

Mr Steve Whiteside

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Date: 26th January 2017

Dear Mr Whiteside,

In reference to your correspondence to the Chief Officer of Hampshire Fire and Rescue Service and Cllr Carter, I will address your points individually for clarity of understanding.

1. "That EITHER:

The 3m wide path as constructed with no grasscrete to the sides [photo attached] and with the bollards installed and/or barriers planned, is acceptable to the Fire & Rescue Authority as an emergency access",

OR:

"That the Fire & Rescue Authority is satisfied that no emergency access is required for the purposes of ensuring accessibility to fire-fighters attending incidents within this development"

Hampshire Fire and Rescue's response is as follows: The Building Regulations 2010 stipulate that access and facilities for fire service appliances and firefighters should be in accordance with Approved Document B5 of the Building Regulations. When applying this standard to the current development through a site visit, although not required under the regulations as it applies to new builds only, the site appears to comply with the guidance contained in Approved Document B, Volume 1 Dwelling Houses, B5, Section 11 without the requirement for specifically designated routes. The access provided fulfils the functional requirements of allowing access at all reasonable times.

With regards to your second point relating to emergency access (parking of private motor vehicles), this area of legislation, Part 6 of the Traffic Management Act 2004, is

enforced by the relevant Local Authority. There is no national prohibition against either on-street or pavement parking with the exception of London or more widely in relation to heavy commercial vehicles. However, it is an offence to drive onto the pavement, whether with intention to park or not. As this would be a criminal offence, as opposed to the vast majority of civil parking offences, it is enforceable by the police, not the Local Authority under sections 99-102 of the Road Traffic Regulation Act 1984. Local Authorities and the police may act to tackle on-street and pavement parking in various ways, such as under legislation governing obstruction and dangerous parking; designating limited areas of 'no pavement parking' through a Traffic Regulation Order (TRO); or establishing a special parking area.

2. "Finally, I should be grateful if you would confirm that you are satisfied that an adequate water supply for fire-fighting has been secured, and the basis of that assessment."

Hampshire Fire and Rescue Service response: Under the Water Industry Act, the Water Company will provide fire hydrants on their main, other than a trunk main, as requested by the Fire Authority, at such places as may be most convenient for affording a supply of water for extinguishing a fire. In addition and by agreement between the Fire Authority and the Water Company, washout hydrants are to be converted to fire hydrants in accordance the Local Specific Arrangements. As the water company own this information, any additional FOI requests should be made to them.

Thank you for your enquiries. If you have further requests regarding this correspondence please address them in writing to the undersigned.

Yours sincerely



Shantha Dickinson
Assistant Chief Officer
Director of Community Safety & Resilience