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20 June 2013

Anthony Rice
Stamford Property Services Pty Ltd
Suite 2, Level 10. 139 Macquarie Street

Sydney NSW 2000

Dear Anthony

Stage 1 - Macquarie Park Village, 110-114 Herring Road, Macquarie Park, North Ride - Letter of Support, Fire Safety Engineering

Please find below our fire engineering statement to accompany the Stage 1 75W application for the proposed Stage 1 Macquarie Park Village development at 110-114 Herring Road, Macquarie Park.

As part of our preliminary fire engineering review, we have considered the following documentation:

- Building Code of Australia Assessment Report for Macquarie Park Village Proposed Residential Development – Stage 1. Reference CF10606-RP02A-Stage 1-120613, dated 12 June 2013, prepared by Advance Building Approvals.
- Architectural drawings prepared by Allen Jack + Cottier, outlined in Table 1.

Table 1 DA Architectural Drawings

Drawing No.	Title	Issue
DA2001	Level B1 Plan	E
DA2002	Level B2 Plan	E
DA2003	Level B3 Plan	E
DA2100	Ground Level Plan	E
DA2101	Level 1 Plan	E
DA2102	Level 2 Plan	E
DA2103	Level 3 Plan	F
DA2105	Level 5 Plan	F
DA2106	Level 6 Plan	C
DA2107	Level 7 Plan	C
DA2108	Level 8 Plan	C
DA2109	Level 9 Plan	C
DA2110	Level 10 Plan	F
DA2111	Level 11 Plan	D
DA2112	Level 12 Plan	C
DA2113	Level 13 Plan	D
DA2115	Level 15 Plan	D
DA2116	Level 16 Plan	D
DA3100	South Elevation	F
DA3101	North Elevation	F
DA3102	East & West Elevation	F

Drawing No.	Title	Issue
DA3110	Section 1	F
DA3111	Section 2	F
DA3112	Section 3 & 4	F
DA3113	Section 5	E

At this juncture, the Alternative Solutions outlined in Table 2 are proposed based on variations from the Deemed-to-Satisfy (DtS) Provisions of the Building Code of Australia 2013 (BCA) identified by Advance Building Approvals. The proposed Alternative Solutions will be formulated to comply with relevant BCA Performance Requirements for the Stage 1 75W application.

Table 2 Non-compliances with DtS Provisions requiring an Alternative Solutions.

No.	BCA DtS Provisions	Performance Requirements	Proposed Alternative Solution
Basement Car Park			
1	Clauses D1.4 and D1.5	DP4 and EP2.2	Extended travel distances within basement car park: • Travel distance to a point of choice of 25 m exceeding the DtS limit of 20 m. • Travel distance to the nearest exit of 70 m exceeding the DtS limit of 40 m. • Travel distance between alternative exits of 130 m exceeding the DtS limit of 60 m.
2	Specification E1.8	EP1.6	The fire control centre is not located at the front entrance of the building.
Residential Towers			
3	Clause D1.4	DP4 and EP2.2	Within each of the following buildings there will be extended travel distance to a point of choice. ***Darwin Building:*** • 7 m to a point of choice in lieu of 6 m from Unit DA102. This is typical from L1 to L8. • 9 m to a point of choice in lieu of 6 m from Unit DAG07. ***Brisbane Building:*** • 8 m to a point of choice in lieu of 6 m from Unit BR1205. This is typical from L2 to L13.
4	Clause D1.5	DP4 and EP2.2	Within the Brisbane Building, the distance between exits on level 2 to level 13 is approximately 7.7 m in lieu of the minimum distance of 9 m.
5	Clause E1.3 and AS 2419.1	EP1.3	The Adelaide and Darwin Buildings are not proposed to be provided with a hydrant ring main.
6	Table E1.5	EP1.4	The Adelaide and Darwin Buildings are not proposed to be provided with an automatic sprinkler system.
7	Clause D1.7	DP4 and DP5	Some fire isolated stairs discharge into a covered area. The perimeter of the covered area appears to be less than 1/3 open which does not comply with D1.7(b)(iii).

Based upon our preliminary review of the design, the proposed Alternative Solutions can be supported by performance based fire safety engineering.

Should you require any additional information, please do not hesitate to contact me on the number below.

Yours faithfully

Jonathan Gormley
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