

06 August 2025

Sterling Project Solutions Pty Limited
36 Mort Street
Balmain, NSW 2041

Attention: Graham Keeping

**RE: RHODES EAST MIXED USE DEVELOPMENT (SSD-68363729)
ELECTRICAL SERVICES - INFRASTRUCTURE DELIVERY, MANAGEMENT AND STAGING PLAN**

1. Introduction

This letter has been prepared for Ecove Group Pty Limited (Ecove) to accompany a State Significant Development Application (SSDA) (SSD-68363729) for the construction and operation of a mixed use development comprising seniors housing, residential, retail, and emergency services facility uses on land identified as 15-17 and 25-31 Blaxland Road and 440-442 Concord Road, Rhodes (the site).

The proposed development seeks to facilitate high quality housing and aged care living at a strategically located site with high amenity through access to public open space. It seeks to provide landscaped open space with retail uses to support activation, as well as deliver an emergency services facility on the site. It delivers a built form outcome that is consistent with the desired future character of the Rhodes Place Strategy and the outcomes of the Design Competition undertaken.

This letter has been prepared in response to the requirements contained within the Planning Secretary's Environmental Assessment Requirements (SEARs) for SSD-68363729 and directly responds to the relevant SEAR(s) outlined in Table 1 below.

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Table 1 SEARs Compliance Table

SEARs Requirement	Report Section / Response
22. Infrastructure Requirements and Utilities	
<ul style="list-style-type: none"> Assess the impact of the development on existing infrastructure and service provider assets surrounding the site. 	Section 4 – Existing Electrical Infrastructure
<ul style="list-style-type: none"> Identify any infrastructure required on-site and off-site to facilitate the development and any arrangements to ensure that the upgrades will be implemented on time and be maintained. 	Section 5 - Proposed Electrical Infrastructure
<ul style="list-style-type: none"> Provide an infrastructure delivery and staging plan, including a description of how infrastructure requirements would be co-ordinated, funded and delivered to facilitate the development. 	Section 5 - Proposed Electrical Infrastructure

2. The Site

The site is identified as 15-17 and 25-27 Blaxland Road and 440-442 Concord Road, Rhodes. It is located within the Canada Bay Local Government Area (LGA) and comprises seven (7) lots with an area of 5,608m². It includes an approximate 130m frontage to Concord Road to the east and 113m frontage to Blaxland Road to the west.

Concord Road is classified as a State road and includes six (6) lanes of traffic. Rhodes railway station is located directly adjacent to the site to the west across Blaxland Road and is serviced by the T9 Northern line on the Sydney Trains heavy rail network.

The existing development on the site comprises multiple buildings including Rhodes Fire Station operated by Fire and Rescue NSW, a low-rise residential flat building, dwelling houses and a commercial building.

The site is described in Table 2 below and illustrated in Figure 1 following.

Table 2 Site Description

Ref.	Legal description	Address
1	Lot D DP 432340	31 Blaxland Road
2	Lot C DP 432340	442 Concord Road
3	Lot C DP 411859	440 Concord Road
4	Lot D DP 411859	
5	Lot E DP 411859	
6	Lot F DP 411859	27 Blaxland Road
7	SP 71065	25 Blaxland Road
8	Lot 1 DP 833959	15-17 Blaxland Road



Figure 1 Site Aerial Map

Source: Nearmap, edits by Ethos Urban

3. Project Description

The SSDA seeks development consent for the following:

- Site preparation works, including demolition of existing structures, bulk excavation and tree removal.
- Construction and operation of a mixed use development including:
 - Ground level retail uses.
 - A emergency services facility at the north-eastern corner of the ground level at the Concord Road frontage.
 - Three podium levels of seniors housing including 30 independent living units and a residential aged care facility with 102 beds.
 - Two (2) residential towers with a maximum height of 25 and 22 storeys respectively, above Blaxland Road, accommodating 356 residential dwellings.
 - Four (4) basement levels including car, bicycle and motorcycle parking.
- Landscaping and public domain works including a public plaza along the southern boundary and a central garden courtyard fronting Blaxland Road.
- Extension and augmentation of services and infrastructure as required.

For a detailed description of the proposed development, refer to the Submissions & Amendment Report prepared by Ethos Urban.

