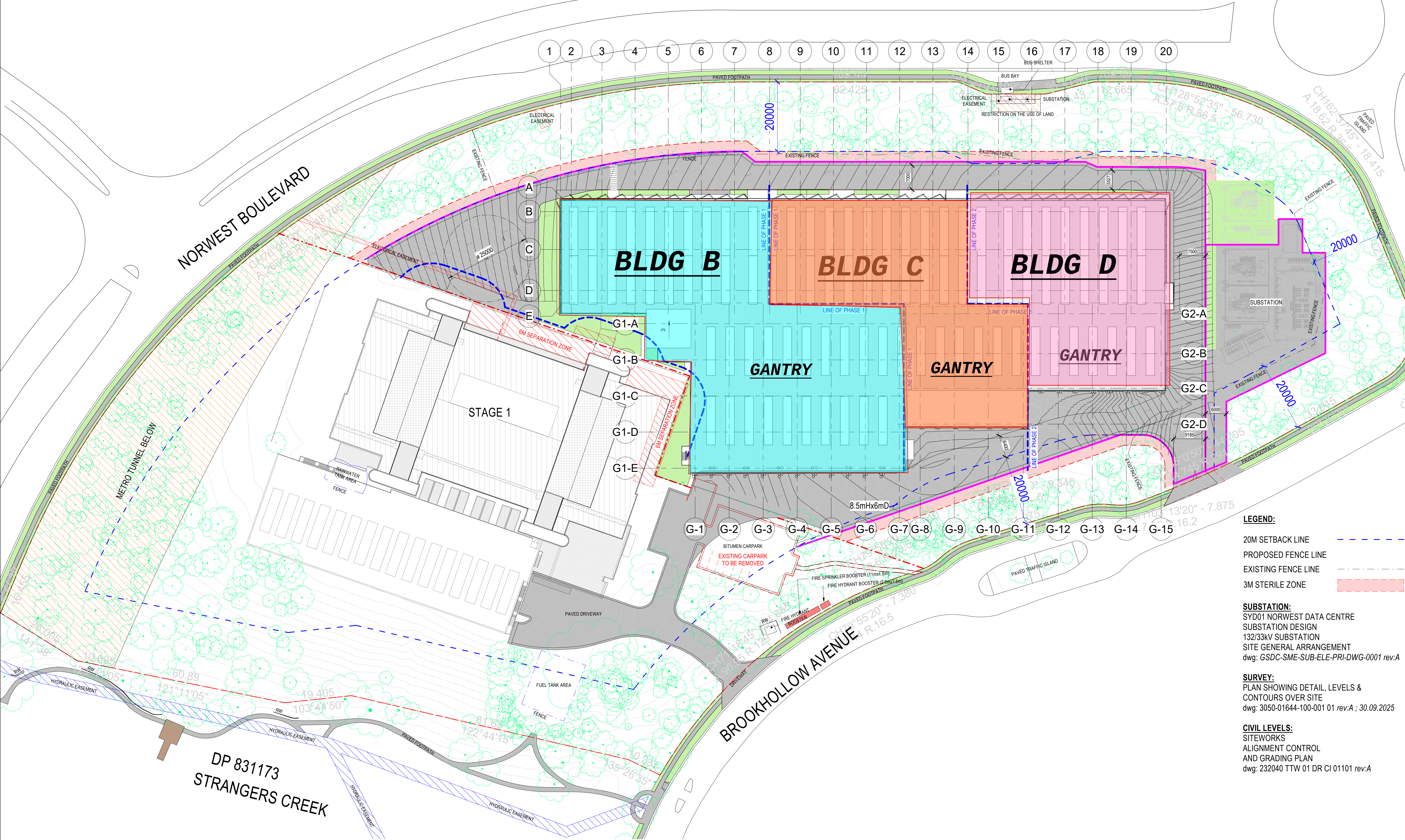


Overall Construction Phasing



LEGEND:

