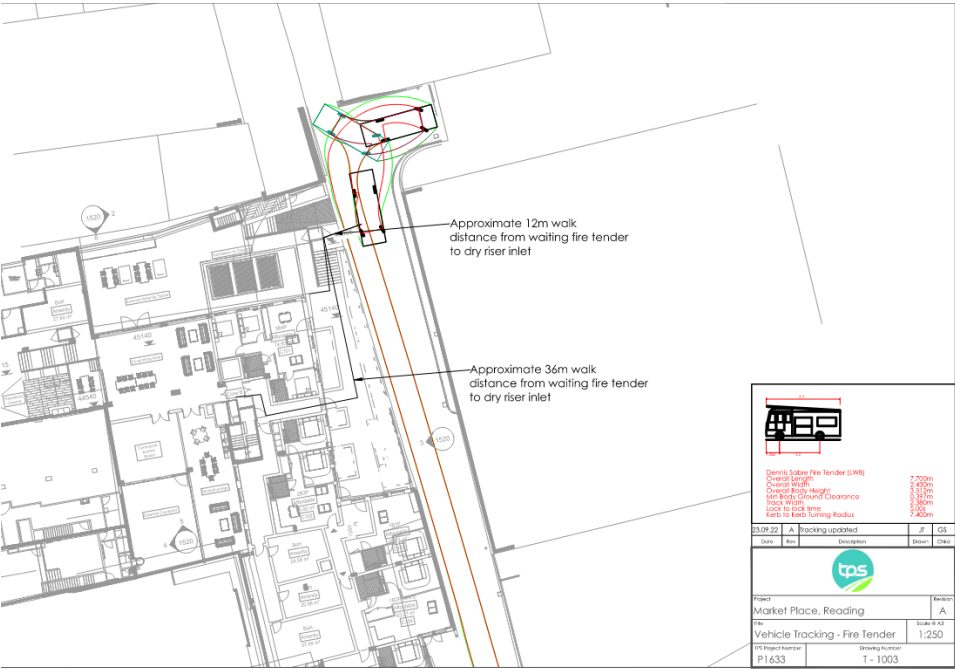


Figure 4. Vehicle Tracking - Fire Tender 1

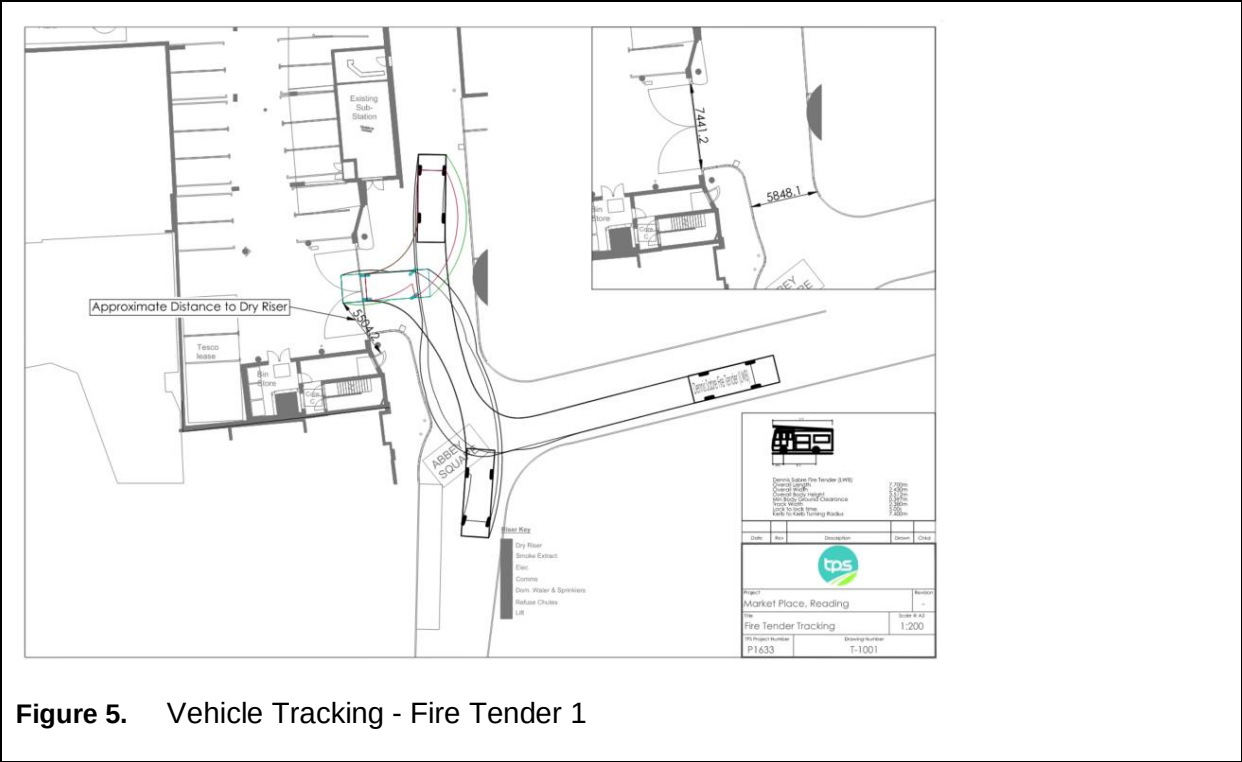


Figure 5. Vehicle Tracking - Fire Tender 1

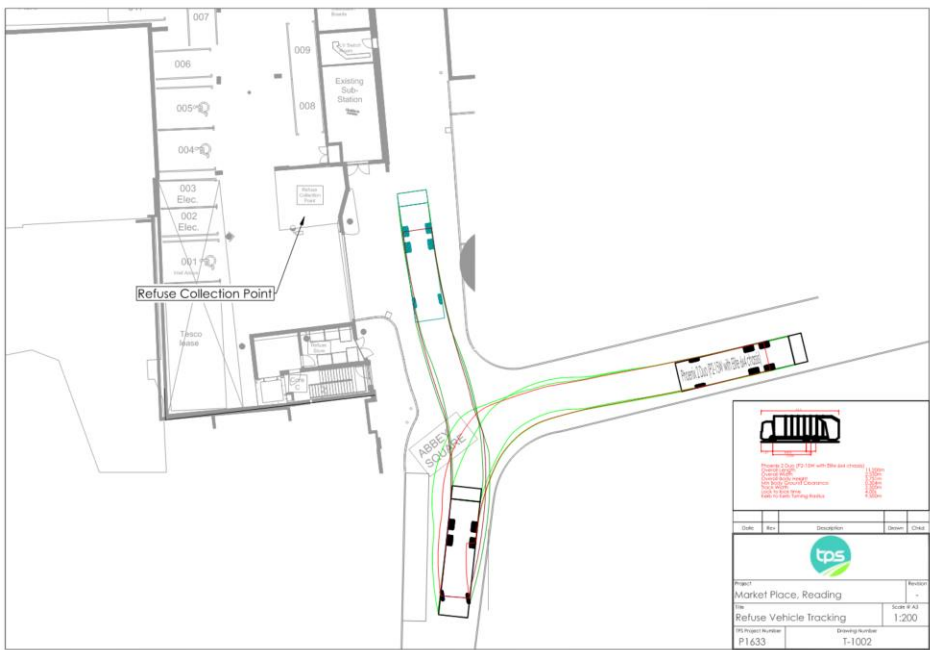


Figure 6. Vehicle Tracking - Fire Tender 3

### Firefighting shaft & Dry Fire Main

As the floor plate exceeds 900sqm and height of the building exceeds 18m above fire service access level. In accordance with BS 9991:2015, a minimum of two firefighting shafts including a firefighting lift will be provided.