4. Existing Electrical Infrastructure

Low Voltage Infrastructure

The proposed Rhodes East Mixed Use development site is currently occupied by seven separate lots consisting of existing commercial & residential buildings and the Rhodes Fire Station.

These separated lots are currently supplied individually from the existing Ausgrid low voltage distribution street network via underground and overhead connections as shown on Figure 2 below.

Existing low voltage Ausgrid assets reticulate around the perimeter of the site, outside of the development boundary within public footpath and roadways.

High Voltage Infrastructure

Existing high voltage Ausgrid assets reticulate below ground along the Blaxland Road frontage of the site, outside of the development boundary within public footpath as shown on Figure 2 below.

The existing site is not encumbered by any existing Ausgrid High Voltage Assets.

Street Lighting

Existing Ausgrid street lighting assets currently provide illuminance to the area surrounding the development site. These include

- Steel columns along Concord Road supplied by underground LV cables
- Timber poles along Blaxland Road supplied by overhead LV cable

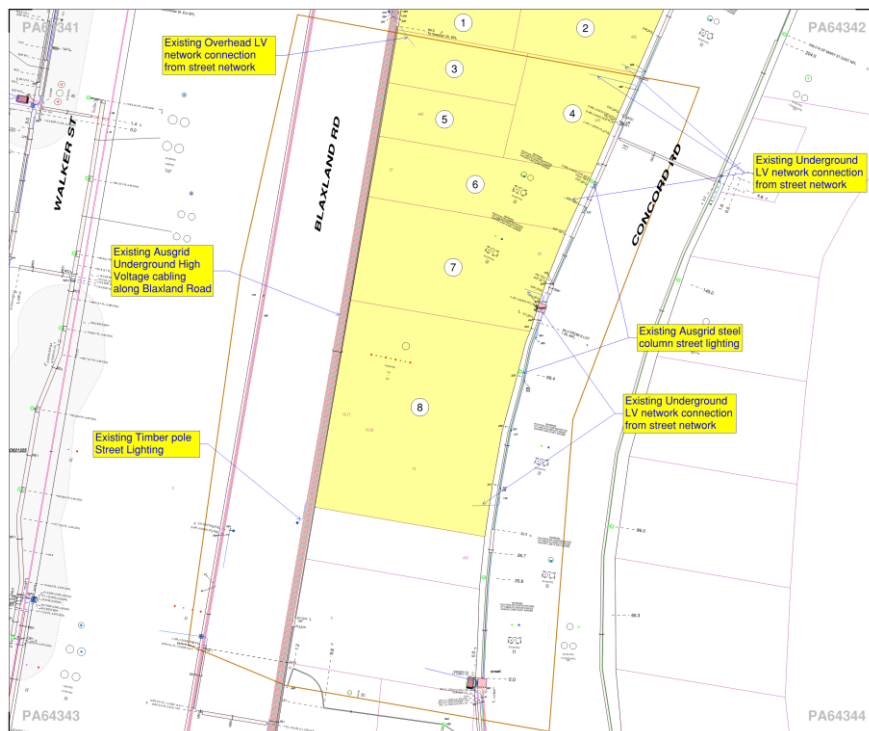


Figure 2 Existing Ausgrid HV/LV/SL Infrastructure plan

Source: Ausgrid GIS extract, edits by Haron Robson

5. Proposed Electrical Infrastructure

Electrical Demand Loadings

A site-specific maximum demand was calculated to determine the anticipated demand for the proposed development. From this it was determined the optimum demand for the site is anticipated to be approximately 2.9MVA (approximately 4,260Amps/3phase).

The development will operate as an LV customer, with 400V connections being made from newly proposed Ausgrid substations located within the site boundary.

Based on the above, and the constraints set by Ausgrid regarding their chamber substation firm ratings, and consideration towards futureproofing the installation, the following authority electrical infrastructure will be required for the Rhodes East Mixed Use development:

Table 3 Substation Infrastructure

Substation Infrastructure	Approximate Amp Rating	Approximate Firm kVA Rating
Ausgrid 1 TX Standard Kiosk	1,450A Firm	1.0MVA
Ausgrid 2 TX Standard Kiosk	1,450A Firm	1.0MVA
Ausgrid 3 TX Standard Kiosk	1,450A Firm	1.0MVA
Total Capacity	4,350A Firm	3.0MVA
Required Capacity		~2.9MVA
Spare Capacity (from above substations)		~0.1MVA

These substations are standard fixed sizes from Ausgrid and are the only available in discrete step sizes. These discrete step sizes are quite large, which yields the spare capacity noted above.

