

Thameside West

Phase 1 - Outline Fire Strategy &

Letter of Conformity

May 2020



PREAMBLE

Silvertown Homes Limited (SHL) and Greater London Authority Land and Property (GLAP) have submitted a hybrid planning application to the London Borough of Newham (LBN) for the redevelopment of the Thameside West site, accessed off Dock Road in Newham (the Site).

SHL is a property development company and joint land owners of the Site. SHL has over 65 years combined experience at delivering high quality regeneration projects across London. GLAP is a subsidiary corporation of the Greater London Authority (GLA) and took over assets and liabilities from the London Development Agency (LDA) in 2012. GLAP is primarily focused on delivering genuinely affordable homes and jobs for London.

The proposal is to construct a new high-quality residential-led mixed-use development comprising new homes, new industrial floorspace, a new local centre, a new primary school and nursery school, new community facilities, a new public park (with associated outdoor play facilities), enhanced SINC and over 800m of new riverside walk along the River Thames with ecological / biodiversity enhancements. This development has been designed to focus its community hub around the delivery of a new Dockland Light Rail (DLR) station that is proposed to be constructed on the Site by Transport for London's (TfL) in 2023.

The proposals have been designed by Foster & Partners, John McAslan & Partners, Patel Taylor and the wider project team (listed, right) taking into account comments provided by local residents during summer and public exhibition events and comments provided during pre-application discussions with a variety of statutory and non-statutory interests, including LBN and its Design Review Panel (DRP), the Greater London Authority (GLA), Transport for London (TfL), Environment Agency (EA), Port of London Authority (PLA) and London City Airport (LCA).

This document is one of a suite of planning application documents submitted to LBN, including an Environmental Statement. The planning application is available to review at LBN's office or using LBN's online services:

Search for planning application reference number 18/03557/OUT at: <https://pa.newham.gov.uk/online-applications/search.do?action=simple>

The planning application can also be viewed on the GLA's website at: <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/public-hearings>

PROJECT TEAM

GREATERLONDONAUTHORITY

**BARTON
WILLMORE**

Foster + Partners

JOHN McASLAN + PARTNERS

Patel Taylor

Tavernor

**BURO HAPPOLD
ENGINEERING**

MEINHARDT

AnsteyHorne

SYSTRA

Aviaire WILDLIFE HAZARD
MANAGEMENT
CONSULTANTS
Improving safety from the ground up.

**Winckworth
Sherwood**

MOLA

JLL Achieve
Ambitions

**LONDON
COMMUNICATIONS
AGENCY**

realm
virtually, anything is possible.

Project:	Thameside West – Phase 1
Title:	Planning – Fire Strategy Summary
Date:	31 st March 2020
Author:	Janine Osbourne
Checked by:	Stewart Dabin
Approved by:	Sam Liptrott

FIRE STRATEGY SUMMARY

1 DESIGN BASIS

The fire safety design has been considered in Stage 2 using fully competent fire safety consultants.

