One Castlefield

Planning Gateway One

21 July 2026

Kirindolam 8 Ltd

20006

20006-BB7-ZZ-ZZ-RP-Y-1

BB7

Revision History

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Prepared by	Elliot Guinan elliotguinan@bbseven.com	BB7 Consulting Ltd 2 Castle Street Castlefield Manchester M3 4LZ
Reviewed by	Zaphiris Tsisios zaph@bbseven.com	BB7 Consulting Ltd 2 Castle Street Castlefield Manchester M3 4LZ
Approved by	Phevos Giorgallidis phevosgiorgallidis@bbseven.com	BB7 Consulting Ltd 2 Castle Street Castlefield Manchester M3 4LZ
Prepared for	Kirindolam 8 Ltd	Kirindolam 8 Ltd Suite 3.7.1 Bubble at Clinch's Lord Street, Douglas, Isle of Man IM1 4LN

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1. Introduction

This Planning Gateway One Fire Statement has been prepared by BB7 Consulting Ltd on behalf of Kirindolam 8 Ltd in support of an application for full planning for the One Castlefield development ('the site') in Manchester.

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 educations accommodations; and
- Meet the condition of 18 m 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.

The development comprises two residential buildings, Block A (46 storeys) and Block B (9 storeys), providing 592 homes with supporting amenity spaces, car and cycle parking, new access arrangements, landscaping and other associated works. Block A is provided with a basement level.

Given the above requirements, both buildings are considered relevant buildings, 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 consultation, if any, 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.

2. Application Information

2.1 Site Address

Table 2.1 Development Address

Site Address Line 1	One Castlefield
Site Address Line 2	
Site Address Line 3	
Town	Manchester
County	
Site Postcode (Optional)	

2.2 Description of Development

Description of Development: Full planning permission for the erection of two residential blocks, Block A (46 storeys) and Block B (9 storeys), providing 592 homes with supporting amenity spaces, car and cycle parking, new access arrangements, landscaping and other associated works.

Block A comprises of 436 residential units as follows:

- 1 Bed Apartments: 172 Units.
- 2 Bed Apartments: 258 Units.
- 3 Bed Apartments: 6 Units.

This building will consist of ground plus 45 upper storeys containing firefighting shafts, plantrooms and ancillary areas, terrace and amenity spaces, a car park and basement level. The building measures to be 135.7m high to the topmost occupied storey. All ancillary/amenity areas will be limited to 100m^2 separated via fire resisting construction except the car park area. This building will include dual purpose evacuation and firefighting lifts, and all lift lobbies/common residential corridors will be mechanically smoke-ventilated.

Block B comprises 156 residential units as follows:

- 1 Bed Apartments: 21 Units.
- 2 Bed Apartments: 96 Units (including 2 storey duplex apartments).
- 3 Bed Apartments: 21 Units.
- 4 Bed Apartments: 13 Units.
- 2 Bed Townhouses: 5 Units.

The building will consist of ground plus 8 upper storeys containing firefighting shafts, plantrooms and ancillary areas, amenity spaces, office, café and retail areas. The building measures to be 23.4m high to the topmost occupied storey. All ancillary/amenity areas will be limited to 100m^2 separated via fire resisting construction. The building will include firefighting and evacuation lifts, and all lift lobbies/common residential corridors will be mechanically smoke-ventilated.

The building height can be seen within Figure 2.1 below whilst the ground and typical floors plans can be seen within Figure 2.2 to Figure 2.5 below.