The dry riser inlet connection point should be provided within 18m and visible from the fire appliance parking position. The dry riser outlet is to be located in the full landing of the firefighting stair at all levels.

The distance from the fire appliance to the dry riser inlet should not exceed 18m and the horizontal run of the dry riser pipework, from inlet to the point where the dry riser pipework becomes vertical, should not exceed 18m.

The hose laying distances should be within 60m from the residential firefighting shaft.

Is the emergency vehicle tracking route within the site to the siting points for appliances clear and unobstructed?

yes

With regard to the minimum turning circle between kerbs due to site constraints (existing building ) the minimum turning radius of the vehicle we have used, is less than the minimum recommended in Approved Document B (14.8m compared with recommended of 16.8m). Nevertheless, the transport consultant confirmed that it was demonstrated that a vehicle can turn around (see also Transport Statement). It should be noted that the main entrance of the building facing Market Place can very easily approached and gives access to all dry risers of the building.

## 12. Siting of Fire Appliances

See Section 6 and Section 10

Fire appliance should be able to park within 18m of the dry riser inlet connection point.

Fire appliance should also be able to either gain access to 15% of the of the perimeter or within 45m of every point of the footprint of the ground floor commercial/non-residential areas.

## 13. Suitability of Water Supply for the Scale of Development Proposed

Nature of water supply:

- hydrant- public

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

- Two fire hydrants have been located both being within 90m from the development. At the next stage both hydrants will be inspected however at this stage due to the proximity of the building to the city centre it would be reasonable to assume that at least one hydrant was inspected recently by the Fire Service and it is in full operation. The likelihood that both hydrants are not operable is externally low. To be fully confirmed at the next design stage.

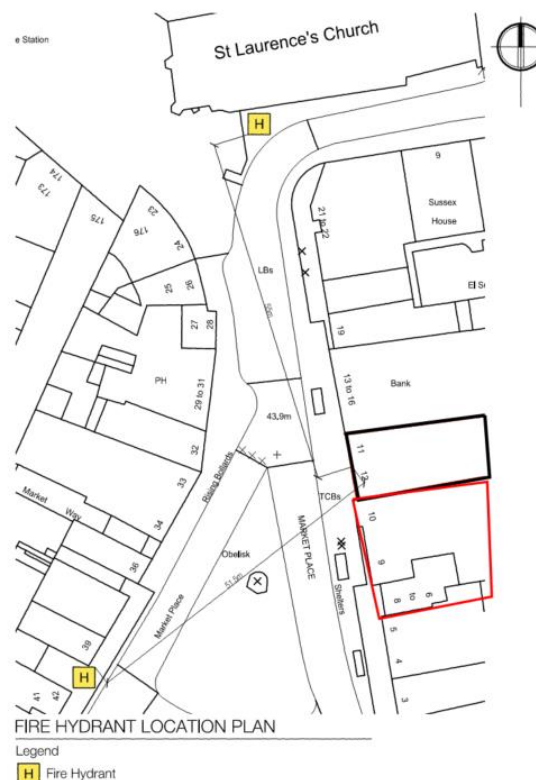


Figure 7. Hydrant Location

14. Fire Service Site Plan

Fire service site plan is:

- inserted in the form



| Fire Statement completed by |                                                                                   |
|-----------------------------|-----------------------------------------------------------------------------------|
| Name                        | Wes Ngo                                                                           |
| Position                    | Senior Fire Engineer                                                              |
| Signature                   |  |
| Date                        | 23/09/2022                                                                        |

| Fire Statement reviewed by |                                                                                     |
|----------------------------|-------------------------------------------------------------------------------------|
| Name                       | Phevos Giorgallidis                                                                 |
| Position                   | Associate Fire Engineer                                                             |
| Signature                  |  |
| Date                       | 23/09/2022                                                                          |

**APPENDIX A – INITIAL CONCEPT FIRE STRATEGY**

Key

Smoke Ventilated Corridor

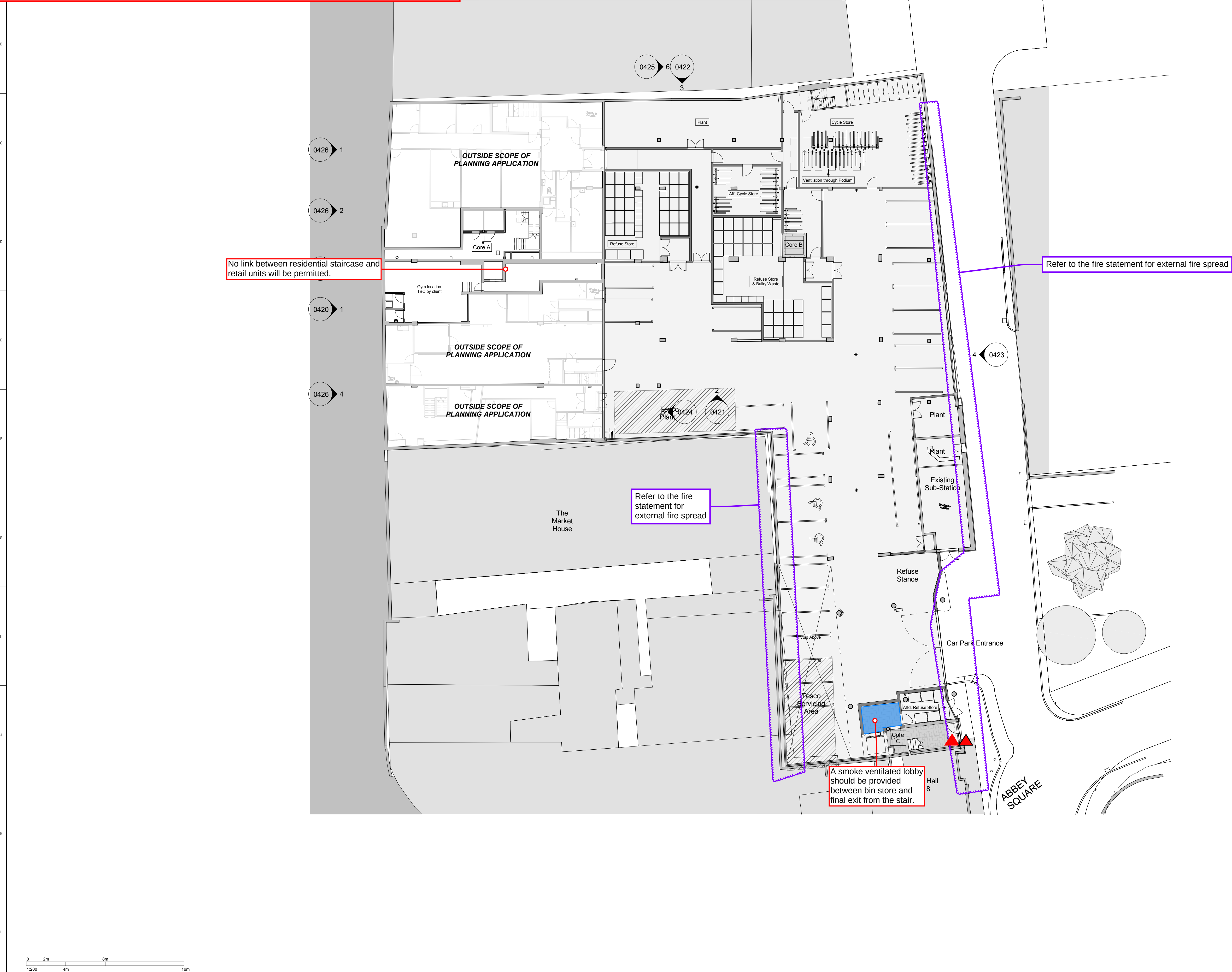
Mechanical Smoke Shaft (Size to be determined via CFD modelling. Typically 0.8sqm to 1.0sqm geometric free area)

