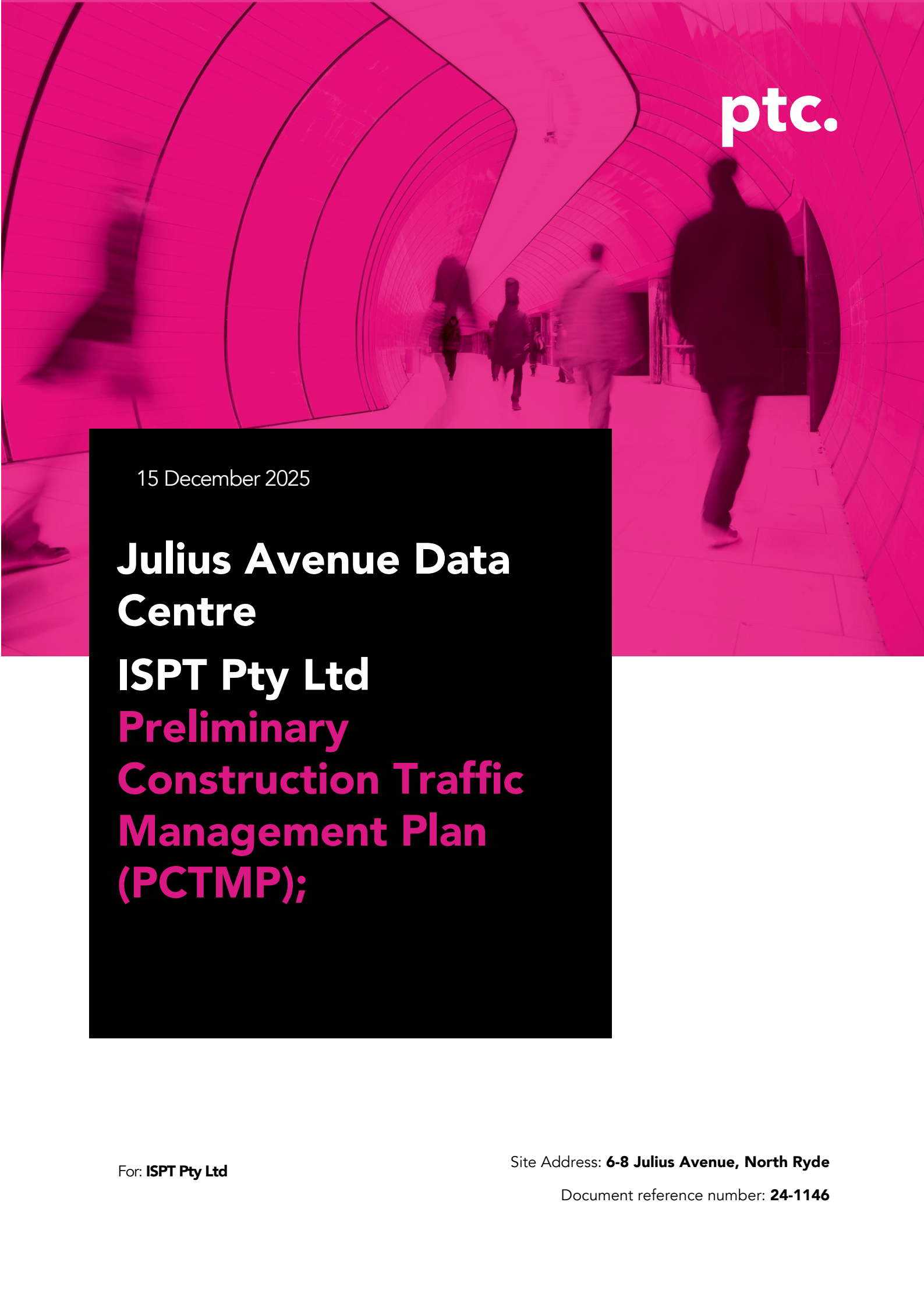




ptc.

15 December 2025

Julius Avenue Data Centre

ISPT Pty Ltd Preliminary Construction Traffic Management Plan (PCTMP);

For: **ISPT Pty Ltd**

Site Address: **6-8 Julius Avenue, North Ryde**

Document reference number: **24-1146**



document control;

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1. Introduction

1.1. Project Overview

ptc. has been engaged by Logic Projects Co, on behalf of ISPT (the proponent), to prepare a Preliminary Construction Traffic Management Plan (PCTMP) for the proposed Julius Avenue Data Centre State Significant Development Application (SSDA) located at 6–8 Julius Avenue, North Ryde, New South Wales.

The Proposal involves the construction and operation of a data centre and associated infrastructure and amenities, identified as the Julius Avenue Data Centre, comprising the following scope of works:

- Site preparation works, including tree removal;
- Earthworks and additional site retaining;
- Infrastructure comprising civil works and utilities servicing;
- Construction of a data centre including the following:
 - Ground level loading dock, services plantrooms and car parking for 38 cars, including 2 accessible;
 - 8 data halls across four (4) storeys with an IT load of 76 MW and a maximum power consumption of 120 MW, plus rooftop plant;
 - Three (3) storey office/front of house building;
 - Five (5) storey enclosed generator gantry to rear of data centre.
- New Ausgrid 132 kilovolt (KV) Sub-Transmission Switching Station (STSS);
- A new pedestrian through-site link from Julius Avenue to Richardson Place; and
- Complementary landscaping and offset planting.

All construction vehicle access to the site will occur via the existing shared driveway on Julius Avenue. This includes access for the largest anticipated construction vehicle, a 19 m Articulated Vehicle (AV). The site is located within a Transit Oriented Development (TOD) area, approximately 650 metres (7 minutes) from North Ryde Metro Station, providing excellent access for workers and contractors. Detailed architectural plans are provided in Figure 1.

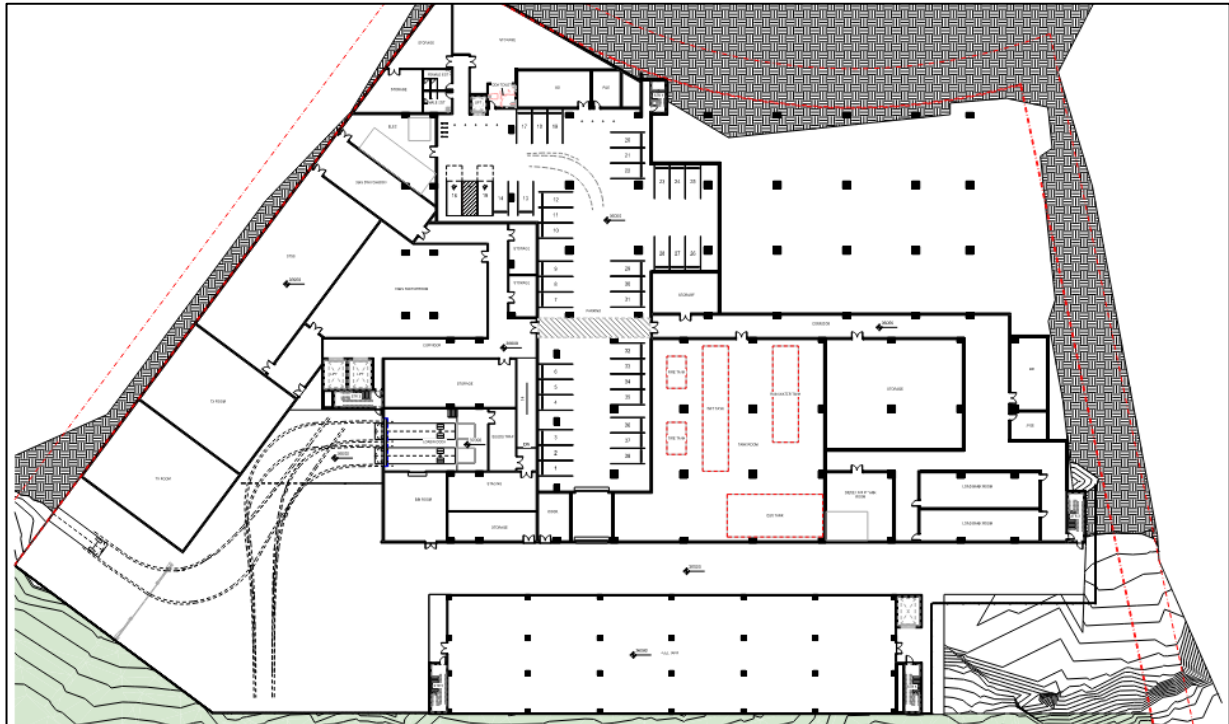


Figure 1: Proposed Ground Floor

1.2. Construction Scope Overview

Construction activities will include:

- Site preparation works, including vegetation removal where required
- Earthworks, levelling and retaining structures
- Civil and utility servicing
- Structural works for the data centre and associated buildings
- Installation of mechanical, electrical and IT infrastructure
- Delivery and installation of backup generators, switchgear and rooftop equipment
- Construction of the Ausgrid STSS
- Internal pedestrian, bicycle and site circulation elements
- Landscaping and public domain works

1.3. Purpose of this Report

The purpose of this Preliminary Construction Traffic Management Plan (PCTMP) is to identify and outline the traffic and transport requirements associated with the construction of the Julius Avenue Data Centre. As the Principal Contractor has not yet been appointed, this document establishes the overarching framework for how construction traffic, pedestrian movements and site access will be managed during the works.

Specifically, this report aims to:

- Describe the proposed construction access strategy and construction vehicle routes

- Identify the types and volumes of construction vehicles expected to service the site
- Outline preliminary traffic management measures to ensure safe and efficient movement for workers, pedestrians and road users
- Provide guidance on pedestrian management, truck marshalling, signage and general site access controls
- Define the requirements for future Traffic Guidance Schemes (TGSs) and the need for detailed CTMP documentation prior to Construction Certification

This PCTMP provides a baseline that will be refined and finalised by the appointed Principal Contractor through a detailed CTMP that incorporates final staging, vehicle scheduling and construction methodology

1.4. Site Location and Context

The site is located at 6-8 Julius Avenue, North Ryde, NSW (Refer to Figure 2 and Figure 3). The area surrounding the site features primarily commercial land uses and benefits from excellent transport accessibility (being located within a TOD), including proximity to a state road and excellent transport accessibility for constructions workers and contractors. It is approximately 15 kilometres northwest of the Sydney central business district (CBD).

The site is bordered by Julius Avenue to the north, Lane Cove National Park to the south, Oracle NetSuite to the east, and GoGet to the west.



Figure 2: Project Location (Source: Google Map, modified by ptc.)

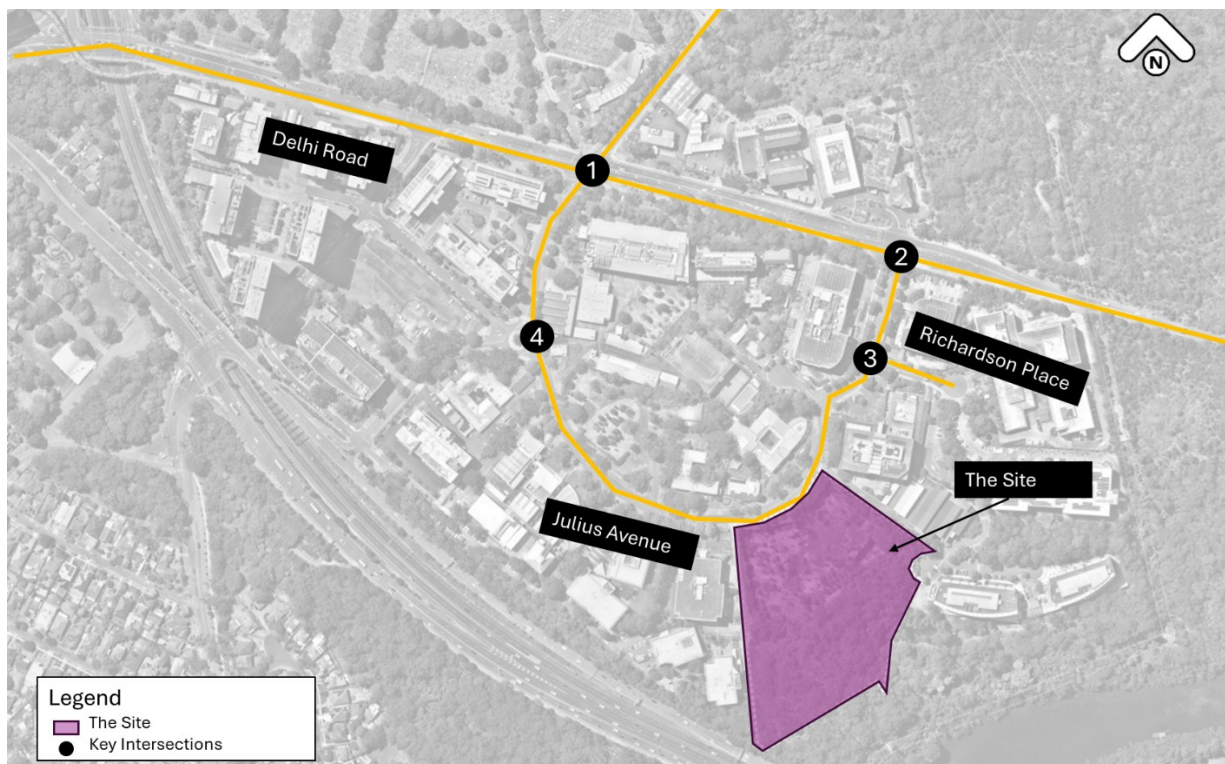


Figure 3: Key Intersections (Source: Nearmap, modified by ptc.)

1.5. Land Use Context

The site is located within the suburb of north Ryde, which falls under the City of Ryde Local Government Area (LGA) and is zoned in E3 – Productivity Support, as shown in Figure 4.