20M SETBACK LINE
 PROPOSED FENCE LINE
 EXISTING FENCE LINE
 3M STERILE ZONE

SUBSTATION:
 SYD01 NORWEST DATA CENTRE
 SUBSTATION DESIGN
 132/33kV SUBSTATION
 SITE GENERAL ARRANGEMENT
 dwg: GSDC-SME-SUB-ELE-PRI-DWG-0001 rev:A

SURVEY:
 PLAN SHOWING DETAIL, LEVELS &
 CONTOURS OVER SITE
 dwg: 3050-01644-100-001 01 rev:A ; 30.09.2025

CIVIL LEVELS:
 SITEWORKS
 ALIGNMENT CONTROL
 AND GRADING PLAN
 dwg: 232040 TTW 01 DR Cl 01101 rev:A

Construction Methodology

Overall Construction Phasing

The construction phase and methodology outlined in this report are based on GSDC's preference for each building (B, C, and D) to be constructed, programmed, and priced separately, in accordance with concept drawing SYD1-ST200-ARC-GBA-DRG-X-00-000030.

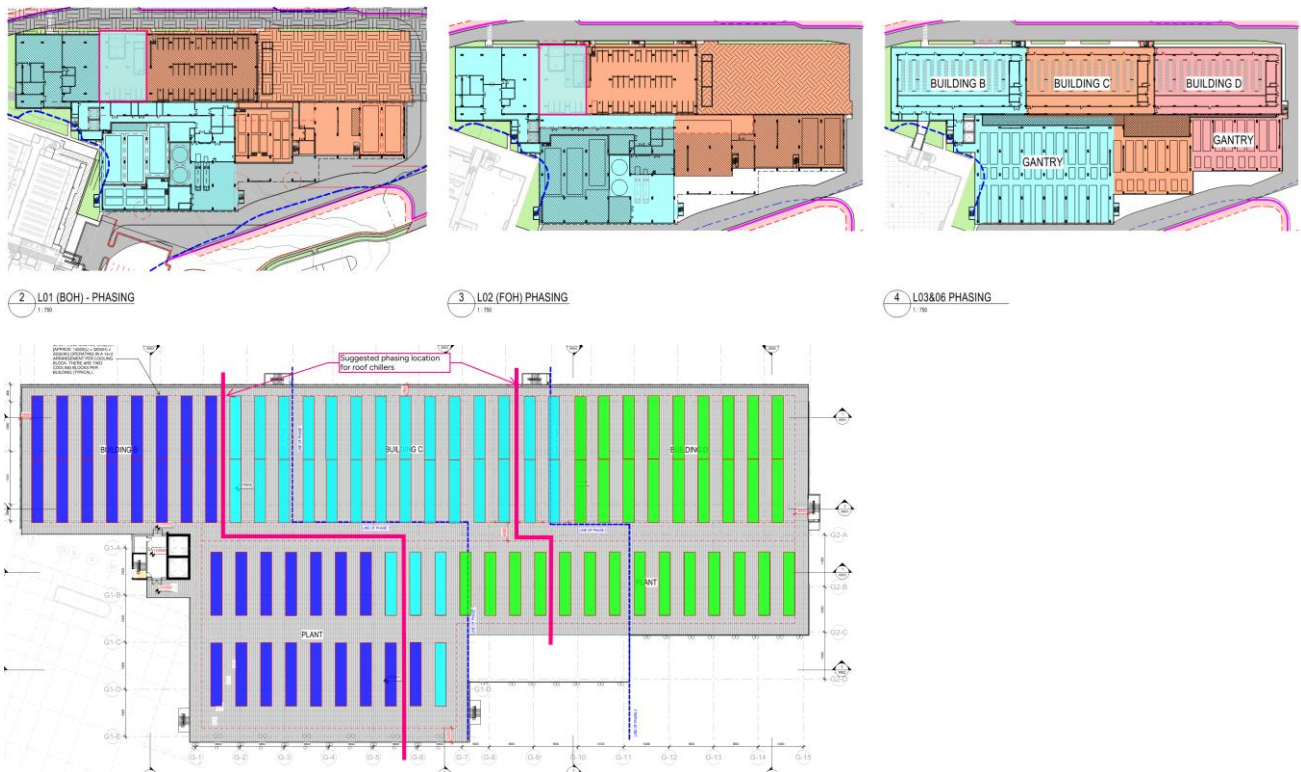


Figure 1: Overall Construction Phasing for each Building.