Dry Riser Outlet (Full landing and unobstructed in the enclosure of the stair)

Dry Riser Inlet

Measured Single Direction Travel Distance

Measured Alternative Direction Travel Distance

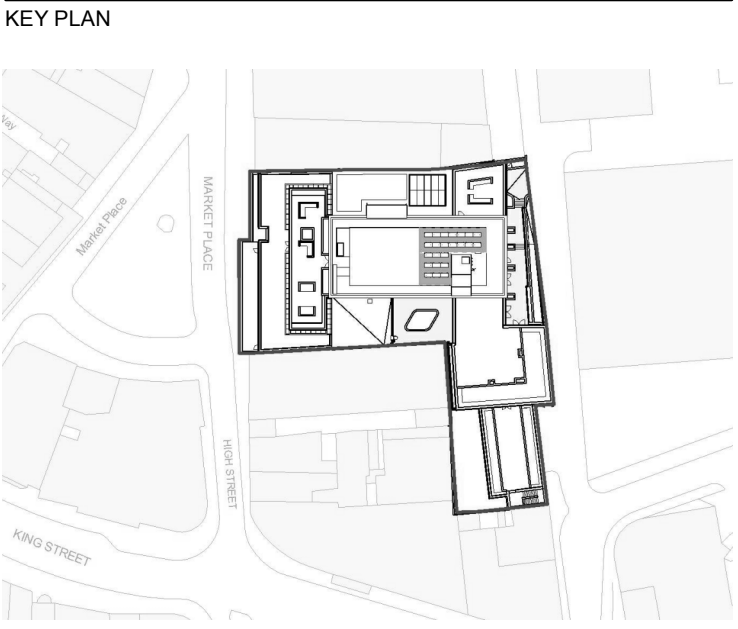


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|           |            |             |       |         |
|-----------|------------|-------------|-------|---------|
| P1        | 20-08-2022 | First Issue |       |         |
| No.       | Date       | Comments    | Drawn | Checked |
| Revisions |            |             |       |         |

Issue Status

**Preliminary**

**tp bennett**  
architecture  
interiors  
planning

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Project  
Market Place Residential  
6-9 Sloane Point  
Reading

Drawing Title  
Proposed Basement Plan  
PLANNING

|       |            |            |           |
|-------|------------|------------|-----------|
| Drawn | Date       | Scale @ A1 | Alt. Ref. |
| AK    | 02/08/2022 | 1 : 200    |           |

|         |            |        |       |      |             |             |          |
|---------|------------|--------|-------|------|-------------|-------------|----------|
| Project | Originator | Volume | Level | Type | Role Number | Suitability | Revision |
| A12113  | TPB        | ZZ     | -1    | DR   | A 0499      | S1          | P1       |

In accordance with BS 9991:2015. If all apartments are provided with sprinkler protection, single direction travel distance can be up to 15m and 60m where there are alternative directions of escape.

Where these distances are extended an alternative engineered solution will be required to be proposed and Computational Fluid Dynamics analysis will be required to be undertaken at the detailed design stage to validate the performance of the proposed smoke ventilation system i.e. mechanical ventilation.

**Indicative mechanical smoke shafts, smoke ventilation provisions and cross corridor doors has been highlighted in the mark ups.**