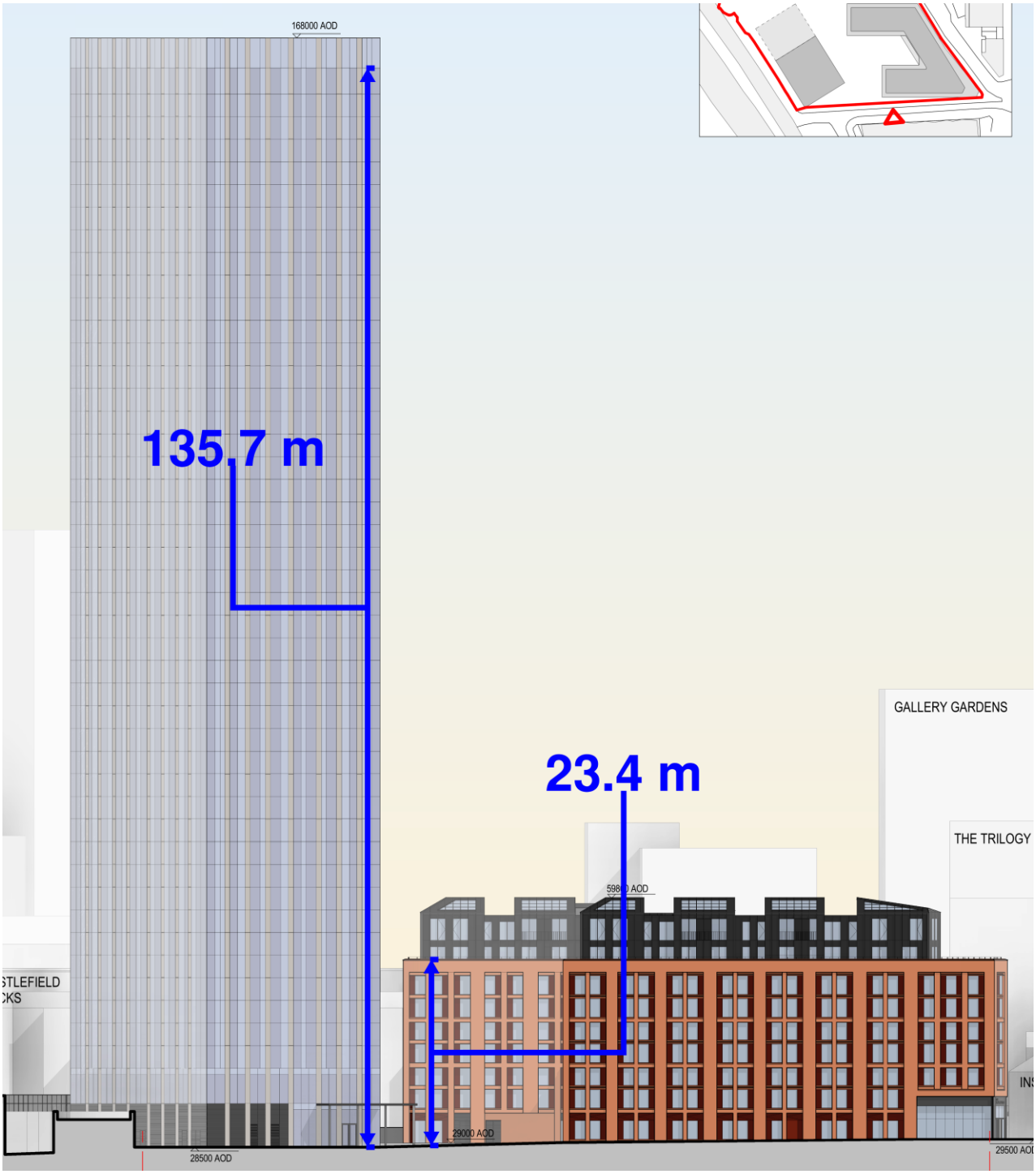


Figure 2.1 Block A and B Heights

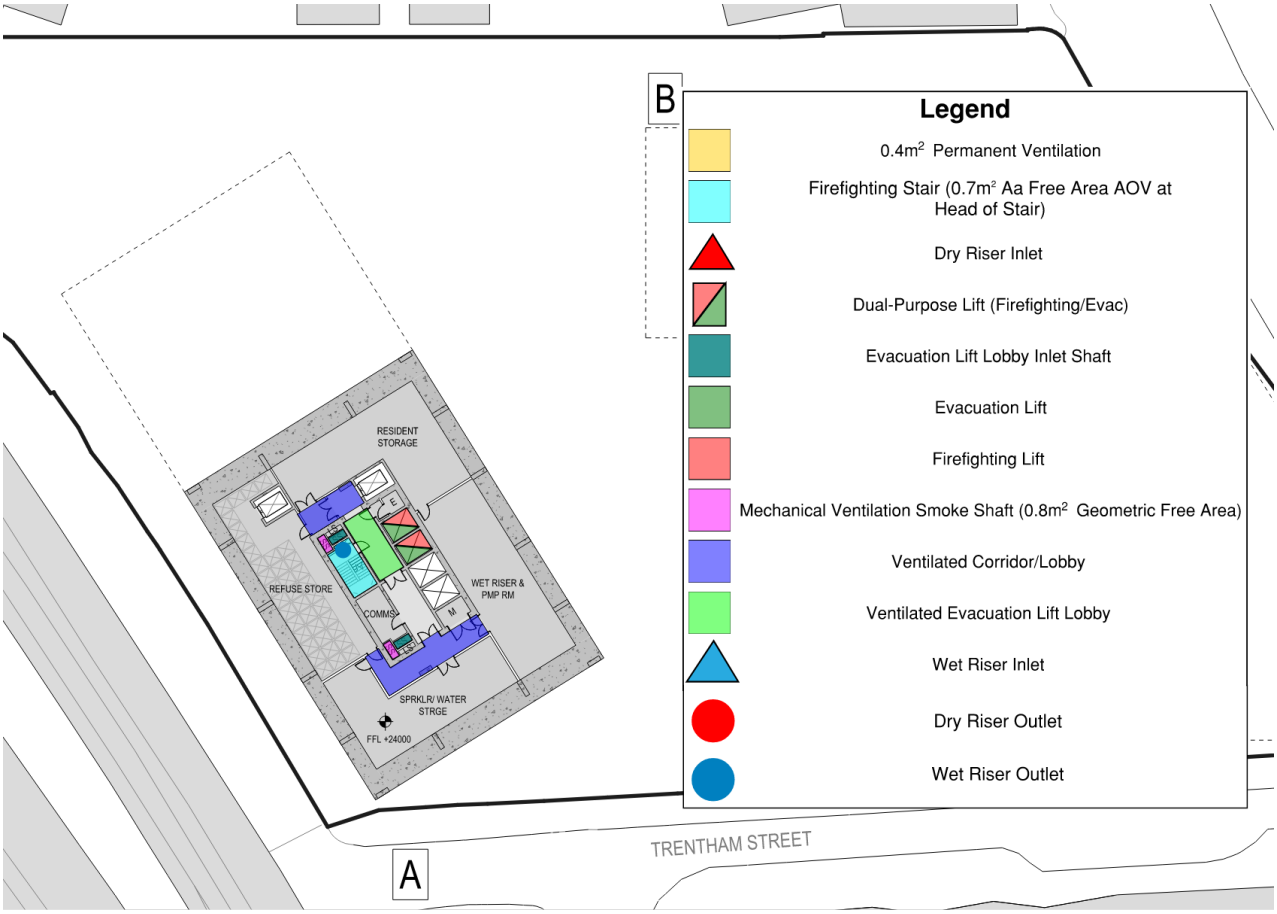


Figure 2.2 Block A Basement

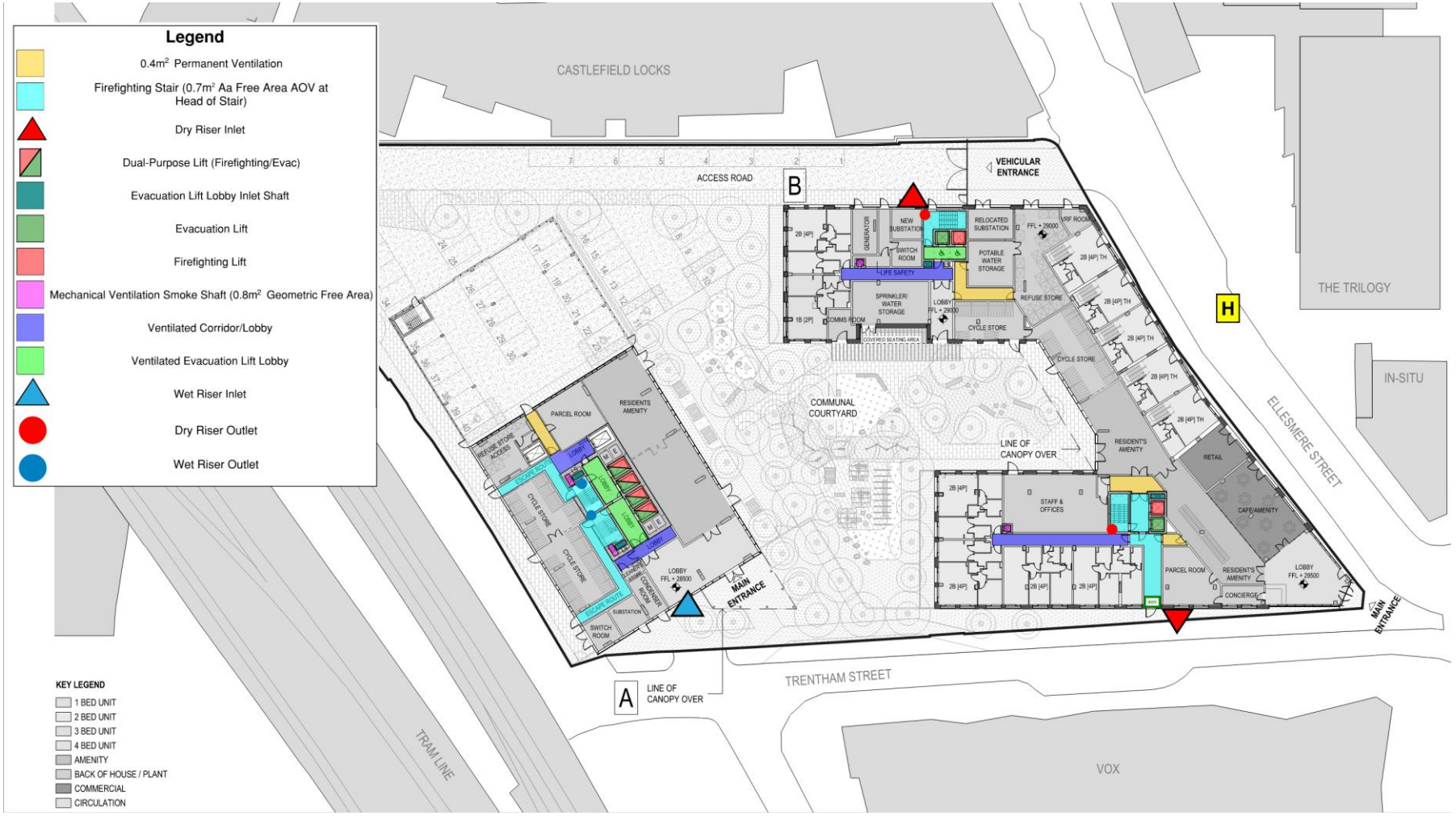


Figure 2.3 Ground Floor Block A and B

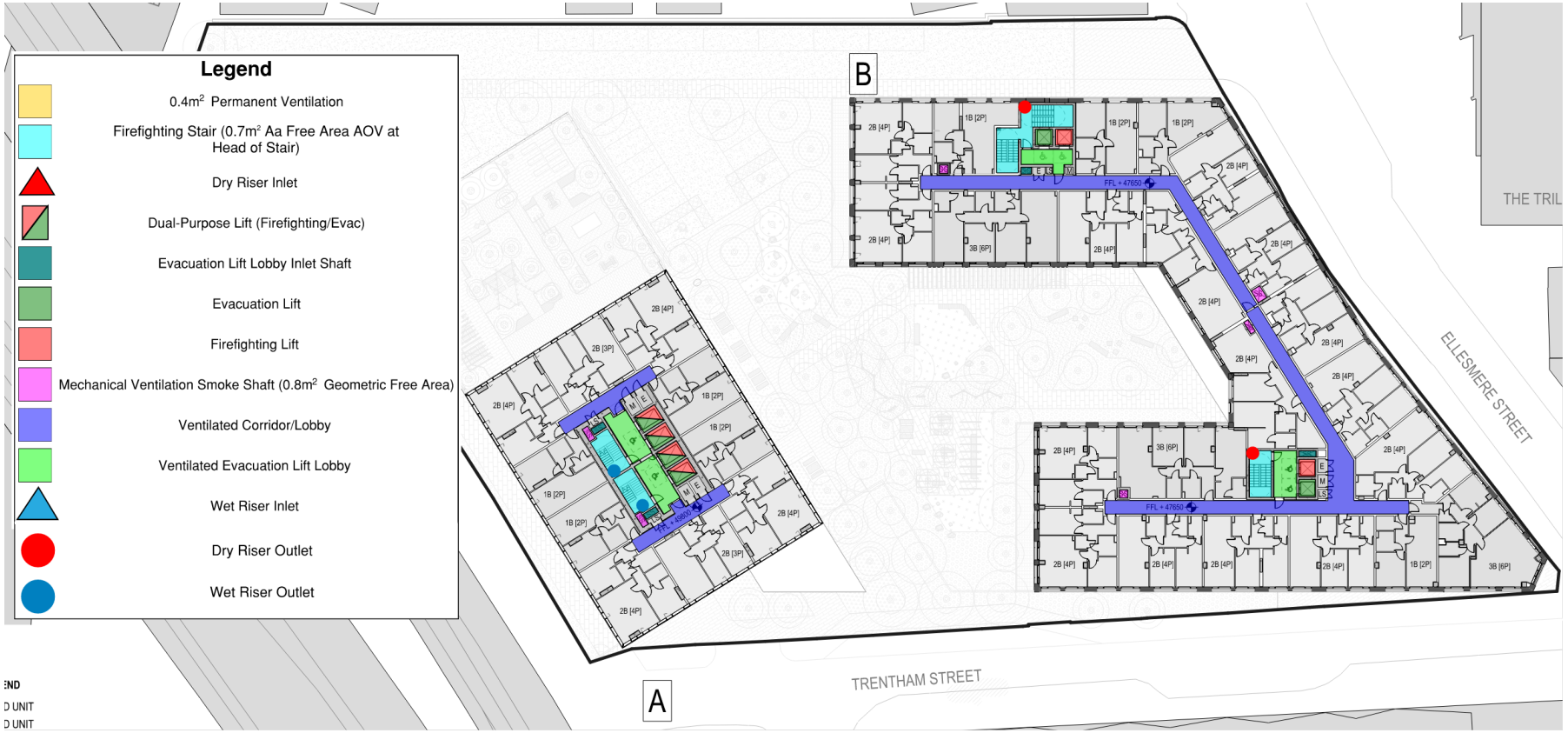


Figure 2.4 Typical Upper Levels Block A and B (Level 06)

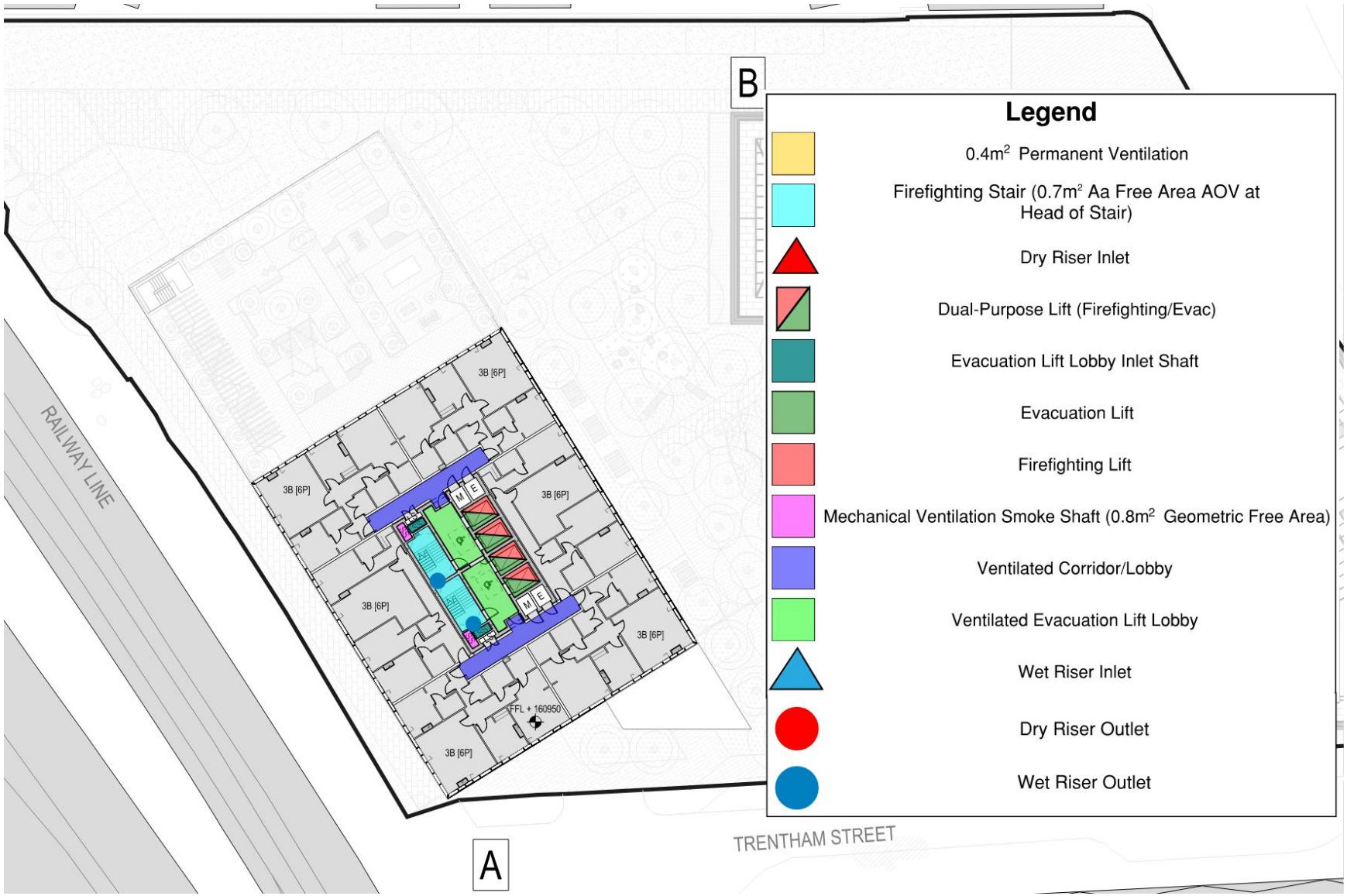


Figure 2.5 Block A Typical Upper Level - Level 45

2.3 Qualifications of the Author

All work to date has been developed by a competent engineer with relevant experience of fire safety in residential buildings. All work has been signed off by the following Fire Engineer:

Name	Phevos Giorgallidis
Academic Qualifications	BSc, MSc
Professional Qualifications	CEng, MIFireE
Position	Associate Director

Phevos Giorgallidis is an Associate Director having 10 years of experience working on a wide range of projects and specialising in complex retail/commercial and residential developments. Phevos has a broad range of skills in the fire safety engineering field developing performance-based solutions for complex projects achieving the client's objectives and gaining approval from the relevant authorities. Phevos has worked in large residential schemes comprising of multiple blocks from concept design to construction stage. Phevos has worked on a number of London Plan and Gateway 1 fire statements in the past year either as author or reviewer. Phevos is in a possession of MSc in Fire and Explosion Engineering with first class honours and a BSc in Civil and environmental engineering. Phevos is also a Chartered Engineer with the Institution of Fire Engineers (IFE).