The buildings power distribution system can be summarised as follows:

- Three (3) Ausgrid single transformer Padmount Kiosk type substations along the eastern frontage of the site
- Each substation shall be firm rated in accordance with Ausgrid standards each with a rating of 1450A
- Three (3) x Connected LV Main Switchboards to service the development will be documented and detailed at a later date by the project's electrical consultant.

High Voltage Feeder Connections & Reticulation

To provide electrical supply connections to the Rhodes East Mixed Use development, it is proposed the existing Ausgrid high voltage feeders located within the Blaxland Road footpath will be utilised to connect the new Ausgrid Padmount Kiosk substations proposed along the Concord Road frontage of the site.

High voltage joints will be installed within the Blaxland Road footpath to the existing high voltage feeders and new cabling installed underground & within the development deep soil zones to the new substation infrastructure, to Ausgrid standards (refer to Figure 3 below).

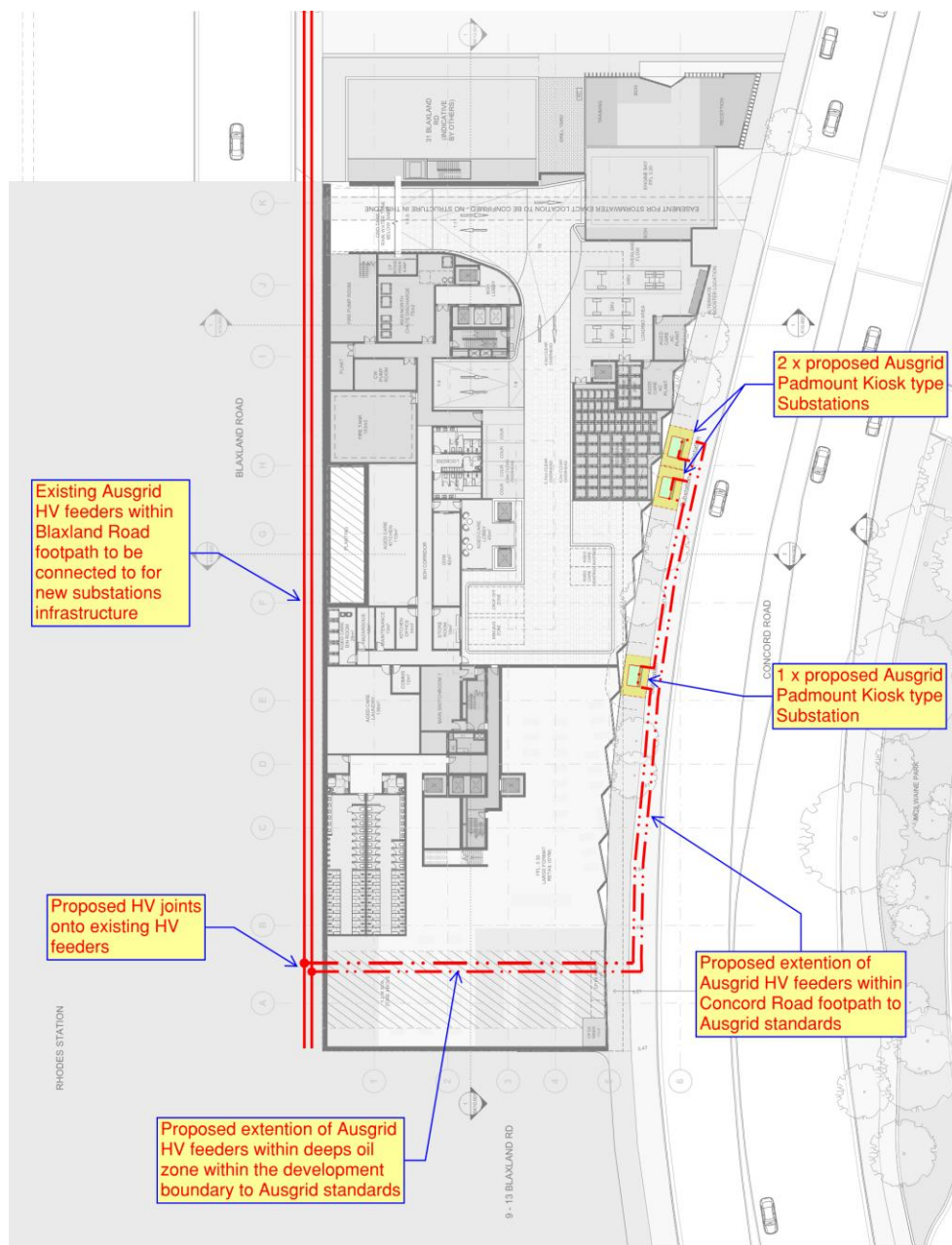


Figure 3 Proposed HV Feeder & Substation Works

Source: BastesSmart architectural plans extract, edits by Haron Robson

A formal application will be submitted to Ausgrid to obtain a Design Information Package (DIP) to confirm the ability to connect to the existing Ausgrid HV feeder cables within Concord Road as proposed.

Decommissioning Of Existing Property Power Supplies

The existing LV street network supplies the existing properties within the proposed development site shall be decommissioned by a Level 2 Accredited Services Provider to allow for the new development.

Ausgrid Substation Arrangements

The design team has considered a number of options for substation location and have developed the Padmount Kiosk type substation strategy along Concord Road (refer to Figure 4 below).



Figure 4 Artist Impression of the Padmount Kiosk Type Substation Installation

Source: BatesSmart Architects

The following are general spatial requirements/principles adopted for the proposed Padmount Kiosk type substations:

- 3 x Padmount type Kiosk Substations (1 x 1000kVA Transformer each)
 - Easement size of 5.3m x 3.3m (17.49m²) each to be established at Ground Level in the east of the site along Concord Road
 - A transformer handling area in front of the chamber is to be provided to Ausgrid's requirements. Ausgrid generally use a Franna crane for moving large equipment associated with the substation and require a minimum 6.0m head height clearance for the full width of the substation easement from the boundary
 - All building elements within 3m of the substation are to be 3hr fire rated and all other building ventilation is to be at least 6m from the substation louvres
 - 24hr/7day week all weather access is to be provided from Concord Road to the substation from the boundary for heavy vehicle movement and personnel access to the substation