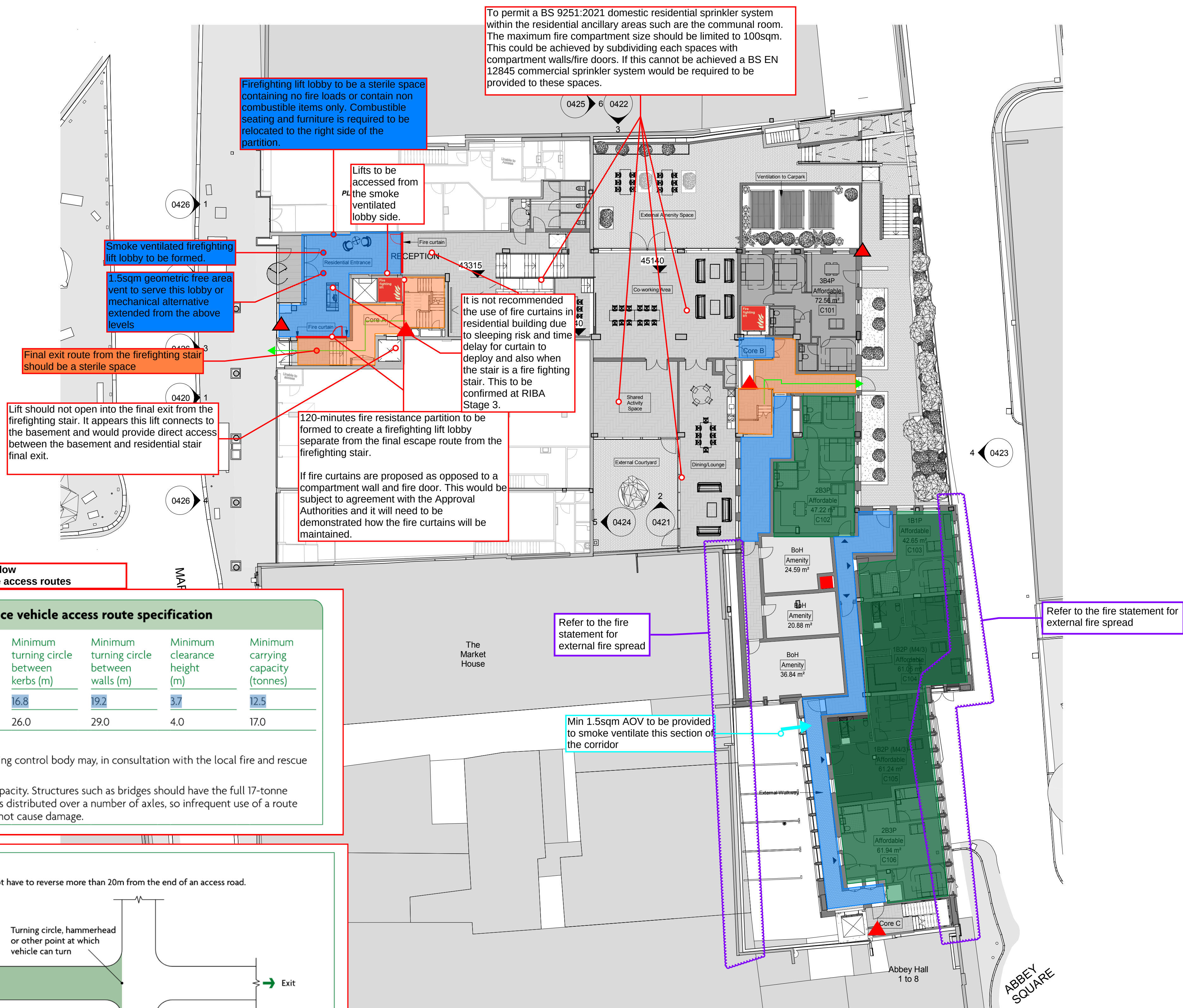
Smoke Ventilated Corridor

**Mechanical Smoke Shaft (Size to be determined via CFD modelling. Typically 0.8sqm to 1.0sqm geometric free area)**

**▲ Dry Riser Outlet (Full landing and unobstructed in the enclosure of the stair)**

 Dry Riser Inlet

## Firefighting Lift (within 7.5m to the Firefighting Stair)



**Fire appliance should comply with the tables below**

**Refer to the Fire Statement for the fire appliance access routes**

**Table 13.1 Typical fire and rescue service vehicle access route specification**

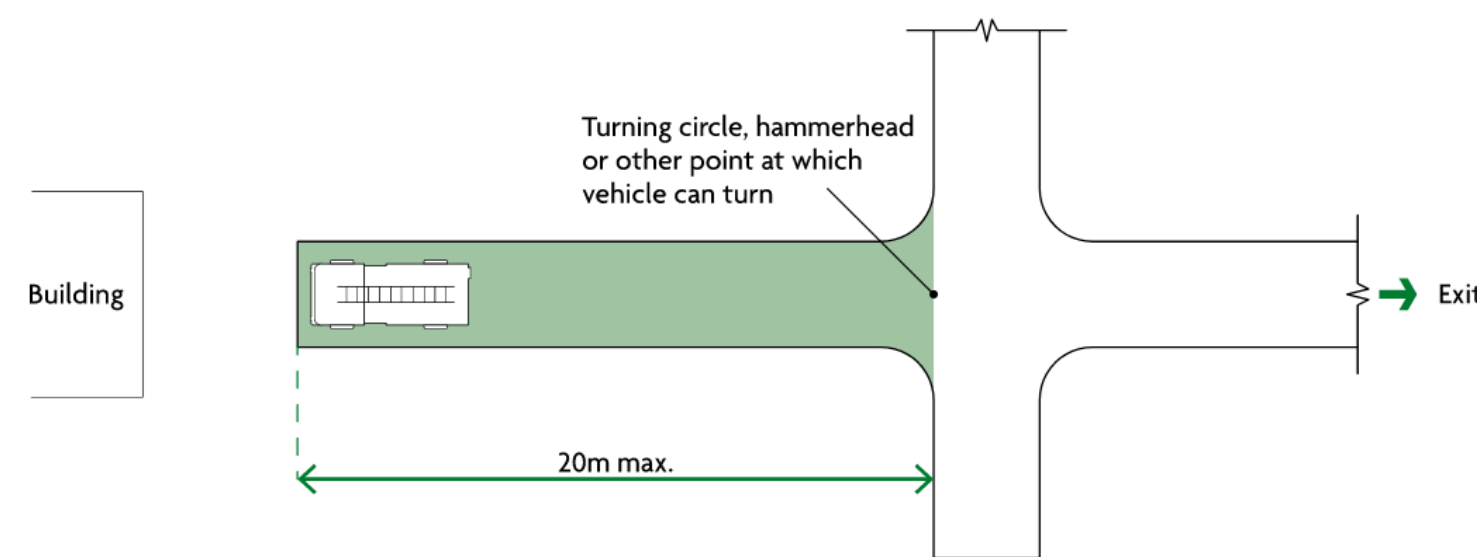
| Appliance type | Minimum width of road between kerbs (m) | Minimum width of gateways (m) | Minimum turning circle between kerbs (m) | Minimum turning circle between walls (m) | Minimum clearance height (m) | Minimum carrying capacity (tonnes) |
|----------------|-----------------------------------------|-------------------------------|------------------------------------------|------------------------------------------|------------------------------|------------------------------------|
| Pump           | 3.7                                     | 3.1                           | 16.8                                     | 19.2                                     | 3.7                          | 12.5                               |
| High reach     | 3.7                                     | 3.1                           | 26.0                                     | 29.0                                     | 4.0                          | 17.0                               |

**NOTES:**

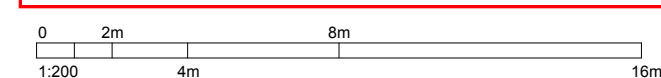
1. Fire appliances are not standardised. The building control body may, in consultation with the local fire and rescue service, use other dimensions.
2. The roadbase can be designed to 12.5 tonne capacity. Structures such as bridges should have the full 17-tonne capacity. The weight of high reach appliances is distributed over a number of axles, so infrequent use of a route designed to accommodate 12.5 tonnes should not cause damage.

See para 13.4

Fire and rescue service vehicles should not have to reverse more than 20m from the end of an access road.