2.4 Consultation

The proposals for One Castlefield represent a refined residential development, addressing previous scheme shortcomings while maintaining a high-density residential offer.

The site, located adjacent to the A57 Chester Road in Manchester city centre, is strategically positioned within the established Castlefield/St. George's area. It is well-connected, benefiting from proximity to Bridgewater Canal, mainline railway, tramway and Cornbrook Metrolink Station.

This development is the final phase of the St. George's regeneration. The design has evolved through rigorous pre-application engagement with the Manchester City Council, focusing on creating a high-quality, sustainable solution that responds positively to its local context, contributes to regeneration and aligns with current planning policy for tall buildings and the historic environment.

Previous proposals were unviable due to regulatory changes (fire safety requirements for high-risk buildings necessitating an additional stair core) and design challenges related to site optimisation and amenity provision. The current design addresses these by consolidating blocks, increasing public and amenity space and strategically reorienting a taller tower to minimise impact on neighbours while creating a landmark. The scheme aims to be a positive visual marker and enhance the streetscape, capitalising on its gateway location and proximity to Cornbrook Metrolink Interchange to encourage sustainable transport.

2.5 Site Layout Plan

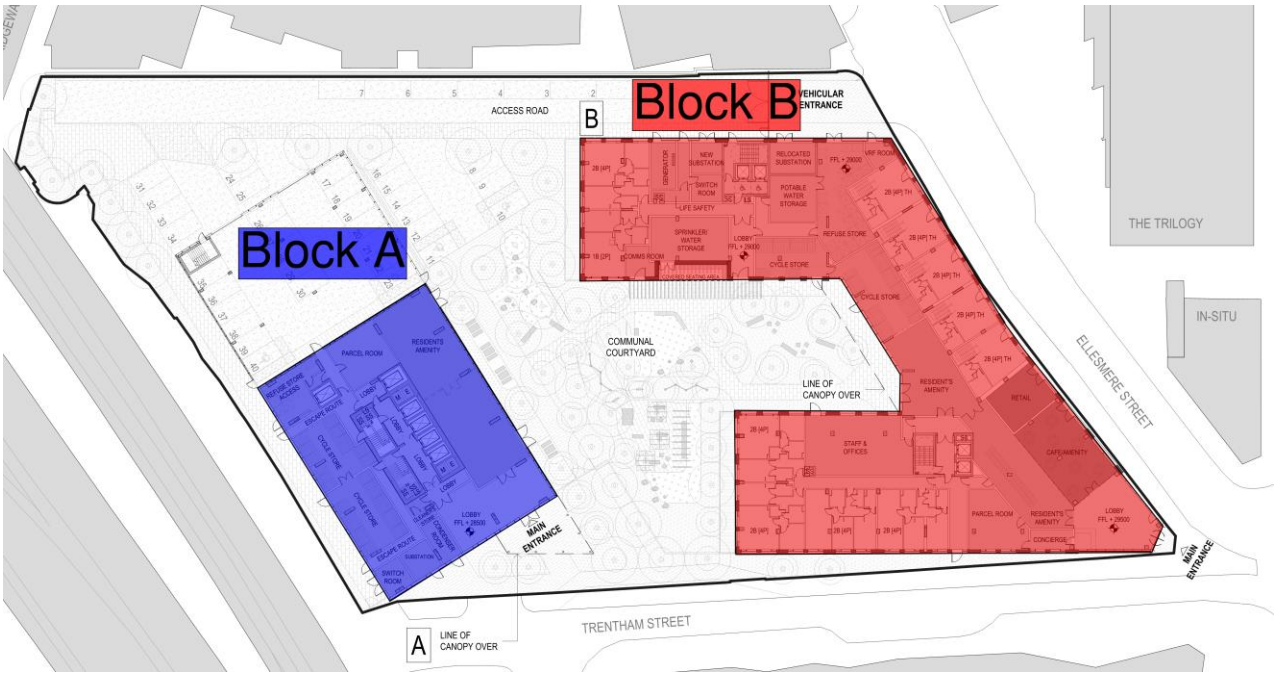


Figure 2.6 Site Layout Plan

3. The Principles, Concepts and Approach Relating to Fire Safety that have been Applied to the Development

Table 3.1 Building Schedule

Site Information				Building Information			Resident Safety Information		
a) Block number 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
Block A [1]	– 135.7m in height. – 46 storeys. – 47 storeys.	Residential Ancillary. (Plant, Refuse Store, Resident Storage)	Basement	BS 9991:2024.	N/A	N/A	Simultaneous.	yes- residential sprinklers, full Residential sprinkler system to BS 9251:2021 will be installed and areas will be limited to less than 100m^2.	N/A
		Residential Ancillary and Amenity space. (Entrance Lobby, Residents Amenity, Parcel Room, Plant, Cycle Stores, Refuse Store, External Terrace)	Ground floor & Level 1	BS 9991:2024.	External terrace provided to Level 01 and will meet Class A2-s1, d0 or better.	Class A2-s1,d0 or better	Simultaneous.	yes- residential sprinklers, full Residential sprinkler system to BS 9251:2021 will be installed and areas will be limited to less than 100m^2.	N/A
		Residential.	Levels 02 – 45	BS 9991:2024.	N/A	Class A2-s1,d0 or better	Stay Put.	yes- residential sprinklers, full Residential sprinkler system to BS 9251:2021 will be installed.	M4(2)
Block B	– 23.4m in height. – 9 storeys. – 9 storeys.	Residential Ancillary and Amenity space. (Entrance Lobbies, Residents Amenity, Cafe Parcel Room, Plant, Cycle Store, Refuse Store, External Terrace)	Ground floor	BS 9991:2024	N/A	Class A2-s1,d0 or better	Simultaneous.	yes- residential sprinklers, full Residential sprinkler system to BS 9251:2021 will be installed and areas will be limited to less than 100m^2.	N/A
		Retail	Ground floor	BS 9999:2017	N/A	Class A2-s1,d0 or better	Simultaneous.	yes- residential sprinklers, full Residential sprinkler system to BS 9251:2021 will be installed and areas will be limited to less than 100m^2.	N/A
		Residential	Ground floor – Level 09.	BS 9991:2024.	Open balconies present within residential apartments and will meet Class A2-s1, d0.	Class A2-s1,d0 or better	Stay Put.	Residential sprinkler system to BS 9251:2021 will be installed.	M4(2)

Notes [1] It is noted that BS 9991:2024 applies to residential buildings with a top storey up to and including 100 m above ground level. Given that Block A exceeds 100m in height, it is proposed to adopt an enhanced implementation of BS 9991:2024 for the One Castlefield development, with relevant upgrades above and beyond the BS 9991:2024 recommendations, where reasonably practicable to do so. Enhancements are intended to include providing an additional firefighting shaft, offering an increased sprinkler design duration of operation and an emergency sprinkler system breeching inlet for Fire Service use, amongst others. The enhanced provisions will be included within the detailed fire strategy design and associated Qualitative Design Review (QDR).

