Fire Statement compliant with Policies D12(A) & D5(B5)

Site: 17 York Way

Address: 17 York Way, Camden, London N7 9QG

Client: Mendoza Limited

Date	Status	Version	Subject	Author
24/07/2023	Final	1.2.1	Fire Statement	Gary Ferrand MA EngTech FIFireE MIFSM Principal Fire Consultant

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Section 1 – Executive Summary

This document relates to the proposed development at 17 York Way, Camden which involves the renovation of the existing public house (Class A4) at ground floor and basement level and the redevelopment above to provide seven new self-contained apartments over four storeys of residential accommodation (Class C3).

The construction will include associated bicycle and refuse storage at the Ground Floor.

The site is situated at the south-western corner of the junction of York Way and Agar Grove in LB Camden. A pedestrian entrance for the apartments will be provided at Agar Grove. A separate vehicle entrance will be provided from York Way. The main existing PH entrance will remain at the junction of these roads.

The London Plan Guidance Sheet Policy D12 defines a major development by virtue of it meeting the following criteria;

- For dwellings: where 10 or more are to be constructed (or if number not given, area is more than 0.5 hectares).
- For all other uses: where the floor space will be 1,000m^2 or more (or the site area is 1 hectare or more). The site area is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers' flats etc. should be included in the floor space figure.

This proposed site is not a major development, the London Borough of Camden has requested that the new proposal should demonstrate how it responds to, and contains information on, the requirements of part A of London Plan Policy D12 (Fire Safety).

Policy D12 and its associated guidance specify that the highest standards of Fire Safety are expected for major developments, and the guidance explains how to clearly demonstrate that such expectations have been achieved in support of a planning application. The Guidance Sheet in support of the Policy states;

"A Fire Statement is a standalone document which defines the fire safety objectives and performance requirements of a development, and the methods by which these objectives will be provided/ satisfied. The Fire Statement should evidence the provisions made for the safety of occupants and protection of property as well as the provision of suitable access and equipment for firefighting in light of London Plan fire safety policy guidance and the justification for these measures."

This document is not a design fire strategy and is intended only to summarise the standard of Fire Safety provisions for the application in accordance with Policy D12 and the associated guidance.

1.1 Name of Contacts

Shoshannah Stone – Planner – Centro Planning Consultancy

1.2 Documents Reviewed

The following documents were provided by Centro Planning Consultancy in support of this Fire Statement;

Document description	Date	Provided by
Site & Location Plan	30/05/2022	T2S Architecture Ltd
Existing GA Floor Plans (Basement, Ground, 1st and 2nd)	undated	T2S Architecture Ltd
Proposed Fire Plan (Basement)	14/04/2023 Rev A	T2S Architecture Ltd
Proposed Fire Plan (Ground)	14/04/2023 Rev C	T2S Architecture Ltd
Proposed Fire Plan (1st)	14/04/2023 Rev C	T2S Architecture Ltd
Proposed Fire Plan (2nd)	14/04/2023 Rev D	T2S Architecture Ltd
Proposed Fire Plan (3rd)	14/04/2023 Rev D	T2S Architecture Ltd
Proposed Fire Plan (4th)	14/04/2023 Rev C	T2S Architecture Ltd
Proposed GA Plan (Basement)	01/06/2022 Rev A	T2S Architecture Ltd
Proposed GA Plan (Ground)	01/06/2022 Rev G	T2S Architecture Ltd
Proposed GA Plan (1st)	01/06/2022 Rev E	T2S Architecture Ltd
Proposed GA Plan (2nd)	01/06/2022 Rev E	T2S Architecture Ltd
Proposed GA Plan (3rd)	01/06/2022 Rev E	T2S Architecture Ltd
Proposed GA Plan (4th)	01/06/2022 Rev E	T2S Architecture Ltd
Proposed Roof Plan	01/06/2022 Rev B	T2S Architecture Ltd
M4(2) and M4(3) plans	01/06/2022	T2S Architecture Ltd
Proposed Sections	December 2022	T2S Architecture Ltd
Proposed Elevations (front, rear and sides)	December 2022	T2S Architecture Ltd
Design & Access Statement	June 2023 Rev E	T2S Architecture Ltd

Section 2 – Property Description

2.1 Description

17 York Way is a Public House with ancillary accommodation above. The development involves a proposed redevelopment of the upper floor levels into self-contained residential dwellings. There will be an externally accessed refuse store which is separated from the residential units and a cycle store.