### Diagram 13.1 Turning facilities



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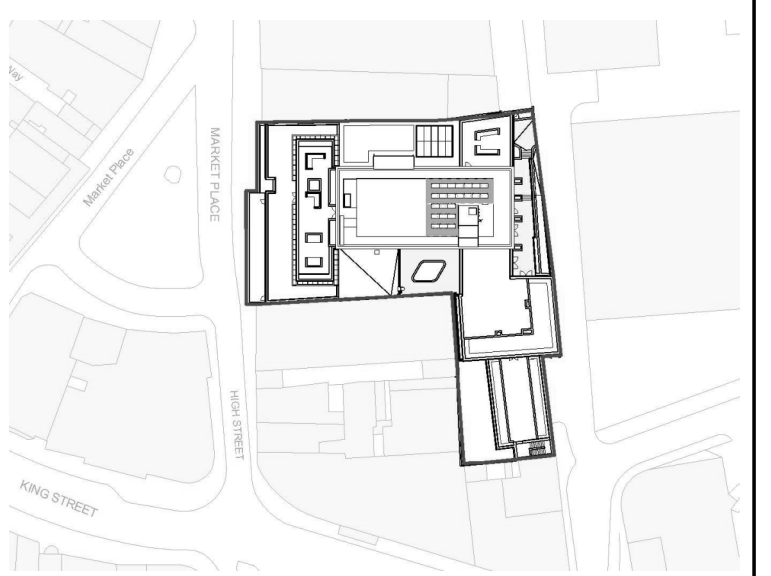
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## KEY PLAN



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MEASURED.

|     |            |             |       |         |
|-----|------------|-------------|-------|---------|
| P1  | 20-09-2022 | First Issue | AK    | AC      |
| No. | Date       | Comments    | Drawn | Checked |

Issue Status

Preliminary

tp bennett  
architecture  
interiors  
planning

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Project  
Market Place Residential  
6-9 Sloane Point  
Reading

Drawing Title

Proposed Ground Floor Plan

PLANNING

|       |            |            |           |
|-------|------------|------------|-----------|
| Drawn | Date       | Scale @ A1 | Alt. Ref. |
| AK    | 02/08/2022 | 1 : 200    |           |

A12113 TPB ZZ 00 DR A 0400 S1 P1

Common Residential Corridor - Travel Distances

In accordance with BS 9991:2015. If all apartments are provided with sprinkler protection, single direction travel distance can be up to 15m and 60m where there are alternative directions of escape.

Where these distances are extended an alternative engineered solution will be required to be proposed and Computational Fluid Dynamics analysis will be required to be undertaken at the detailed design stage to validate the performance of the proposed smoke ventilation system i.e. mechanical ventilation.

Indicative mechanical smoke shafts, smoke ventilation provisions and cross corridor doors has been highlighted in the mark ups.

Key

- Smoke Ventilated Corridor
- Mechanical Smoke Shaft (Size to be determined via CFD modelling. Typically 0.8sqm to 1.0sqm geometric free area)
- Dry Riser Outlet (Full landing and unobstructed in the enclosure of the stair)
- Dry Riser Inlet
- Firefighting Lift (within 7.5m to the Firefighting Stair)

Indicative locations of smoke shafts are shown. The smoke ventilation strategy is to be confirmed and finalised at the next RIBA Stage.

Refer to external fire spread section in the fire statement

Refer to external fire spread section in the fire statement

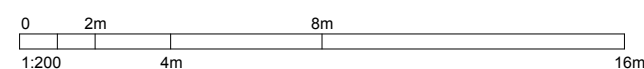
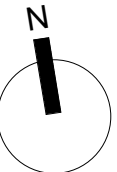
Min 1.5sqm AOV to be provided to smoke ventilate this section of the corridor

Prior Approved Permitted Development (Outside scope of Planning Application)

Shared Space (Affordable)

Shared Space (Market)

External Spaces



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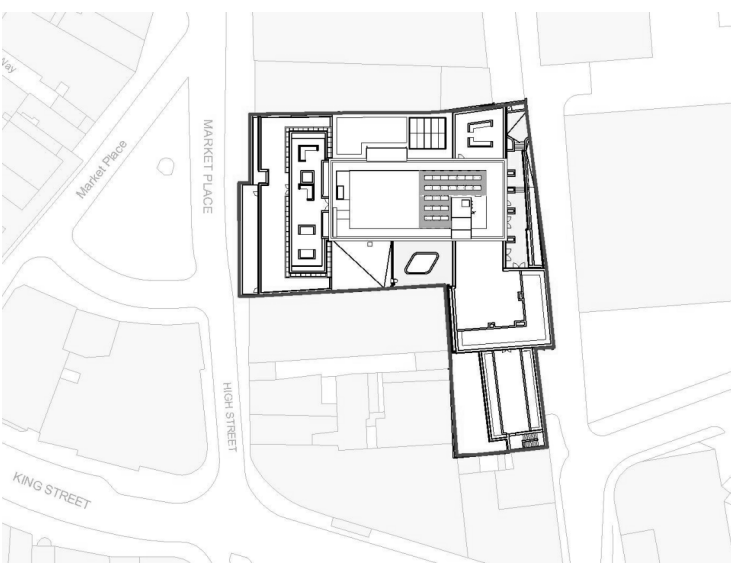
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KEY PLAN



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|-----|------------|-------------|-------|---------|
| P1  | 20-08-2022 | First Issue | AK    | AC      |
| No. | Date       | Comments    | Drawn | Checked |

Revisions

Issue Status

Preliminary

tp bennett  
architecture  
interiors  
planning

One America Street | London SE1 ONE UK +44 (0) 20 7208 2000 www.tpbenett.com

Project  
Market Place Residential  
6-9 Sloane Point  
Reading

Drawing Title  
Proposed First Floor Plan  
PLANNING

|       |            |            |          |
|-------|------------|------------|----------|
| Drawn | Date       | Scale @ A1 | Alt Ref. |
| AK    | 16/08/2022 | 1 : 200    |          |

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| Project       | Originator | Volume | Level | Type | Role Number | Suitability | Revision |
| A12113 TPB ZZ | 01         | DR     | A     | 0401 | S1          | P1          |          |

Common Residential Corridor - Travel Distances

In accordance with BS 9991:2015. If all apartments are provided with sprinkler protection, single direction travel distance can be up to 15m and 60m where there are alternative directions of escape.

Where these distances are extended an alternative engineered solution will be required to be proposed and Computational Fluid Dynamics analysis will be required to be undertaken at the detailed design stage to validate the performance of the proposed smoke ventilation system i.e. mechanical ventilation.

Indicative mechanical smoke shafts, smoke ventilation provisions and cross corridor doors has been highlighted in the mark ups.

Key

- Smoke Ventilated Corridor
- Mechanical Smoke Shaft (Size to be determined via CFD modelling. Typically 0.8sqm to 1.0sqm geometric free area)
- Dry Riser Outlet (Full landing and unobstructed in the enclosure of the stair)
- Dry Riser Inlet
- Firefighting Lift (within 7.5m to the Firefighting Stair)

Indicative locations of smoke shafts are shown. The smoke ventilation strategy is to be confirmed and finalised at the next RIBA Stage.

This smoke shaft could be omitted if a window automatic opening vent can be introduced subject to CFD assessment due to extended travel distances exceeding 15m.

