From: Dave Clarke <[redacted]
Sent: 12 January 2023 14:17
To: Adam Linard; Alex Robinson; Nick Owen
Subject: Fwd: Great Northern Development proposals

Response from fire service below - I'm mobile today so haven't had chance to review in detail, but hopefully this helps expedite. Happy to discuss later - feel free to give me a call to discuss. I'll be back at my desk around 4pm.

Regards,

Dave

David Clarke
Director
Ball and Berry Ltd

[redacted]

ballandberry.co.uk

Begin forwarded message:

> **From:** Unsworth Neil <[redacted]
> **Date:** 12 January 2023 at 14:11:19 GMT
> **To:** Dave Clarke <[redacted]
> **Subject: RE: Great Northern Development proposals**

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Dave

I have looked through your email and discussed with Bob Birtles.

We have the following comments:-

I believe that you have a reputable engineer on board with this development (OFR) so would expect the engineer to show reasonable justification for any deviation.

In respect of HSE Comment 1.9 and access through the reception area:-

In addition to the comments, you have already raised.

It is noted that this is not an area to be used for evacuation, and so there should be no problem in gaining access for operational crews due to contraflow. We would suggest that furniture and display materials should be appropriately positioned such that there will be a clear route through the reception area which will ensure that firefighters carrying equipment through reception will not be unnecessarily hindered. This proposal may be easier than having to negotiate, for instance,

directional changes in a narrow corridor, as could result from the addition of the protected corridors.

The actual distance of 30m horizontal may only be similar to negotiating an extra 1 or 2 floors vertically, which would be evidently more physically challenging.

That said it would be helpful to provide additional access for fire service vehicles to the undercroft – ensuring suitable signage and clear routes, also requiring adequate control of service vehicles.

The means of supplementing the wet riser with an inlet close to Deansgate will be extremely helpful, since this would be the most recognised or intuitive access point for the fire service. Having the inlet here would provide resilience in case the wet riser system failed to function at its full design capacity.

In respect of HSE Comment 1.10:-

We are also unsure of what guidance is being referred to, perhaps the BDAG work from the 2000's. If it is due to firefighter exertion, this may be more down to using stairs, but there are lifts provided which should be fully functional.

Assuming there is adequate sprinkler protection in the flats, there will be a limited design fire size and conditions within the corridors will be relatively benign.
In addition, there are a number of subdivisions within the corridors and consequently added protection, ensuring that firefighters will not have to travel an excessive distance in onerous conditions.

It may, nevertheless, be helpful to consider the provision of a second riser in the staircase close to the remote flat, if this was an option at this stage.

Regards

Neil Unsworth
Fire Engineering Officer
[redacted]

From: Dave Clarke <[redacted]
Sent: 12 January 2023 08:45
To: Unsworth Neil <[redacted]
Subject: Great Northern Development proposals

Hi Neil,

You may remember coming into our offices a while back to discuss initial proposals for a large redevelopment of the Great Northern Warehouse area to form offices and high rise residential. The main discussion we had centred around the existing condition in terms of distance of travel from a fire appliance attendance point and access into the firefighting cores and we also discussed the main resi scheme briefly.