Only 1 pedestrian entry is required during construction but the location changes to suit the stages of construction phases

- Earthworks Phase – pedestrian access and site accommodation off Brookhollow Ave provides segregation for workers during the excavation works. This phase would only require accommodation for up to 100 workers.
- Phases 1 & 2 (Buildings B & C) – only available location for site accommodation was the foot print for Building D. Pedestrian access from Norwest Blvd provided direct access with the least vehicle/ pedestrian integration.
- Phase 3 (Building D) – similar to phases 1 & 2 but the site accommodation was located in the carpark and the Norwest Blvd entry is moved west to align with the carpark entry.
- Note this approach was considered to minimise the impact to the “Green Zone”, as tree removal to accommodate site sheds did not seem to be a solution that would be supported by the Department.

Civil and Bulk Excavation Strategy

Civil and bulk excavation will be executed progressively across all project phases (Buildings B, C, and D). This approach ensures that minimal civil or excavation works will be required before commencing construction on Buildings C and D.

- Construction Vehicle Access, a dedicated vehicle entry point will be established to facilitate site logistics.
- Phase 1 Site Accommodation will include accommodation for up to 100 workers, with secure pedestrian access provided via Brookhollow Avenue.
- Ring Road and Access:
 - All-weather access will be maintained along the ring road.
 - A reinforced concrete substrate is recommended in lieu of the RBG layer to provide a more durable solution for staged development.
 - Once all construction phases are complete, a final asphalt finish will be applied to the roads.
- Excavation and Piling:
 - Two civil and bulk excavation teams will operate concurrently on upper and lower platforms to accelerate progress on Building B.
 - Works will commence at the western end of the site and progress eastward, enabling foundations, piling, and in-ground services for Building B to start before overall civil excavation is complete.
 - Following bulk excavation, two piling rigs will be mobilised to maintain programme momentum.

