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Fire Safety Statement

In support of single-storey rear extension including a rear terrace and landscaping works.

3 Montpelier Row, Twickenham TW1 2NQ

Enclosures for stairways at basement, ground, first, and second floor levels will be equipped with FD30 doors, except in bathrooms. The existing rooflight at the top of the staircase enclosure will be replaced with an Automatic Openable Vent of a minimum area of 1.0m² (geometric open flow area) ventilated to fresh air activated by detection of smoke within the stairwell at the top floor levels of the dwellinghouse.

Smoke detectors interconnected and mains powered with battery backup to BS5446-1:2000 will be installed in all circulation areas throughout the property. Additionally, the proposed kitchen at Ground Floor will be equipped with a heat detector interconnected and mains powered with battery backup to BS5446-2:2003.

Further fire safety measures will be advised by the fire engineer as part of their fire report which will be issued before construction.

Escape routes from the proposed Basement are as follows:

1. Through the living area or the study, via both entrance doors to the front lightwell, then out through the external staircase leading to the front garden, and finally to the street.
2. Via the proposed stair leading to the Ground Floor Hallway and front door / or rear garden.

Escape routes from the proposed Ground Floor are as follows:

1. Through the Kitchen / Dining area to the rear terrace at the back of the house and onward to the evacuation point in the rear garden.
2. Via the proposed stair leading, through the front rooms to the Ground Floor Hallway and front door.

According to Policy D12 of The London Plan 2021, the development must have a suitably positioned outside space that can be appropriately used as an evacuation assembly point. As shown in drawing 2306/PL.10 - Fire Strategy Plans, with evacuation routes marked in red, there are two evacuation assembly points located at the front and rear of the property. One is situated next to the property access, near the road, while the other is accessed via a route passing through the proposed rear terrace, leading to an assembly point at the bottom of the rear garden. An additional potential egress route is via a gate located along the boundary fence towards the northwest corner of the site, at the bottom of the rear garden.