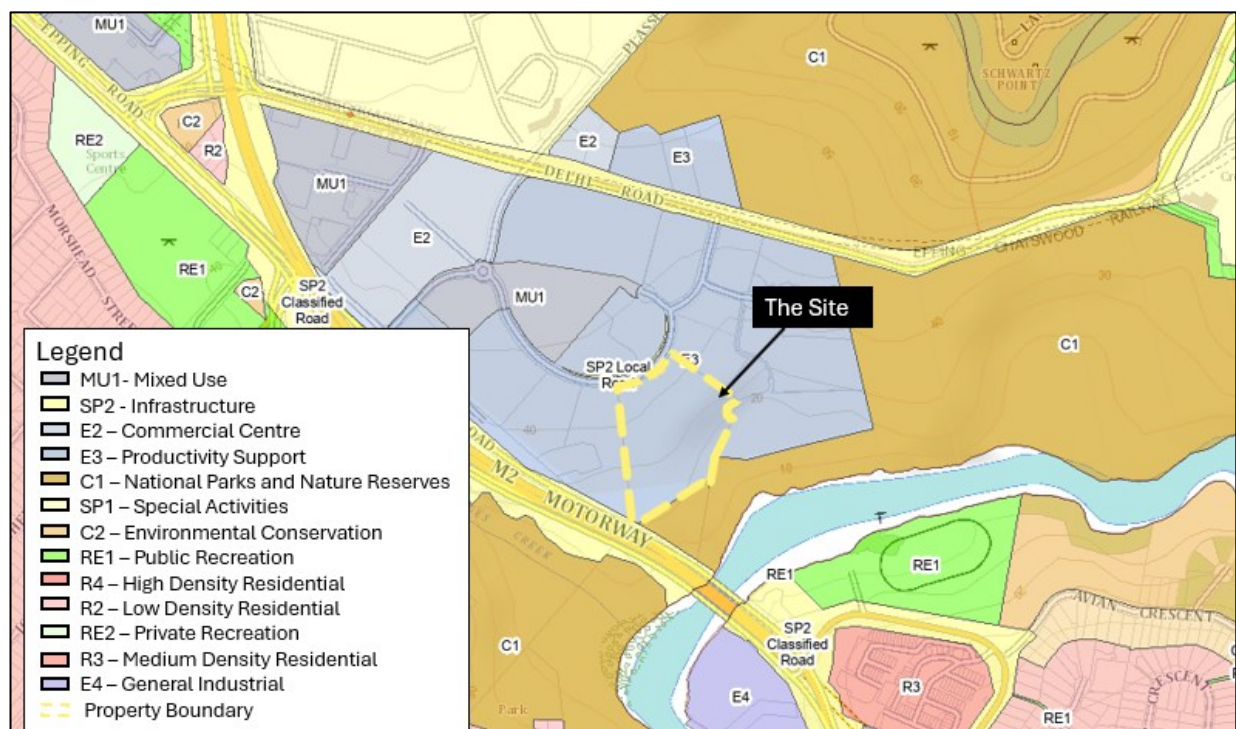


Figure 4: Local Land Use Map (Source: NSW ePlanning Spatial Viewer2024, modified by ptc.)

2. Existing Transport Environment

2.1. Road Hierarchy

Roads within New South Wales (NSW) are categorised in the following two ways:

- By classification (ownership)
- By the function that they perform

2.1.1. Road Classification

Roads are classified (as defined by the NSW Roads Act 1993) based on their importance to the movement of people and goods within NSW.

The classification of a road allows TfNSW to exercise authority of all or part of the road. Classified roads include Main Roads, State Highways, Tourist Roads, Secondary Roads, Tollways, Freeways, and Transitways. For management purposes, TfNSW has three administrative classes of roads:

- **State Roads** – Major arterial links through NSW and within major urban areas. They are the principal traffic-carrying roads and are fully controlled and maintained by TfNSW. State Roads include all Tollways, Freeways and Transitways; and all or part of a Main Road, Tourist Road or State Highway.
- **Regional Roads** – Roads of secondary importance between State Roads and Local Roads, which, along with State Roads, provide the main connections to and between smaller towns and perform a sub-arterial function in major urban areas. Regional roads are the responsibility of councils for maintenance funding, through TfNSW funds some maintenance based on traffic and infrastructure. Traffic management on Regional Roads is controlled under the delegations to local government from TfNSW. Regional Roads may own all, or part of a Main Road, Secondary Road, Tourist Road, State Highway, or other roads as determined by TfNSW.
- **Local Roads** – The remainder of the council-controlled roads, Local Roads, are the responsibility of councils for maintenance funding. TfNSW may fund some maintenance and improvements based on specific programs (e.g. urban bus routes road safety programs). Traffic management on Local Roads is controlled under the delegations to local government from TfNSW.

2.1.2. Functional hierarchy

Functional road classification involves the relative balance of the mobility and access functions. TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility to high accessibility and low mobility. These classes are:

- **Arterial Roads** – generally controlled by TfNSW, typically have no limit in flow and are designed to carry vehicles long distances between regional centres.
- **Sub-Arterial Roads** – can be managed by either TfNSW or the local Council. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and they aim to carry through traffic between specific areas in a sub-region or provide connectivity from arterial road routes (regional links)
- **Collector Roads** – provide connectivity between local roads and the arterial road network and typically carry 2,000 and 10,000 vehicles daily.

- **Local Roads** – provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles daily.

The site is located in the City of Ryde Local Government Area (LGA) and is serviced by a mix of state, regional and local roads, as presented in Figure 5.

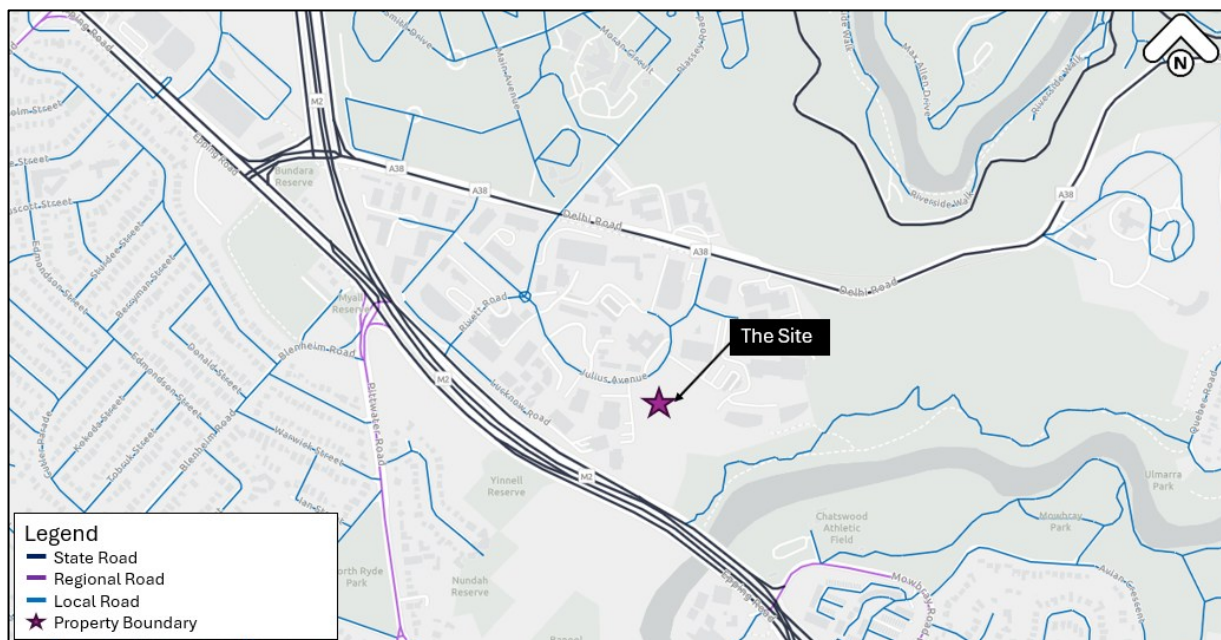


Figure 5: Road Hierarchy (Source: NSW Road Network Classification Map, modified by ptc.)

The following section describes the existing conditions of key road links within the study area. The road network includes the following key road links.

- Epping Road
- Delhi Road
- Julius Avenue
- Richardson Place

2.1.3. Epping Road

Epping Road is a 10-kilometre arterial route connecting Sydney's lower North Shore and central business district to the northwestern suburbs, including the upper North Shore and Hills District. It is a major access road for commercial, industrial, and university areas of North Ryde and Macquarie Park. The details of Epping Road are shown in Table 1 and Figure 6.

Table 1: Epping Road Detail

Epping Road	
Road Classification	State Road
Alignment	North-south
Number of Lanes	3 lanes in each direction
Carriageway Type	Divided by M2
Carriageway Width	65 metres
Speed Limit	80 kph
School Zone	No

Parking Controls	There is no dedicated parking area.
Forms Site Frontage	No



Figure 6: Epping Road (Source: Google Map Street View, Eastbound)

2.1.4. Delhi Road

Delhi Road is a section of the A38, a key arterial route that runs through suburban Sydney. It connects the M2 Hills Motorway in North Ryde with Pittwater Road (A8) in Dee Why. The details of Delhi Road are presented in Table 2 and Figure 7.

Table 2: Delhi Road Detail

Delhi Road	
Road Classification	State Road
Alignment	East-west
Number of Lanes	2 lanes in each direction
Carriageway Type	Not Divided
Carriageway Width	17 metres
Speed Limit	60 kph
School Zone	No
Parking Controls	There is no dedicated parking area.
Forms Site Frontage	No



Figure 7: Delhi Road (Source: Google Map Street View, Eastbound)

2.1.5. Julius Avenue

Julius Avenue is a local road. The details of Julius Avenue are shown in Table 3 and Figure 8.

Table 3: Julius Avenue Detail

Julius Avenue	
Road Classification	Local Road
Alignment	North-south and East-West
Number of Lanes	One lane in each direction
Carriageway Type	Not Divided
Carriageway Width	9 metres
Speed Limit	50 kph
School Zone	No
Parking Controls	There is no dedicated parking area.
Forms Site Frontage	Yes



Figure 8: Julius Avenue (Source: Google Map Street View, Westbound)

2.1.6. Richardson Place

Richardson Place is a local road. The details of Richardson Place are listed in Table 4 and Figure 9.

Table 4: Richardson Place Detail

Richardson Place	
Road Classification	Local Road
Alignment	East-west
Number of Lanes	One lane in each direction
Carriageway Type	Not Divided
Carriageway Width	6 metres
Speed Limit	50 kph
School Zone	No
Parking Controls	There is no dedicated parking area
Forms Site Frontage	Yes

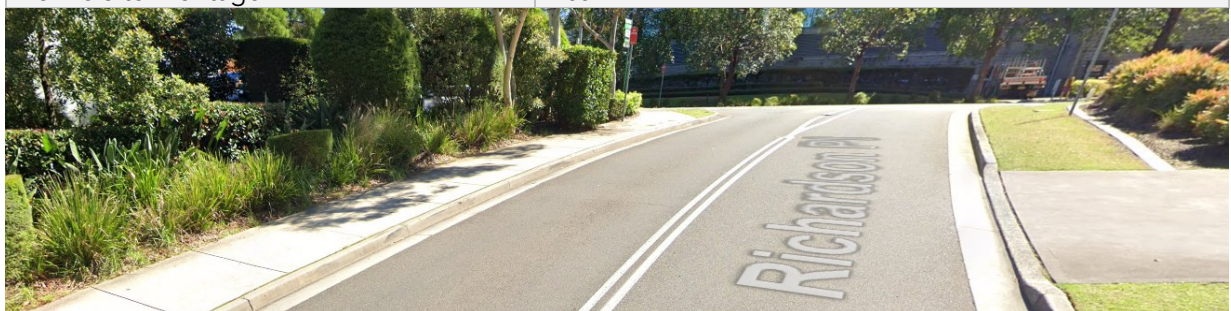


Figure 9: Richardson Place (Source: Google Map Street View, Westbound)

2.2. Approved Heavy Vehicle Route (AV Route)

Transport for NSW (TfNSW) heavy vehicle mapping identifies the arterial routes leading to North Ryde as approved for 19 metre Articulated Vehicles (AVs). These approved freight corridors form the basis of the construction haulage route to the site.

The approved AV approach and departure path is illustrated in Figure 10 showing the permitted heavy vehicle movement from the State Road network to the site access point on Julius Avenue.

This ensures all large construction vehicles remain on approved heavy vehicle routes for the majority of the journey, minimising impacts on the surrounding local road network.