3.2 Specific Technical Complexities

3.2.1 PV Panels

PV panels are proposed to be installed to Block B of the One Castlefield development, these have potential to pose a fire risk. The BRE conducted studies over three years (2015 to 2018) to determine the fire risk of PV panels used within buildings. Within the literature review, the BRE recommend providing fault detection devices to PV panels (arc fault detection, ground fault detection and insulation resistance breakdown detection) which can provide effective protection against the faults that result in fires. Additionally, access to PV roofs can present an issue for firefighters, therefore, due consideration must be given to the safety of firefighter personnel moving around the roof tops where PV panels are located. Guidance in RC62: Recommendations for fire safety with PV panel installations will be adopted. The locations of the PV panels to Block B can be seen within Figure 3.1 below.

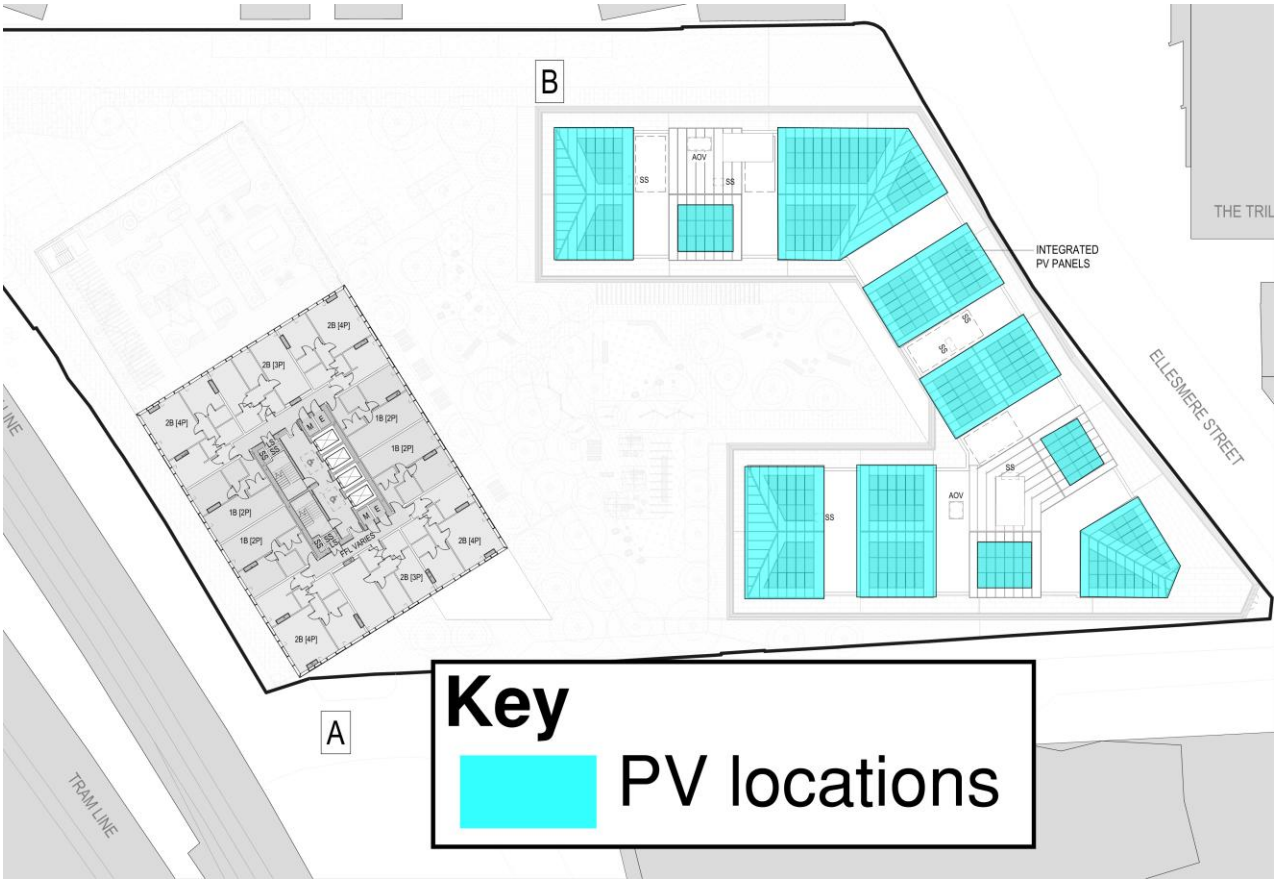


Figure 3.1 Location of PV Panels on Block B

3.3 Issues Which Might Affect the Fire Safety of the Development

Within Block A, there is proposed to be a covered and open sided car park beneath the external terrace. The car park space measures to be approximately 485m^2, which would typically need to be provided with a commercial sprinkler system in accordance with BS EN 12845:2015. Although this provision is recommended, it is understood that the current design constraints do not allow for the full commercial sprinkler system to be provided. Options for providing a full commercial sprinkler system will be explored in the next phases of design.

Notwithstanding the above, the current design is considered reasonable due to the following provisions:

- The car park space is largely open since it is provided with a permeable metal mesh screen at the perimeter – more than 55% of the façade will be open to external, which corresponds to approximately

33% of the floor area being provided as free vent area. In comparison, a car park provided with a vent area of at least 5% of the floor area is considered 'open-sided' within BS 9991 guidance; therefore, the current ventilation provision significantly exceeds this by more than six times. This large permeability of the car park perimeter reduces the potential for heat build-up within car park and therefore reduces the risk of a fire growing and spreading to other areas,

- No internal accommodation is provided above the car park. Only a single level of external terrace is proposed at the car park roof, therefore, the risk of a fire originating in the car park spreading to the levels above is limited.
- The car park is separated from all internal accommodation and terrace above via 120 minutes fire resisting construction. This is in line with Approved Document B Volume 1 guidance, as illustrated in Diagram A1 which is repeated below for ease of reference.
- Internal access is via two consecutive smoke-ventilated lobbies – one naturally ventilated lobby via a minimum 1m^2 vent and one mechanically ventilated lobby utilising the mechanical smoke shaft and inlet shaft serving the upper levels. These smoke ventilation provisions significantly exceed the minimum prescriptive recommendations and reduce the risk of any of the internal access routes being compromised by a potential car park fire.
- The car park can be provided with sprinkler protection via extending the enhanced residential sprinkler system to serve this area (i.e. Category 4 with enhancements). Although this would not be a fully compliant area to be served, it is expected to achieve a notional protection to the space to suppress a potential fire in its early stages.
- No electric vehicle charging points will be provided in the car park.

The car park area within Block A can be seen below within Figure 3.2.