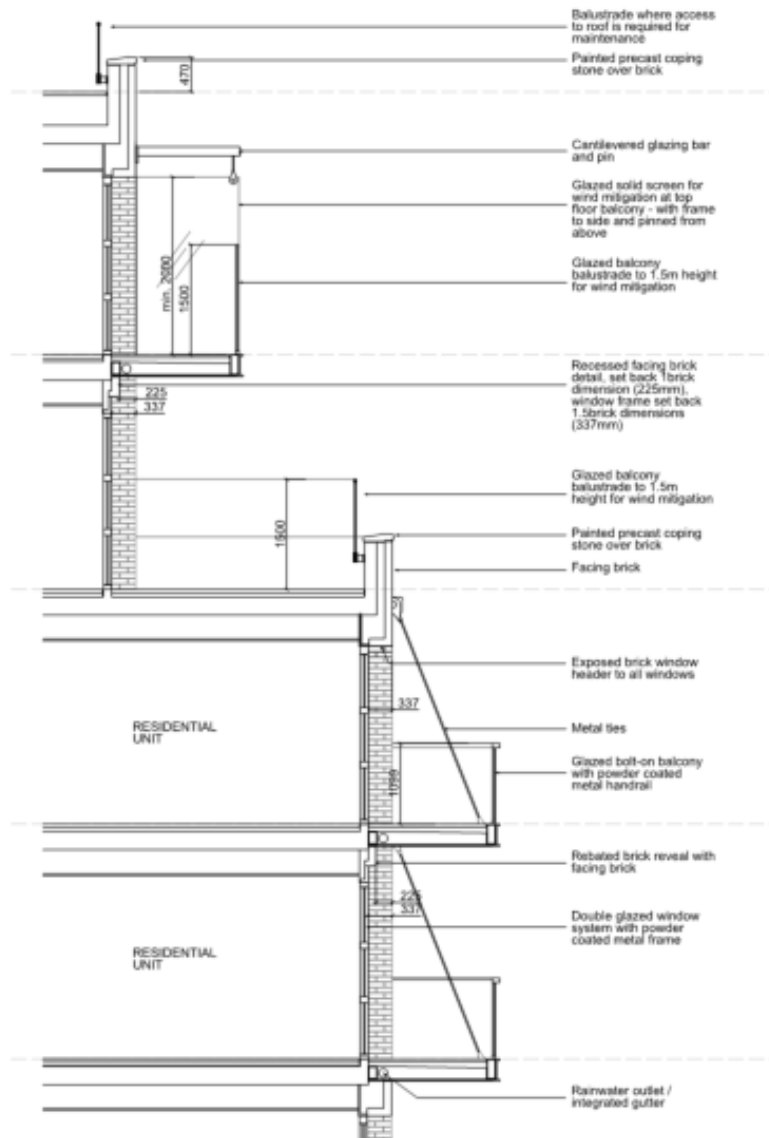
As a result, the fire protection measures proposed are considered to provide a viable fire strategy for meeting the functional requirements of Schedule 1, Part B of the Building Regulations 2010 (as amended in 2018), following the recommendations of BS9991 and BS9999. Where these are not met prescriptively, they have been addressed by applying fire engineering principles. For example, a fire engineered solution is proposed for fire brigade access to utilise a transfer firefighting stair and firefighting lift to podium level. This is an approvals risk and Building Control and London Fire Brigade will be consulted on this.

2 CONSTRUCTION METHOD

The distance between the buildings is sufficient to restrict fire spread and adequate protection will be provided to façades where this is considered to be necessary.

External walls and specified attachments (such as balconies) will be primarily constructed of materials which achieve a class A2-s1, d0 or better classification in accordance with BS EN 13501-1. This is in line with Regulation 7 of the Building Regulations. The only exceptions will be those listed in Regulation 7, such as door frames & doors, membranes etc.

A typical section of the façade is shown in Figure 1 below.



03 TYPICAL BAY 02 - SECTION
1:50

Figure 1: Typical Section of Facade

3 MEANS OF ESCAPE FOR ALL BUILDING USERS

3.1 Internal Planning of Flats

The residential buildings will be design to have open plan layouts. All flats are within the guidance recommended maximum sizes.

The entrance doors to the flats will open onto the shared common corridor, from where the lifts and protected stair will be accessed.

3.2 Escape Provisions from the Residential Buildings

The buildings will be designed with a 'stay put' evacuation policy where occupants should be safe to stay within their apartment while the apartment of fire origin evacuates.

The shared common corridors are the primary escape routes from the flats and will be mechanically ventilated with an enhanced smoke extract system to provide protection to the escape stair. This system will ensure tenable conditions for both means of escape and firefighting and will be designed to prevent smoke from entering the escape stairs.

Each of the residential buildings will be served by a single escape stair, in line with the most recent design guidance (issued by MHCLG in late 2019).

If occupants who are not within the flat of fire origin do decide to evacuate, for example on the instruction of the fire brigade, the building is designed to allow this to happen safely. The fire safety provisions within the residential buildings, supported by compartmentation, protect the escape route to allow others to escape.