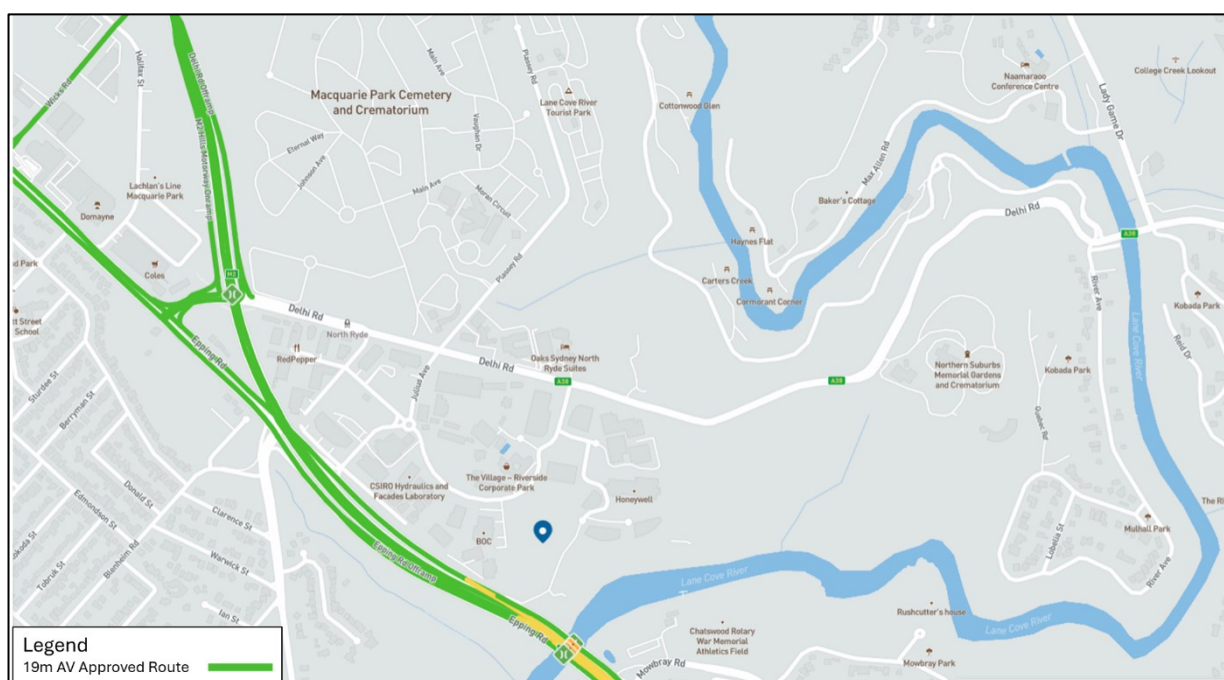


Figure 10: 19m AV Approved Route

2.3. Public Transport

A review of public transport options within the walking catchment of the site has been undertaken, including train, Sydney Metro, and bus services. According to the NSW Planning Guideline for Walking & Cycling (2004), a distance of 400–800 metres (approximately 5–10 minutes on foot) represents a comfortable walking range, while 1,500 metres (around 15 minutes by bicycle) is considered an appropriate cycling catchment. Figure 11 illustrates the walking catchment areas for the site, along with the public transport options located within them.

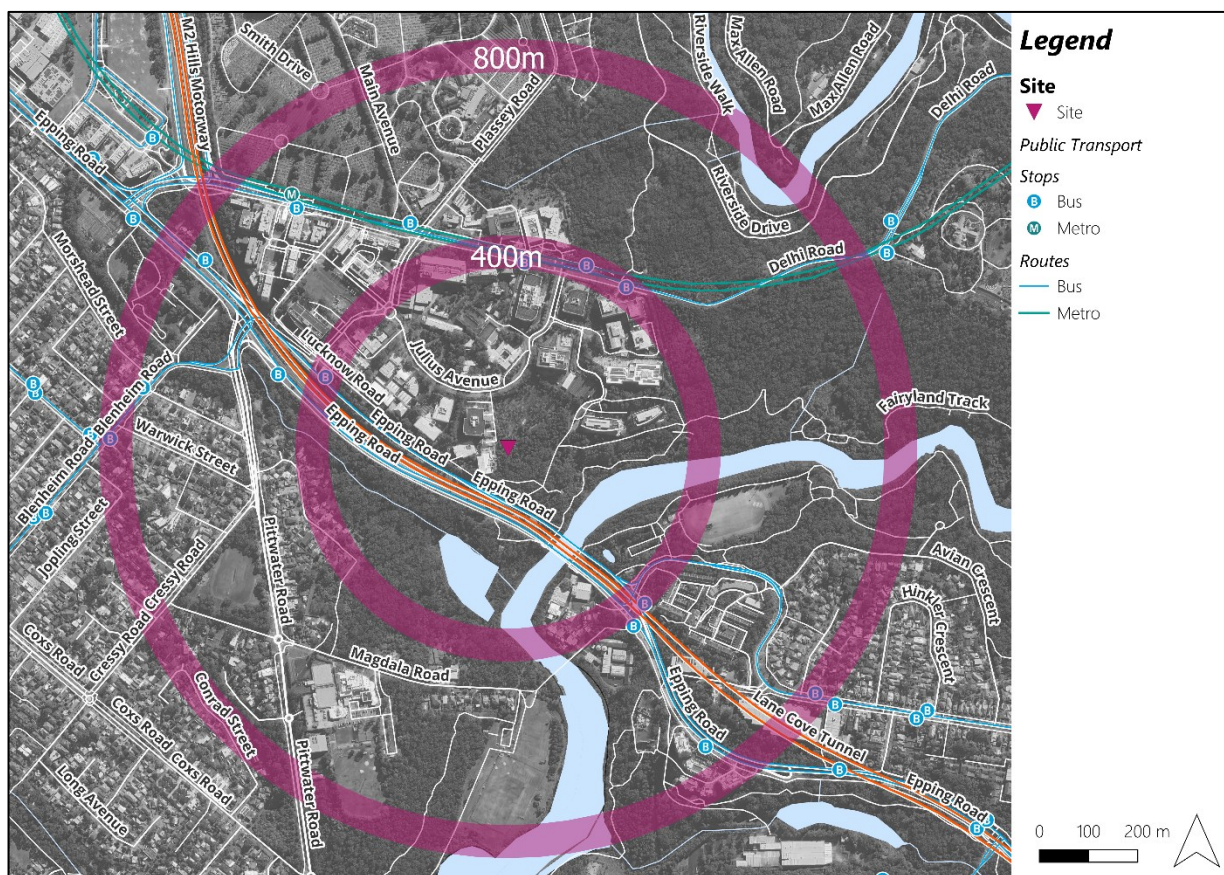


Figure 11: Public Transport within Recommended Walking Catchment

2.3.1. Bus Services

Currently, several bus routes serve the North Ryde area, operated by the State Transit Authority (STA) and Hillsbus. Most of these routes connect North Ryde to Macquarie Park to the west and Sydney CBD and Chatswood to the east. A summary of the bus services is provided in Table 5.

Table 5: Bus Operation Summary

Routes	Coverage	Operation Summary		
		Weekdays	Saturday	Sunday and Public Holiday
290	Epping to City Erskine St via North Sydney (Night Service)	Every 20-60 minutes	12 services	4 services
291	Epping to McMahon's Point via North Sydney	Every 20-60 minutes	Every 60 minutes	Every 60 minutes
292	Marsfield to City Erskine St via Macquarie Park, Lane Cove	Every 20-40 minutes	Every 20-40 minutes	Every 20-40 minutes
293	Marsfield to City Wynyard via Lane Cove Tunnel	Every 10 minutes	No services	No services
286	Killarney Heights H to Chatswood Station	One Service	No services	No services
287	Ryde to Milsons Point via St Leonards & North Sydney	Seven services	No services	No services
288	Sydney Japanese International School to Miller St before Amherst St	Every 15-20 minutes	Every 15 minutes	Every 30 minutes
533	Chatswood to Sydney Olympic Park via North Ryde & Rhodes	Every 12 – 30 minutes	Every 30 minutes	Every 30 minutes
622	Dural to Milsons Point via Cherrybrook	Every 30 minutes	No services	No services
297	Denistone East to City Wynyard via Lane Cove Tunnel	Every 15-20 minutes	No services	No services
516	Top Ryde City to Chatswood via North Ryde	Every 30 minutes	Every 30-60 minutes	Every 30-60 minutes

2.3.2. Train Services

North Ryde Metro Station is located approximately 650 metres from the site, or a circa 8-minute walk. During the morning and evening peak hours, the station is provided with a service in either direction (towards Sydenham or Tallawong) every four minutes. Passengers can interchange from the North Shore Line at Chatswood, the Northern Line (via Strathfield) and the Newcastle and Central Coast Line at Epping or Chatswood. Figure 12 shows the Sydney train services route. Table 6 indicates the number of peak hour services and operating hours from the North Ryde Station.



Figure 12: Train Services (Source: TfNSW Trip Planner, modified by ptc.)

Table 6: Metro Services Summary

Service	Direction	Frequency
Metro Northwest & Bankstown Line	To Sydenham	Monday to Friday: Every 4-10 minutes Saturday: Every 10 minutes Sunday and Public Holiday: Every 10
	To Tallawong	Monday to Friday: Every 4-10 minutes Saturday: Every 10 minutes Sunday and Public Holiday: Every 10 minutes

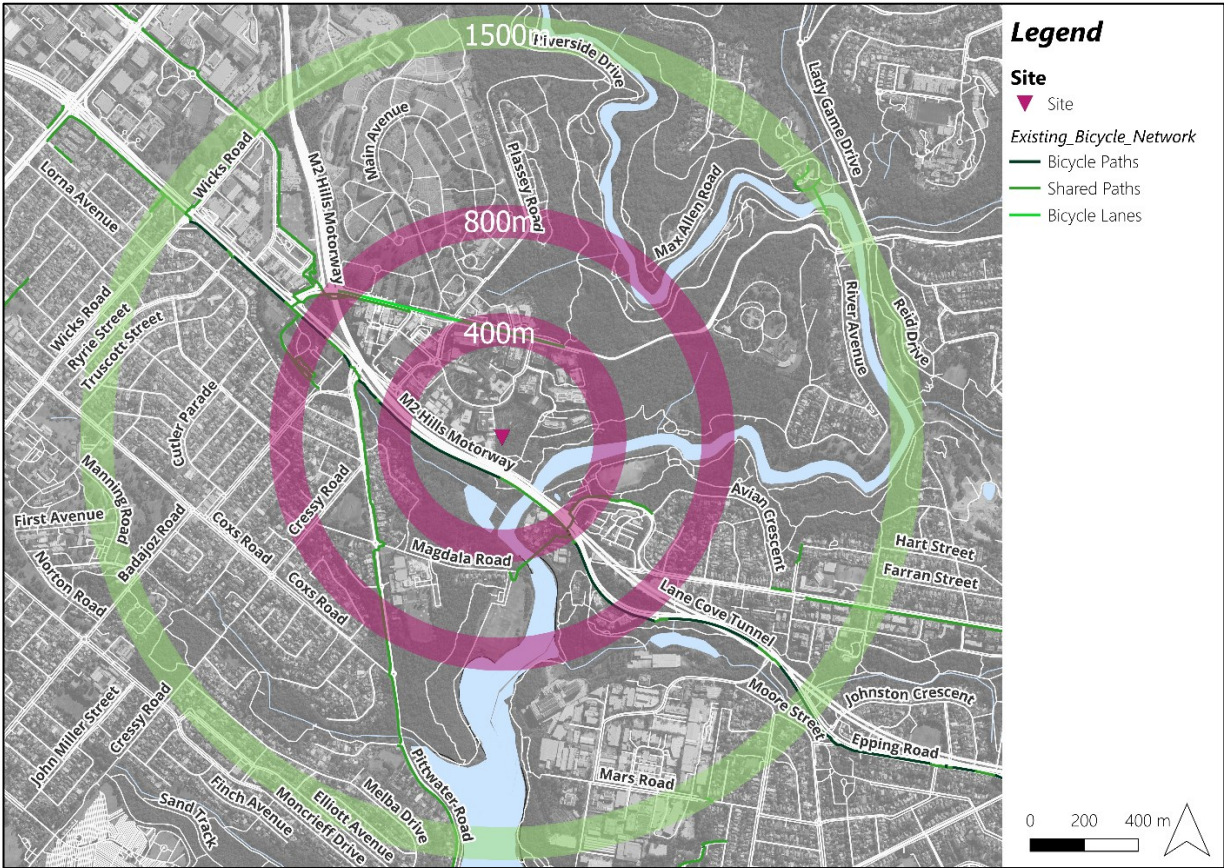


Figure 14: Surrounding Cycling Infrastructure (Source: TfNSW Cycleway Finder, modified by ptc.

3. Preliminary Construction Traffic Management Plan

The following sections outline the proposed construction activities, anticipated timeline and the traffic management measures to ensure safe and efficient movement of workers, construction vehicles, pedestrians and the general public during the delivery of the project.

This is a preliminary plan, prepared prior to the appointment of a Principal Contractor. As such, certain elements will require refinement once detailed staging, vehicle scheduling and contractor methodologies are confirmed.

3.1. Objective

The traffic management plan associated with the construction activity aims to ensure the safety of all workers and road users within the vicinity of the construction site, and the following are the primary objectives:

- To minimise the impact of the construction vehicle/traffic on the overall operation of the road network
- To ensure continuous, safe and efficient movement of traffic for both the general public and construction workers. One movement is defined as a single vehicle performing either entry or exit to the site in a single direction, not both.
- Installation of appropriate advanced warning signs to inform users of the changed traffic conditions
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site
- To provide information regarding the changed access arrangement and a description of the proposed external routes for vehicles, including the construction vehicles accessing the site
- Establishment of a safe pedestrian environment in the vicinity of the site.

3.2. Key Standards and Guidelines

Reference has been made to the following Standards and guidelines:

- *TfNSW Traffic Control at Works Sites (TCAWS) Technical Manual Issue 6.1*
- *AS1742.3:2009 Manual of Uniform Traffic Control Devices Part 3: Traffic Control Devices for Works on Roads*

3.3. Traffic Management Planning Process

Temporary Traffic Management (TTM) for the project has been planned in accordance with *Transport for NSW, Traffic Control at Work Sites – Technical Manual, Issue No.6.1, 2021 (TCAWS)*. The process is shown in Figure 15.

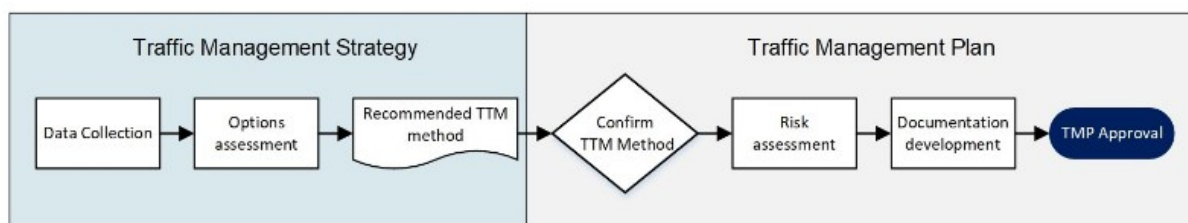


Figure 15: Traffic Management Planning Process

An iterative process is being adopted in collaboration with relevant stakeholders to adopt the most appropriate traffic management approach and develop the associated documents for the work.

