

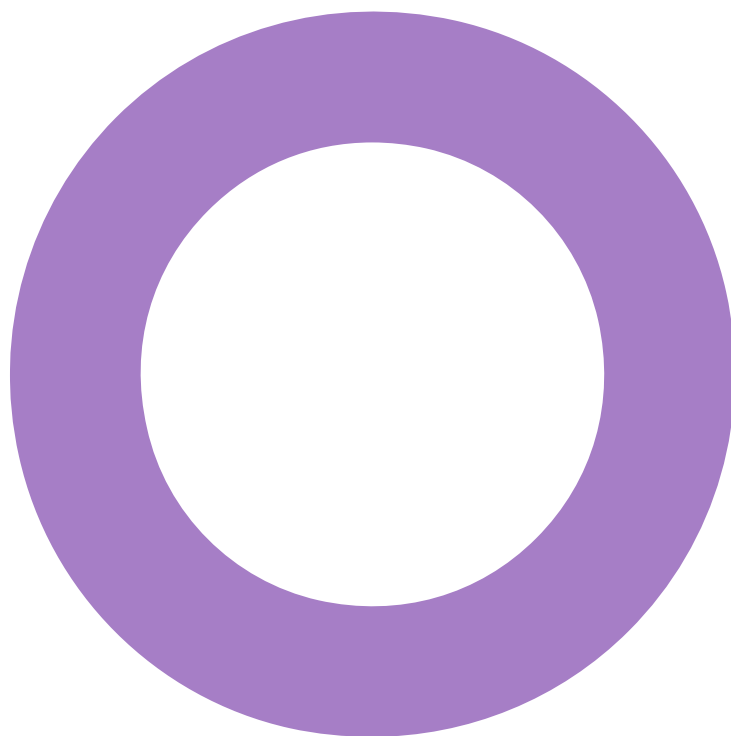


FORMER JOHN LEWIS DEPOT, LETCOMBE STREET, READING
(ALSO KNOWN AS JLP MILL LANE)

GATEWAY ONE - FIRE PLANNING STATEMENT
AUGUST 2024

**John Lewis, Letcombe Street.
Reading.**
John Lewis Partnership.

FIRE ENGINEERING
GATEWAY ONE
FIRE PLANNING STATEMENT
REVISION P06 – 07 JUNE 2024



Audit sheet.

Rev.	Date	Description of change / purpose of issue	Prepared	Reviewed	Authorised
P01	16/02/2024	Gateway One Planning Statement	LC	ES	MH
P02	08/04/2024	Revision to update for design change and planning description	LC	ES	MH
P03	30/04/2024	Revision to update for planning comments	LC	ES	MH
P04	01/05/2024	Revision to update the fire tracking drawings	LC	ES	MH
P05	15/05/2024	Revision to update GAs	LC	BR	MH
P06	07/06/2024	Revision to update for May submission	LC	ES	MH

This document has been prepared for John Lewis Partnership only and solely for the purposes expressly defined herein. We owe no duty of care to any third parties in respect of its content. Therefore, unless expressly agreed by us in signed writing, we hereby exclude all liability to third parties, including liability for negligence, save only for liabilities that cannot be so excluded by operation of applicable law. The consequences of climate change and the effects of future changes in climatic conditions cannot be accurately predicted. This report has been based solely on the specific design assumptions and criteria stated herein.

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1. Fire statement Form.

