

Dep Ref: 1206

Date: 31/10/2025

Mirvac Constructions Pty Ltd

Level 28, 200 George St
Sydney, NSW, 2000

Attention: Jody Gibson

Re: Response to DPHI Comments, Harbourside Development SSDA2 Mod 7, Substation Access & Servicing

Dear Jody,

We refer to the Department's comments in relation to the Harbourside Development, SSDA2 Modification 7, specifically regarding pedestrian access, servicing, and vehicle movements associated with the proposed substations.

Servicing and Vehicle Access

Servicing of the substations will be undertaken by Ausgrid-authorized personnel as part of their routine maintenance program. For typical activities such as inspections, testing or minor equipment servicing, dedicated parking is not required. Service vehicles can be temporarily parked within the loading dock area, coordinated with Mirvac's base building operations & loading dock management plan, without impacting normal operations or pedestrian movements.

In the event of a transformer replacement or major equipment upgrade, heavy vehicle access will be required. These infrequent works will be coordinated with Mirvac's base building operations to ensure safe access & appropriate traffic and pedestrian management. If required, temporary road closures will also be arranged to facilitate heavy vehicle movements and lifting activities.

Fire Hoods and Pedestrian Access

Access to the substations is provided via clearly defined pedestrian pathways, separated from vehicle areas and compliant with Ausgrid's safety and egress requirements. The fire hoods above the substation doors are designed to protect in the event of a fire without obstructing access or servicing operations.

Should temporary access restrictions be required during major maintenance or transformer replacement, these will be managed under the building's operational plan, consistent with established procedures for other CBD substation sites. The Substation 4 design incorporates the required fire protection within the substation structure, including an integrated awning & therefore does not require the same external hoods as Substations 1–3.

Overall, the proposed substation design provides safe and practical arrangements for servicing and maintenance, with flexible vehicle access, compliant pedestrian and fire-safety provisions, and established coordination processes to manage infrequent heavy-vehicle activities in line with typical urban practice.

We trust the above information addresses the Department's comments regarding servicing, access, and fire-hood arrangements. Please contact the undersigned should further clarification or supporting information be required

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Charles Rheinberger'.

Charles Rheinberger

Director

DEP Consulting