3.4. Traffic Management Strategy

A traffic management strategy has been chosen to support the appropriate allocation of time, funds, and resources for the project and allow for consultation to determine the safest and most efficient way for road users to interact with the work site. The following have been considered in determining the TTM method:

Detour Options

No detours are proposed. All construction activities and deliveries will occur from within the site footprint.

Site Location

Signage placement will prioritise visibility to approaching vehicles on Julius Avenue without obstructing pedestrian movement.

Work Area

All construction works will be contained within site boundaries unless otherwise approved. No road closures are proposed.

Vulnerable Road Users

Pedestrian desire lines along Julius Avenue will remain open throughout construction. Cyclist and motorcycle access will be unaffected.

Community Facilities and Needs

Nearby bus stops will remain accessible. Pedestrian pathways and access to neighbouring properties will be maintained.

3.5. Decision of TTM Method

Construction activities, including deliveries and excavation, will occur entirely within the site. Traffic will be fully separated from the work area.

Where works extend temporarily onto public areas (e.g. mobile crane lifts), method statements and traffic control plans will be submitted to Council for approval prior to implementation.

A detailed Construction Traffic Management Plan (CTMP) will be prepared by the appointed contractor prior to Construction Certificate.

3.6. General Requirements

In accordance with the Standards and guidelines outlined in Section 3.2. All vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles from depositing onto the roadway during travel to and from the site.

All subcontractors must be inducted by the lead contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The lead contractors will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles.

Vehicles operating to, from and within the site shall do so in a manner that does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted or required on any paved roads. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

3.7. Staging and Program

The exact construction stages and program will be determined once a Principal Contractor has been appointed to deliver the construction works.

As no contracted builder has been appointed at this stage, **ptc.** provide the below estimations for construction vehicle movements based on similar projects. These are subject to change and confirmation following the appointment of a builder.

- Estimated 20 (10 inbound and 10 outbound) heavy vehicle movements on any given typical day.
- Estimated 144 (74 inbound and 72 outbound) light vehicle movements on any given typical day.

3.8. Queue Length Analysis

Queue length analysis will be conducted once the Principal Contractor is appointed, as the estimated number of construction vehicles may vary slightly depending on the construction schedule.

3.9. Hours of Work

All works associated with the construction of the development and activities in the vicinity of the site generating noise associated with the preparation for the commencement of work (e.g. loading/unloading of goods, transferring of tools, etc.) in connection with the proposed development will be limited to the permitted work hours as per the approved development application conditions (once issued). The estimated construction working hours are as follows:

- Monday to Friday: 7 am to 6 pm (11 hours)
- Saturday: 8 am to 4 pm (8 hours)

Notwithstanding the above, the use of a crane for special operations, including the delivery of materials, hoisting of plant and equipment and erection and dismantling of onsite tower cranes which warrant the on-street use of mobile cranes outside of the above hours can occur, subject to a separate application being submitted to and approved by Council under Section 68 of the Local Government Act 1993 and Sections 138/139 of the Roads Act 1993.

3.10. Construction Vehicle Types

It is anticipated that the works will involve the use of the following vehicle types:

- 8.8m Medium Rigid Vehicles (MRV)
- 12.5m Heavy Rigid Vehicle (HRV)
- 20m Articulated Vehicle (AV)
- 400 tonne mobile crane

Any oversized vehicles (including the use of mobile cranes) that are required to travel to the project in the vicinity of the site will be dealt with separately, with the submission of required permits to and subsequent approval by the Council and TfNSW prior to any delivery being undertaken. Any road closures associated with the use of a mobile crane must be applied to the Council in advance, as it requires Local Traffic Committee approval. All Oversize Overmass (OSOM) applications must be submitted via the National Heavy Vehicle Regulator (NHVR) portal.

3.11. Indicative Construction Vehicle Route

All construction vehicles will access and exit the site exclusively via Julius Avenue, using the existing shared driveway on the western boundary of the site. A left in and right out arrangement is considered the most suitable access configuration for this site, as it provides the safest and most efficient route for construction vehicles and minimises conflict with opposing traffic movements.

This single access point will accommodate all construction traffic, including the largest anticipated construction vehicles, being the 19 metre Articulated Vehicle (AV) and the 400 tonne mobile crane.

Access by AVs and crane vehicles will be undertaken under controlled conditions, including traffic control, supervision by accredited traffic controllers where required, and coordination with site management to ensure safe entry and exit movements. These measures will minimise conflicts with general traffic and pedestrians and will be implemented in accordance with this CTMP.

Indicative inbound and outbound construction routes are shown in Figure 16 and Figure 17, illustrating the preferred approach and departure paths between the site and the surrounding arterial road network.



Figure 16: Preliminary Construction Vehicle Inbound Route (Source: Nearmap, modified by ptc.)

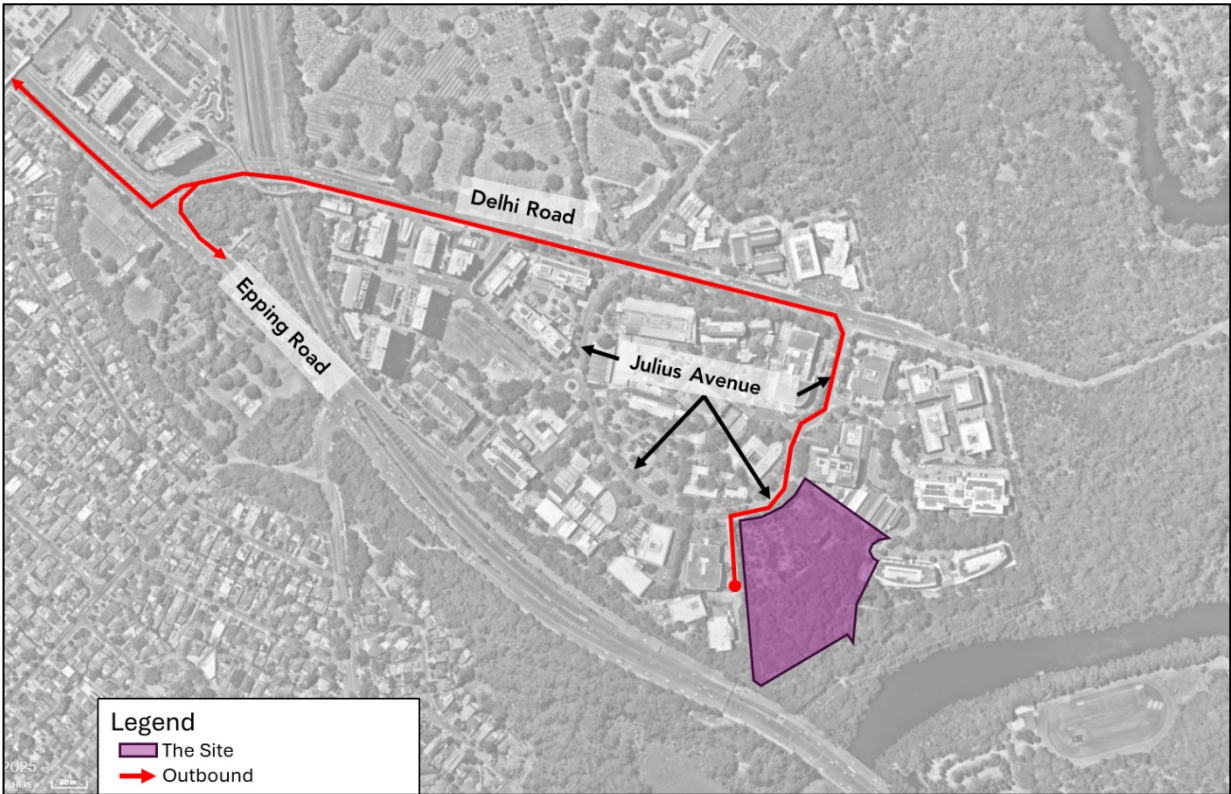


Figure 17: Preliminary Construction Vehicle Outbound Route (Source: Nearmap, modified by ptc.)

To confirm suitability for construction traffic, swept path assessments were undertaken for key movements using the nominated construction vehicle fleet. These assessments demonstrate that the required movements can be accommodated through temporary traffic management and supervised manoeuvres, without the need for permanent driveway or road widening works.

The swept path analysis indicates that the 19-metre Articulated Vehicle (AV) may encroach across the centre line during turning movements. These construction movements will be managed under controlled conditions, including supervision and the implementation of a Traffic Guidance Scheme (TGS) where required, to safely manage vehicle interactions.

Swept paths for the 19 metre AV and the 400-tonne crane are provided in Appendix 1.

3.12. Pedestrian Access

Pedestrian access to the construction site will be restricted at all times. The Principal Contractor will install and maintain secure perimeter fencing or hoarding to clearly define the construction zone and prevent unauthorised entry by the public.

Public footpaths along Julius Avenue will remain open during construction except where short-term closures are required to facilitate specific activities such as mobile crane lifts or material deliveries. Any temporary footpath closures will be planned in advance, minimised in duration, and supported by appropriate traffic control measures in accordance with the relevant Standards and guidelines.

Pedestrian management measures will include:

- Maintaining clear, unobstructed pedestrian paths adjacent to the site wherever practicable
- Providing advance warning signage to alert pedestrians of changed conditions
- Implementing temporary diversions only where essential, with compliant kerb ramps and delineation
- Ensuring all access points to the site are securely locked when construction activities are not in progress

All pedestrian controls will be detailed further in the Construction Traffic Management Plan (CTMP) prepared by the Principal Contractor prior to construction commencement.

3.13. Traffic Guidance Scheme (TGS)

The Traffic Guidance Scheme (TGS) will define the temporary traffic arrangements and signage layout to inform road users of changed conditions in the vicinity of the works.

All TGSs will:

- Be prepared in accordance with TfNSW Traffic Control at Work Sites Technical Manual Issue 6.1 (2022) and AS 1742.3 – Traffic Control Devices for Works on Roads.
- Be certified by an accredited person and approved by City of Ryde Council and TfNSW prior to implementation; and
- Be reviewed and updated as construction staging progresses.

The Principal Contractor will ensure that appropriate pedestrian and vehicle management is provided at all public-road interfaces to facilitate safe truck movements and efficient site operations.

All day-to-day truck access and egress will be supervised by accredited Traffic Controllers, and advance warning signage will advise motorists of their presence.

Temporary Road Closure: No full or long-term road closures are anticipated. Works will occur within the site boundaries or under managed traffic conditions that maintain continuous access for local residents and service vehicles.

3.14. Special Deliveries

Oversized or over-mass deliveries, including mobile cranes, mechanical plant, structural components or major equipment, will be managed through dedicated procedures separate from daily construction traffic operations.

- Any oversized vehicle required to access the site will be subject to the following requirements:
- Submission of Oversize Overmass (OSOM) permit applications to the National Heavy Vehicle Regulator (NHVR)
- Notification and approval from Transport for NSW (TfNSW) and/or City of Ryde Council, where applicable
- Lodgement of requests at least 28 days prior to the planned delivery date
- Preparation of a detailed Traffic Guidance Scheme (TGS) and, where necessary, a site-specific method statement
- Provision of accredited traffic control to manage pedestrian and vehicle movements during delivery

Oversized deliveries will be scheduled during off-peak periods wherever feasible to minimise impacts on Julius Avenue and surrounding intersections. All such activities will be coordinated by the Principal Contractor and communicated to relevant stakeholders in advance.

3.15. Staff Parking

Construction workers will not be permitted to park on surrounding streets. To minimise impacts on the local road network, all construction-related parking will be managed either within the site compound or in off-site parking areas arranged by the Principal Contractor. Julius Avenue is subject to 'No Stopping' restrictions along the majority of its length, further discouraging construction-related on-street parking.

The total number of on-site workers will vary depending on the stage of construction. At peak construction activity, it is expected that up to 80 workers may be present on site. Parking demand during construction will be managed through the following measures:

- Designated on-site parking for essential personnel only (site supervisors, foremen, safety officers and key subcontractors)
- Off-site worker parking, with shuttle transfers or coordinated carpooling where required
- Encouraging the use of public transport, noting the site is within walking distance of North Ryde Metro Station
- Worker induction procedures clearly prohibiting parking on Julius Avenue or nearby streets
- Daily monitoring and enforcement by site management

These measures ensure that construction worker parking is contained and does not impact local residents, businesses or the surrounding road network.

3.16. Work Site Security

To provide security to the worksite and protection to the general public, it is proposed that appropriate fences or hoardings be erected along the development site boundary as outlined in Section 3.12. This fencing will define the extent of the worksite.

All access points are to be securely locked when construction activities are not in progress.

The exact location of this fence is to be agreed upon on-site prior to the commencement of the work.

3.17. Staff Induction

All staff and subcontractors engaged on-site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedures. Additionally, the Principal Contractor will discuss TMP requirements regularly as a part of toolbox talks and advise workers about public transport and carpooling opportunities.

3.18. Emergency Vehicle Access

The proposed traffic control arrangements do not propose the closure of any local roads.

Any emergency vehicles requiring access to the project site will do so via the site access on Julius Avenue.

3.19. Access to Adjoining Property

Access to all adjoining properties will be maintained throughout the works. The adjacent landowners will be notified of works via letterbox distribution and road signage to advise of anticipated truck movements in operation, with access to adjoining properties being maintained at all times.

3.20. Occupational Health and Safety

Any workers required to undertake work or traffic control within the public domain shall be suitably trained and covered by adequate and appropriate insurance. All traffic control personnel will be required to hold SafeWork NSW accreditation in accordance with Section 7.1 of Traffic Control at Worksites.

A comprehensive Work Health and Safety management plan will be implemented by the contractor and will be available upon request by the Council or residents. It shall be constantly reviewed as the design and construction methodology progress.