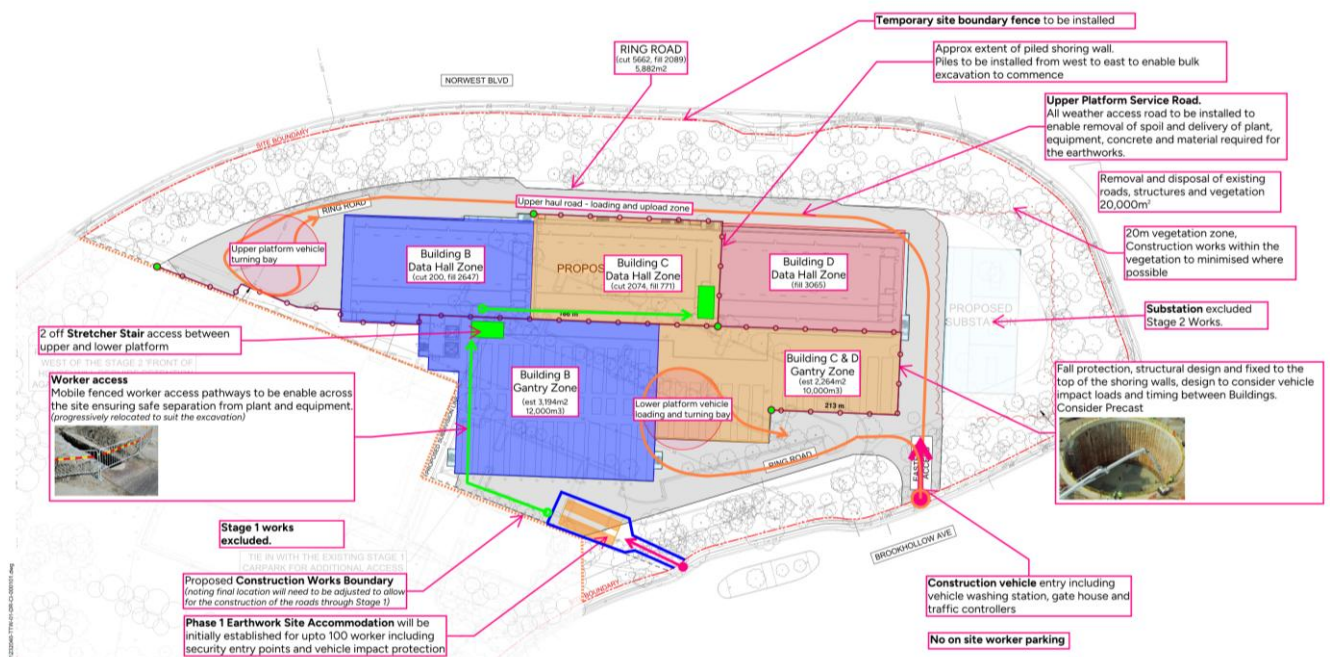


Figure 2: Construction Methodology for Excavation, Shoring and Piling

Building B Strategy

Refer to staging diagram for the construction methodology for Building B, which can be summarised as:

- Site accommodation located on grade within Building D, accessed via a security pedestrian entry from Norwest Boulevard. Covered access from the site accommodation to Building B will provide all weather access to the project.
- Building C data hall zone and Building C and D gantry zones will be used for material handling and storage.
- All construction vehicles to enter and exit the site via Brookhollow Ave, with two main delivery and lifting zones being established along the ring road. The site and ring road does not allow, or facility articulated vehicle access therefore the project deliveries will be via smaller and rigid vehicles.
- Two Favco M630D tower cranes with 70m lifting radius will be located outside the footprint of the building.
- Personal hoist will be located on the eastern side of the building servicing all levels.
- Loading platforms or like be established adjacent to the mechanical corridor enabling long prefabricated elements to be services

