



Ancillary Facility Assessment Form



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| Assessment name: | S2B Package 4 MCL Temporary Laydown Area at Canterbury for Establishment of Site Compound |
| Prepared by: | Ryan O'Leary - HSEJV |
| Prepared for: | Sydney Metro |
| Assessment number: | AF-HSE-003 |
| Status: | Draft |
| Version: | Rev 3 |
| Planning approval: | SSI 8256 |
| Date required: | 20/12/2021 |
| | |

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1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI 8256 Sydney Metro City & Southwest – Sydenham to Bankstown (S2B)
Mod 1 Revised station design for Bankstown Station

Date of determination:

Infrastructure Approval date 12 December 2018
Modification 1 Approval date 22 October 2020

Type of planning approval:

Critical State Significant Infrastructure

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Description of existing approved project:

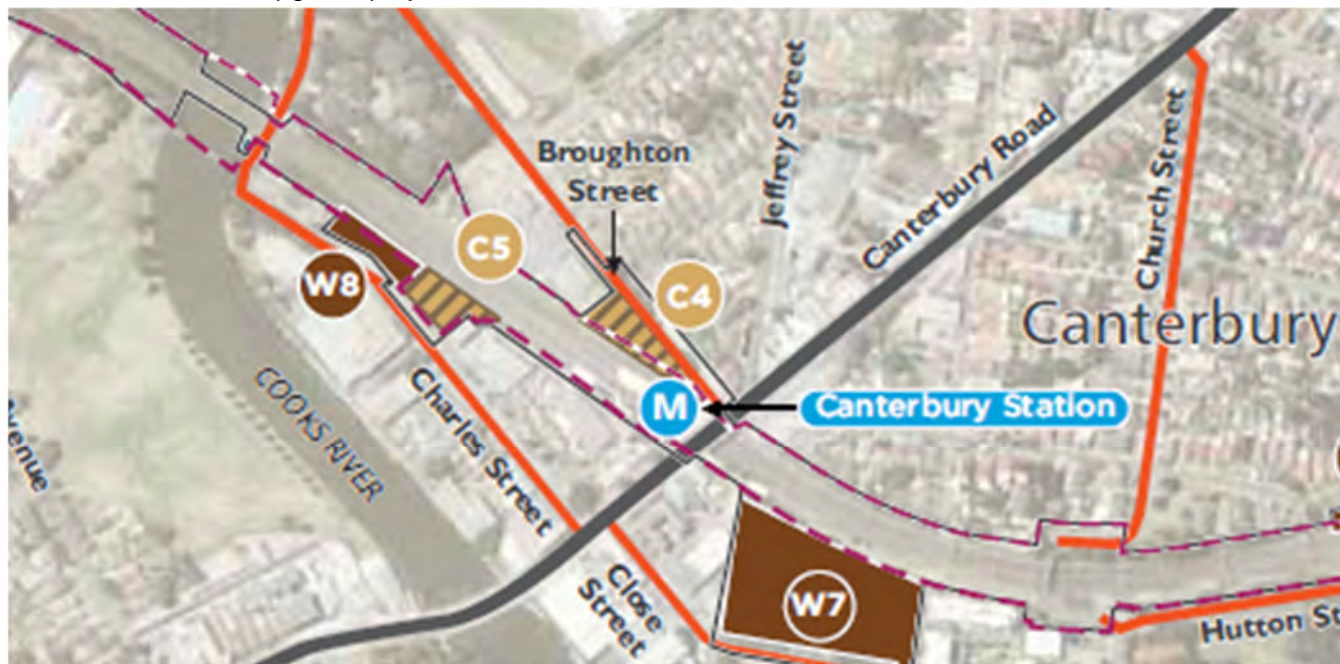
The Marrickville, Canterbury and Lakemba Station Upgrades (MCL) is one of the stages of the Sydenham to Bankstown upgrade (herein referred to as the Southwest Metro (SWM) Project) as described in the project's delivery strategy. The MCL upgrades to Sydney Metro standards correspond to work package No. 4 which are being undertaken by Haslin/Stephen Edwards Joint Venture (HSE JV). Upgrade works at Canterbury Station involves the following:

- Refurbish and repurpose rooms of existing concourse booking office, platform building 1 and 2;
- Remove existing stair & canopy to Platform 1. Provide a new lift & stair to Platform 1 including associated canopies;
- Regrade platform as per Sydney Metro's requirement and provide drainage, platform screen doors, platform edge screens and mechanical gap fillers to Platform 1 and 2;
- Provide a new lift to platform 2 including associated canopies;
- Construction of the Sydney Metro Services Building;
- Provide new security gates to concourse entry;
- New cabling and containment for LV services and lighting;
- Clad the southern side of station concourse booking office, and refurbish the building. Provide a new opening onto Canterbury Road for existing retail;
- Remove the existing planter beds to Broughton Street;
- Remove the canopy directly over the existing planter bed facing Broughton Street;
- Remove existing brick retaining wall from station concourse forecourt entry adjacent to Canterbury road;
- Provide accessible entries from both Canterbury Road and Broughton Street to station concourse;
- Replace the existing vertical protection (anti-throw) screens to the station concourse bridge;
- Renew lighting to the concourse, footbridge, platform buildings, platforms and ramp to Platform 2;
- Repair the existing booking office roof and associated stormwater system. Repaint, repoint and repair existing platform buildings;
- Replace existing balustrade on Platform 2 ramp and continue new fencing to platform building 2 with new. Resurface asphalt finish to Platform 2 ramp and contain asphalt edges with steel flat bar;
- Installation of new CSR cable route;

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- Installation of security and segregation fencing;
- Canterbury Road bridge parapet works (city and country side); and
- Replacement of existing bus shelters on Broughton Street.

The Sydenham to Bankstown Planning Approval currently assesses and permits the establishment of two site compounds at Canterbury Station to support the Construction of the Project. One location on Charles Street identified as C5 in the EIS which occupies a portion of the existing carparking area and a second portion of land near the Broughton Street and Canterbury Road intersection identified as C4 (refer to Figure below). The ancillary facility compound which is part of an existing warehouse at 6 Charles Street, Canterbury was approved by DPIE (A17 Ancillary Facility Assessment) on 13 October 2021. This proposal addresses the request for additional area at a vacant block, 6 Broughton Street, Canterbury (the site), to be used as a temporary laydown area to facilitate construction of the Canterbury Station Upgrade under the Sydenham to Bankstown upgrade project.



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Conditions of Approval

Condition of Approval (CoA) A16 states - Ancillary facilities that are not identified by description and location in the documents listed CoA A1 can only be established and used in each case if:

- (a) they are located within the Construction boundary of the CSSI; and*
- (b) they are not located next to a sensitive receiver (including access roads) (unless landowners and occupiers have accepted in writing the carrying out of the relevant facility in the proposed location); and*
- (c) they have no impacts on heritage items (including areas of archaeological sensitivity), and threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and*
- (d) the establishment and use of the facility can be carried out and managed within the outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts.*

The proposed use of the vacant block of land at the site as a temporary laydown area falls outside the construction boundary and is therefore not compliant with CoA 16(a). This therefore requires approval under CoA17. Refer to Section 4 for the approved project boundary under the EIS and details of the proposed additional temporary laydown area which is the subject of this application.

CoA A17 states- Ancillary facilities that are not identified by description and location in the documents listed in CoA A1 and do not meet the requirements of CoA A16, can only be established and used with the approval of the Planning Secretary except where they are located within the rail corridor, in which case they may be endorsed by the ER. A review of environmental impacts must be submitted with the request for Planning Secretary's approval or ER's endorsement.