Building A and Building B are provided with two cores each. The inner two cores which face the podium, each have a single stair which discharges at podium level. From podium level, alternative escape routes will be available either via the escape stairs of the adjacent cores or via a dedicated escape stair which discharges at ground level. The two exterior cores which do not face the podium have single stairs which discharge directly at ground level.

For disabled escape the firefighting lift could be used as an evacuation lift, subject to certain arrangements, and the common corridor on residential levels provides a similar level of protection to a disabled refuge. Non-ambulant residents may also take refuge in the stair cores.

3.3 Escape Provisions from the Non- Residential Areas

The commercial building and non-residential areas will have exits or stairs from mezzanine discharging directly to outside. Firefighter access to the commercial unit will be via the escape stairs and exits.

4 FEATURES WHICH REDUCE THE RISK TO LIFE

Sprinklers will be provided throughout the development. A commercial system will be provided for the industrial units and a residential system will be provided to serve the residential areas. The residential system will be provided with additional features to enhance the resilience of the system. The additional features include dual pumps and back-up power.

Wet Risers will be provided to both buildings as the buildings have a top floor more than 50m above ground level.

Automatic fire detection and alarm will also be provided throughout the development.

A high level of compartmentation will be provided throughout the building.

The maintenance of all the associated fire safety features within the building will be in line with manufacturer's recommendations and the Building Regulations requirement.

5 ACCESS FOR FIRE SERVICE PERSONNEL AND EQUIPMENT

5.1 Access

The main vehicle access routes to the site will be via North Woolwich Road. There will be three firefighter access points to the residential buildings. Fire Vehicle will be able to park next to the entrance to the firefighting shafts in most cases, but at least within 18m of the entrance to the buildings as recommended in guidance.

5.2 Provisions to enable fire appliance to gain access

The exterior cores which discharge at ground floor will have a dedicated entrance with access from North Woolwich Road. The interior cores of these buildings where the cores discharge at Podium, will either be accessed from a dedicated transfer firefighting core at the rear, or utilising the dedicated entrances of the exterior cores up to Podium level where they can then access to the interior cores.



Figure 2: Indicative Fire Vehicle Parking Positions on site

5.3 Equipment

The residential buildings will be provided with firefighting shafts with firefighting lifts. The firefighting lifts will also serve as passenger lifts during normal day to day operations.

The residential buildings will have wet rising fire mains. The commercial unit will be provided with sufficient perimeter access to a fire vehicle from North Woolwich Road.

5.4 Water Supplies

It will be ensured that fire hydrants are present within 90m from all three of the fire service parking positions. The team will check with the London Fire Brigade about the locations of any existing hydrants. If hydrants are not present, the Fire and Rescue Services Act 2004 states that it is the duty of the fire authority to source firefighting water supplies. To do this they can either enter into an agreement with a water supplier under Section 39 of that Act or with another individual to put in another source of water (tank, private main etc) under Section 41.

The sprinkler and wet rising main systems for the development are both provided with water storage tanks, sized to provide the requisite duration of supply stated in the guidance. These water tanks are supplied with infill supplies from the town main water supply, so there is a degree of reliance on the water supply from the utility provider, and the availability of this supply will be confirmed during the design and construction period.

Notes
Do not scale from this drawing.
All dimensions are to be checked on site and any discrepancies noted in writing to the Project Manager.
All dimensions are in millimeters unless noted otherwise.

Rev.	Date	Description	Drawn	Checked
P02	16/05/19	REVISED INTERNAL PLAN AND LANDSCAPE ARRANGEMENT	TV	AP
P03	28/06/19	REVISED LANDSCAPE	TV	AP

DRAFT GLA 02
FOR COORDINATION
04/03/2020

SEE PATEL TAYLOR
 DRAWINGS FOR
 CURRENT LANDSCAPE
 LAYOUTS

SILVERTOWN FLYOVER ABOVE

NORTH WOOLWICH ROAD
 Main access of industrial deliveries and loading

Alternative firefighter
 access route from Core 4

Alternative firefighter
 access route from Core 1

Transfer firefighting
 stair + lift from ground

Internal arrangement of
 Amenity facilities in Blocks
 and A and B revised

Security corridor allowing
 access to affordable working
 units, creche and meeting
 room if required from Maker's
 Yard