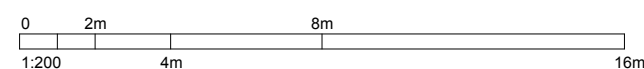
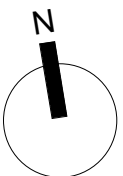
Refer to external fire spread section in the fire statement

Min 1.5sqm AOV to be provided to smoke ventilate this section of the corridor

Refer to fire statement for external fire spread

Key

- 1B2P
- 2B4P
- Prior Approved Permitted Development (Outside scope of Planning Application)
- Shared Space (Affordable)
- Shared Space (Market)
- External Spaces



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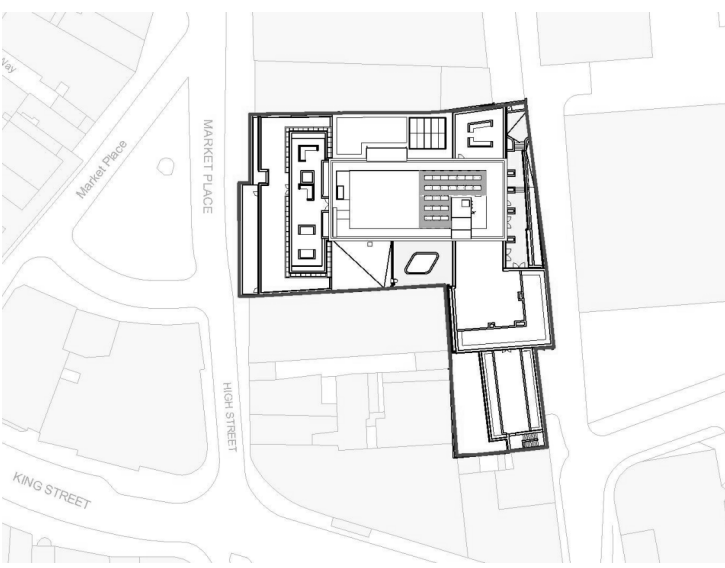
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| P1  | 20-09-2022 | First Issue | AK    | AC      |
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Revisions

Issue Status

Preliminary

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architecture  
interiors  
planning

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Project  
Market Place Residential  
6-9 Sloane Point  
Reading

Drawing Title  
Proposed Second Floor Plan

|       |            |            |          |
|-------|------------|------------|----------|
| Drawn | Date       | Scale @ A1 | Alt Ref. |
| AK    | 02/08/2022 | 1 : 200    |          |

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| Project       | Originator | Volume | Level | Type | Role Number | Suitability Revision |
| A12113 TPB ZZ | 02         | DR     | A     | 0402 | S1          | P1                   |

Common Residential Corridor - Travel Distances

In accordance with BS 9991:2015. If all apartments are provided with sprinkler protection, single direction travel distance can be up to 15m and 60m where there are alternative directions of escape.

Where these distances are extended an alternative engineered solution will be required to be proposed and Computational Fluid Dynamics analysis will be required to be undertaken at the detailed design stage to validate the performance of the proposed smoke ventilation system i.e. mechanical ventilation.

Indicative mechanical smoke shafts, smoke ventilation provisions and cross corridor doors has been highlighted in the mark ups.

Key

- Smoke Ventilated Corridor
- Mechanical Smoke Shaft (Size to be determined via CFD modelling. Typically 0.8sqm to 1.0sqm geometric free area)
- Dry Riser Outlet (Full landing and unobstructed in the enclosure of the stair)
- Dry Riser Inlet
- Firefighting Lift (within 7.5m to the Firefighting Stair)

Indicative locations of smoke shafts are shown. The smoke ventilation strategy is to be confirmed and finalised at the next RIBA Stage.

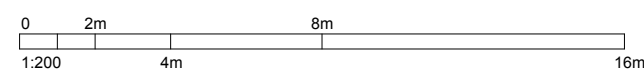
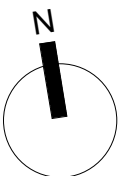
Refer to external fire spread section in the fire statement

Min 1.5sqm AOV to be provided to smoke ventilate this section of the corridor

Refer to fire statement for external fire spread

Key

- 1B1P
- 1B2P
- 1B2P (M4/3)
- 2B4P
- Prior Approved Permitted Development (Outside scope of Planning Application)
- Shared Space (Affordable)
- Shared Space (Market)
- External Spaces



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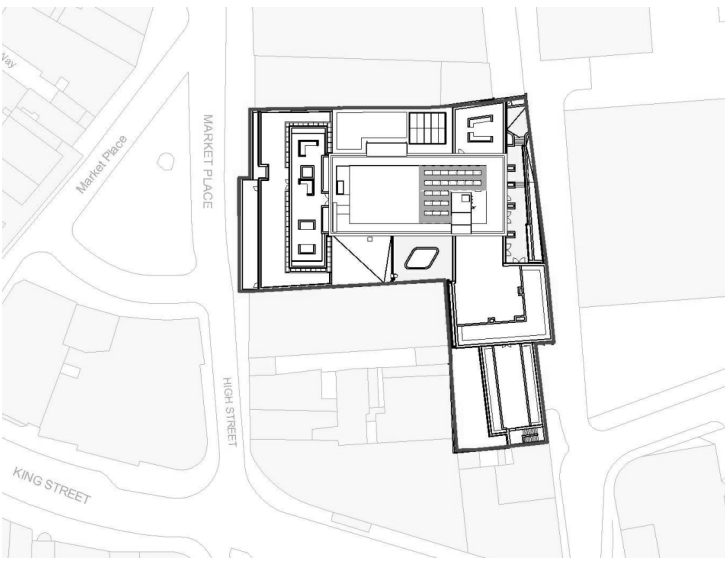
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Revisions

Issue Status

Preliminary

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planning

One America Street | London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbenett.com

Project  
Market Place Residential  
6-9 Sloane Point  
Reading

Drawing Title  
Proposed Third Floor Plan  
PLANNING

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| Drawn | Date       | Scale @ A1 | Alt Ref. |
| AK    | 02/08/2022 | 1 : 200    |          |

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| Project | Originator | Volume | Level | Type | Role Number | Suitability | Revision |
| A12113  | TPB        | ZZ     | 03    | DR   | A 0403      | S1          | P1       |

Common Residential Corridor - Travel Distances

In accordance with BS 9991:2015. If all apartments are provided with sprinkler protection, single direction travel distance can be up to 15m and 60m where there are alternative directions of escape.

Where these distances are extended an alternative engineered solution will be required to be proposed and Computational Fluid Dynamics analysis will be required to be undertaken at the detailed design stage to validate the performance of the proposed smoke ventilation system i.e. mechanical ventilation.

Indicative mechanical smoke shafts, smoke ventilation provisions and cross corridor doors has been highlighted in the mark ups.

Key

- Smoke Ventilated Corridor
- Mechanical Smoke Shaft (Size to be determined via CFD modelling. Typically 0.8sqm to 1.0sqm geometric free area)
- Dry Riser Outlet (Full landing and unobstructed in the enclosure of the stair)
- Dry Riser Inlet
- Firefighting Lift (within 7.5m to the Firefighting Stair)

Indicative locations of smoke shafts are shown. The smoke ventilation strategy is to be confirmed and finalised at the next RIBA Stage.