3.21. Consultation and Method of Communicating Traffic Changes

Traffic Guidance Schemes in accordance with Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and TfNSW Traffic Control at Worksites will advise motorists of upcoming changes in the road network.

During site operation, the contractor shall, each morning, prior to work commencing, ensure all signage is erected in accordance with the TGS and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is either covered or removed as required.

Any variation to the layout of the TGS on site is to be recorded and certified by authorised SafeWork NSW-accredited personnel. The associated TGS road signage will inform drivers of work activities in

the area, including truck movements during operation. It must also be approved by the Council prior to implementing any changes.

3.22. Contact Details for On-site Enquiries and Site Access

The contact details and telephone number will be confirmed prior to commencement on site once the Principal Contractor for the development is finalised.

4. Conclusion

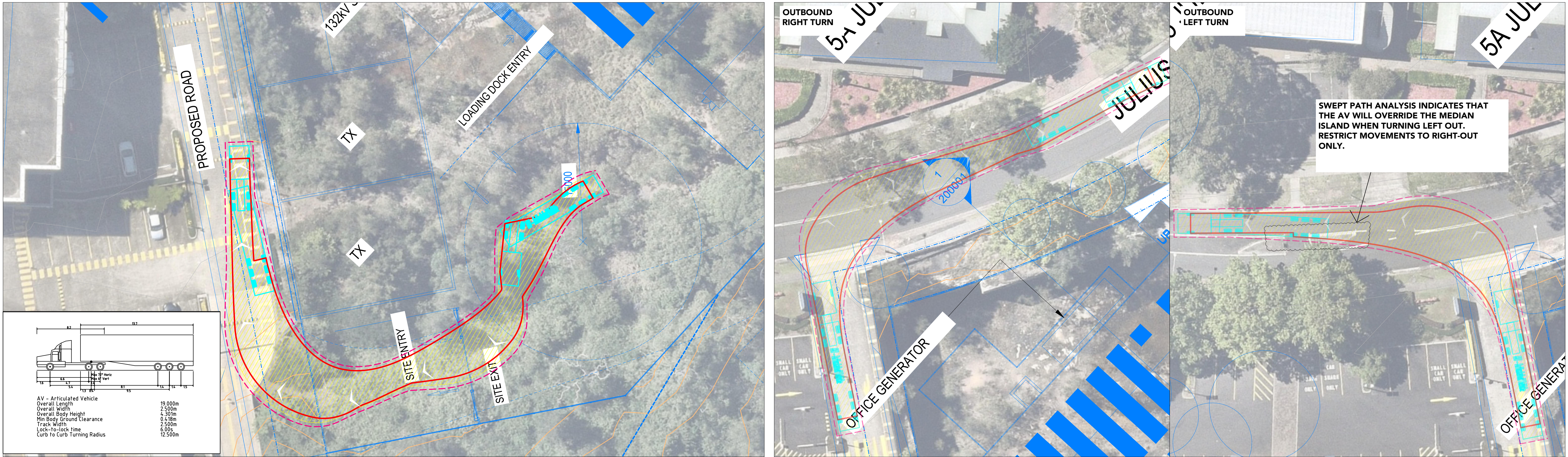
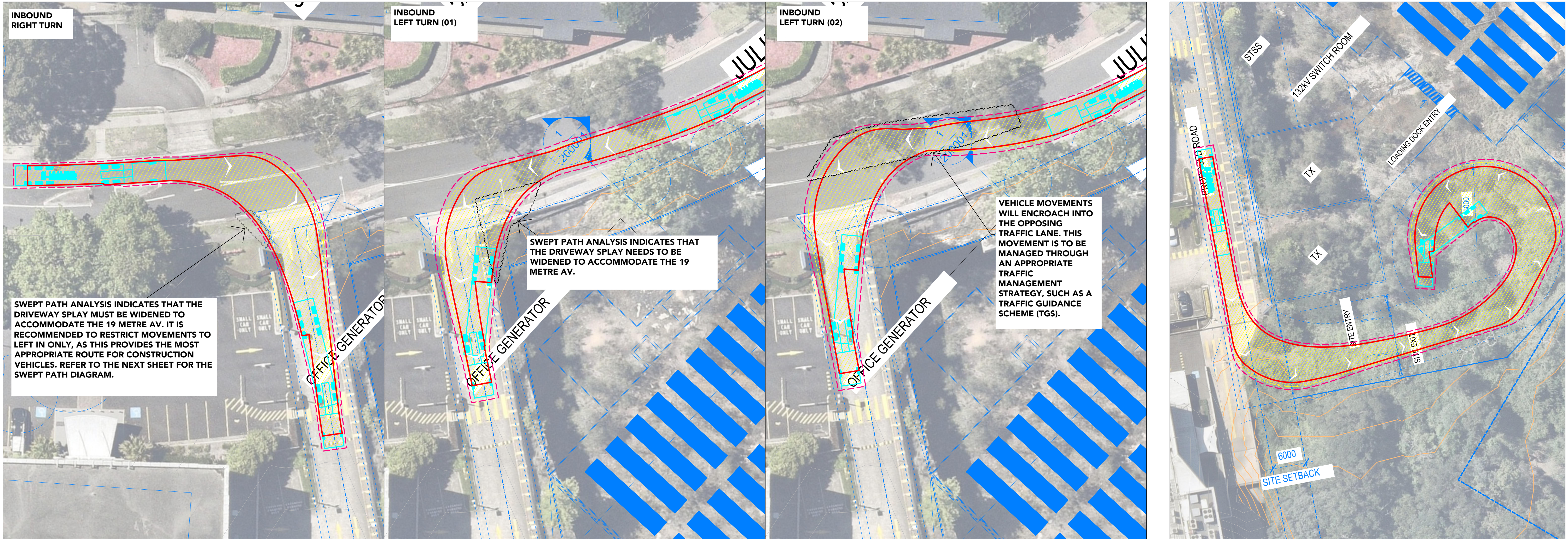
This Preliminary Construction Traffic Management Plan has reviewed the proposed Julius Avenue Data Centre works and the surrounding transport network. The assessment confirms that all construction traffic can be managed via the existing shared driveway on Julius Avenue, with a left in and right out arrangement identified as the most suitable access configuration for the site.

Swept path analysis demonstrates that the existing driveway arrangement can accommodate the nominated construction vehicle fleet, including a 19-metre Articulated Vehicle and a 400-tonne mobile crane. The analysis indicates that AV movements may encroach across the centre line during turning manoeuvres; however, these movements will be undertaken under traffic controller supervision and managed through a suitable Traffic Guidance Scheme prepared in accordance with TfNSW and Australian Standards.

Construction activities will be contained within the site wherever practicable, with no detours or full road closures anticipated. Pedestrian access along Julius Avenue will be maintained, except for short term, controlled closures associated with specific activities such as crane lifts. Construction worker parking will be managed on site or in designated off site areas, with no reliance for on street parking in the surrounding road network.

Overall, subject to preparation of a detailed Construction Traffic Management Plan and associated Traffic Guidance Schemes by the appointed Principal Contractor, the proposed construction traffic arrangements are considered able to be managed in a safe and efficient manner with minimal impact on the surrounding transport network and adjoining properties.

Appendix 1. Swept Paths



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P6

12/12/25

FOR INFORMATION

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P5

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DATE

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REVIEWED

DRAWING KEY

THE SWEEP PATH ASSESSMENT HAS BEEN COMPLETED UTILISING AERIAL IMAGERY IN THE ABSENCE OF SURVEY. IT SHOULD BE NOTED THAT AERIAL IMAGERY CAN HAVE AN ELEMENT OF ERROR, AND ALL SWEEP PATHS ARE PRELIMINARY AND SHALL BE VERIFIED USING SURVEY DATA OR SITE VALIDATION.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THE PROPOSED VEHICLE ROUTES AND ACCESSSES ARE SUITABLE FOR THE ANTICIPATED VEHICLES.

ALL SWEEP PATHS PERFORMED BY PTC. USING AERIAL IMAGERY ARE INDICATIVE AND SHOULD BE USED FOR PRELIMINARY PURPOSES ONLY.

PROJECT

6-8 JULIUS AVE, NORTH RYDE -
DATA CENTRE

DRAWING TITLE

19M AV SWEEP PATH ASSESSMENT -
CONSTRUCTION ACCESS (ACCESS AND
EGRESS)