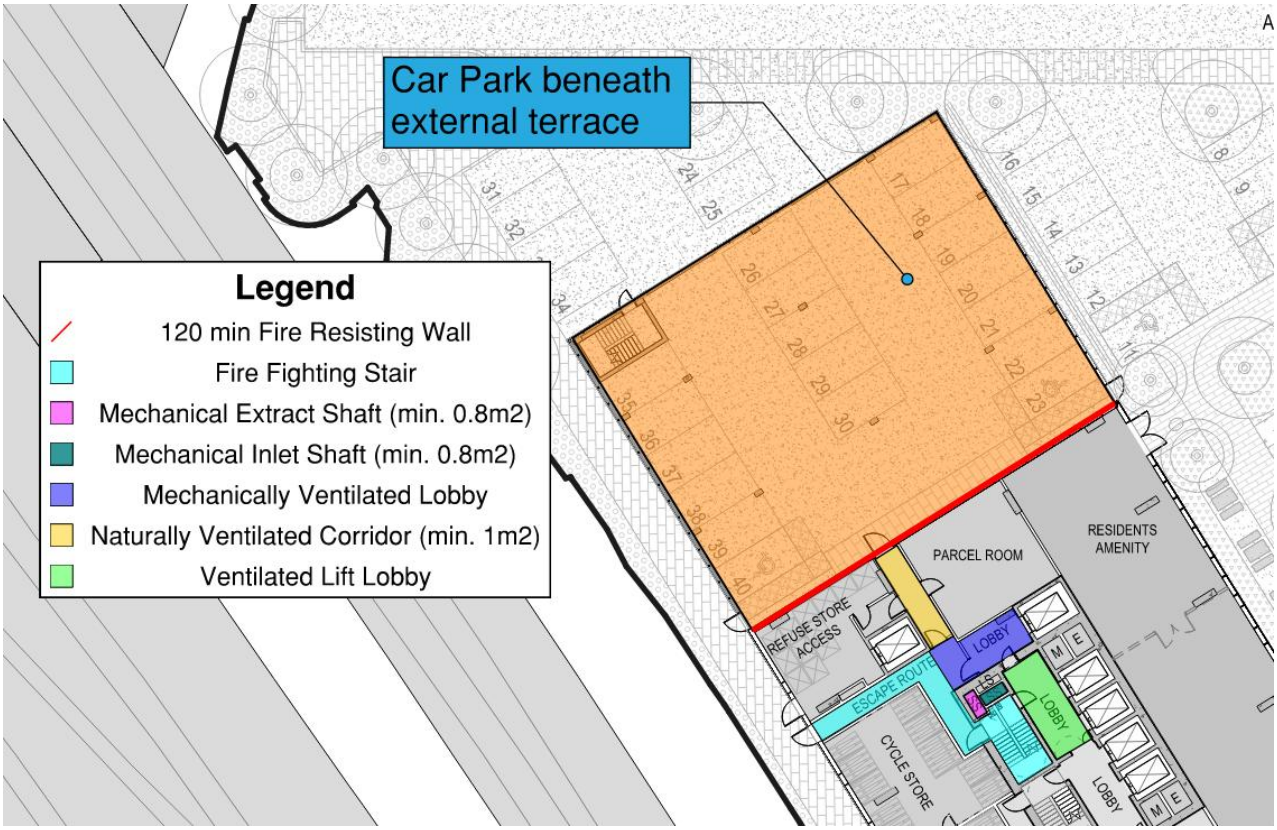


Figure 3.2 Block A Car Park Location

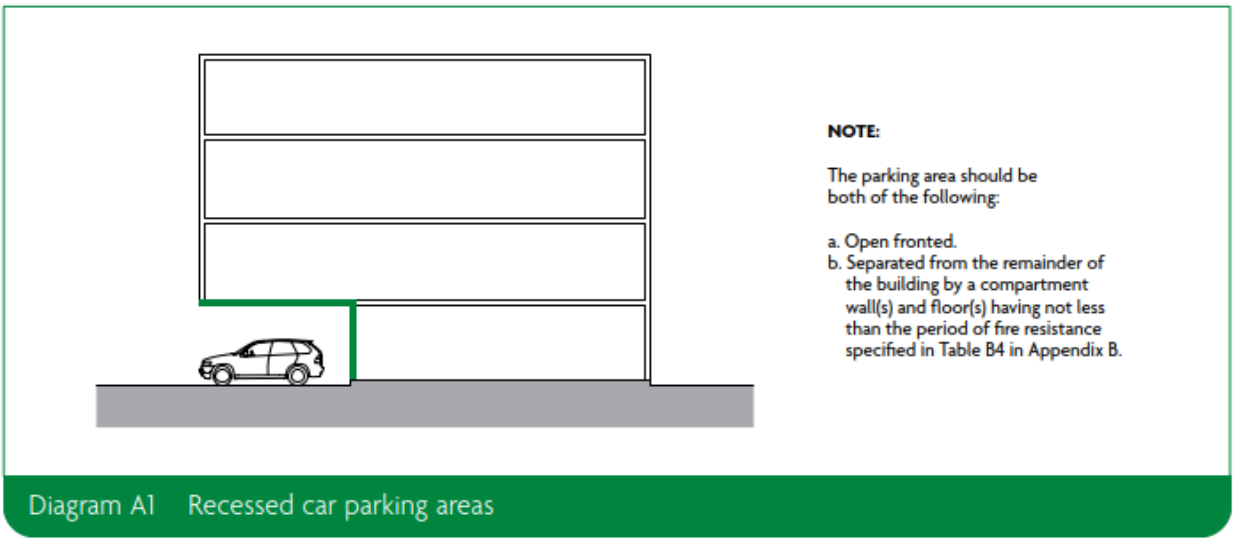


Figure 3.3 ADB Vol 1 Diagram A1

The One Castlefield development will be designed as follows:

- Block A currently has a floor area under 900m^2 for the internal layout and not inclusive of the car park and external terrace. This is only required to be provided with one firefighting shaft, however due to the height of the building it is recommended that two firefighting shafts are provided. Each shaft will contain a stair measuring 1100mm in clear width with a 0.7m^2 aerodynamic free area AOV at the head of the stair and a 1.0m^2 low level inlet to the stairs. Additionally, an evacuation lift lobby in each firefighting shaft and two dual-purpose firefighting/evacuation lifts will be provided.
- Due to the height of Block A, a mechanical smoke ventilation system is proposed to protect each firefighting shaft. Each evacuation lift lobby within Block A will be provided with a minimum 0.8m^2 mechanical inlet shaft across all levels. Common residential corridors accessed off the evacuation lift lobbies will be provided with a minimum 0.8m^2 mechanical extract smoke shaft across all levels.
- Block B will also be provided with two firefighting shafts, each provided at adjacent ends of the building with the floor area exceeding 900m^2. Within each firefighting shaft, there will be a stair measuring 1100mm in clear width with a 0.7m^2 aerodynamic free area AOV at the head of the stair, each firefighting shaft will contain one evacuation lift and one firefighting lift and an evacuation lift lobby. This will also be provided with a 1.0m^2 natural smoke ventilation system.
- As Block A is over 30m in height it will require to be provided with a mechanical smoke ventilation system within the common corridors and CFD analysis to determine the shaft sizes and appropriate locations. Block B has extended travel distances throughout the common corridors and is also required to be provided with a mechanical smoke ventilation system, which will require CFD analysis. Due to mechanical smoke shafts required to be installed within Block B, a 1.0m^2 AOV above the final exit door of Block B is required to provide additional inlet to the common corridor on the ground floor at the adjacent end of the extract smoke shaft.
- Where ancillary or non-residential areas open onto the escape route, a protected lobby of 0.4m^2 permanent ventilation will be provided between the room and the escape route.
- Within Block B there are maisonette duplexes present, accessed directly from outside on ground floor. These will be designed to have emergency egress windows which will be provided from the first floor habitable rooms with the duplexes on the ground and first floor. Additionally, a Grade D1 Category LD1 or LD2 (height dependent) will be installed in accordance with BS 5839-6:2019. Furthermore, within Block B

there are also duplexes to be provided to the top floors of the building, these will be provided with protected stairs and hallways of 30 minutes fire resistance.

- Within Level 01 of Block A there is an external terrace. Due to the size and anticipated occupancy numbers, it has been recommended that an additional exit will be provided and an external staircase has been proposed. Additionally, there will be a protected corridor from the terrace into the firefighting shaft and evacuation lifts. The exits into the external staircase and the protected corridor from the terrace will open in the direction of escape. Management procedures should be implemented to assist with the evacuation of mobility impaired persons (MIPs) taking refuge near the external staircase from Level 1 external terrace.
- Within Block B there are external open private terrace/balconies for apartments. Where the travel distance from the furthest point back into the access room exceeds 7.5m sounders will be provided and linked to the smoke detection system within the access room to alert any residents on the balcony/terrace space.
- Apartments will be designed to be open plan apartments in accordance with BS 9991:2024 and installed with a Grade D1, Category LD1 fire detection system.

