

**7 April 2025**

**Gardoxi Pty Ltd (Norwest)  
C/- H&E architects  
Suite 4.02, 80 Cooper Street,  
Surry Hills NSW 2010**

**Attention: Megan Naylor**

**Re: Fire Engineering DA Support Letter  
Project No: JN23-00149 Version: 1  
Project: 40 Myoora Road, Terry Hills**

## **1 Background**

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- 1.1 This letter has been prepared by RED Fire Engineers to support the Development Application (DA), from a fire engineering perspective, for the proposed building located at 40 Myoora Road, Terry Hills NSW 2084.
- 1.2 The project consists of a new food and beverage enclave. It has dual street frontages, which includes Mona Vale Road to the east and Myoora Road to the west. The building contains two storeys with class 6 (restaurant), class 7a (carpark) and loading dock (class 7b).
- 1.3 A preliminary BCA compliance review, against the National Construction Code Series 2022 Volume One Building Code of Australia (BCA) Class 2 to Class 9 Buildings, of the proposed design was undertaken by Philip Chun during the concept design stage (ref# 24-221697 dated 23.08.2024) based on the architectural plans provided by H&E architects.
- 1.4 A further review was undertaken on revised drawings. It is understood the revised drawings seek to address councils development control concerns. The revised assessment undertaken by Philip Chun in their report (ref# 24-221697 R02 dated 07/04/2025) and the accompanying set of assessed drawings have been reviewed

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**RED FIRE ENGINEERS PTY LTD**

FIRE SAFETY ENGINEERING  
RISK MANAGEMENT

20230705

ABN 52 164 239 212

[www.redfireengineers.com.au](http://www.redfireengineers.com.au)

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as part of this re-assessment. Based on this review, the development is anticipated to have potential BCA Deemed-to-Satisfy (DtS) departures as listed in Table 1.

- 1.5 The departures listed below are proposed to be addressed as a fire engineering Performance Solution. Additional fire engineering Performance Solutions may be identified during the detailed design and developed in consultation with the design team and the BCA Consultant as the design progresses.

**Table 1: Description of Potential BCA DtS Departures**

Item	Description of Deemed-to-Satisfy departures	DtS Provisions	Relevant Performance Requirements
1	The sprinkler protected carpark forms its own fire compartment in an otherwise type C construction building. The lift shafts have been deemed fire walls in the separation from above and the lift landing doors openings in that separation requiring -/90/30 doors. While the lift shafts can comply, proprietary lift landing doors in the fire separation can only achieve -/60/-.	C3D8, C4D6, C4D11 and spec 5	C1P2
2	Protection of openings in a fire rated wall will not achieve the integrity and/or insulation criteria in the following areas: <ul style="list-style-type: none"> <li>Glass door and wall to the carpark stairway and lift at entry level.</li> </ul>	C4D6 and Spec 5	C1P2
4	Travel distances are exceeded in the following areas: <ul style="list-style-type: none"> <li>48m instead of 40m from restaurant level.</li> <li>Up to 72m between exits instead of 60m at restaurant level.</li> </ul>	D2D5 and d2d6	D1P4 and E2P2
5	Travel distances are exceeded in the following areas of the basement: <ul style="list-style-type: none"> <li>60m to the nearest exit instead of 40m (when measured back through the point of choice)</li> <li>Up to 100m between alternative exits instead of 60m (when measured back through the point of choice)</li> </ul>	D2D5 and D2D6	D1P4 and E2P2
6	Clear widths in the kitchen fitouts for restaurants will not always achieve 1000mm clear in the path of travel.	D2D8	D1P4 and D1P6
7	Hose reel coverage is not proposed to be provided to the fire separated lift lobby within the basement carpark.	E1D3	E1P1



- 1.6 As part of the fire engineering process relevant stakeholders including Fire & Rescue NSW (FRNSW) and the principal certifier will be approached for comments. Proposed calculations (where applicable) and assessment methods will be documented in the Performance Based Design Brief (PBDB) for agreement and detailed assessment documented within the Fire Engineering Report (FER). Based on our experience, RED Fire Engineers is of the opinion that the abovementioned BCA Dts departures can be addressed as a Performance Solution to demonstrate compliance with the relevant Performance Requirements of the BCA without major changes to the proposed design. Additional fire safety measures may be required subject to consultation with FRNSW and the stakeholders during the detailed design stage.
- 1.7 Specific details of the Required Fire Safety Measures proposed to address the BCA Dts departures will be listed after a comprehensive fire engineering assessment is completed. The fire engineering Performance Solutions will be developed as part of the on-going design and development process.

## 2 Documentation

- 2.1 The relevant documents and drawings on which this letter is based are listed in Table 1.

**Table 1: Relevant documentation**

Organisation	Title	Project number/ ref	Date	Revision
Philip Chun	BCA report	24-221697	07/04/2025	R02
H+E Architects	Site plan – proposed	DA1-0500	07/04/2025	17
	GA – Entry and basement	DA1-1010	07/04/2025	18
	GA – Restaurant	DA1-1013	07/04/2025	17
	Detail plan – Restaurant	DA1-1201	07/04/2025	08
	Fire Compartmentation proposed	DA1-9030	07/04/2025	08



### 3 Conclusion

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- 3.1 Based on our experience, RED Fire Engineers is of the opinion that a Performance Solution to demonstrate compliance with the relevant Performance Requirements of the BCA can be developed for the project without major changes to the proposed design.
- 3.2 If you have any queries in regard to the above, please do not hesitate to contact the undersigned.

Yours sincerely,

**Rohan Defries**  
**Associate Fire Safety Consultant**  
**RED Fire Engineers Pty Ltd**  
E: rohan.defries@redfireengineers.com.au  
M: +61 403 727 518