Key

- Amenity
- Lobby
- Service
- Plant
- 1B
- 2B
- 3B
- Studio
- Penthouse
- Masterplan Site Boundary

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Key Plan

Indicative plans only, as part of
 outline scheme



Thames Side West PH 1
 Masterplan
 FIRST FLOOR PLAN - IN EMERGING MASTERPLAN CONTEXT

Scale At A1:	1:250	Job Number:	2018
Date:	20/02/2020	Drawn:	JMP
Drawing Status:	FOR PLANNING	Checked:	JMP
Drawing Number:	2018-JMP-P1-01-ORA-3210	Revised:	//

SEE PATEL TAYLOR
DRAWINGS FOR
CURRENT LAYOUTS

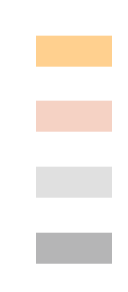


Project Logo

Notes
Do not scale from this drawing.
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All dimensions are in millimeters unless noted otherwise.

Rev.	Date	Description	Drawn	Checked
P02	16/05/19	REVISED WIND MITIGATION, LANDSCAPING & RESIDENTIAL LOBBY PLANS	TV	AP

DRAFT GLA 02
FOR COORDINATION
04/03/2020



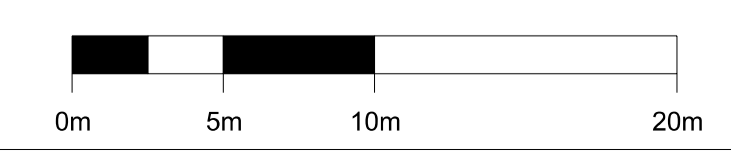
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Architect
 Landscape

Key Plan

Thames Side West PH 1
 Masterplan
 GROUND FLOOR PLAN - TEMPORARY CONDITION

Scale At A1:	1:250	Job Number:	2018
Date:	20/02/2020	Drawn:	JMP
Drawing Status:	FOR INFORMATION	Checked:	JMP
Drawing Number:	2018-JMP-P1-GF-DR-A-3000	Revised:	//



DRAFT GLA 02
FOR COORDINATION
04/03/2020



All apartments are sprinkler protected

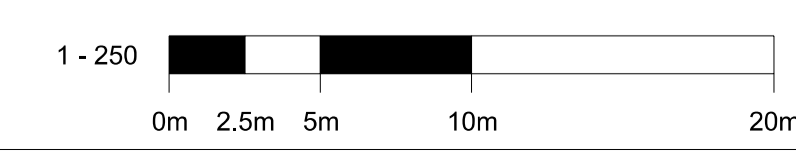
- Key**
- 1B
 - 2B
 - 3B
 - Studio
 - Penthouse

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Key Plan

Architect	
Landscape	

Thames Side West PH 1	
Masterplan	
2ND-11TH FLOOR PLAN (TYPICAL)	
Scale At A1:	1:250
Date:	20/02/2020
Drawing Status:	FOR PLANNING
Drawing Number:	2018-JMP-P1-02-ORA-3300
Job Number:	2018
Drawn:	JMP
Checked:	JMP
Revised:	//

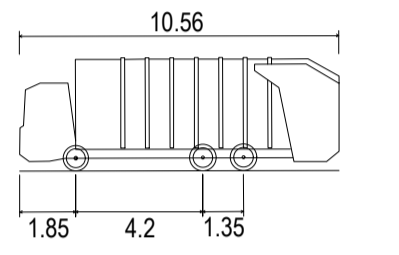


FOR INFORMATION

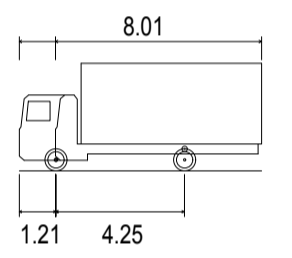
REV	DESCRIPTION	BY	DATE
001	FOR INFORMATION	EP	13.05.19
002	REVISED ISSUE	EP	15.05.19
003	REVISED ISSUE	BV	16.05.19
004	REVISED TO SUIT LATEST LANDSCAPE ARCH LAYOUT	JD	12.02.20
005	REVISED TO SUIT ALTERNATIVE REFUSE PROPOSAL	EP	19.02.2020