Figure 3.4 and Figure 3.5 highlight the typical floor layouts, smoke ventilation and fire strategy for Blocks A and B.

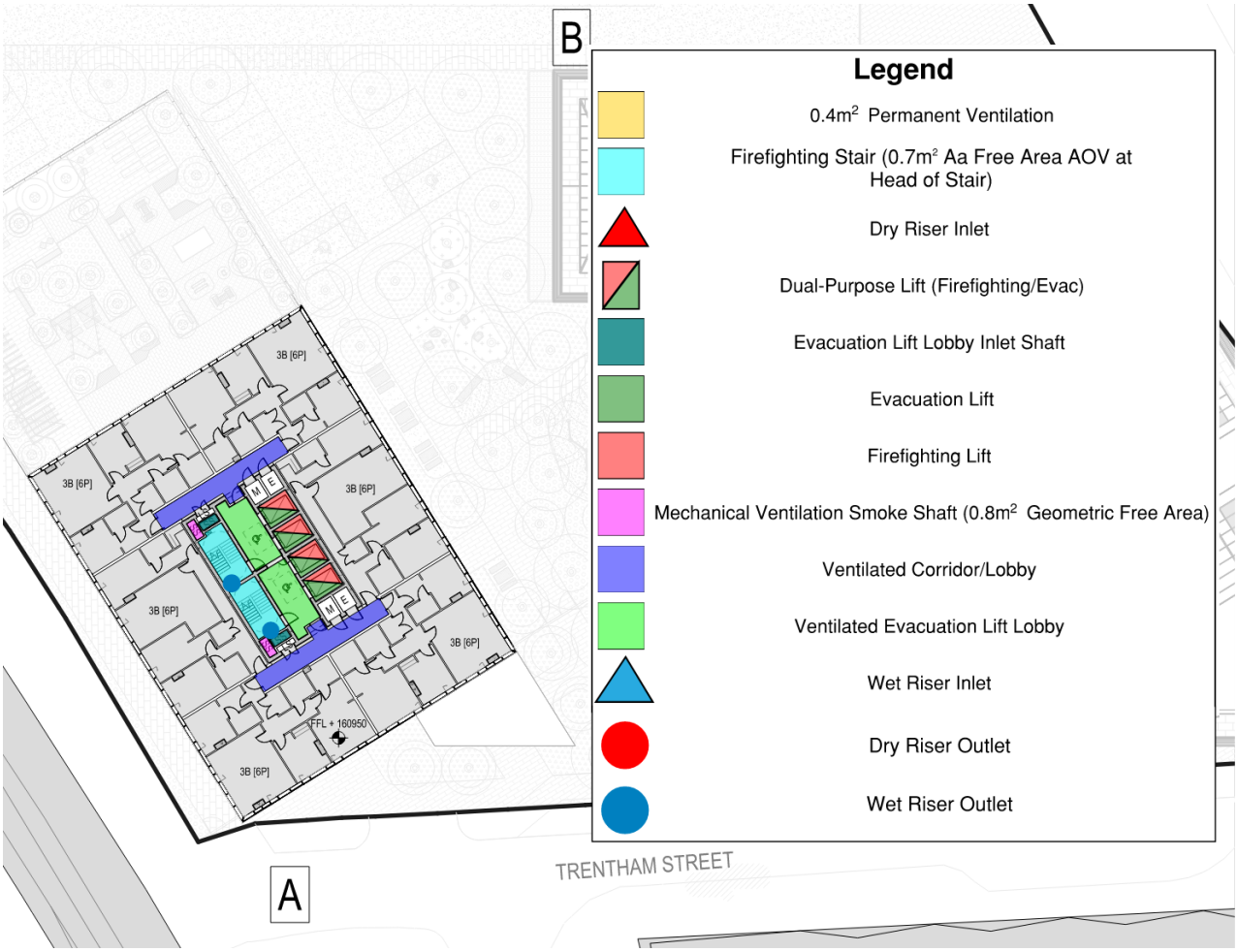


Figure 3.4 Block A - Fire Strategy



Figure 3.5 Block B Fire Strategy

3.4 Local Development Document Policies Relating to Fire Safety

This building is not located in London and therefore no London Plan Fire Statement is required. As part of the Gateway process, only a Planning Gateway One report is required to be provided for the planning application.

4. Emergency Road Vehicle Access and Water Supplies for Firefighting Purposes

4.1 Fire Service Plan Details

The provision of fire service access and facilities (Figure 4.1) have been informed using BS 9991:2024 (for residential areas) and BS 9999:2017 (for non-residential areas).

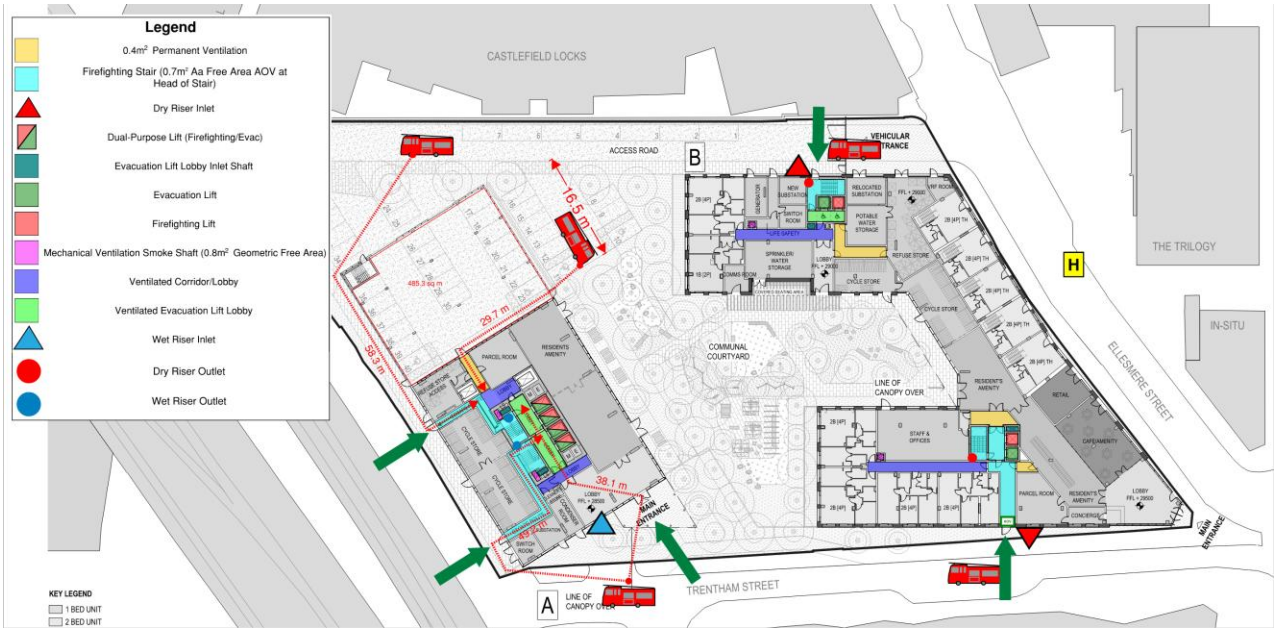


Figure 4.1 Fire Service Access and Facilities

4.2 Firefighting Shaft and Fire Main Provisions

The One Castlefield development is to construct two buildings, Block A and Block B, both of these exceed 18m in height and therefore in accordance with BS 9991:2024 will be provided with firefighting shafts containing a firefighting stair, evacuation lift lobby and either two dual-purpose lifts within the core or an evacuation and firefighting lift to provide two lofts to each core.