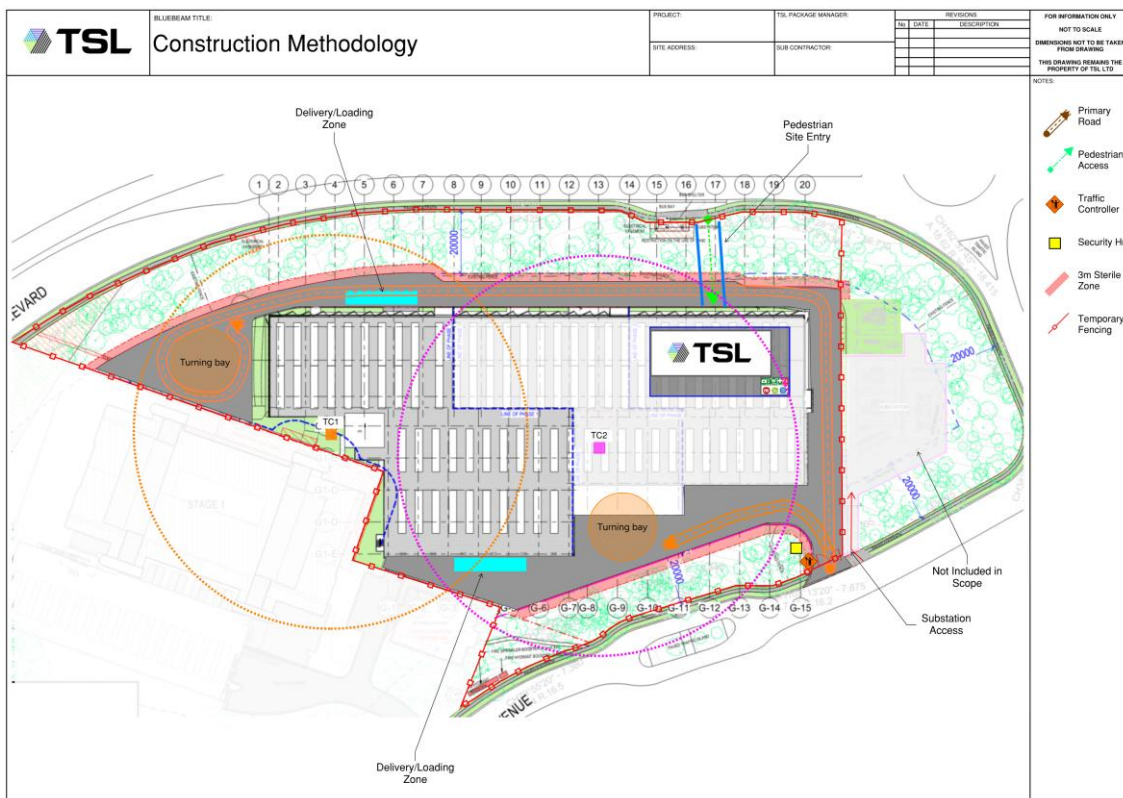


Figure 3: Construction methodology Building B Overall

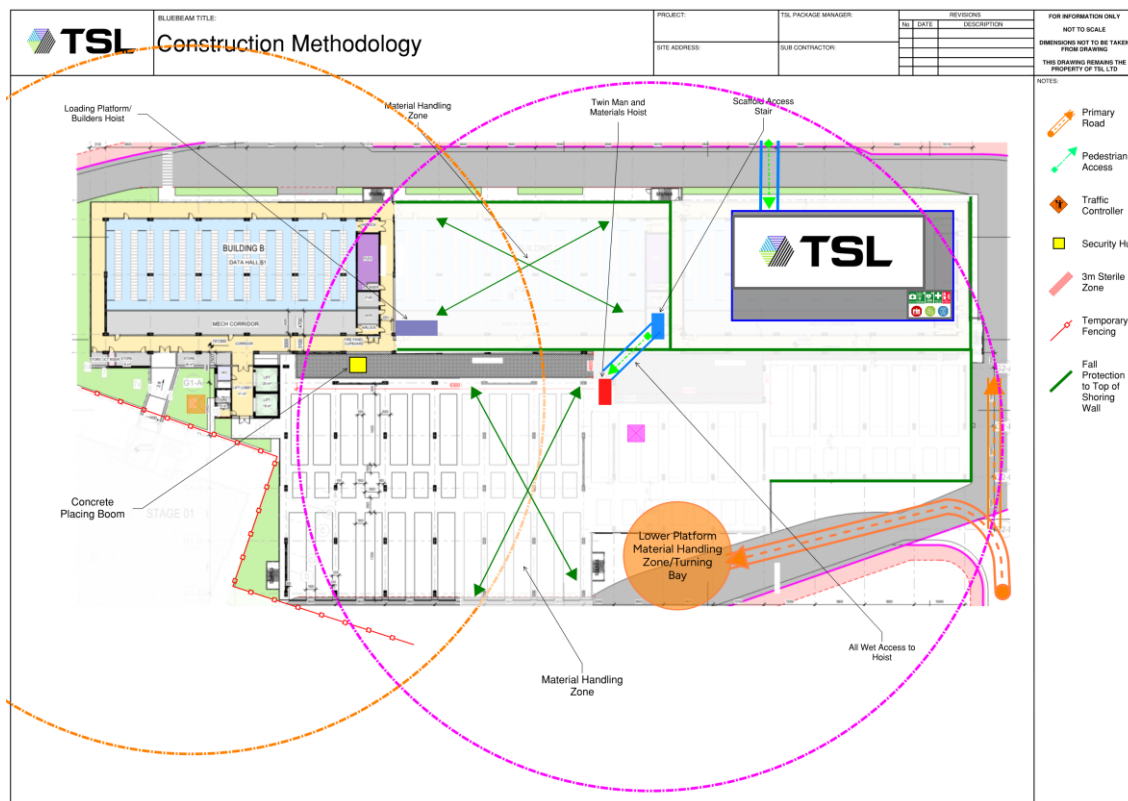


Figure 4: Construction methodology Building B Level 3 (Data Hall Level)

Building C Strategy

Building C construction assumes a delay between the completion of Building B structure and the commencement of Building C Structure. The nominated start on site date for Building D is 16 May 2028.