As the proposed temporary laydown area location at the site is located outside of the rail corridor, this assessment has been prepared for submission to the Planning Secretary in accordance with CoA A17.

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Relevant background information (including EA, REF, Submissions Report, Director General's Report, CoA):

- Sydenham to Bankstown Environmental Impact Statement and accompanying technical papers (September 2017)
- Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR) (June 2018)
- Sydenham to Bankstown — Instrument of Approval (dated 12 December 2018).

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS and SPIR and the Infrastructure Approval.

2. Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

This Ancillary Facility Assessment relates to the proposed occupation of the vacant lot at the site (see Section 4) as a temporary laydown area for construction materials and equipment including storage of plant.

Table 4 of the Sydenham to Bankstown Upgrade – Staging Report, Rev05 Oct 2021 provided indicative construction timeframe (subject to change) for MCL station upgrades with Construction Commencement Date starting in Q1 2021 and Construction Completion Date in Q2 2022.

Construction completion for this scope of works is estimated to be 1 April 2022, as confirmed by the Site Team.

It is proposed to use the temporary laydown area for storage of construction materials (e.g. pits, shoring boxes, tools and equipment and stockpiles of roadbase and backfill material) and plant from 22 December 2021 until 1 April 2022 to facilitate construction. Use of mains, solar, hybrid lighting towers (using this hierarchy) before using diesel lighting towers will be investigated for use, if feasible, during OOHW.

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Please note this laydown area will be required for Shutdown 2 (26 December 2021 to 9 January 2022) and is critical for crane lifts of prefabricated station structures to facilitate completion of Shutdown 2 scope of works.

No change to project staffing levels are expected to occur as a result of the temporary laydown area.

There are no impacts on utilities/authorities.

Any waste generated on site will be disposed of in a Grasshopper skip bin. The bin will be replaced on a regular basis, as required, by Grasshopper.

No hazardous substances/dangerous goods will be stored at the site. The main storage area for fuel is at the 18 Charles Street carpark compound. Any fuel containers at 6 Broughton Street will be temporarily placed on bunding when not in use.

The vacant lot will be returned to its original state and land use when handed back to the landowner.

3. Timeframe

When will the proposed change take place? For how long?

The vacant block of land will be used as a temporary laydown area for construction materials and plant from 22 December 2021 until 1 April 2022 to facilitate construction. Should the site be required for longer than 1 April 2022, an extension of the licence agreement from the landowner will be sought prior to this. Consultation will be undertaken with the community.

4. Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.

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The site is an approximately 460 m² vacant lot at 6 Broughton Street, Canterbury, 2193 (Lot 5 & Plan DP828270) (see Figure below).

A license agreement has been issued to and signed by the landowner on 22 November 2021 for use of the site from 22 December 2021 to 1 April 2022 and is included in Appendix A for reference.

Existing hoarding at the site will be retained and complies with project condition A20. Any graffiti on the hoarding will be removed and replaced. However, if required, existing hoarding may be removed and replaced by new temporary fencing with Sydney Metro banner mesh attached. Access to the site will be from the existing gate on 6 Broughton Street identified below.



5. Site Environmental Characteristics

Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.

The site is a vacant lot which previously contained a warehouse with multi-storey apartment blocks on the adjoining properties. The site is relatively flat, with the lowest point draining to the rail corridor and the ARTC laydown area. Vegetation consists of grass noting that there are patches of bare/disturbed ground.

No natural waterways occur in the vicinity of the proposal location with the surface runoff managed through the existing road stormwater system which drains towards the ARTC laydown area and rail tracks. One stormwater pit exists on the corner of the roadway in front of the adjacent building (8 Broughton Street) and is approximately 30 m from the property. The stormwater pit will be protected with erosion and sediment controls as detailed in the revised erosion and sediment control plan (ESCP). The ESCP will be updated once DPIE approval has been granted.

The land is zoned as R4 High Density Residential. It is flanked on either side by high residential buildings being 2.99m to the north-west and 2.84m to the south-east.