Fire statement form

Application information	
1. Site address line 1	John Lewis, Letcombe Street
Site address line 2	
Site address line 3	
Town	Reading
County	Berkshire
Site postcode (optional)	RG1 2HN
2. Description of proposed development including any change of use (as stated on the application form):	The description of the development is a demolition of the existing vacant building and redevelopment of the site comprising erection of a new building for up to 215 build to rent residential dwellings (Use Class C3) together with flexible commercial / community space (Use Class E/F1/F2), residents’ facilities, landscaping, public realm, amenity space, cycle parking and disabled car parking. This document refers to Blocks A, B and C (as shown in section 5 below) to refer to different parts of the building however the blocks are interconnected at each level and so the building is considered to form one single building.
3. Name of person completing the fire statement (as section 15.), relevant qualifications and experience. <i>Guide: no more than 200 words</i>	All Hoare Lea design projects are overseen by chartered engineers with proven experience on a wide range of fire safety consultancy projects. All work produced at Hoare Lea has been reviewed by a senior engineer. This statement has been produced, reviewed and approved by the following key individuals. The design and development of the fire safety strategy will be undertaken by the same individuals. Approver – Miller Hannah (Director) – CEng, MIFireE Reviewer – Eric Swainson (Senior Associate) – MEng (Hons) AIFireE Author – Laurence Clement (Fire Engineer) – MEng (Hons)
4. 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. <i>Guide: no more than 200 words</i>	While not strictly required under fire safety guidance a Qualitative Design Review (QDR) workshop was undertaken on 25th of March 2024 with all available relevant stakeholders (note that representatives from the Building Safety Regulator and local fire service were invited but did not attend). The intent of the QDR process is to determine whether the recommendations within guidance document Approved Document B – Volume 1 are considered appropriate for the John Lewis Letcombe Street development. Fire safety enhancements that were identified as part of the QDR have been applied to the design as appropriate. The QDR report will be submitted alongside the planning application however, the document will act as a working document such that any changes in the design will be assessed from a fire safety perspective by the whole design team, alongside the development of the Fire Safety Strategy with the intention that it will be appended to this report once complete during RIBA Stage 3/4, and prior to the Gateway 2 Submission .
5. Site layout plan with block numbering as per building schedule referred to in 6. <i>(consistent with other plans drawings and information submitted in connection with the application)</i>	
Site layout plan is: provided as a separate plan Refer to Section 5.	

Application information									
Principles, concepts and approach relating to fire safety that have been applied to the development									
6. Building schedule									
Site information				Building information			Residential 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) balcony materials	g) external wall systems materials	h) approach to evacuation	i) automatic fire suppression	j) accessible housing provided
Block A	- Approximately 20m from the lowest adjacent ground floor to the top habitable floor. However, all blocks are interconnected on all levels and form a single Higher Risk Building with a height of 32.605m. - Seven storeys including ground. However, all blocks are interconnected and form a single Higher Risk Building with a total storey count of eleven - No parts of the building have a basement level	Mixed use: Levels 1-6 - Residential flats, Ground - Communal Kitchen Dining area Gym Fitness Studio Plant Residential workspaces. Ground – Commercial/com munity space	- Plant and residential ancillary (including Gym, Fitness studio, workspaces, Dining area and kitchen) and a commercial unit separated from the community spaces at Ground floor. - Residential flats at first to sixth floor.	Approved Document B Volume 1 BRE 187 for external fire spread	class A2-s1, d0 or better	class A2-s1, d0 or better	stay put	Yes to residential areas- residential sprinklers, full Yes to non-residential areas- commercial sprinklers, full	M4(2) & M4(3)
Block B	- Approximately 29.1m from the lowest adjacent ground floor to the top habitable floor. However, all blocks are interconnected on all levels and form a single Higher Risk Building with a height of 32.605m. - Ten storeys including ground. However, all	Mixed use: Levels 1-9 - Residential flats, Ground - Communal Kitchen Dining area Gym Fitness Studio Plant Residential workspaces	- Plant and residential ancillary (including Gym, Fitness studio, workspaces, Dining area and kitchen) and a commercial unit separated from the community spaces at Ground floor - Residential flats at first to eighth floor.	Approved Document B Volume 1 BRE 187 for external fire spread	class A2-s1, d0 or better	class A2-s1, d0 or better	stay put	Yes to residential areas- residential sprinklers, full Yes to non-residential areas- commercial sprinklers, full	M4(2)

HOARE LEA 

Application information

- The building is fully sprinkler protected throughout so any fire size is expected to be small in size and unlikely to threaten the whole building and thus require the fire service to use the evacuation alert functionality;
- Level 10 only serves six flats and the likelihood that there is a fire which would trigger the fire service to want to evacuate all occupants of the building whilst also all occupants of these apartments having a mobility impairment which results in a need to use the evacuation lifts is considered a highly unlikely scenario; and
- Refuge spaces are provided within the stair enclosure. The smoke ventilation system provided to residential common corridors is designed to prevent smoke entering the stair so even if the highly unlikely scenario described in the point above were to occur mobility impaired occupants would have a safe space to wait while waiting for use of the evacuation lift.
- It is considered on the above basis that the proposed design meets the functional requirements of the building regulation, specifically in regards to Fire Service Access.
- In order to facilitate use of the evacuation lifts it is proposed to provide a refuge in all stairs on every level where step free access to external is not provided. A refuge will have dimensions 900mm x 1400mm and will be located as to not impede the means of escape of other occupants (i.e. it should not reduce the clear width of the stair). Each refuge will be provided with an Emergency Voice Communication (EVC) system conforming to BS 5839-9 and consist of a Type B outstation to facilitate people using the refuge space to communicate with building management and facilitate their evacuation.
- All stairs discharge to external at ground floor level. Core C2 discharges directly onto Letcombe Street. The firefighting stair and firefighting access corridors on Core A, B and C are separated from the ground floor amenity areas with a smoke ventilated lobby. Discharge from these stairs is via a protected corridor which for all cores is less than 18m in length. There is an 18m or less distance from a suitable parking position for a Fire Service pumping appliance vehicle and to the entrance to each firefighting shaft.
- No carparking facilities are provided in the building. A commercial unit will be provided at ground floor, this will not be accessed internally, and will be separated from the rest of the development by 120 minutes fire resisting construction.

- 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.

Guide: no more than 500 words

- Open plan apartments exceeding the dimensions described in BS 9991. A fire engineered approach will be developed using Computational Fluid Dynamics assessment comparing the proposed flat layouts to an NHBC research compliant arrangement. If it can be demonstrated that the conditions in the proposed open plan flats are equivalent, or better than, a design in line with that in guidance, then the layouts can be considered to meet the functional requirements of the Building Regulations. Once this assessment is completed it will be appended to the fire strategy. Cooker locations have been arranged in open plan routes to ensure an escape route from the bedrooms are at least 1.8m away from a 0.9m wide escape route.
- Refuse chutes are accessed from the common residential corridors, (i.e. these are not provided as refuse storage areas) and are provided with a protected ventilated lobby with 0.2m² permanent ventilation. The refuse chute will be designed as a fire resisting shaft with fire resisting access panels. The lobbies providing access to the refuse chutes will be designed such that they are small in size to reduce the likelihood of occupants storing refuse in the space.
- A brown roof (note that a brown roof is similar to a green roof but does not contain specific planting and instead relies on seeds deposited on the roof from birds and the wind) will be provided and as such will be designed in accordance with 'The Fire Performance of Green Roofs and Walls', published by the Department for Communities and Local Government. The following will be provided:
 - A 300mm fire break will be provided around all perimeters and penetrations (e.g. roof lights, soil pipes and rain water outlets, etc);
 - A 500mm fire breaking will be provided around the openings into the building (e.g. doors, windows, opening roof lights, smoke vents etc) and around PV panels.
 - Additionally, 1000mm wide fire breaks every 40m are recommended to prevent significant fire spread over the building on the green/brown roof; and
 - Fire breaks must consist of non-vegetated strips with either 20-50mm size rounded pebbles to a minimum depth of 50mm placed directly onto the drainage board, or concrete paving stones that are a minimum 40mm thick or similar non combustible material.
 - The organic content of the growing medium will be limited to 50% and should have a minimum depth of 80mm.
- It is noted that communal kitchen facilities are proposed to be located at ground floor level, the intent is that people will be able to hire out the space as such it will be similar to a large residential kitchen rather than a full commercial kitchen. The kitchen area is proposed to be open to a communal dining space. The kitchen is located remote from the stairs and in an area proposed to be protected by a commercial sprinkler system designed in accordance with BS EN 12845. The communal areas are separated from the residential stairs via smoke vented protected lobbies.
- PV panels will be provided at roof level and will be provided with a cut-off switch which the Fire Service can use to shut down the PV panels and prevent the PV panels from generating power to the building, arc-fault protection will be provided to the PV panels.
- It is noted that an electric tug will be provided in a dedicated enclosure accessed from the refuse store at ground floor. Charging of the electric tug in the dedicated enclosure will be provided with the enhancement of an enclosure of increased fire resistance to 120 minutes. The refuse stores are accessed both internal and externally, where accessed internally they are via protected lobbies with 0.2sqm permanent smoke ventilation to external. Refuse stores are not located off the discharge routes from the stair.

The bike storage area located on the ground floor will be enclosed with construction achieving fire resistance equivalent to that of the elements of structure, i.e. 120 minutes fire resistance (REI 120) as an enhancement to address the presence of electric bikes. It is not proposed to provide E-bike charging facilities within the cycle store.