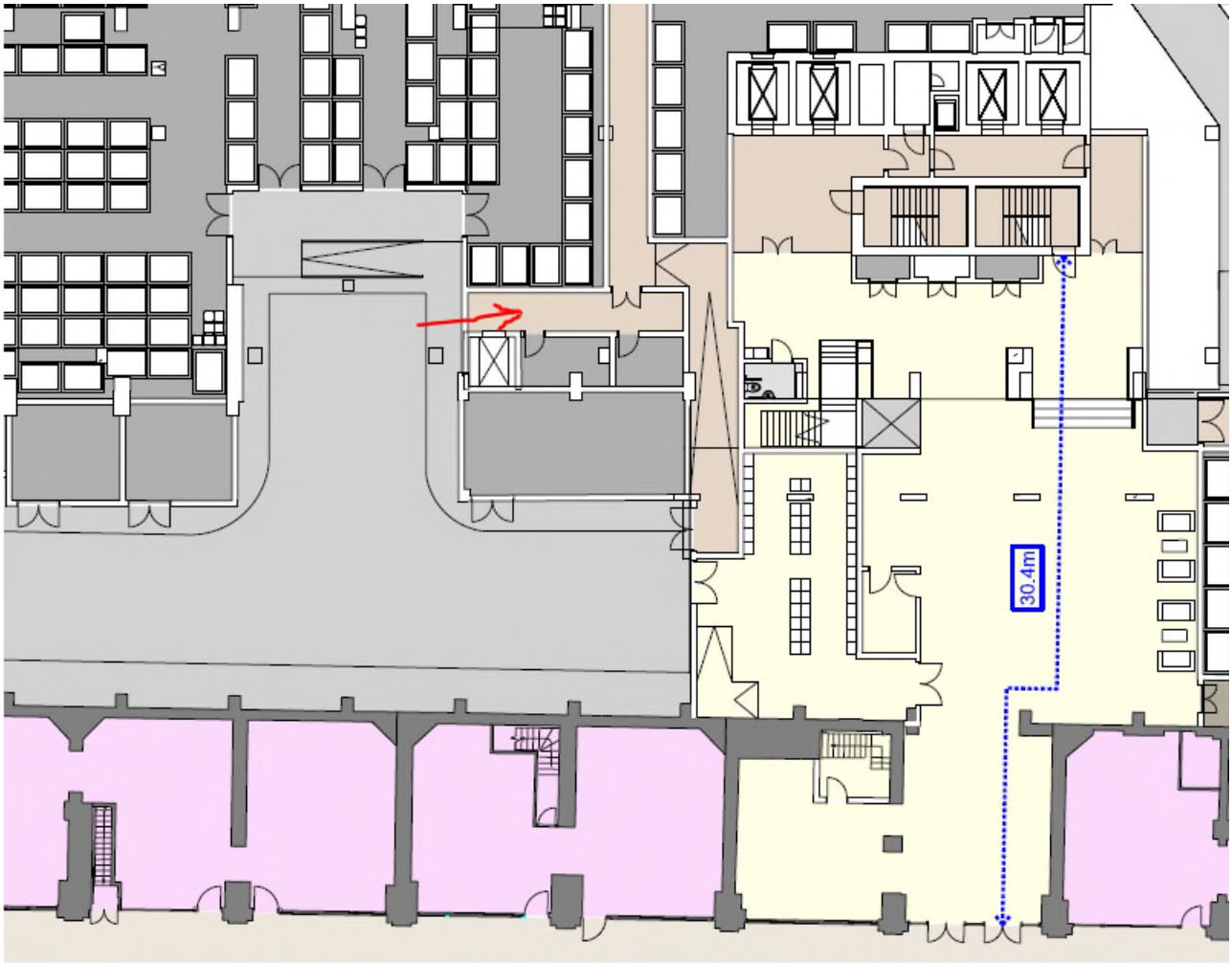
The project has moved forward to the planning stage and the Gateway 1 fire statement has been questioned by the HSE in a couple of areas relating to fire fighting provision and I was wondering if you could have a look and give me your thoughts on the proposals?