 - All works are to be in accordance with a site specific Ausgrid Design Information Package, Ausgrid Network Standards, and a certified Level 3 Accredited Services Provider design

Delivery & Staging

The new Ausgrid Padmount Kiosk type substations will be constructed, tested, commissioned, and handed over to Ausgrid ownership prior to any Occupation Certificates associated with residential, commercial or retail portions of the development.

The following is an expected staging arrangement to be undertaken by a Level 1 Accredited Services Provider contractor, and to be finalised with Ausgrid as part of the Level 3 Accredited Services Providers design process:

1. Decommission and remove existing LV street network supplies to the existing properties within the development site boundary
2. Establish and commission new 3 x single transformer Padmount Kiosk type substations along the Concord Road frontage

Coordination

The new Ausgrid Padmount Kiosk type substations for the site will be coordinated with all other internal and external assets along the Concord Road boundary, which shall be undertaken by an Ausgrid Level 3 Accredited Services Provider designer.

Funding

It is envisaged that all augmentation of existing, and establishment of new Ausgrid infrastructure associated with the site will be funded by the developer, with the Ausgrid Design Information Package determining any associated developer contribution charges.

6. Mitigation Measures

The following mitigation measures to be implemented in the future, post-SSDA lodgement, includes:

- Continued design and coordination of the Ausgrid Design Information Package by an engaged ASP3 designer.
- Achieve certification approvals from Ausgrid to allow construction of the proposed electrical infrastructure.

7. Conclusion

This Infrastructure Delivery Management and Staging demonstrates that the electrical services infrastructure has been Considered as part of the SSDA and:

- The impacts of the development on existing infrastructure and service provider assets surrounding the sites have been considered.
- Any infrastructure required on-site and off-site to facilitate the development and any arrangements to ensure that the upgrades will be implemented on time and be maintained.
- Staging for the delivery of infrastructure as noted in this letter.
- Infrastructure requirements will be coordinated with the respective service providers, post SSDA approval, after the formal applications being lodged.
- Any required funding of infrastructure will need to be confirmed with the respective service providers, post SSDA approval, after the formal applications being lodged.

Should you have any questions on this matter please do not hesitate to contact the undersigned at this office.

Yours faithfully
HARON ROBSON



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