NOTES:

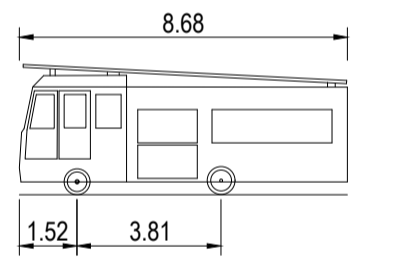
- THIS DRAWING IS BASED ON:
 - PATEL TAYLOR DRAWING - 522-PT-SK-0045_S2-P03 RECEIVED 12.02.2020
 - JOHN MCASLAN PARTNERS DRG: 2018-JMP-P1-GF-DR-A-3000 REV P02 RECEIVED 10.02.2020
- TRACKING BASED ON A FORWARDS DESIGN SPEED OF 10kph AND A REVERSE DESIGN SPEED OF 5kph



MERCEDES-BENZ ECONIC EURO 2692LL 6X2 REAR-STEER	10.564m
OVERALL LENGTH	10.564m
OVERALL WIDTH	2.524m
OVERALL BODY HEIGHT	3.744m
MIN BODY GROUND CLEARANCE	0.296m
MAX TRACK WIDTH	2.500m
LOCK TO LOCK TIME	4.00s
CURB TO CURB TURNING RADIUS	14.800m



7.5t BOX VAN	8.010m
OVERALL LENGTH	8.010m
OVERALL WIDTH	2.100m
OVERALL BODY HEIGHT	3.556m
MIN BODY GROUND CLEARANCE	0.351m
TRACK WIDTH	2.064m
LOCK TO LOCK TIME	4.00 sec
KERB TO KERB TURNING RADIUS	7.400m



DB32 FIRE APPLIANCE	8.680m
OVERALL LENGTH	8.680m
OVERALL WIDTH	2.180m
OVERALL BODY HEIGHT	3.452m
MIN BODY GROUND CLEARANCE	0.337m
MAX TRACK WIDTH	2.121m
LOCK TO LOCK TIME	6.00 sec
KERB TO KERB TURNING RADIUS	7.910m

CDM RESIDUAL CIVIL / STRUCTURAL DESIGN RISKS



PROJECT THAMESIDE WEST

CLIENT KEYSTONE PARTNERSHIP

TITLE VEHICLE TRACKING SLIP ROAD - UPDATED SERVICING OPTIONS

DISCIPLINE	CIVILS DRAWING	SCALE @ A1	NTS
DRAWN	DESIGNED	CHECKED	APPROVED
EP	EP	NG	PH
DRAWING No	2303-C-SK044	ISSUE	105

NOTE:

- REFUSE VEHICLE UNABLE TO COMPLETE LEFT HAND TURN ONTO DOCK ROAD FROM DEVELOPMENT (VIA EASTERN EXIT) AND MAINTAIN ONE WAY CIRCULATION ROUTE. THIS NEEDS TO BE CONFIRMED AS ACCEPTABLE WITH LONDON BOROUGH OF NEWHAM
- ASSUMED ONE WAY CIRCULATION ROUTE FOR ALL VEHICLES THROUGH SLIP ROAD
- BUROHAPPOLD TO REVIEW UPDATED TRACKING AND CONFIRM THIS CAN BE ACCOMMODATED BY REFUSE STRATEGY

REFUSE TENDER ACCESS

NOTE:

- TRACKING TO BE REVIEWED BY LONDON BOROUGH OF NEWHAM/FIRE SAFETY OFFICERS. REQUIREMENT FOR ANY ADDITIONAL TRACKING FOR AN ALTERNATIVE FIRE TENDER/VEHICLE TO BE CONFIRMED.
- PROXIMITY OF LANDSCAPING PLANTERS TO BE REVIEWED BY LONDON BOROUGH OF NEWHAM/FIRE SAFETY OFFICERS AND ADJUSTED BY LANDSCAPE ARCHITECT AS REQUIRED TO IMPROVE SERVICEABILITY.

NOTE:

- ASSUMED ONE WAY CIRCULATION ROUTE FOR ALL VEHICLES THROUGH SLIP ROAD

BOX VAN ACCESS

VEHICLE REQUIRED TO REVERSE INTO SERVICE/DELIVERY BAY AS SHOWN

NOTE:

- ASSUMED ONE WAY CIRCULATION ROUTE FOR ALL VEHICLES THROUGH SLIP ROAD

FIRE TENDER ACCESS

TRACKING FOR 7.5t BOX VAN

ISO A1 841mm x 594mm

7.5m

PROPOSED CANOPY ABOVE AT 8m FROM FFL. THEREFORE VEHICLE CAN MANOEUVRE BENEATH THIS CANOPY

VEHICLE REQUIRED TO COMPLETE DRY TURN/TURN ON SPOT TO COMPLETE MANOEUVRE

TRACKING FOR FIRE TENDER

7.5m

PROPOSED CANOPY ABOVE AT 8m FROM FFL. THEREFORE VEHICLE CAN MANOEUVRE BENEATH THIS CANOPY

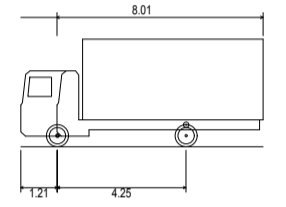
VEHICLE REQUIRED TO COMPLETE DRY TURN/TURN ON SPOT TO COMPLETE MANOEUVRE

FOR INFORMATION

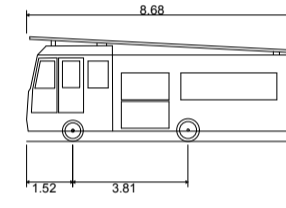
REV	DESCRIPTION	BY	DATE
I01	FOR INFORMATION	EH	14.11.18
I02	FOR INFORMATION	BV	20.11.18

NOTES:

- THIS DRAWING IS BASED UPON:
 - JUMP ARCHITECTS TEMPORARY GROUND FLOOR LAYOUT PLAN RECEIVED 14 NOVEMBER 2018
- TRACKING BASED ON A FORWARDS DESIGN SPEED OF 10kph AND A REVERSE DESIGN SPEED OF 5kph



7.5t BOX VAN
 OVERALL LENGTH 8.010m
 OVERALL WIDTH 2.100m
 OVERALL BODY HEIGHT 3.566m
 MIN BODY GROUND CLEARANCE 0.351m
 TRACK WIDTH 2.064m
 LOCK TO LOCK TIME 4.00 sec
 KERB TO KERB TURNING RADIUS 7.400m



DE32 FIRE APPLIANCE
 OVERALL LENGTH 8.680m
 OVERALL WIDTH 2.180m
 OVERALL BODY HEIGHT 3.452m
 MIN BODY GROUND CLEARANCE 0.337m
 MAX TRACK WIDTH 2.121m
 LOCK TO LOCK TIME 6.00 sec
 KERB TO KERB TURNING RADIUS 7.910m

CDM RESIDUAL CIVIL / STRUCTURAL DESIGN RISKS



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PROJECT
THAMESIDE WEST

CLIENT
KEYSTONE PARTNERSHIP

TITLE
**VEHICLE TRACKING
 FIRE TENDER AND BOX VAN
 ACCESS AT GROUND LEVEL**

DISCIPLINE			SCALE @ A1
CIVILS DRAWING			1:500
DRAWN	DESIGNED	CHECKED	APPROVED
EH	EH	AOR	PH
DRAWING No			ISSUE
2303-C-SK038			102

DATE: 09/08/2017 11:21:59
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