Refer to staging diagram for the construction methodology for Building C, which can be summarised as:

- Site accommodation located on grade within Building D, accessed via a security pedestrian entry from Norwest Boulevard. Covered access from the site accommodation to Building B will provide all weather access to the project.
- Building D gantry zones will be used for material handling and storage.
- All construction vehicles to enter and exit the site via Brookhollow Ave, with two main delivery and lifting zones being established along the ring road.
- Two Favco M630D tower cranes with 70m lifting radius will be located outside the footprint of the building.
- Personal hoist will be located on the eastern side of the building servicing all levels.
- Loading platforms or similar to be established adjacent to the mechanical corridor enabling long prefabricated elements to be services

SYD01 Stage 2, GreensquareDC Pre-Construction Services

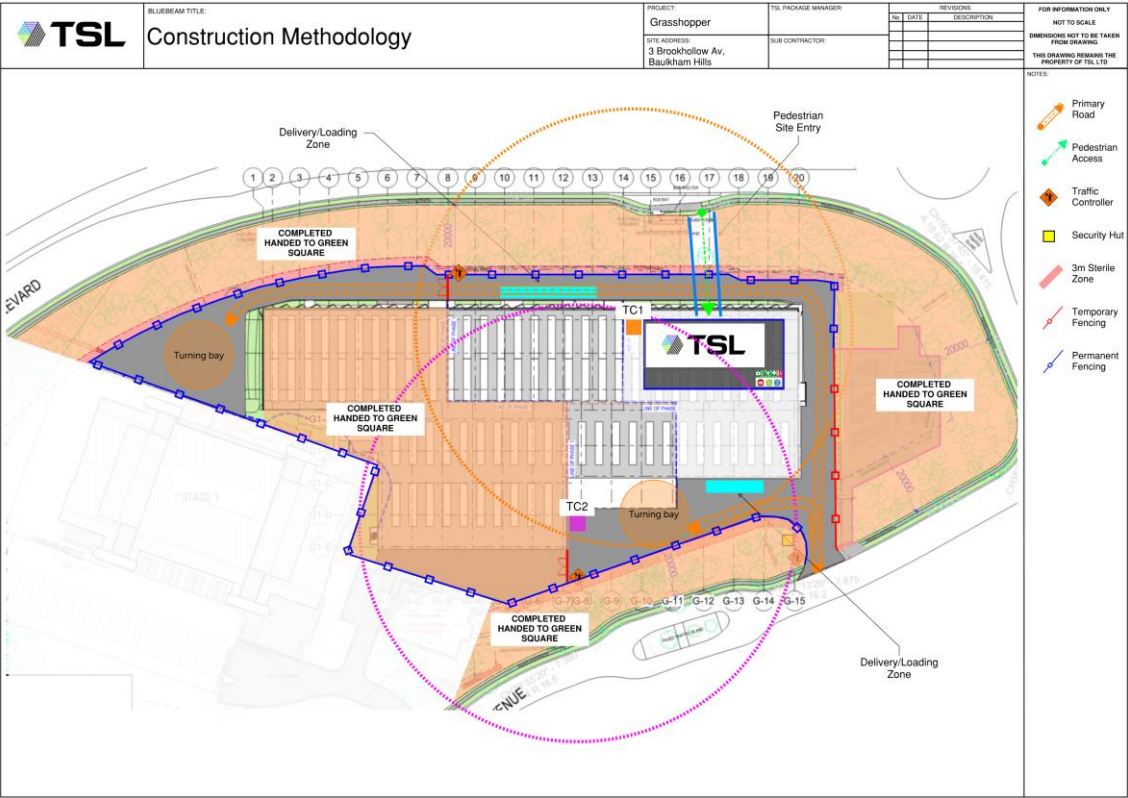


Figure 5: Construction methodology for Building C Overall

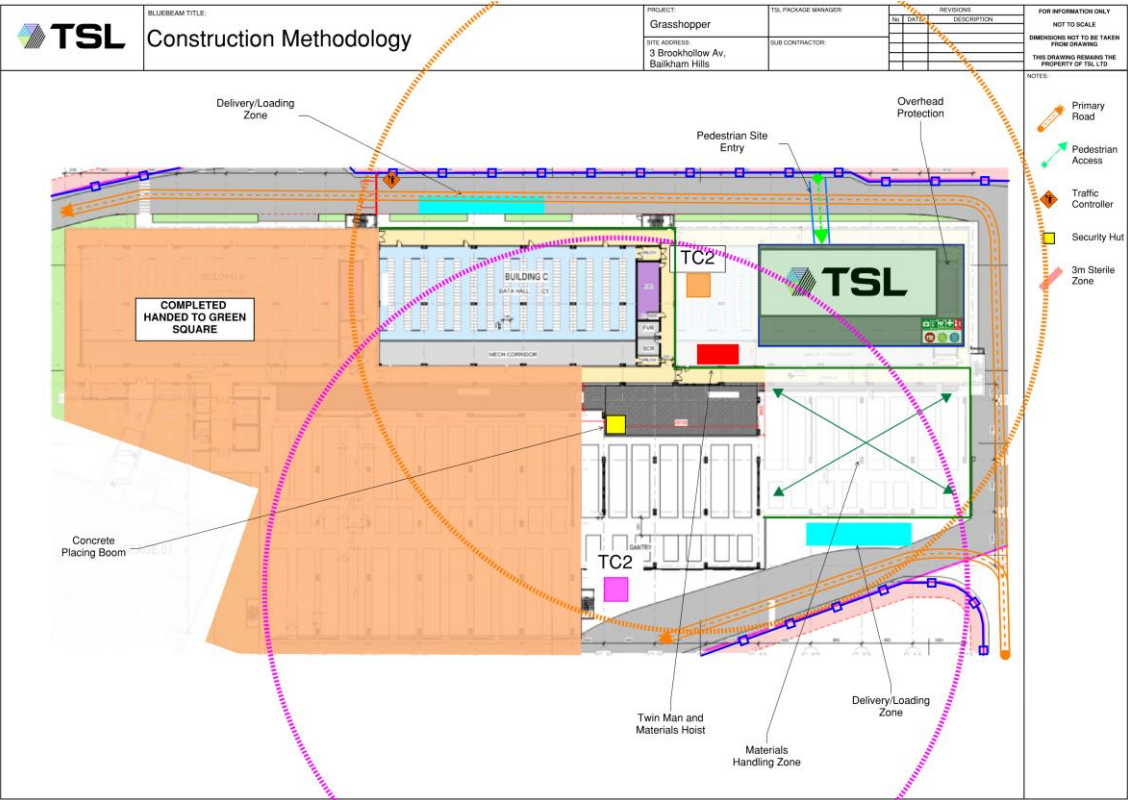


Figure 6: Construction methodology for Building C Level 3 (Data Hall Level)

Building D Strategy

Building D construction assumes a delay between the completion of Building C structure and the commencement of Building D Structure. The nominated start on site date for Building D is 15 February 2030.

Refer to staging diagram for the construction methodology for Building D, which can be summarised as:

- / Site accommodation located within the Building C carpark located on level 2, accessed via a security pedestrian entry from Norwest Boulevard. Covered access from the site accommodation to Building D will provide all weather access to the project.
- / Building D gantry zones will be used for material handling and storage.
- / All construction vehicles to enter and exit the site via Brookhollow Ave, with two main delivery and lifting zones being established along the ring road.
- / One Favco M860D tower crane with 80m lifting radius will be located outside the footprint of the building.
- / Personal hoist will be located on the southern side of the building servicing all levels.
- / Loading platforms or similar to be established adjacent to the mechanical corridor enabling long prefabricated elements to be services