The proposal will result in adaptations to the ground floor Public House and the creation of a separate entrance dedicated to serving the upper floors via an internal protected stairway. The vertical core will a stair and lift shaft. The proposal will result in the following;

Floor	Use of Room	Gross Internal Area (m^2)	Occupancy
Basement	Cellar	107	
Ground	Refuse store		
Ground	Bicycle Store		
Ground	Public House	139	60
Ground	Residential lobby		
Ground	Residential stair		
Ground	Residential lift lobby		
First	Unit 1.01	40	1
First	Unit 1.01 amenity		
First	Unit 1.02	88	5
First	Unit 1.02 amenity		
First	Residential lobby		
First	Residential stair		
First	Residential lift lobby		
Second	Unit 2.01	61	3
Second	Unit 2.01 amenity		
Second	Unit 2.02	63	3
Second	Unit 2.02 amenity		
Second	Residential lobby		
Second	Residential stair		
Second	Residential lift lobby		
Third	Unit 3.01	61	3
Third	Unit 3.01 amenity		
Third	Unit 3.02	63	3
Third	Unit 3.02 amenity		
Third	Residential lobby		

Third	Residential stair		
Third	Residential lift lobby		
Fourth	Unit 4.01	66	3
Fourth	Unit 4.01 amenity		
Fourth	Common amenity	26	
Fourth	Residential lift lobby		
Fourth	Residential lobby		
Fourth	Residential stair		

Units 1.01, 1.02 and 4.01 will have an open-plan design compensated with an Automatic Water Fire Suppression System (AWFSS) and Category LD1 fire alarm and detection system. The cooking facilities will be located remote from the escape route.

The other 4 units will have habitable rooms accessed from an internal protected hallway.

There will be an evacuation lift. There will be no additional car parking provision.