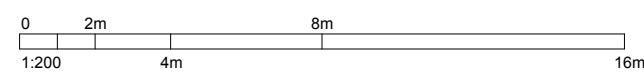
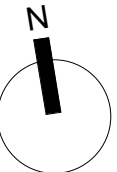
Refer to fire statement for external fire spread

Refer to external fire spread section in the fire statement

External fire spread. Refer to fire statement

Key

- 1B1P
- 2B3P
- 2B4P
- Prior Approved Permitted Development (Outside scope of Planning Application)
- Shared Space (Affordable)
- Shared Space (Market)
- External Spaces



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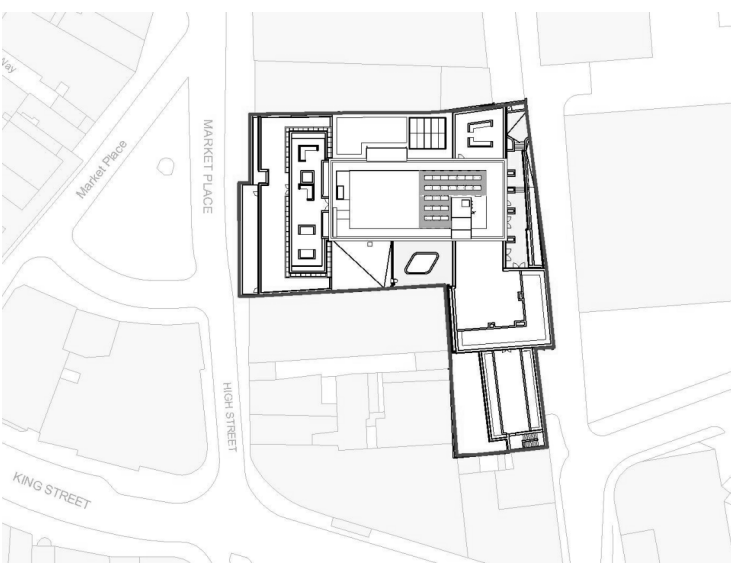
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KEY PLAN



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Revisions

Issue Status

Preliminary

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Project  
Market Place Residential  
6-9 Sloane Point  
Reading

Drawing Title  
Proposed Fourth Floor Plan  
PLANNING

|       |            |            |          |
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| AK    | 02/08/2022 | 1 : 200    |          |

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| Project       | Originator | Volume | Level | Type | Role Number | Suitability | Revision |
| A12113 TPB ZZ | 04         | DR     | A     | 0404 | S1          | P1          |          |

Common Residential Corridor - Travel Distances

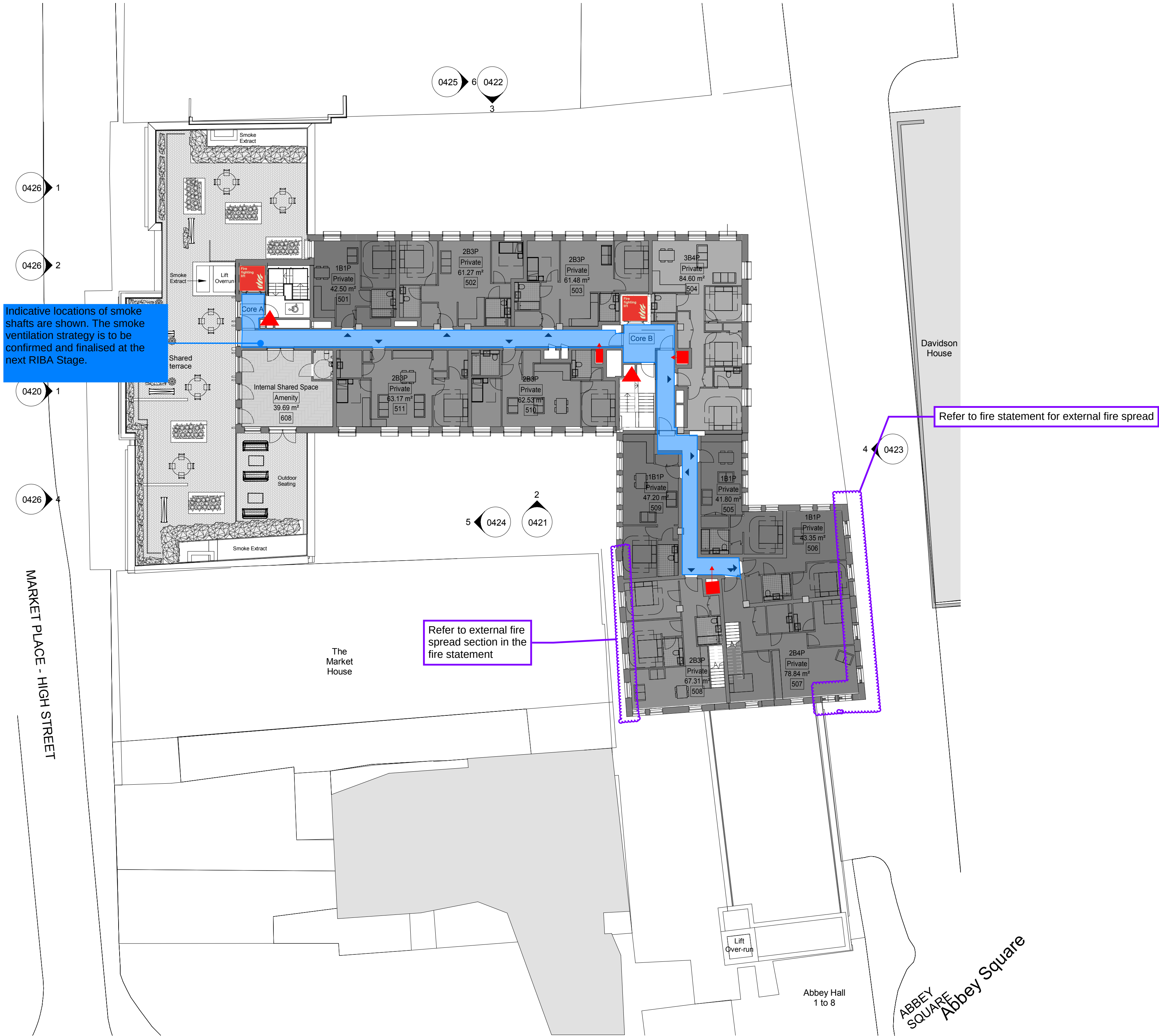
In accordance with BS 9991:2015. If all apartments are provided with sprinkler protection, single direction travel distance can be up to 15m and 60m where there are alternative directions of escape.

Where these distances are extended an alternative engineered solution will be required to be proposed and Computational Fluid Dynamics analysis will be required to be undertaken at the detailed design stage to validate the performance of the proposed smoke ventilation system i.e. mechanical ventilation.

Indicative mechanical smoke shafts, smoke ventilation provisions and cross corridor doors has been highlighted in the mark ups.