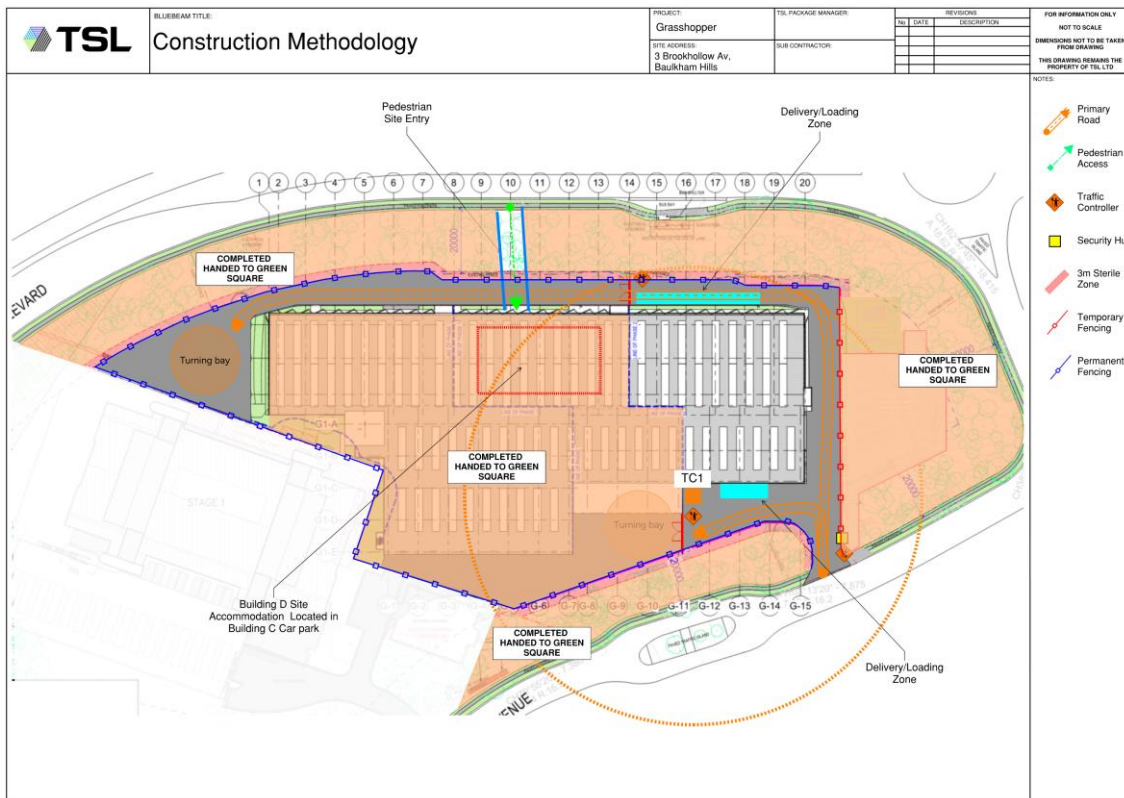


Figure 7: Construction methodology for Building D Overall

FAQ:

Question Is the Norwest Blvd pedestrian entry required for construction (e.g., segregation from vehicle movements / direct access to the B & C workforce), or is it intended to be introduced later (e.g., post-handover of Buildings B & C)?

The Norwest Blvd pedestrian entry is only required during construction phases providing direct access to the site accommodation.

Provides separation between the construction and the operational zones of the project as buildings are progressively completed.

Figure 5 shows the loading dock zones being handed back to GDSC when Building B is completed.

Question Can we operate with one pedestrian entry only via Brookhollow Ave for the duration of works, provided appropriate pedestrian/vehicle segregation controls are in place?

Pedestrian access from Brookhollow Ave to the site accommodation will be problematic. It does not provide a safe PPE free zone that allows workers to get to the site accommodation prior to entering the works zone.

Site accommodation for 600 workers did not seem to fit along Brookhollow Ave without impact the ring road operations or the 20m "green Zone"

Does not provided operational and construction separation.