2.2 Site Plan

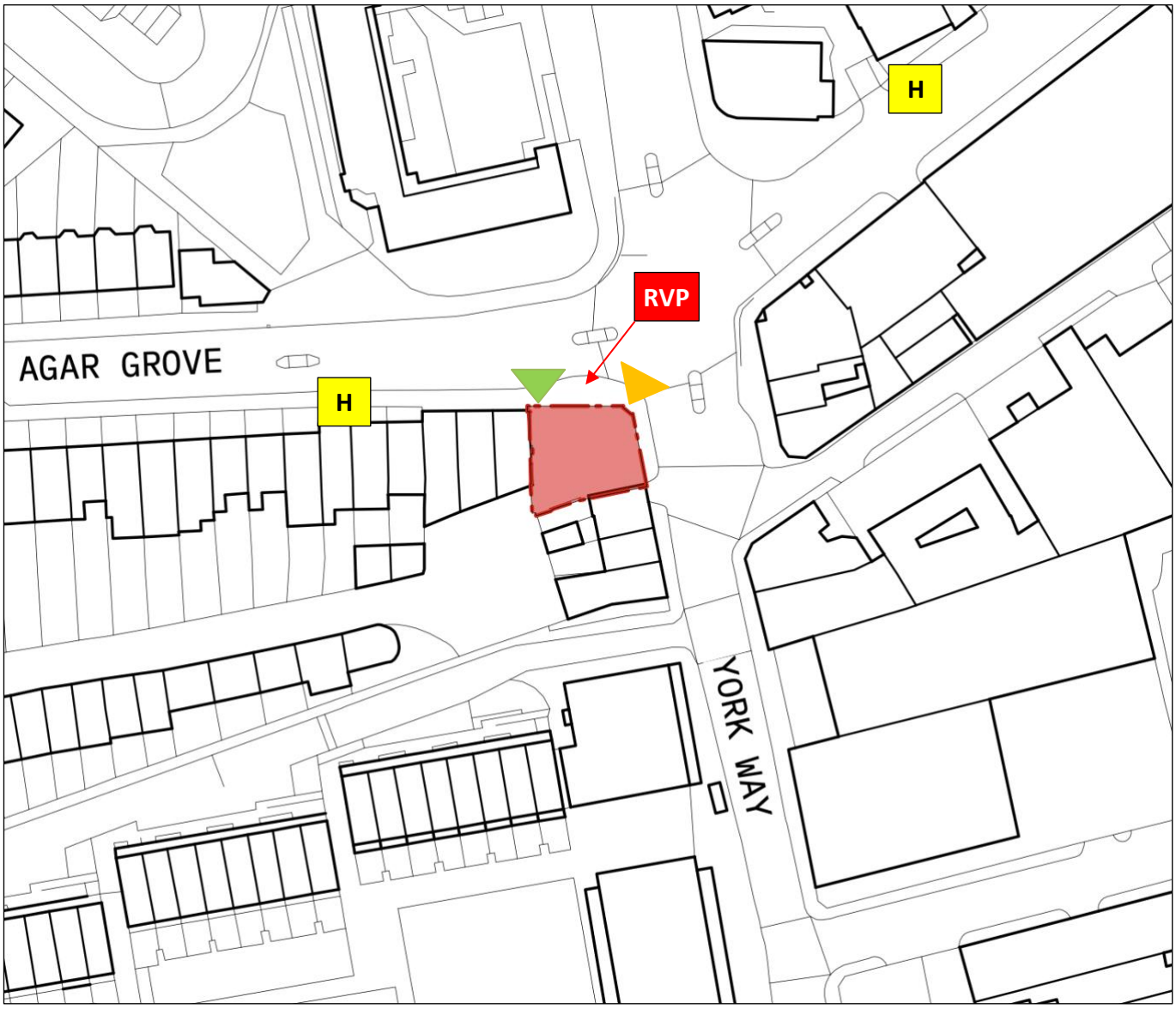

Figure 1 - Site Plan showing the footprint of the site in red, the likely FRS RVP, the residential entrance (green) and PH entrance (amber) and the location of the nearest public hydrants (H – denotes single hydrant).

Section 3 – Policy D12(A)

The headings within this Section respond to Part D12(A) of the London Plan. The guidance gives this part the title of 'Planning Fire Safety Strategy' (PFSS). All building developments in London must produce a PFSS for their planning applications and all development proposals must achieve the highest standards of fire safety.

A.1 Identify suitably positioned unobstructed outside space: a) for fire appliances to be positioned on b) appropriate for use as an evacuation assembly point.

On approaching the site, access will be gained from Brandon Road into York Way (the most likely route to approach the main entrance from Islington fire station). The vehicle route between these roads is not restricted in width (no less than 3.7m between the kerbs).

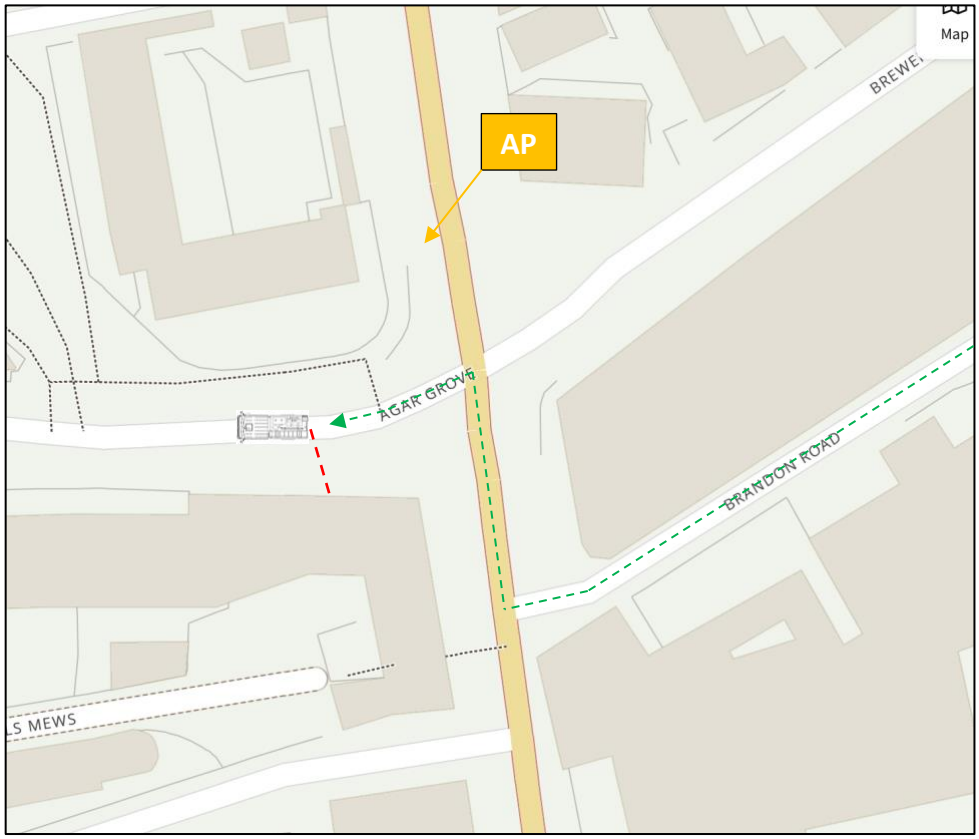

Figure 2 - the recommended assembly point, most likely route and parked location of the initial FRS attendance.