7. 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.

Guide: no more than 500 words

The development is located in Reading, Reading has no specific local policies relating to fire safety. However, commonplace enhancements to fire safety design, such as the provision of evacuation lifts, have been provided for this development. John Lewis Partnership take fire safety very seriously, and are committed to ensuring their buildings comply with current best-practice fire safety standards to ensure the safety of all future residents, to this end a Qualitative

Application information
Design Review (QDR) was carried out to determine whether the recommendations within guidance document Approved Document B – Volume 1 are considered appropriate for the John Lewis Letcombe Street development. This QDR report will accompany this Fire Statement. The QDR workshop was undertaken on 25th of March 2024 with all available relevant stakeholders. The parties in attendance were as follows: – JLP (client); – CJCT (architects); – M3 (project management); – Fairhurst (structural engineer); and – Hoare Lea (fire engineer and MEP engineer). The following parties were invited but unable to attend: – The HSE; and – The Royal Berkshire Fire and Rescue Service. This building will be subject to the Gateway 2 process, as of the time of writing this report the HSE and Royal Berkshire Fire and Rescue Service (i.e. the Local Fire Service) have been unable to take part in the QDR process to date. In light of this the QDR process has been held with as many relevant parties as possible.
Emergency road vehicle access and water supplies for firefighting purposes
8. Fire service site plan <i>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?</i> <i>Guide: no more than 200 words</i> Approved Document B Volume 1 2019 edition with 2020 and 2020 amendments has been used to design the fire safety strategy for the development. The building is provided with three firefighting shafts, with one in each block designed in accordance with the guidance of AD-B Volume 1 2019 edition with 2020 and 2020 amendments. The Fire Brigade pump appliance route is highlighted in yellow in the figure in Item 14, this route is via existing road access surrounding the building. Fire Brigade pedestrian access points into each building are shown by the red arrows. Vehicle tracking has been carried out at the end of Crossland Road to demonstrate that sufficient turning facilities are provided.
9. Emergency road vehicle access <i>Specify emergency road vehicle access to the site entrances indicated on the site plan</i> <i>Guide: no more than 200 words</i> Access for the Fire Service will be provided at Ground Floor level into each of the residential cores and firefighting shafts via a protected passageway less than 18m in length or direct into the stairs. Appliance access route provisions for the Fire Brigade at the residential areas will be provided within 18m of every dry fire mains inlet located adjacent to the entry to the stair. The roads offering access to the building (i.e. Mill Lane, Letcombe Street and Crossland Road) are existing and considered suitable for fire appliance access. Vehicle tracking has been carried out at the end of Crossland Road to demonstrate that sufficient turning facilities are provided. Is the emergency vehicle tracking route within the site to the siting points for appliances clear and unobstructed? yes
10. Siting of fire appliances <i>Guide: no more than 200 words</i> Fire appliances may be located along all the roads surrounding the development giving access to each building as shown in the figure in Item 14. Access route provisions for the Fire Brigade at the residential areas will be provided within 18m of every dry fire mains inlet. It is noted that the design for the landscaping is currently being developed and will be under review as the design progresses. For Core B The landscaping currently provides on street public parking at the point where a distance of 18m is measured from the firefighting shaft to a location suitable for a Fire Service vehicle appliance parking position. It is therefore being investigated whether the on-street parking provisions can be moved, to remove the risk of vehicles being parked in the area the Fire Service could park. If this is not possible the internal corridor will be extended to ensure that access is provided within 18m distance. Hose laying distances to all parts of the building are achieved, either within 45m of the appliance parking position or within 60m of the dry riser outlets in the firefighting cores.

Application information	
11. Suitability of water supply for the scale of development proposeds Guide: no more than 200 words Hydrant layout provided There are sufficient existing hydrants within 90m of each building access and dry riser inlets, the fire hydrant layout has been appended. Nature of water supply: hydrant- public Does the proposed development rely on existing hydrants and if so are they currently usable / operable? don't know Noting that this will be investigated further as the design develops.	
12. Fire service site plan Fire service site plan is: provided as a separate plan Refer to Appendix 3.	
Fire statement completed by	
13. Signature	Laurence Clement MEng (Hons)  Eric Swainson MEng (Hons), AIFireE  Miller Hannah BEng (Hons), CEng, MIFireE 
14. Date	07/06/2024