CLIENT

ISPT PTY LTD

PRELIMINARY

DRAWING #

01C-0002

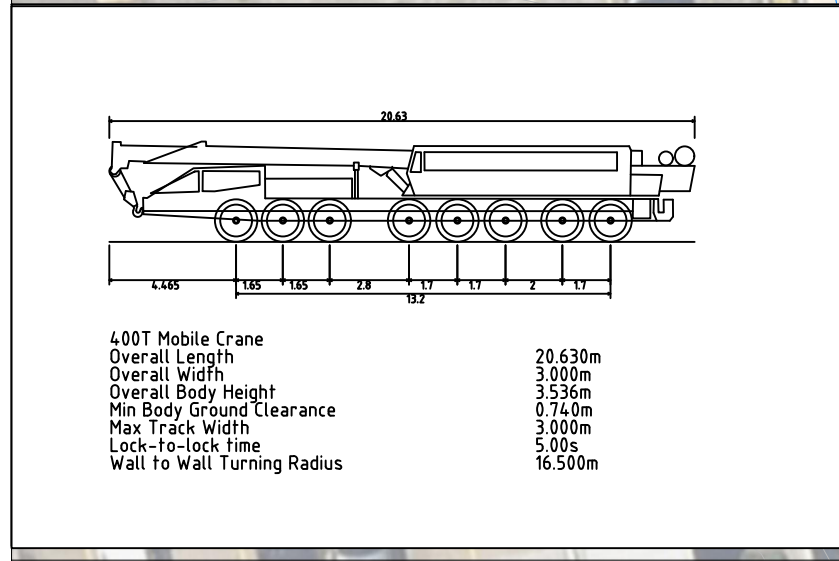
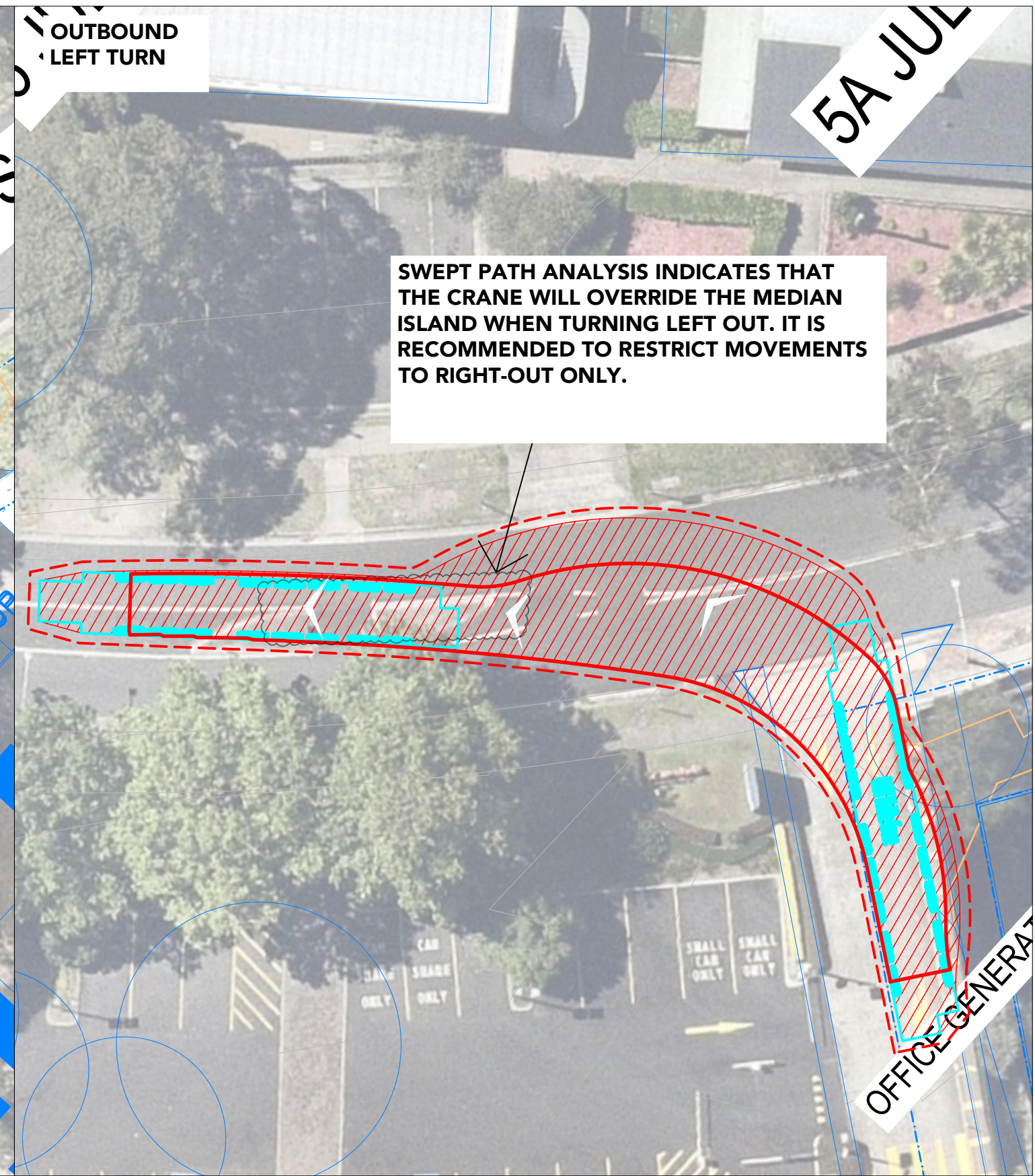
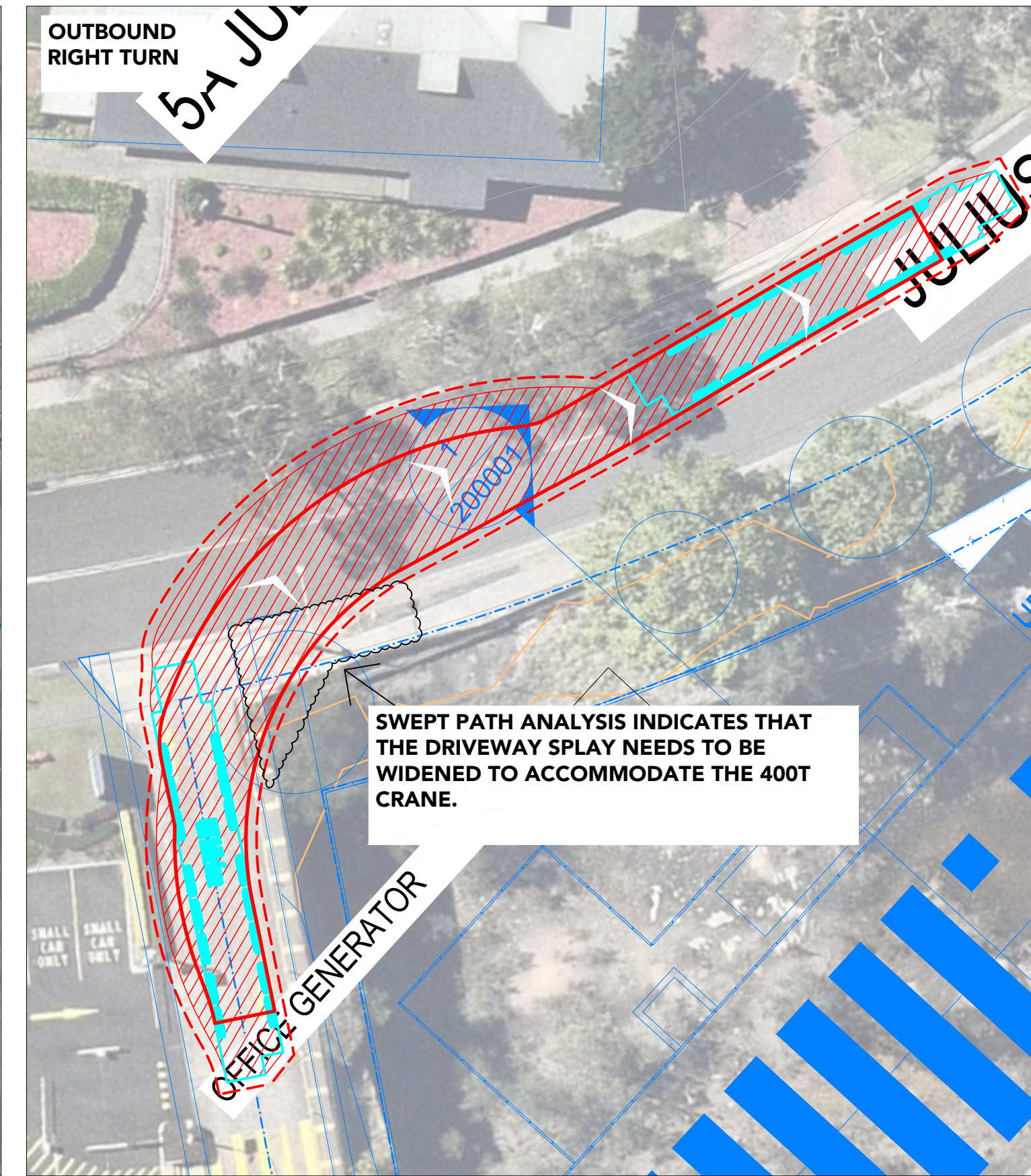
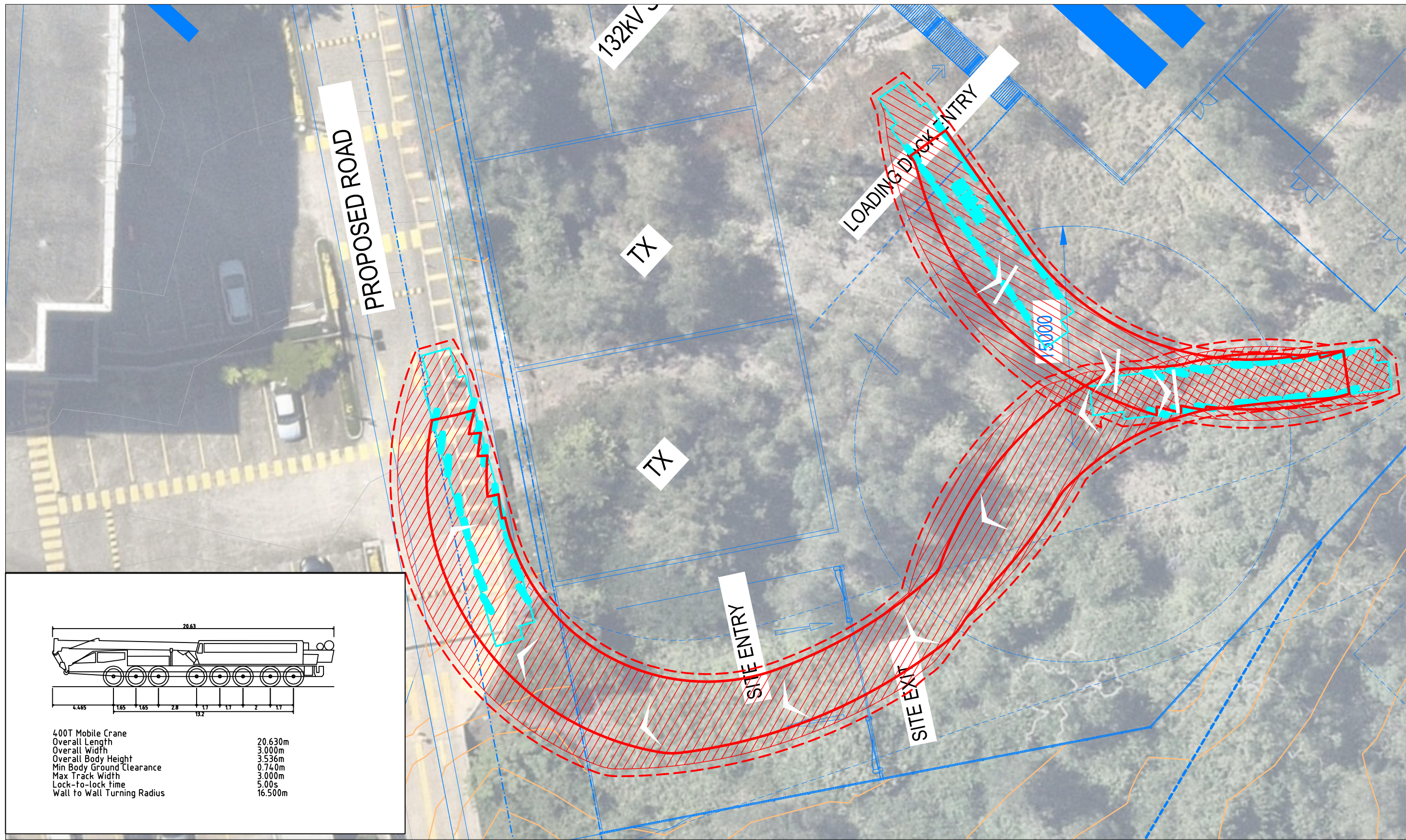
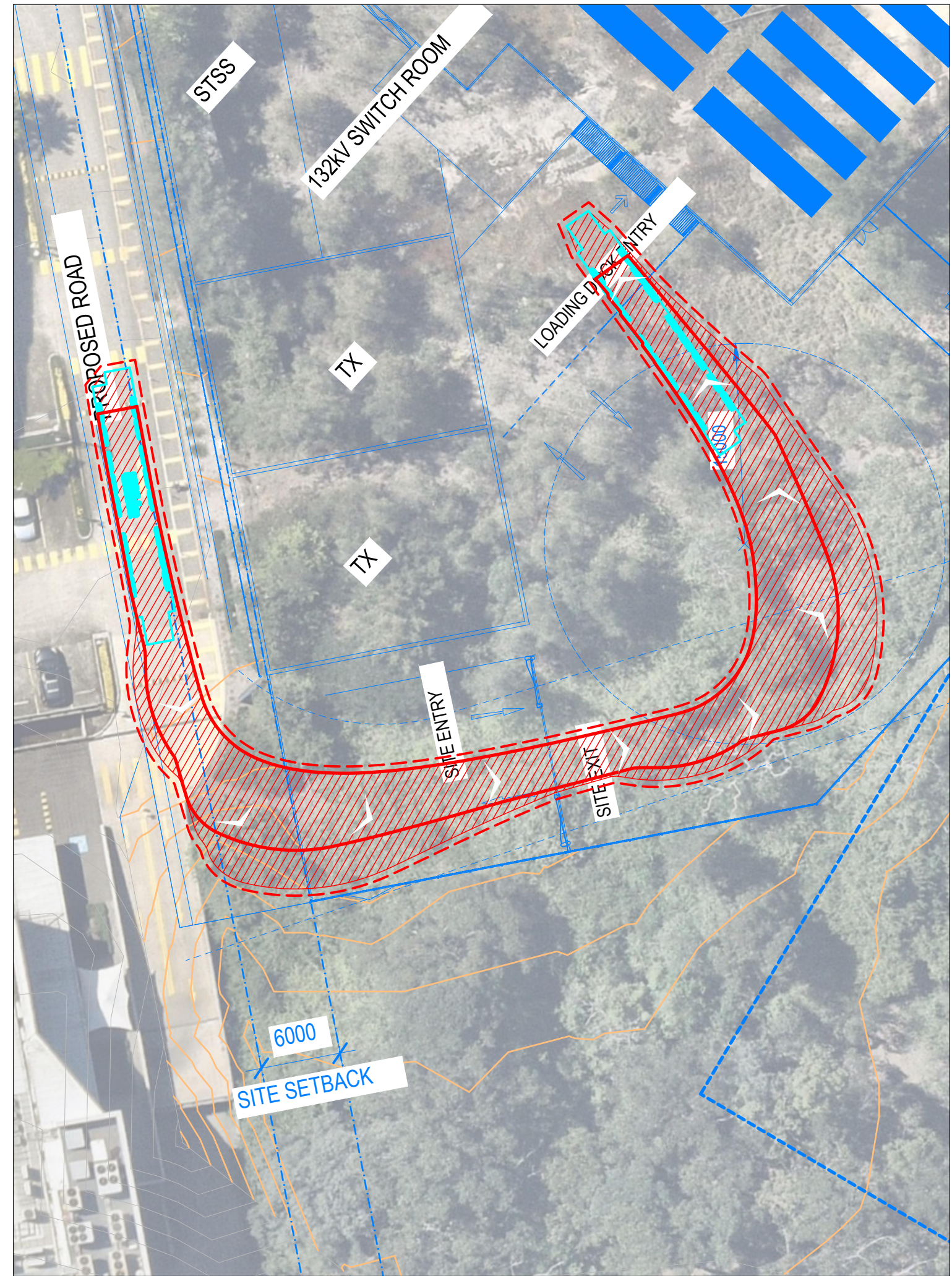
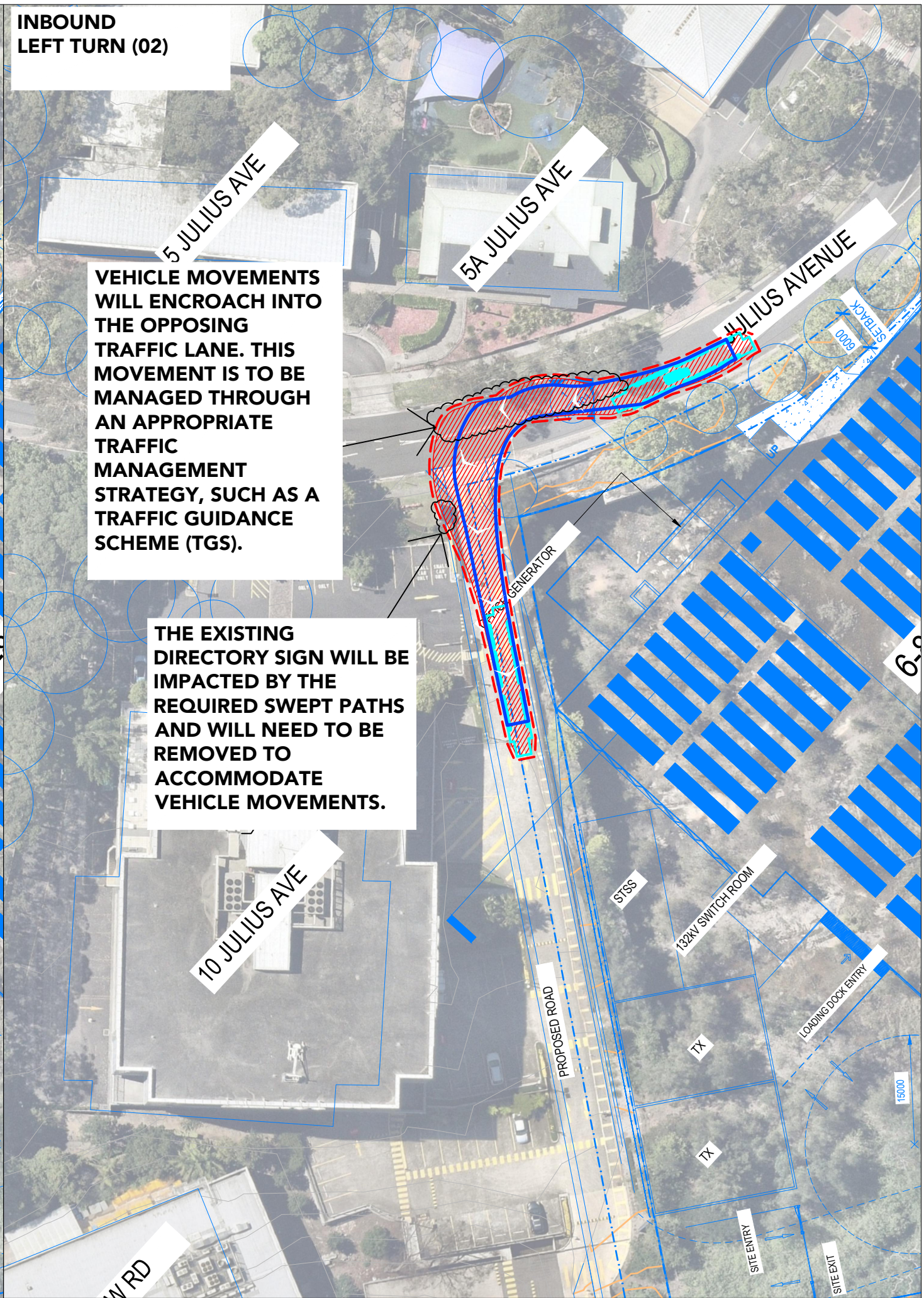
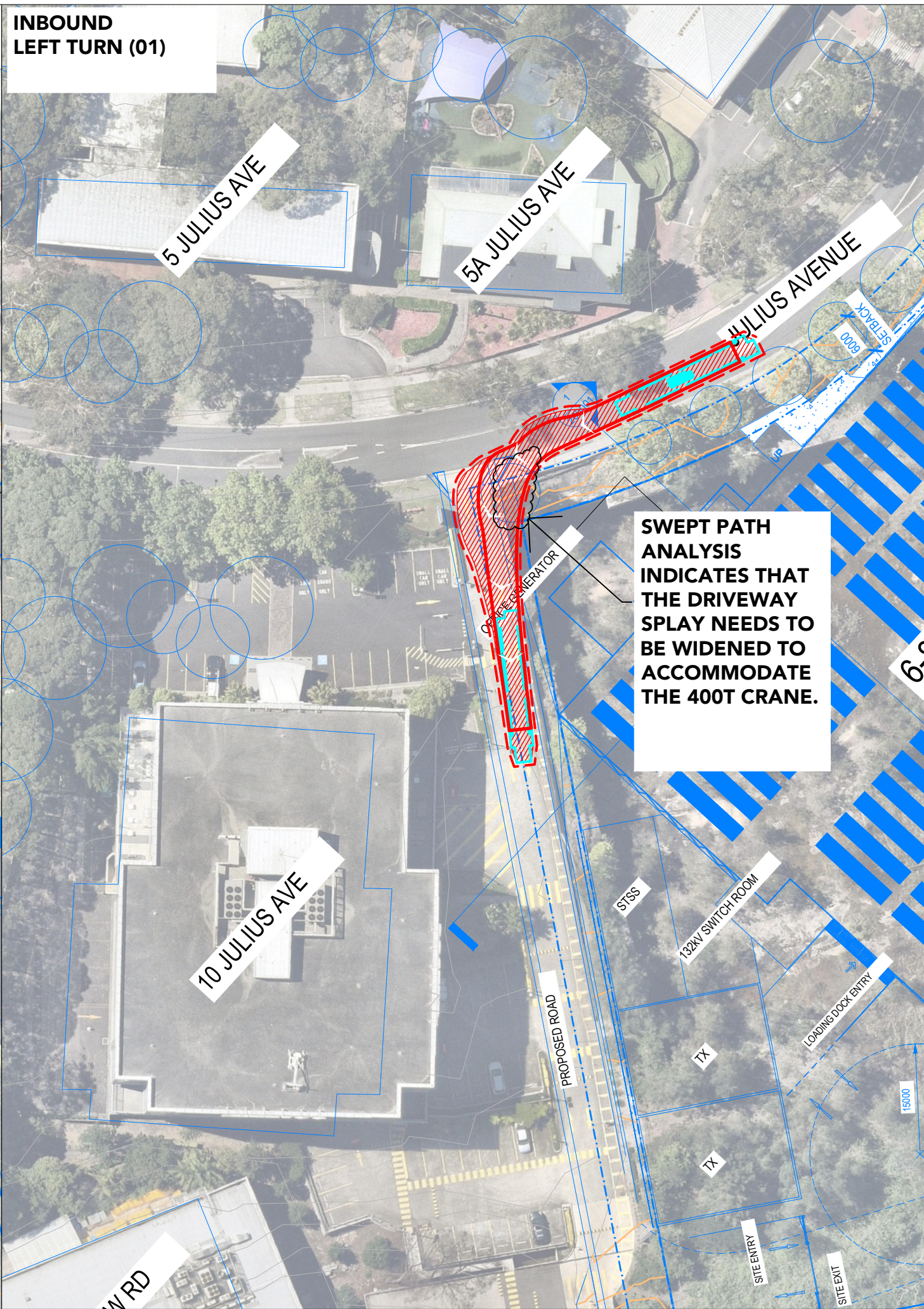
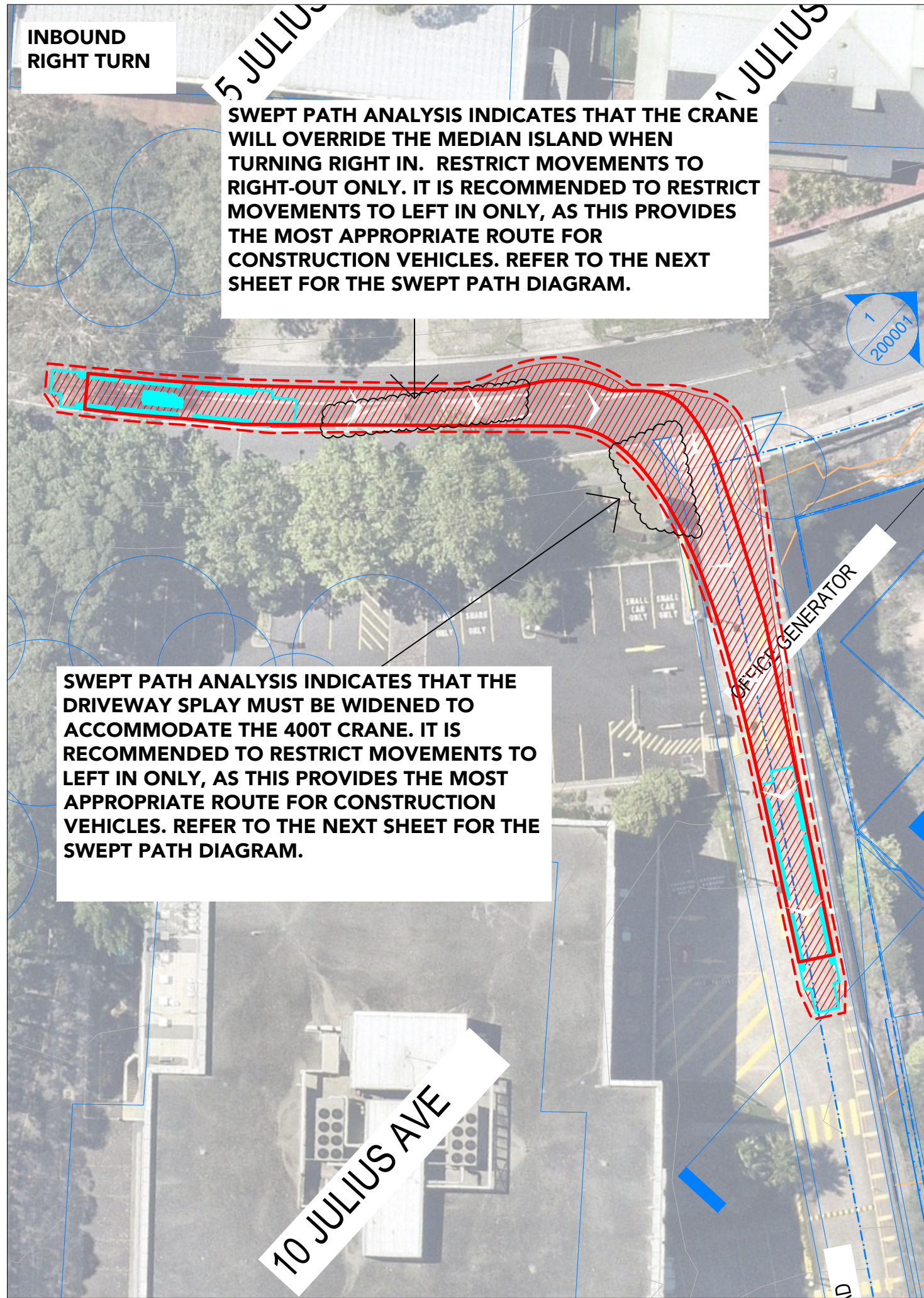
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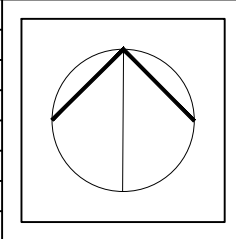
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		P2	14/04/25	FOR INFORMATION	OL DP
		P1	03/04/25	FOR INFORMATION	MA DP



