



Fire Safety Statement (Policy D12) Proposed New Sand Arena

Ham Polo Club, Petersham Road, Petersham, Richmond, TW10 7AH

This statement will discuss the fire safety implications of the proposed new sand arena at Ham Polo Club, to ensure the most appropriate fire safety measures and management are in place.

This document was written by Will Aust of Will Aust Architecture together with the management team of Ham Polo Club. Both parties were involved in the design of the facility, and Ham Polo Club currently administers the existing fire strategy plan for the site.

Will Aust is a qualified architect with an in-depth knowledge of the construction industry and regulations, and Ham Polo Club are experts in Polo and Equestrian based activities, which shows an adequate level of competence to compile this report. This is not a major development and as such a Fire Engineer is not required.

The remainder of this report will correspond to the points raised in the guidance given from www.london.gov.uk

1. Identify suitably positioned unobstructed outside access space for:

a. Fire Appliances to be positioned on:

The site is an outdoor polo club and as such access and space for a fire appliance is in abundance. The site has a robust traffic management plan in place to ensure access for emergency vehicles is maintained constantly. The site is fully accessible by vehicle, and the tracks within the site run adjacent to the location of the new sand arena, ensuring adequate access and space for a fire appliance, during both the construction phase and occupation of the arena extension.

b. Appropriate for use as an evacuation assembly point:

During both construction and operation, the fire assembly point for staff and visitors is in the centre of Pitch 1 (south pitch). The assembly point is fully on land within control of Ham Polo Club and is more than adequately sized for an evacuation assembly point.

In the event of a fire on the premises, loose horses will be caught on the sand arena if deemed safe to do so and taken to the Pony Lines; where Grooms Accommodation staff will be with the horses at all times.

2. Are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures

The new sand arena is an external space bound by a 1.5m high timber fence, and as such is of negligible risk of fire. There are 3 entrance/exit doors to the arena to ensure adequate means of escape if required.

3. Are constructed in an appropriate way to minimise the risk of fire spread

The new sand arena consists of a sand based equestrian floor covering and a timber fence and is completely outdoors.

During construction, the site will be fenced off and secure, and no combustible materials other than for normal building techniques will be used. The construction site manager will be responsible for fire safety throughout the construction phase, in line with safe working practices.

4. Provide suitable and convenient means of escape, and associated evacuation strategy for all building users.

There are 3 entrance / exit doors proposed to the arena, which will be unlocked when the arena is in use, allowing for escape in two directions. In the event of a fire users will exit the arena via these gates and will proceed to the assembly point at the centre of Pitch 1.

5. Develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in.

Ham Polo Club has a robust evacuation strategy which covers both people and horses for the entire site. This will also cover the new sand arena, to ensure the safety of users site wide. The site wide fire strategy is periodically reviewed in line with current practices.

6. Provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

The new sand arena is completely accessible for firefighters, with emergency access straight across Pitch 1 or the adjacent tracks; this is the same for both the construction and occupation phase.

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