The first question they have raised is as follows:

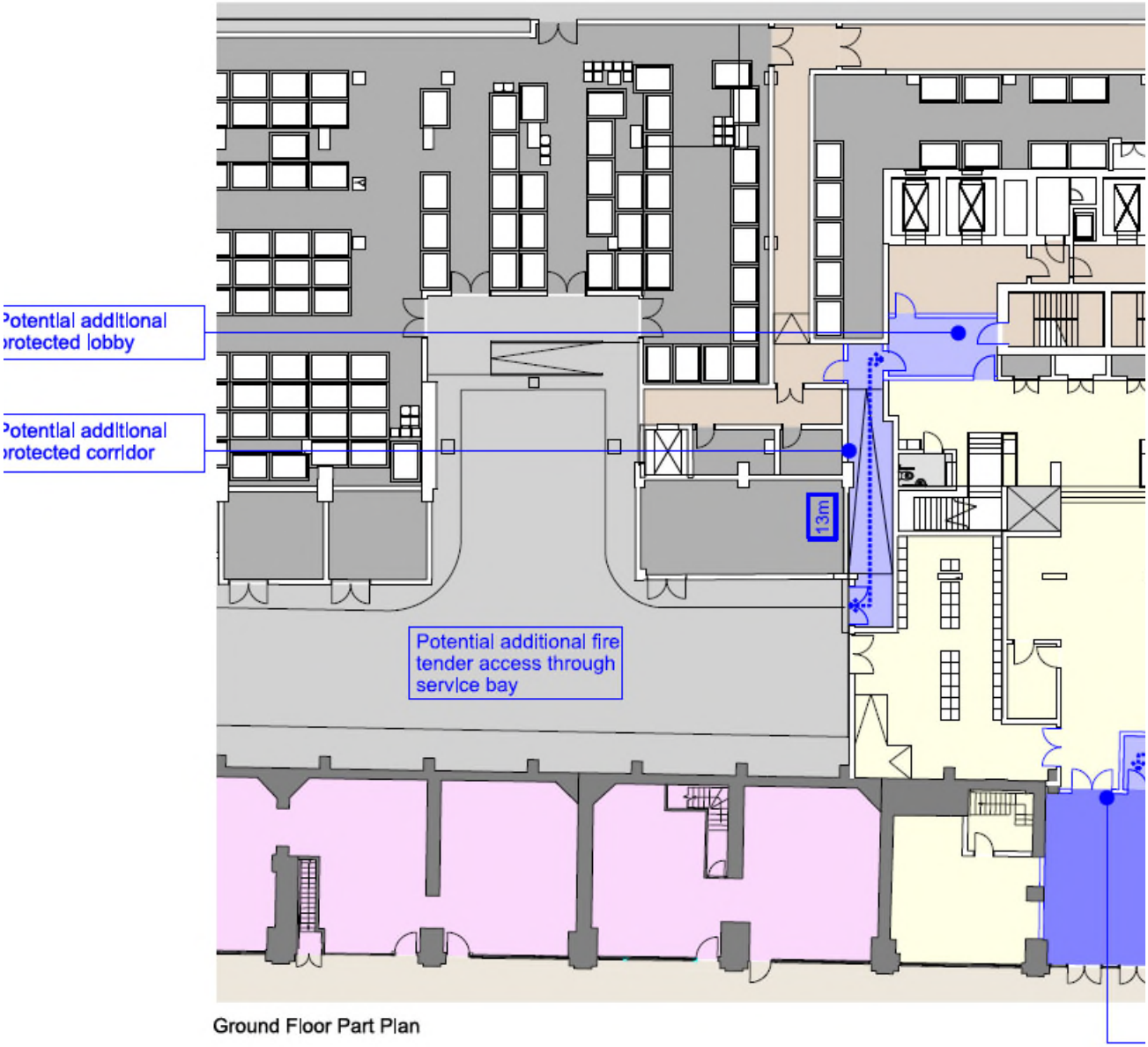
HSE Comment 1.9. Fire service access routes to the Leisure Box block B firefighting shafts are not suitable. The ground floor drawing shows the firefighting shafts are accessed via the