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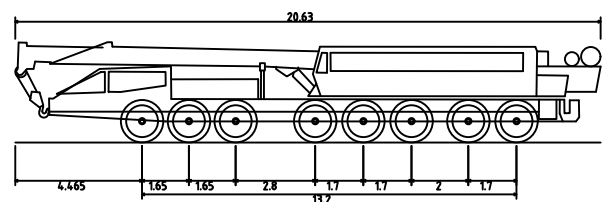
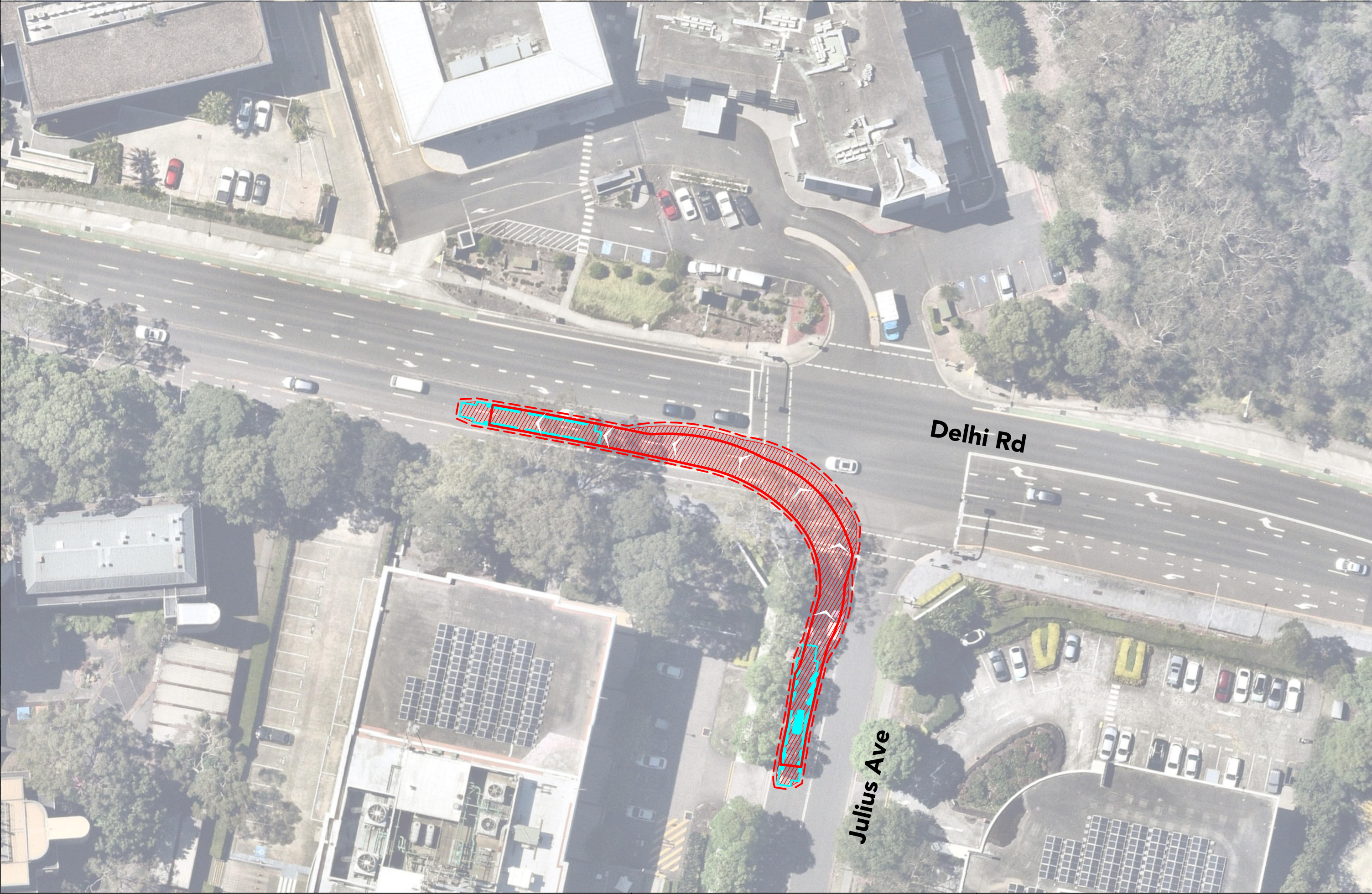
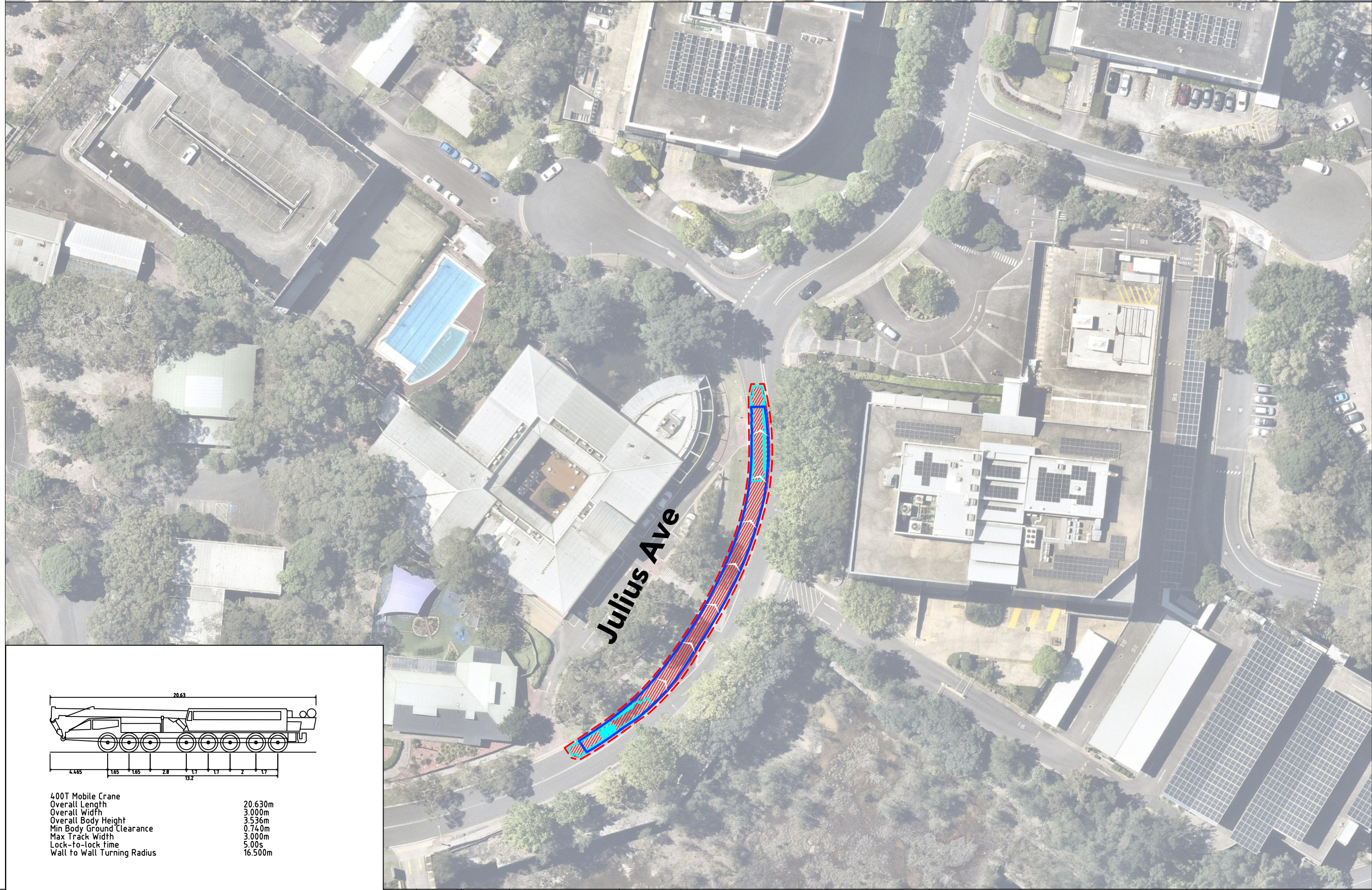
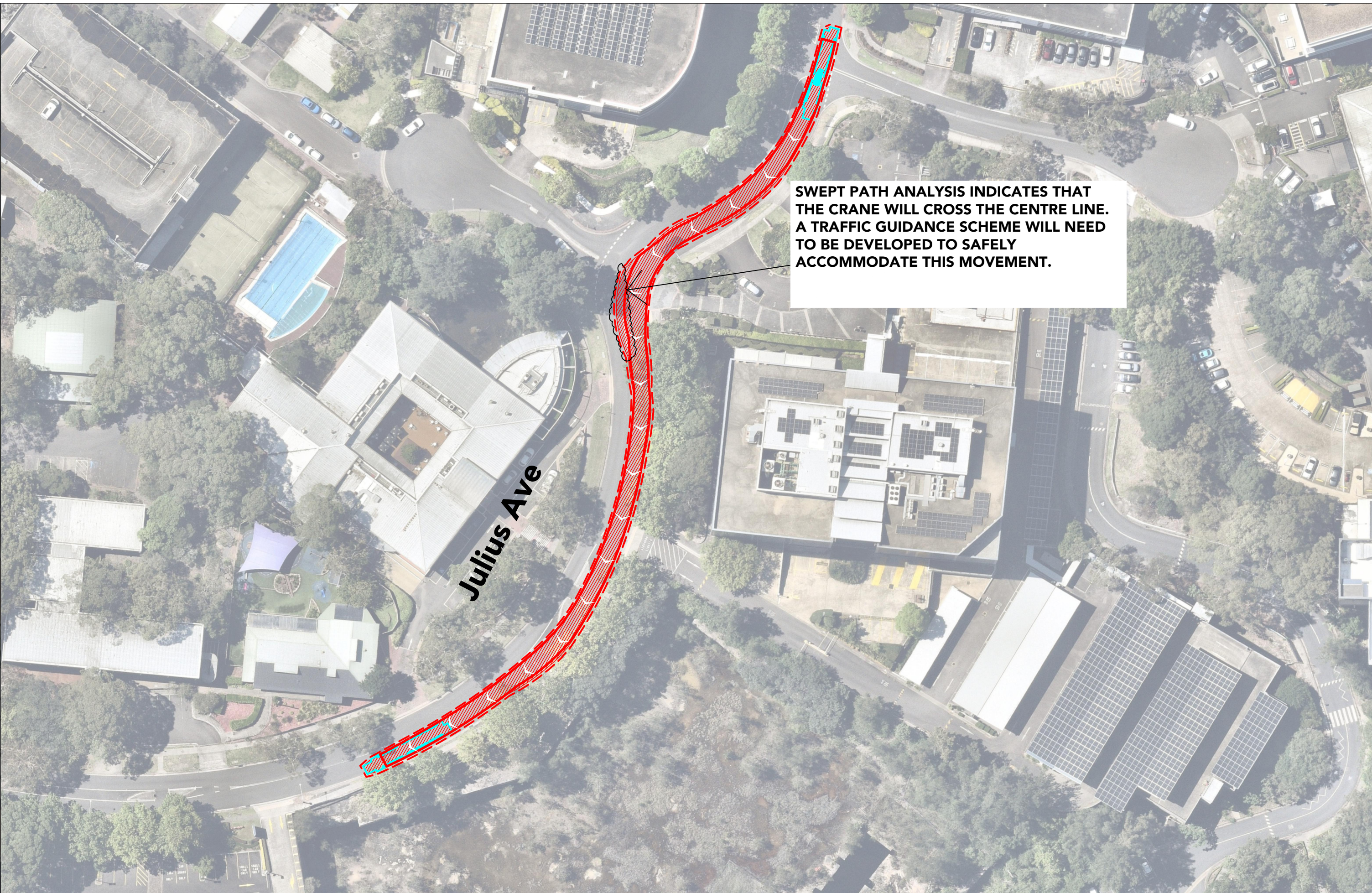
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ALL SWEPT PATHS PERFORMED BY PTC. USING AERIAL IMAGERY ARE INDICATIVE AND SHOULD BE USED FOR PRELIMINARY PURPOSES ONLY.