a) The FRS appliance (shown above) will be able to park on the roadway immediately outside the property. This will allow an unobstructed hose-laying route from the pump-bay of the parked fire appliance to the main residential and PH entrance measuring less than 10m. The Public House layout (as proposed) will provide access for a pumping appliance to within 45m of all points inside the property. The residential property will result in a layout exceeding 45m (when measured along

the route of the hose). Consequently, a dry riser will be installed within the lift lobby. There will be outlets installed within each upper floor lobby.

b) Having evacuated from an apartment, the occupants can evacuate the building via the main pedestrian entrance to a place of ultimate safety at the front of the property on Agar Grove. Such that their location will not impede the firefighters from accessing the main entrance of any property in preparation for tackling the fire.

There will be no designated assembly point for the apartments as the evacuation strategy will be Stay Put. This will be made known within the resident handbook for those occupying the new apartment.

There will be a designated assembly point for the Public House as the evacuation strategy will be Simultaneous. This will be made known on the Fire Action Notices throughout the Public House. The recommended location for the assembly point is shown in Figure 2 above, this is sufficiently large to accommodate all occupants and is sited at a safe distance from the property.

A.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 proposed development will provide inherent safety standards by virtue of the high level of compartmentation provided between the apartments, the escape routes and between the residential property and the Public House. The PH and each new apartment will form their own fire compartment. Each compartment will be separated by materials providing a minimum fire resistance of REI 60. There will be no ducting, pipework or cabling which penetrates the compartment walls and floors without being sufficiently fire-stopped at the junction, any firestopping will provide at least the same level of fire resistance as the wall or floor it penetrates.

The internal residential stair enclosure at the ground floor level will be accessed from a protected lobby which will be separated from the cycle store by materials 2affording a minimum of REI 60.

Unit 4.01 will be provided with fire detection and alarm systems (Category LD1 coverage), a system incorporating detection in the circulation areas and all risk rooms, and will meet the requirements of; BS 5839-6:2019 – *'Code of practice for the design, installation, commissioning and maintenance of fire detection and fire alarm systems in domestic buildings'*.

The dimensions of the open-plan areas within Units 1.01, 1.02 and 4.01 exceed 32m^2, beyond these dimensions the kitchen should be enclosed. The layout and the presence of AWFSS and the Category LD1 fire alarm and detection system would minimise the life risk in this case and is acceptable given the location of the flat entrance door. The cooking facilities will be located away from the entrance door.

All other Units will be provided with fire detection and alarm systems (Category LD3 coverage), a system incorporating detection in the circulation areas, and will meet the requirements of; BS 5839-6:2019 –

'Code of practice for the design, installation, commissioning and maintenance of fire detection and fire alarm systems in domestic buildings'.

The height of the building will exceed 11m (12.36m from the FRS access level), resulting in all apartments being fitted with an automatic water fire suppression system (AWFSS) in accordance with BS 9251:2021. The Public House will not be fitted with a commercial fire sprinkler system as the compartmentation will be confirmed as achieving REI 60 with no penetrations, thereby, separating this use and occupancy from the residential properties above.

The entrance door to each apartment will be fire-resisting and self-closing, and will meet the FD30S specification. The construction of the common lobby serving the apartments will achieve a minimum fire rating of REI 60, with FD30S self-closing doors.

Each protected common lobby serving the apartments will have a total travel distance not exceeding 4.5m (from the habitable rooms door to the flat entrance door).

Each protected hallway within the apartments will have a total travel distance not exceeding 9m (from the habitable rooms door to the flat entrance door).

The bicycle store at the ground floor entrance/exit is considered to be ancillary accommodation and will be separated from the common escape route by materials affording REI 60 as a minimum. Ancillary accommodation should not be located in, or entered from, a protected lobby or protected corridor forming the only common escape route.

An emergency lighting system will be installed throughout the common escape routes (non-maintained system) and the Public House (maintained system). Both systems will be separate and will be installed in accordance with BS 5266:2016.

The Public House will be fitted with a Category M fire alarm system and will meet the requirements of; BS 5839-1:2017 – *'Code of practice for the design, installation, commissioning and maintenance of fire detection and fire alarm systems in non-domestic buildings'*.

It is essential that the fire protection measures integrated into the buildings function in a fire situation. Consequently, the provided fire protection measures will be inspected on a regular basis to ensure that they are available and functional at all times. Inspections will include, but not necessarily be limited to, the following;

a) escape routes will be kept clear at all times;
b) whenever services breach compartment walls or floors, the integrity of fire separation will be maintained through the use of appropriate fire-resisting materials in spaces where breaches of compartmentation have occurred;
c) all fire safety equipment (e.g. the fire suppression systems and the fire alarm systems) will be maintained and tested in accordance with the relevant standards by a competent person; and
d) the flat entrance doors and the internal fire doors (the hallways separating risk rooms) will be maintained as operational and in good condition with all components working adequately (the responsibility of the new apartment occupant).

The ongoing control over the repair, maintenance and replacement of doors, alarms and any other fire safety equipment within the common areas will be effectively planned, monitored and reviewed by the responsible person.

Any changes, additions or adaptations to any of the active and passive measures at this development should not be undertaken without the prior involvement of a competent person.

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

The design and construction of the refurbishment will meet the requirements of the Building Regulations 2010 and the supporting guidance.

Space separation

The only unprotected areas will be located at the rear elevation at Unit 4.01. Bedroom 1 window faces the side elevation of 164 Agar Grove. Other openings at lower levels are not coincident (not less than 80 degrees) to the adjacent relevant or notional boundaries.

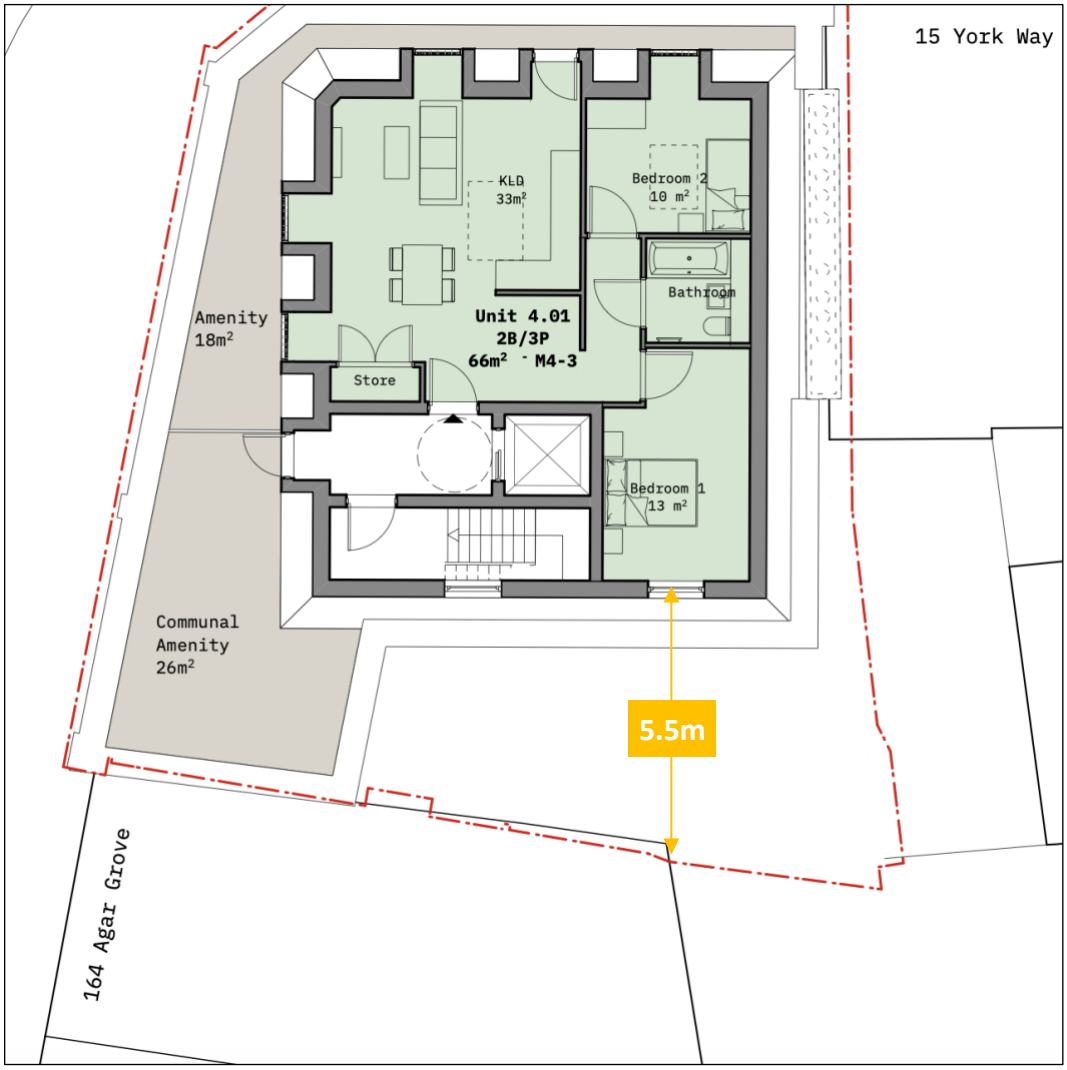

Figure 2 - distance from unprotected opening at rear of Unit 4.01 to 164 Agar Grove

By applying Table 11.1 of Approved Document B, Volume 1 a minimum distance of 5m will allow up to 40% of the total aggregated area of unprotected areas at this elevation. The area of this (unprotected) window are such that it is inconsequential in size and location, thereby presenting a minimal if negligible risk of external fire spread to 164 Agar Grove.

Construction materials

The adapted and extended property will result in a height exceeding 11m. Therefore, the external façades will be constructed with materials achieving the minimum fire performance rating of Class A2-s1,d0 or better, thereby, minimising any risk of external fire spread.

The precise detail and type of construction of the apartments was not readily available at the time of writing, but this will be confirmed following the acceptance of the planning application. However, the following detail is assumed at this stage;

a) New or adapted external wall systems – assumed to achieve a fire performance rating of Class A2-s1,d0 or better – assumed to be brickwork or cement render to match the existing / retained external wall surfaces.

To reduce the potential for fire spread, cavity barriers will be provided for both of the following;

a) To divide cavities
b) To close the edges of cavities.

The new compartments (external wall junction of the PH, each apartment, refuse store and the common stair enclosure) may have cavities and concealed spaces which will need to be separated in accordance with sections 5.16 to 5.24 of the Approved Document B, Volume 1:2019 (incorporating the 2020 and 2022 amendments).

Refuse and Bicycle stores

The bicycle store at the ground floor level will be separated from the residential escape route by materials affording REI 60.

The refuse and bike store will be constructed with materials affording a minimum fire resistance of REI 60 and will be separate to the apartments (accessed externally).

Where walls, screens or partitions are constructed they will meet the recommendations set out in the British Gypsum's 'White Book', or a recognised equivalent standard.

Surface linings

The internal linings within circulation spaces within the apartments should either conform to Class 1 surface spread of flame in accordance with BS 476-7, when tested in accordance with BS 476-6, or conform to Class C-s3,d2 when tested in accordance with BS EN 13501-1.

The internal linings within the Public House and the residential circulation spaces, including the common areas, should meet Class 0 (national) or Class B-s3,d2 (European).

All construction detail and materials will be retained digitally by the client, and this will form the O&M manual which will be stored and shared digitally in order to satisfy the principles of the 'Golden Thread'.

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

Each residential apartment within this property will be designed to operate a 'stay put' evacuation strategy. In the event of a fire in any apartment, it is not expected that an occupant in the apartments adjacent or below will be required to evacuate due to the high level of protection provided.

The Approved Document B, Volume 1 recommends that a protected internal hallway should be provided within each apartment and this should lead to all habitable rooms. As such, the hallways within 4 of the

apartments will have a travel distance not exceeding 9m from the flat entrance door to the door of each habitable room. Units 1.01, 1.02 and 4.01 will have an open-plan design, compensated by the following measures;

- AWFSS
- Ceiling heights in habitable rooms exceeding 2.25m
- Category LD1 fire alarm and detection system

The Stay Put strategy is considered to be an inclusive and appropriate strategy for people with disabilities including mobility, sensory and/or cognitive disabilities. If occupants need to evacuate then the route toward the main or rear entrance will be via either of the common stairways.

The leaseholder/owner of each new apartment will be advised to develop a personal emergency evacuation plan (PEEP) for any occupant who is known to be unable to self-evacuate.

The Public House will operate a simultaneous evacuation procedure. This property will be restricted to a maximum of 60 persons as only one exit will be available to evacuate. As a consequence, the final exit door does not need to open outwards but will need to comply with the following;

a) Not fitted with locks, latches or bolts.
b) Fitted with panic fastenings in accordance with BS EN 1125.

It is recognised that final exit doors with security locks can be used, but only when the building is empty, but management procedures must emphasise their safe use.

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

The evacuation strategy as described above is Stay Put for the residential units.

For those within the dwelling of origin (any new apartment), where they have discovered a fire or where the fire alarm system has activated, will commence evacuation immediately to a place of ultimate safety (fresh air). The internal route to an apartment door and to the main entrance door does not need to be indicated with signage.

Where it is known that persons will be unable to self-evacuate from any new apartment then a proposed evacuation strategy will be developed and tailored to suit their requirements. This may include additional assistance equipment and will almost certainly require at least one person to accompany the individual to a place of safety.

The evacuation strategy will be made known to all new occupants and will be displayed on the fire action notice provided within the common escape route.

The evacuation strategy for the Public House is Simultaneous evacuation, meaning the alert of fire will result in the immediate evacuation by all occupants to the assembly point. There will be trained staff on

the premises at all times. The staff will be aware of the emergency evacuation plan and will be responsible for managing its execution in the event of fire, this will be drilled at least twice each year.

The evacuation strategy of either property is not a fixed or permanent approach and may change as the building is adapted or where additional risks are identified. As such, there should be periodic reviews of the evacuation strategy throughout the lifecycle of each property.

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

The occupants of the apartments may wish to supply their own portable extinguishers to tackle small fires within their domestic environment, but this is not required by legislation or mandatory guidance.

The management of the Public House will supply portable extinguishers to tackle small fires within their commercial environment, this is required by legislation. The number and type of extinguishers will need to be specified prior to the occupation of the Public House.

If the Fire & Rescue Service arrive on site to tackle a fire, they will be able to augment their water supply from the nearest public fire hydrant. Figure 1 shows the location of the nearest water supply.

Section A1 above describes the 'access' route and parking locations for the fire and rescue service. The routes and the parking locations will not adversely impact the neighbouring sites and will be made available throughout the period of the construction and throughout the lifespan of the development as it is proposed.

The residential property is of such height and layout that a dry rising main will be installed. Other FRS facilities will include the AOVs (in the lobbies and the stair enclosure) and wayfinding signage at each floor level and indicating signage for each apartment.

Throughout the construction phase, the developer will employ contractors and sub-contractors who may be engaged in hot works or general construction. Throughout this period, they will have a duty under the CDM Regulations 2015 to prevent the risk of fire and fire spread. They will discharge this duty by providing a means to tackle a small fire to prevent it becoming a large or developing fire. An appropriate number of contractors will be trained in the selection and use of fire extinguishers.

The preceding information and confirmation would mean that this development would be compliant with the London Plan Policy D12(A).

Section 4 – Policy D5(B5)

Policy D5(B5) requires development proposals to be designed to incorporate safe and dignified emergency evacuation for all building users. In developments such as this, where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

This section provides a Declaration of Compliance covering the requirements of London Plan Policy D5(B5) and includes an outline Evacuation Strategy and Building Management Plan which will form part of the Inclusive Design Statement.

5.1 Declaration of Compliance

This declaration of compliance confirms that the design, size and operation of the proposed evacuation lift, as far as practicable, complies with the relevant regulations and standards.

The evacuation lift will serve all residential floors and will exit at the firefighters' access level (ground). It will be designed in accordance with BS EN 81-76 so that it can be used for evacuation in an emergency with back-up power supplied. The lift car size shall be at least EN81-70 Type 2.

The evacuation lift will have an intercommunication system for interactive two-way speech, when the lift is in evacuation mode. This will allow communication between the lift car; the evacuation exit floor and any machine room or emergency and rescue panel. A disabled refuge with full emergency voice communications will be provided at the lift lobby, this location is considered to be a place of relative safety for evacuating occupants with mobility impairments.

There will be no staff on site to manage egress or to control the evacuation lift. Consequently, this will need to be an unmanaged evacuation procedure which will need mobility impaired persons (MIPs) and their companions, to operate the evacuation lift.

There will be sufficient space within the lift lobbies on the upper floors for wheelchair users to wait for the evacuation lift to be called to the floor, this area at each level will be kept clear as far as reasonably practicable. This will not impede the evacuation of others leaving the building.

The most likely loading for the evacuation lift will be low, which will prevent a situation where an MIP becomes separated from their companion during an evacuation (this being particularly relevant for vulnerable occupants within a family unit or with a known 'long-term' companion).

This egress route from the lift lobby to fresh air (a place of ultimate safety) will be step-free onto the external walkway toward Agar Grove.

The design will be reviewed throughout any changes to the design or construction of the property prior to completion in order to ensure that the provisions of the evacuation lift remain compliant with London Plan Policy D5(B5).

5.2 Evacuation Strategy

The high degree of compartmentation will mean that a fire occurring within any location will not immediately result in the whole building commencing evacuation.

The following situation should result in a similar response following the alert of fire within any area;

a) Activation of detector or identification of fire by person

The fire alarm will activate, and this should result in the immediate evacuation of the affected unit. Any person discovering a fire should alert others occupying their unit; call the emergency services, and evacuate to a place of ultimate safety (ideally beyond the perimeter of the site). MIPs and their companions will call the evacuation lift and will descend to the ground floor where they will exit the building (step-free).

b) Re-entry to the building following evacuation

When the Fire & Rescue Service is in attendance, the occupants will remain in a place of safety so as not to obstruct the Fire & Rescue Service personnel when dealing with the incident. No person will be allowed back into the building following a fire alarm actuation or fire unless specifically directed by the Fire & Rescue Service Incident Commander.

The size of the evacuation lift has been informed by the likely capacity of users. Due to the nature of the occupancy (self-contained Units within a purpose-built block) there is a low likelihood of MIPs who will need to use the evacuation lift simultaneously.

Given the high levels of compartmentation the speed of the evacuation lift intended is not critical. The overall time from calling the lift to its descent to the exit level shall not exceed the time for which the lift structure and any safe area is intended to remain tenable.

The mobility of most occupants within the part of the building served by the lift should negate the use of the lift in an emergency, as such, the lift will be exclusively used by those with disabilities or mobility impairments.

The Evacuation Strategy for those requiring access to the evacuation lift is predicated on its continuous availability. This will require a high-degree of maintenance to ensure it remains available. However, it is known that lifts can stop working and this presents a hazard for those who will depend on this as a means of escape. Consequently, there will be a contingency arrangement for MIPs who require level access and exit, in the event of the evacuation lift not being available, or during times of maintenance. The contingency arrangement will allow for either the lateral movement of the evacuating MIP and their companion to the adjacent compartment, or where this is not possible to remain inside the protected lift lobby. The full extent and detail of the contingency arrangements will be subject to further work and advice from an accessibility consultant.

5.3 Building Management Plan

As soon as the MIP or their companion decides to use the lift in order to evacuate, they will operate the "evacuation lift switch". This will send a signal to the lift control panel and the lift will function as an evacuation lift.

Having arrived at the evacuation floor the following will occur:

- if closed, the landing door will open;
- at all levels the signs will illuminate, and any illuminated sign barring access to the lift shall be turned off;
- in the car, the sign (a position indicator and an illuminating sign) will be switched on;
- landing calls will be immobilised; and
- the communication system will be activated (the communication system within the lift car shall remain operative for at least 1 hour during any evacuation or any loss of power).

This property will be unstaffed and consequently, there will be no trained users to manage the evacuation lift whilst in operation. It will therefore be a requirement to provide information to residents to call the evacuation lift, to operate it correctly and to support the evacuation of an MIP in an emergency.

Once the MIPs and their companion have descended to the main evacuation exit floor the lift car can be returned to its normal operation or it can remain in evacuation mode.

The building management plan will ensure that the features of the evacuation lift and its supporting facilities and infrastructure will be maintained and kept up to date throughout its lifetime.

There will be a periodic review (no more than annually) and an update of the evacuation strategy over the lifetime of the development.

Section 5 – Details of the Author

This Fire Statement has been produced by Gary Ferrand MA EngTech FIFireE MIFSM who is a Principal Fire Safety Consultant and is a "third-party independent and qualified" individual.

He holds the EngTech qualification with the Engineering Council and is accredited by the Institution of Fire Engineers and has relevant and extensive experience in fire safety. He is a competent professional with the demonstrable experience to address the complexity of the design being proposed at this development.

Membership, Qualifications and Career details:

Grade of IFE membership:
IFE Membership Grade: Fellow – present. 1994-2011
Year of gaining IFE Fire Risk Assessor (Life Safety) accreditation: 2020
Member of the Institute of Fire Safety Managers
Member of the Fire Protection Association

Qualifications:
MA (University of Exeter) 2005
Safety for Executives (IOSH) 2009
NEBOSH Diploma (IOSH) 1998
Modules A-D FSOC Fire Safety Studies (Fire Service College) 2005
Executive Leadership Programme (Warwick Business School) 2010
Incident Command Management – accredited at Level 4, 2011
Incident Command Gold Command 2010-2016
Multi Agency Gold Incident Course (MAGIC) 2012

Career details:
The author has spent 30 years enforcing fire safety legislation in different Fire & Rescue Authorities. As a Principal Officer he led the NFCC Business Safety Group to consistently apply enforcement work across all FRAs in the UK. He has worked privately as a consultant with large and medium-sized clients working on small, medium, large and bespoke complex developments over the previous 6 years. He is a Fellow of the IFE and has been recognised formally by the NFCC (previously CFOA) for his contribution to fire safety.