Each firefighting shaft will be provided with:

- Stairs will be 1000mm in clear width between handrails with a minimum clear head height of 2m. An AOV provided to the head of each stair with an aerodynamic free area of at least 0.7m^2. Each block is provided with two stairs, with Block A having one stair continuous from basement to the top floor (separated internally at ground floor) and one stair terminating at ground floor. Due to the height of Block A, it is required that a 1.0m^2 low level inlet is provided to each stair to support with the pressures and ventilation of smoke. Block B and the stair to the South of the building with the escape route adjacent to Trentham Street will be provided with an AOV above the final exit door to allow for inlet air source to the common corridor and support the mechanical smoke shaft system at the adjacent end of the residential common corridor.
- Block A is provided with two dual purpose lifts per core (four in total) with Block B provided with one evacuation and one firefighting stair per core (two of each in total).
- Evacuation lift lobbies are to be provided with 0.8m^2 cross sectional area inlet shaft. Due to the height of Block A, this will require to be a mechanical inlet shaft whilst Block B will be a natural inlet shaft.
- Fire mains will be provided within each stair and all areas will be within 60m of the outlet as each Block will be provided with a firefighting shaft and installed with a sprinkler system throughout. As Block A is over

50m this will be provided with wet fire mains in accordance with BS 9991 and BS 9990 whilst Block B stairs will be installed with a dry fire main. The fire main inlet points will be within 18m of the fire appliance where they arrive on site.

- Block A is required to only be provided with one firefighting shaft due to the building area not exceeding 900m^2, however it will be provided with two as an enhancement to the minimum requirements. The firefighting shaft to the South of the building and adjacent to Trentham Street will be considered as the main firefighting shaft and has direct access from the road into the core. The North firefighting shaft does not provide direct access for Fire Services access, a new access road from Ellesmere Street will be provided to allow the Fire Service access into the site. The Fire Service will not be able to park and be within 18m of the wet riser inlet and the entry point, however, this is considered to be acceptable as this is an additional firefighting shaft provided as an enhancement and given that multiple firefighting access routes are available towards this additional firefighting shaft, as illustrated in Figure 4.1.

4.3 Emergency Road Vehicle Access

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

Please refer to Figure 4.1 for the indicative emergency access route and siting of fire appliances. All buildings throughout the Site can be accessed via Trentham Street, which is a public access road, or the new internal vehicle access road at the north of the site. The proposed Fire Service access arrangements have been confirmed via relevant fire tender vehicle tracking routes by the transport planning consultant (Rappor – see Figure 4.2 and Figure 4.3) and will be consulted with the local Fire Authority.

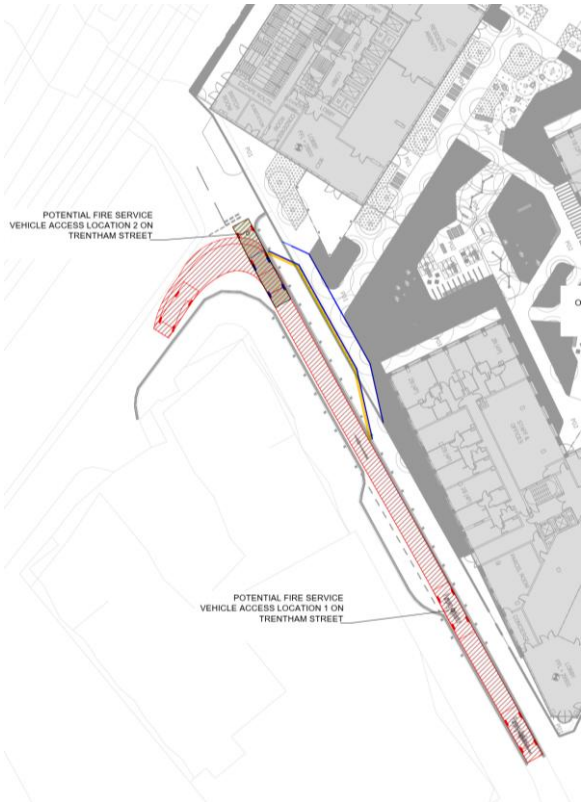


Figure 4.2 Fire Tender Vehicle (Pump Appliance) Swept Path Analysis (Private Road)

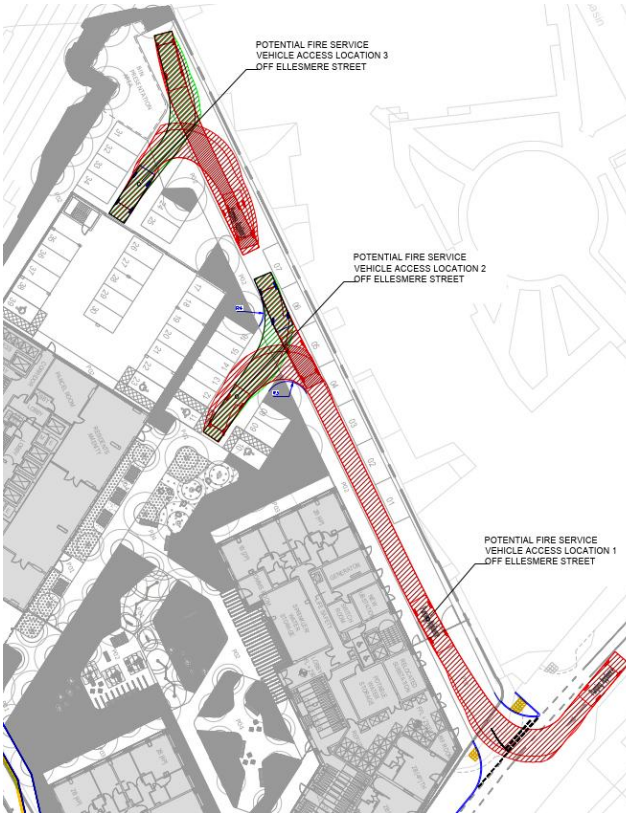


Figure 4.3 Fire Tender Vehicle (Pump Appliance) Swept Path Analysis (Trentham Road)

4.4 Siting of Fire Appliances

Fire appliances will be able to park within 18m of an entrance providing access to the wet and dry riser mains inlet within each building.

The locations of the inlets to the fire mains are yet to be confirmed, however, indicative locations are shown in Figure 4.1 to demonstrate that the distances between the fire appliances and the proposed development are within the recommended limits of BS 9991:2024.

4.5 Suitability of Water Supply for the Scale of the Development Proposed

Nature of water supply:
Hydrant – public

Does this proposed development rely on existing hydrants and if so are they currently usable / operable?
Yes – existing hydrants. Current conditions - unknown

The location of the existing public fire hydrant is indicated within Figure 4.1. In accordance with BS 9991:2024 fire hydrants are required to be within 90m of the fire main inlet points for the One Castlefield development. The hydrant indicated in Figure 4.1 was identified on Google Maps and is in close proximity to the proposed Block B development.

The provision of any additional existing fire hydrants should be identified and confirmed via relevant site surveys. If there is no existing fire hydrant within 90m of the proposed inlet points to Block A, an additional private fire hydrant should be provided within the site.

4.6 Fire Service Site Plan

Fire Service Site plan is:
Inserted in the form (Figure 4.1)

Name	Elliot Guinan
Position	Fire Engineer
Signature	
Date	21/07/2026

Name	Zaphiris Tsisios
Position	Associate Fire Engineer
Signature	
Date	21/07/2026

Name	Phevos Giorgallidis
Position	Associate Director
Signature	
Date	21/07/2026

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and communities thrive.