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6. Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

The temporary laydown area will facilitate the craneage works over ARTC tracks. All the materials storage/laydown area/delivery of pits and shoring boxes are required to be lifted over ARTC tracks.

Given the existing overhead wires on Sydney Trains side and space constraints, this restricts the size of crane that can be mobilised by HSEJV to install the pits.

7. Environmental Benefit

Identify whether there are environmental benefits associated with the proposed works. If so, provide details:

- The existing rubbish and litter that currently occupies the north-east portion of the site will be cleaned up.
- Weed species will be removed from the site and appropriately disposed of.
- The location doesn't require tree removal and minimises impacts on local roads/transport.

8. Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

Works will be completed under the project Construction Traffic Management Plan (CTMP), Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), Construction Heritage Management Plan (CHMP), Construction Soil and Water Management Plan (CSWMP) and Overarching Community Consultation Strategy (OCCS).

A site-specific Environmental Control Map (ECM) and ESCP will be updated with mitigation measures to account for utilisation of 6 Broughton Street as a temporary laydown area.

The Project will also utilise the OCCS to manage community and stakeholder interaction and information exchange. The relevant notifications and communication will be undertaken in accordance with these plans prior to commencement of temporary laydown area establishment.

Community and stakeholder consultation via a 'Keeping You Informed' notification (see Appendix C) was letter-box dropped to adjoining neighbours on 24 November 2021 to notify of the temporary laydown area. Feedback was received from 4 Broughton Street regarding the proposal. Key issues included:

- Whether the 4 Broughton Street building is structurally unsound based on stakeholder response
- Whether vibration from works will exacerbate any existing structural issues for the building.

A response was provided to 4 Broughton St and concerns were addressed in four (4) ways: 1) A dilapidation survey of common areas will be undertaken in the week commencing 13 December 2021; 2) Survey markers approved to be mounted on the building to check movement; 3) Vibration monitoring is approved during works (crane pad installation under a separate Consistency Assessment approval) within the common areas of the building; and 4) Approval has been given for engagement with their structural engineer.

9. Climate Change Impacts

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Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?

N/A – Works are minor in nature and the area would only be used only during the construction phase of works.

10. Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N |
|-----------------|---|--|--------------------|
| Flora and fauna | <p>Vegetation (grass/weed) removal in the area will be required as part of the preparation works for the temporary laydown area.</p> <p>The use of this area as a temporary laydown area, may decrease the potential for pests or vermin.</p> | <p>A Permit to Clear/Site Pre-Clearance Checklist will be undertaken and completed prior to degrubbing and removal of topsoil for the temporary laydown area as required.</p> <p>Any weeds will be lawfully disposed of to a licenced facility and herbicide records kept</p> <p>Vermin controlled through waste management and removal of dumped rubbish from the site.</p> | Y |

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| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N |
|--------|--|---|--------------------|
| Water | Use of this area as a temporary laydown area (including stockpiling) may increase the risk of mud tracking on Broughton Street and sediment running into the existing stormwater network or onto the ARTC controlled area. | Ancillary facility site location will be added to the ESCP and ECM. Specific erosion and sediment controls will be considered and detailed in the ESCP. Storage/stockpiling of material (road base and backfill material) will be managed in accordance with the “Blue Book” Managing Urban Stormwater: Soils and Construction Volume 1, Landcom (2004), to prevent ‘dirty’ water runoff to the stormwater network or Cooks River This will include covering of stockpiles, placing sediment controls on the downhill slope of the stockpile, placing sediment controls along the kerb and gutter (downhill), keeping roads clean of mud tracking, and securely covering spoil loads on trucks. Site access will be stabilised to prevent mud tracking on local roads. | Y |