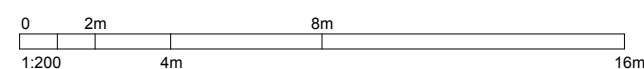
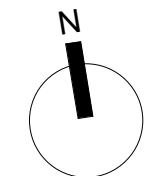
Key

- Smoke Ventilated Corridor
- Mechanical Smoke Shaft (Size to be determined via CFD modelling. Typically 0.8sqm to 1.0sqm geometric free area)
- Dry Riser Outlet (Full landing and unobstructed in the enclosure of the stair)
- Dry Riser Inlet
- Firefighting Lift (within 7.5m to the Firefighting Stair)



Key

- 1B1P
- 2B3P
- 2B4P
- 3B4P
- Prior Approved Permitted Development (Outside scope of Planning Application)
- Shared Space (Affordable)
- Shared Space (Market)
- External Spaces



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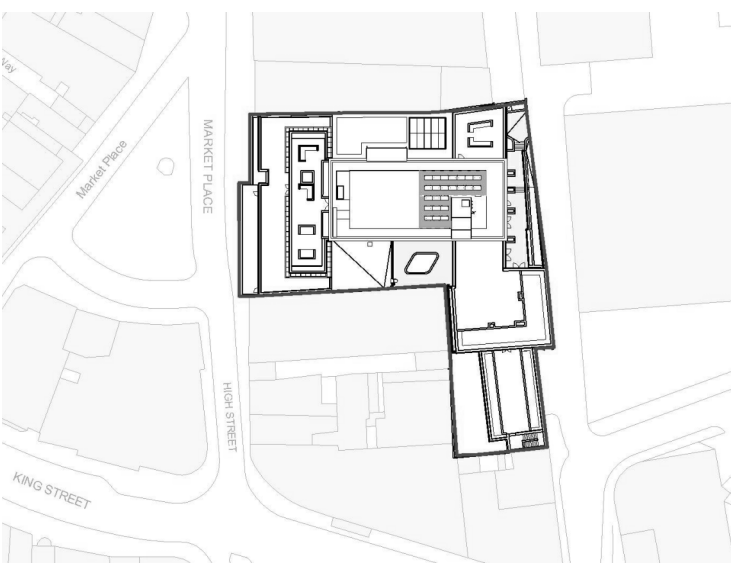
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Revisions

Issue Status

Preliminary

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planning

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Project  
Market Place Residential  
6-9 Sloane Point  
Reading

Drawing Title  
Proposed Fifth Floor Plan  
PLANNING

|       |            |            |           |
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| Drawn | Date       | Scale @ A1 | Alt. Ref. |
| AK    | 02/08/2022 | 1 : 200    |           |

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| Project | Originator | Volume | Level | Type | Role Number | Suitability | Revision |
| A12113  | TPB        | ZZ     | 05    | DR   | A 0405      | S1          | P1       |

Common Residential Corridor - Travel Distances

In accordance with BS 9991:2015. If all apartments are provided with sprinkler protection, single direction travel distance can be up to 15m and 60m where there are alternative directions of escape.

Where these distances are extended an alternative engineered solution will be required to be proposed and Computational Fluid Dynamics analysis will be required to be undertaken at the detailed design stage to validate the performance of the proposed smoke ventilation system i.e. mechanical ventilation.

Indicative mechanical smoke shafts, smoke ventilation provisions and cross corridor doors has been highlighted in the mark ups.

Key

- Smoke Ventilated Corridor
- Mechanical Smoke Shaft (Size to be determined via CFD modelling. Typically 0.8sqm to 1.0sqm geometric free area)
- Dry Riser Outlet (Full landing and unobstructed in the enclosure of the stair)
- Dry Riser Inlet
- Firefighting Lift (within 7.5m to the Firefighting Stair)

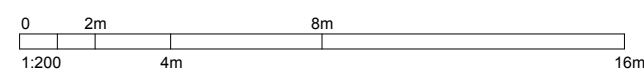
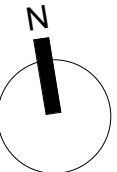
Indicative locations of smoke shafts are shown. The smoke ventilation strategy is to be confirmed and finalised at the next RIBA Stage.

Refer to external fire spread section in the fire statement

Refer to fire statement for external fire spread

Key

- 2B3P
- 2B4P
- 3B4P
- Prior Approved Permitted Development (Outside scope of Planning Application)
- Shared Space (Affordable)
- Shared Space (Market)
- External Spaces



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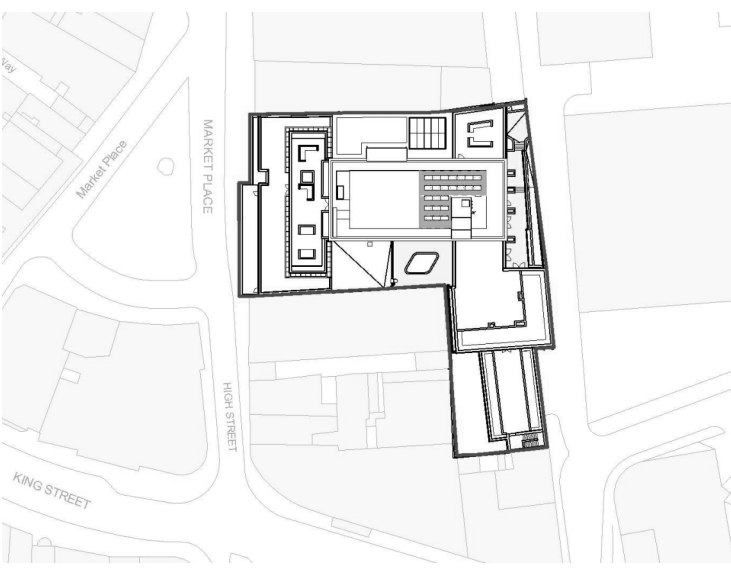
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| P1  | 20-08-2022 | First Issue | AK    | AC      |
| No. | Date       | Comments    | Drawn | Checked |

Revisions

Issue Status

Preliminary

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interiors  
planning

One America Street | London SE1 ONE UK +44 (0) 20 7208 2000 www.tpbenett.com

Project  
Market Place Residential  
6-9 Sloane Point  
Reading

Drawing Title  
Proposed Sixth Floor Plan  
PLANNING

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| AK    | 02/08/2022 | 1 : 200    |          |

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|---------------|------------|--------|-------|------|-------------|-------------|----------|
| Project       | Originator | Volume | Level | Type | Role Number | Suitability | Revision |
| A12113 TPB ZZ | 06         | DR     | A     | 0406 | S1          | P1          |          |

# Imagination powered by borderless thinking

## **LONDON AND THE SOUTH EAST**

The Old Surgery  
The Historic Dockyard  
Chatham  
Kent  
ME4 4TZ

## **NORTH WEST**

2 Castle Street  
Castlefield  
Manchester  
M3 4LZ

## **IRELAND**

Mountpleasant  
Business Centre  
Ranelagh  
Dublin  
D06 N925

## **NORTH EAST**

Carrwood Park  
Selby Road  
Leeds  
LS15 4LG

## **NORTHERN IRELAND**

Nextspace  
Antrim Enterprise Park  
58 Greystone Road  
Antrim  
BT41 1JZ

## **SCOTLAND**

Pentagon Centre  
26-38 Washington  
Street  
Glasgow  
G3 8AZ

## **CENTRAL AND EAST**

Castle Hill House  
Huntingdon  
Cambridgeshire  
PE29 3TE