PROJECT
6-8 JULIUS AVE, NORTH RYDE -
DATA CENTRE

DRAWING TITLE
400t CRANE SWEPT PATH ASSESSMENT -
CONSTRUCTION ACCESS

CLIENT	ISPT PTY LTD	PRELIMINARY
DRAWING #	01C-0004	REV P6
PROJECT #	24-1146	
SCALE	NTS	

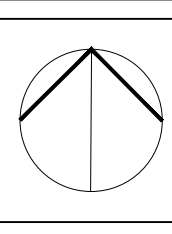


400T Mobile Crane
Overall Length 20.630m
Overall Width 3.000m
Overall Body Height 3.530m
Min Body Ground Clearance 0.710m
Max Track Width 3.000m
Lock-to-Lock Time 5.00s
Wall to Wall Turning Radius 16.500m

ptc.

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North Sydney NSW 2060
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ptcconsultants.co

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P6	12/12/25	FOR INFORMATION	MA	DP
P5	12/05/25	FOR INFORMATION	MA	DP
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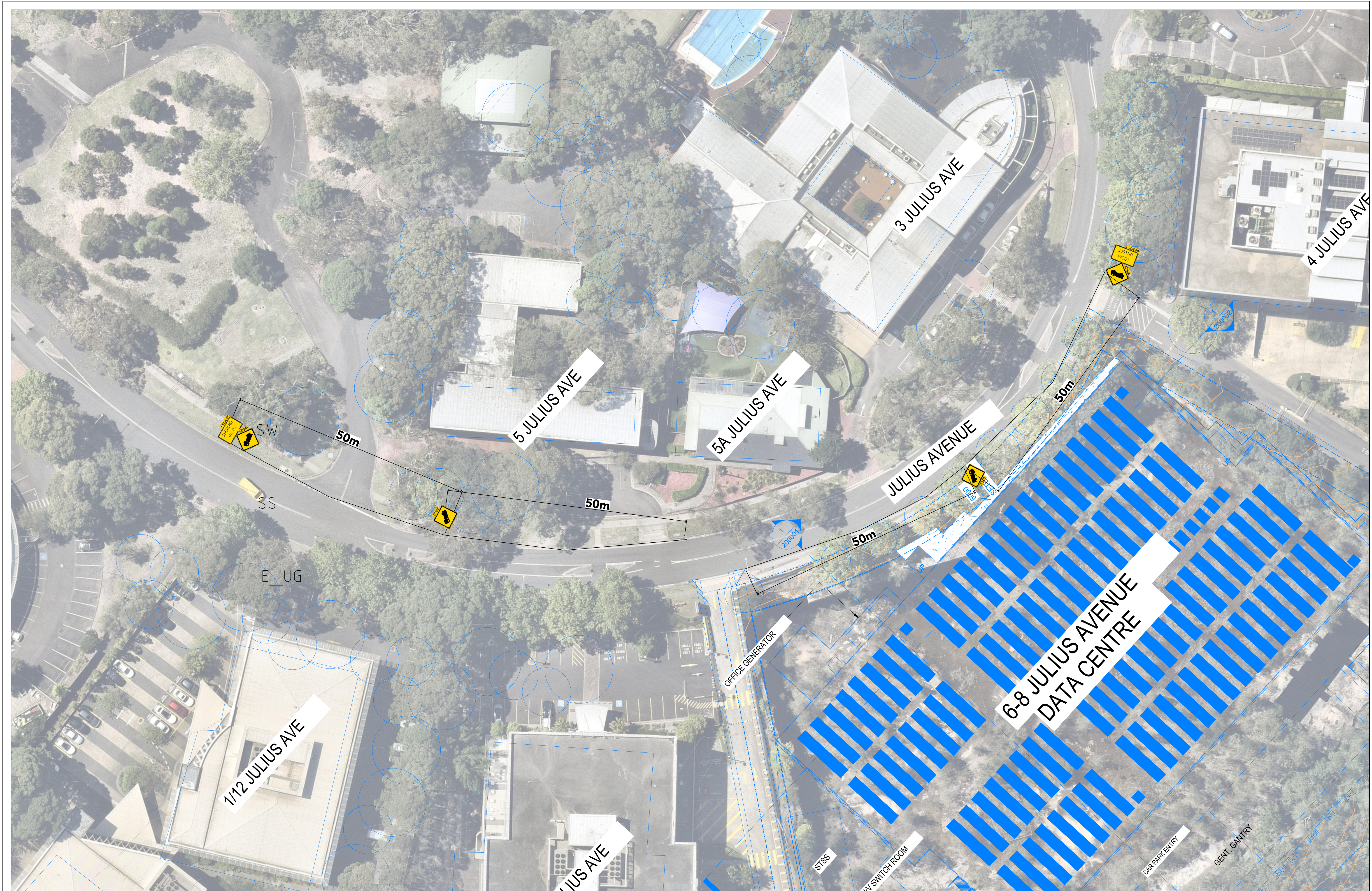
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PROJECT
6-8 JULIUS AVE, NORTH RYDE -
DATA CENTRE

DRAWING TITLE
400t CRANE SWEEP PATH ASSESSMENT -
CONSTRUCTION ROUTE

CLIENT	ISPT PTY LTD	PRELIMINARY
DRAWING #	01C-0005	REV P6
PROJECT #	24-1146	
SCALE	NTS	

Appendix 2. TGS



ptc. Suite 502, 1 James Place North Sydney NSW 2060 t +61 2 8920 0800 ptcconsultants.co	----		----	----			DRAWING KEY	THE SWEEP PATH ASSESSMENT HAS BEEN COMPLETED UTILISING AERIAL IMAGERY IN THE ABSENCE OF SURVEY. IT SHOULD BE NOTED THAT AERIAL IMAGERY CAN HAVE AN ELEMENT OF ERROR, AND ALL SWEEP PATHS ARE PRELIMINARY AND SHALL BE VERIFIED USING SURVEY DATA OR SITE VALIDATION. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THE PROPOSED VEHICLE ROUTES AND ACCESSES ARE SUITABLE FOR THE ANTICIPATED VEHICLES. ALL SWEEP PATHS PERFORMED BY PTC. USING AERIAL IMAGERY ARE INDICATIVE AND SHOULD BE USED FOR PRELIMINARY PURPOSES ONLY.	PROJECT 6-8 JULIUS AVE, NORTH RYDE - DATA CENTRE	DRAWING TITLE TGS	CLIENT	ISPT PTY LTD	PRELIMINARY
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	P3	17/04/25	FOR INFORMATION	OL	DP								
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	P1	03/04/25	FOR INFORMATION	MA	DP								
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