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| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N |
|-------------|--|--|--------------------|
| Air quality | <p>There may be minor localised dust impacts from vehicle and material movements.</p> <p>Storage of stockpiled (road base and backfill material) material has the potential to generate small amounts of dust in and around the site. Stockpiled material stored in this location would be minimal as this area would mostly be used for material storage.</p> | <p>No additional mitigation measures would be required.</p> <p>Dust would be controlled through the CEMP measures.</p> | Y |

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| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N |
|-----------------|--|--|--------------------|
| Noise vibration | <p>Works will be consistent with already approved activities as detailed in the EIS and SPIR.</p> <p>The proposed Ancillary Facility compound extension would be used intermittently during construction and would only involve low impact activities to facilitate works at the station.</p> <p>No high impact noise works would be undertaken at this proposed Ancillary Facility.</p> <p>The proposed location is flanked on either side by 4 Broughton Street (2.84m to the south-east) and 8 Broughton Street (2.99m to the north-west). These receivers might experience slightly higher noise levels from plant movements within this area (when compared to existing construction works). There is a wall for the apartments lower down however no barrier exists and there is line of sight to receivers higher up.</p> | <p>The controls within the Construction Noise and Vibration Management Plan (CNVMP) address construction laydown and material storage which are considered relevant to the proposal.</p> <p>Implementation of control measures as per the CEMP and CNVMP. Any works outside of normal hours will be subject to an out of hours work approval.</p> <p>Based on stakeholder feedback received, a dilapidation survey has been offered and accepted for 4 Broughton Street.</p> | Y |

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| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N |
|-------------------------|---|--|--------------------|
| Aboriginal heritage | <p>Temporary use of the site as a laydown area does not go below the existing ground surface and therefore no potential to impact Aboriginal Heritage.</p> <p>Previous site use was as an old warehouse.</p> <p>The site will operate under an unexpected finds protocol should indigenous heritage be encountered.</p> | No additional mitigation measures would be required. | Y |
| Non-Aboriginal heritage | <p>A number of buildings within the Canterbury Station precinct surrounding these works are heritage listed, however, the use of the site will not have an impact to any known heritage items or places.</p> <p>Additionally, the temporary use of this land does not go below the ground surface and therefore there is no potential to impact Non-Aboriginal archaeology.</p> | No additional mitigation measures would be required. | Y |

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| Community and stakeholder | <p>The proposed land use may cause minor temporary disruption to community members and stakeholders, particularly those that live adjacent to the works through noise and vibration and traffic movements. Refer to the Traffic aspect and noise and vibration aspect for further details.</p> <p>Possession lighting including lighting towers will be required. The lights will be directed away from the properties so as minimise impacts to surrounding residents.</p> <p>Support to utilise the land has been received from the landowner. See Appendix A for the signed licence agreement.</p> | <p>Community and stakeholder consultation via a 'Keeping You Informed' notification (see Appendix C) was letter-box dropped to adjoining neighbours on 24 November 2021. Feedback was received from 4 Broughton Street regarding the proposal. Key issues included:</p> <ul style="list-style-type: none"> - Whether the 4 Broughton Street building is structurally unsound based on stakeholder response - Whether vibration from works will exacerbate any existing structural issues for the building. <p>No vibratory works will be undertaken as part of the scope to prepare the temporary laydown area.</p> <p>Noise blankets will be installed around lighting towers when in use to mitigate noise impacts for surrounding residents. Use of mains, solar, hybrid lighting towers (using this hierarchy) before using diesel lighting towers will be investigated for use, if feasible.</p> <p>Ongoing consultation and notification will occur as per the OCCS.</p> | Y |
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| <p>Traffic</p> | <p>Section 2.4.2 of the SPIR identifies the construction haulage route for Canterbury Station and the proposal involves a minor increase to street traffic with construction vehicles entering and egressing the temporary laydown area.</p> <p>Traffic management will be in place as per the CTMP as heavy vehicles access the site. Note, there is potential for minimal queuing while construction traffic enters and exits the site.</p> <p>There will be no impacts to buses and the turning cycle for buses will not be impacted. