

1. INTRODUCTION

- 1.1 Ardent Consulting Engineers has been commissioned by Vistry Homes (Kent) Ltd to undertake a Fire Technical Note, for the plots 4.87 to 4.89, Phases 3&4, Martello Lakes, located in West Hythe, Kent.
- 1.2 Following submission of the development for planning the planning authority has requested many changes across the development parcels which are reflected within the latest fire tender tracking drawing 2301280-005 revision P4 (dated June 2024) and planning layout 082102-VIS-K-01 revision B (by DHA architecture).
- 1.3 This note sets out the reasons behind the changes and how we aim to deal with this in regards to the fire access to plot 4.87 to 4.89.

2. PLANNING CHANGES

- 2.1 Within the feedback (dated 3rd May 2024) from the local planning authority, Folkestone and Hythe District Council (FHDC), to the original submission, stated that they did not feel that the location of plot 4.75, within a rear parking courtyard, would provide an adequate standard of amenity for the future occupants.
- 2.2 As a result, the plot has been moved towards the street to form a terrace alongside the adjacent plots, creating the mews feel to the street that FHDC are seeking and providing a far greater standard of amenity for the plot. The effect of this relocation however is that the parking courtyard to the rear, which previously had unfettered access and so allowed fire and refuse access to the rear of the plots fronting the greenway, is now accessed under a FOG. As such the access is no longer suitable for fire vehicles to use and as a result the three plots in question (4.87-4.89) now have to be served another way.
- 2.3 Unfortunately, without fundamental changes to the scheme which is largely agreed with FHDC, the layout does not provide for any alternative access to the rear of these three plots. Given the position of the application, well into the determination period and the positive discussions that have taken place with the LPA recently it would not be appropriate to completely redesign the scheme.
- 2.4 Whilst not an ideal situation, the need to use this adjacent road for fire access to these three plots is therefore fully justified in planning terms through the need to achieve an appropriate design that FHDC will support through the planning process.

3. FIRE ACCESS OPTIONS

- 3.1 With the necessary changes brought about by the comments from the local authority it has meant that the access which was previously from the rear, as per the below **Figure 3-1** from the previous layout, will now need to be from the front, as per **Figure 3-2** below.



Figure 3-1 – previous layout



Figure 3-2 – latest layout

- 3.2 With access now from the front it is to be noted that the fire hose carry distances from the road to the south or north will be too far for plots 4.87 to 4.89, and therefore these will need to be accessed in a separate manner to the other units on the development.
- 3.3 There are 2 options for how fire access to these plots will be possible, these are;
- Via a fire hydrant within the footway to the front of plot 4.88, as per **Figure 3.3** below;
 - Via the road which fronts the units, on the other side of the linear park, as per **Figure 3.4** below.



Figure 3-3 – Fire Hydrant

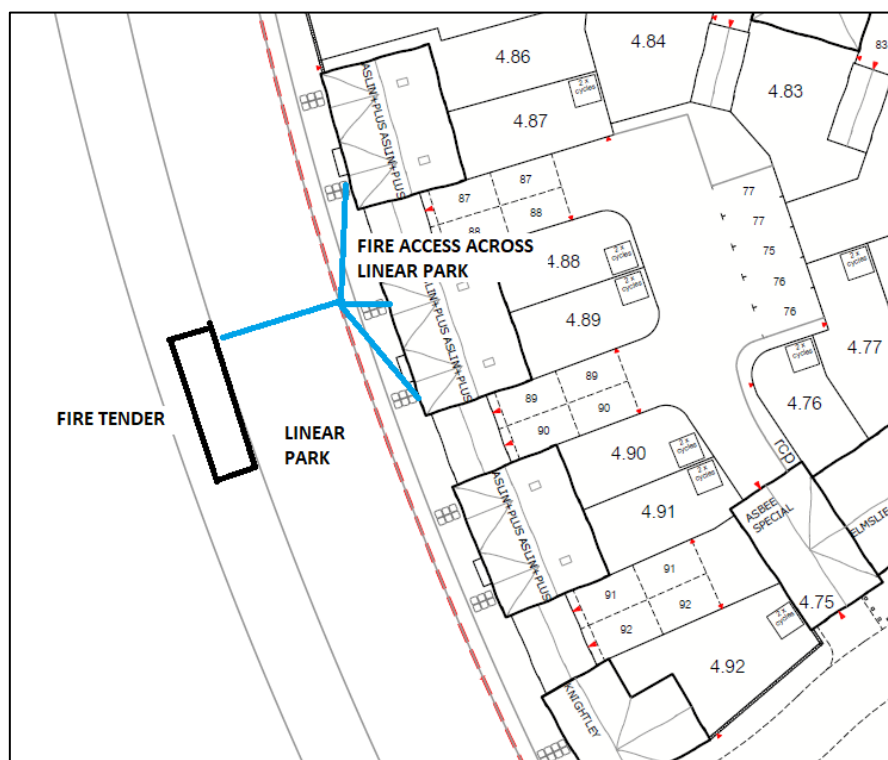


Figure 3-4 – Access across linear park

- 3.4 It would seem most appropriate to access the plots via a Fire hydrant as per **Figure 3.3**, as the access across the linear park may have planting/fencing which would make this more difficult, but this would still be an option if the fire tender was to park opposite the units in the case of an emergency.

4. CONCLUSIONS

- 4.1 Following planning comments from the local authority it has been necessary to undertake design changes to the rear of plots 4.87 to 4.89 which affects the fire access to these plots.
- 4.2 On this basis the hose length would be too long if taken from the front, along the north-to-south path which fronts these units.
- 4.3 Therefore, there are 2 options which will allow fire access to these units, these are as follows;
- A Fire Hydrant will be placed within the footway fronting plot 4.88 which will provide a point of connection for the hose and fire authority.
 - That if the fire hydrant is not viable that any fire tender will be able to park opposite the plots, on the other side of the linear park, and gain access over this linear park.
- 4.4 We hope this summarises the fire access options for the site in enough detail to gain approval.
- 4.5 Whilst not ideal, the need to use this adjacent road for fire access to these three plots is therefore fully justified in planning terms through the need to achieve an appropriate design that FHDC will support through the planning process.
- 4.6 An application for the linear park is currently with FHDC and the park and access road will be completed well in advance of Parcel 4 being built out. Vistry would be happy to accept a condition that these three plots cannot be occupied until such a time as the adjacent access road which is proposed as a fire tender access for the plots, has been completed and is opened for public use. We consider that such a condition will adequately secure the installation of the road prior to occupation of these plots and will ensure that safe fire access to the plots can be achieved from occupation onwards.

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	DRAFT	NC	DM	-	04.06.2024
-	Final for plann	NC	NC	DM	04.06.2024