Deansgate Terraces and via a large open plan reception area, over a distance exceeding 30m. Entry to a firefighting shaft at fire service access level should be available either directly from the open air or by way of a protected corridor not exceeding 18m in length. Design changes necessary to provide suitable access routes to firefighting shafts will affect land use planning considerations such as the layout and the appearance of the development.

If you look at the layout extract below, this is at ground floor level. The means of escape from the cores is dealt with at the level above and so no residents will be escaping at this level shown. The arrangement for fire service access is from the bottom of the drawing at the end of the blue dotted line and is directly off Deansgate. The distance from these entrance doors to the stair door/lift lobby is 30.4m and through the reception area. There is an alternative route into the cores from the under croft to the left shown with the red arrow which would be by a protected corridor but would be from a position under the building/terrace above. We felt that the layout shown is acceptable as there is no means of escape through reception, that a fire in reception can be fought from ground level and not require access to the cores and that access through reception would not prevent firefighting operations on the upper floors. The distance to the core is over 18m at 30.4m, but this is due to the constraints of the existing building, with access available within 18m via the under croft if needed as an alternative.



As an alternative, the comments of the HSE have been taken on board and it may be possible to amend the layout as follows:



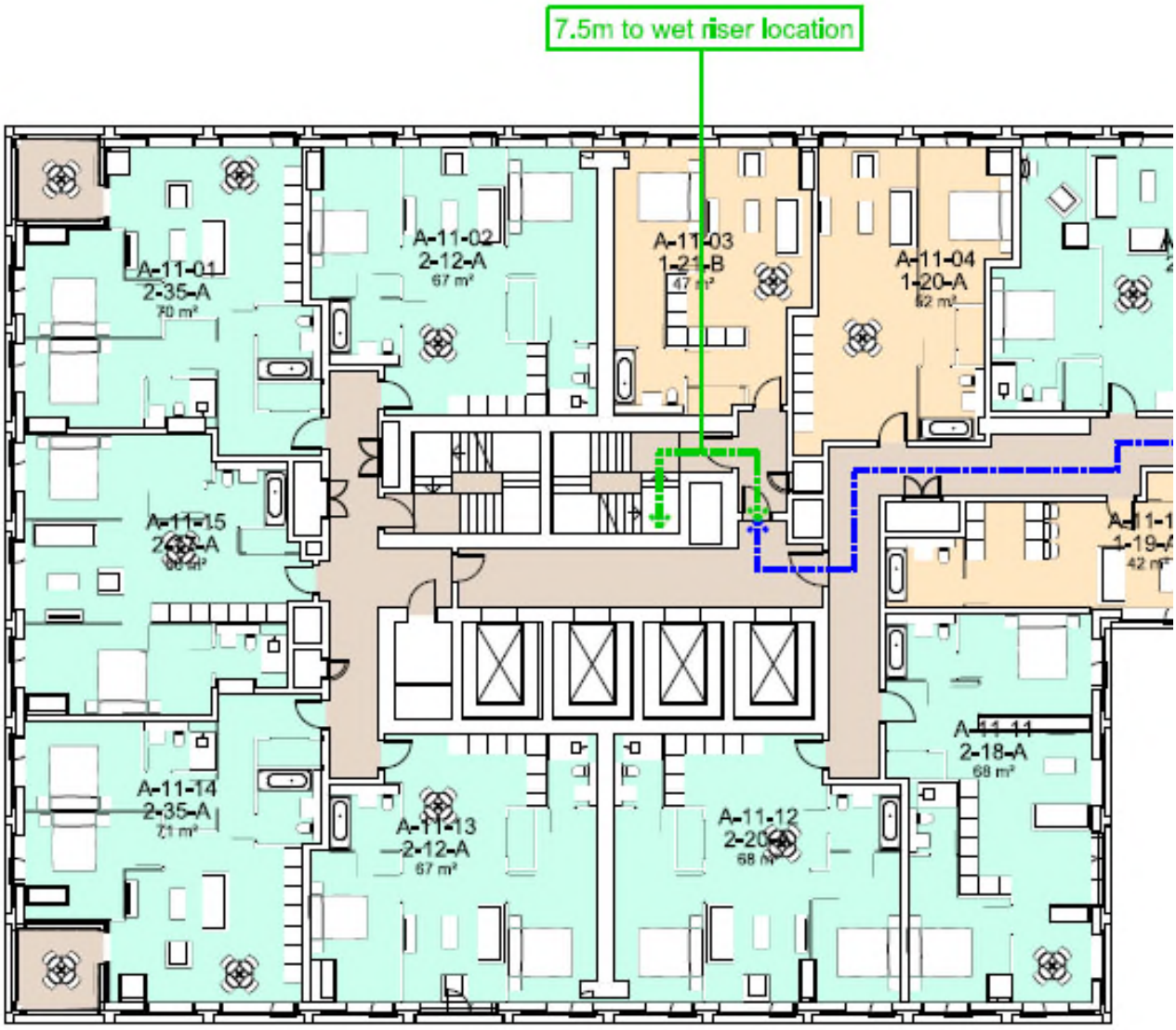
Ground Floor Part Plan

The access from the under-croft area is shown and gives access within 13m. In addition, there is a protected corridor shown giving access to the cores without the need to transition through reception, although we feel this only serves to extend the distance it takes to get to the stair core and doesn't provide any benefit. Your views on this would be appreciated.

A further question has been raised regarding the distance fire fighters need to travel to fight a fire on some of the residential floors. The design is based on the hose length criteria given in BS9999/9991 and is compliant, however the HSE and made the following comment:

HSE Comment 1.10. The firefighter travel distances in Leisure Box block A appear excessive. For instance, the Level 11 drawing indicates a distance of 36m from the firefighting staircase door to the door of the remote flat (labelled A-11-07 3-14-A). Fire safety guidance states that single direction travel distances over 30m in length (measured from the staircase door to the furthest flat entrance door) in common escape routes are considered to present onerous conditions for firefighters. Whilst a secondary escape staircase is available, firefighting operations will be launched from the firefighting staircases. Accordingly, firefighters will be travelling from the firefighting staircases to the remote flats. Design changes necessary to reduce firefighter travel distances will affect land use planning considerations such as the layout and appearance of the development, and the spaces available for, and number of, dwellings.

We are unaware of where this requirement comes from but there is some suspicion it comes from BS7974 and we are still looking at it. Could I have your opinion on whether this would be seen as an issue for fire fighting operations? Extract below:



Sorry to drop this on you, but if you could assist with your views ASAP (we are under pressure to provide responses to these comments) I would very much appreciate it. I'm happy to discuss further if you are available.

Many thanks,

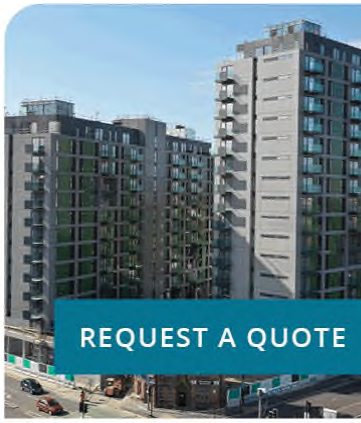
Dave

David Clarke
Director
MRICS C Build E MCABE

[redacted]

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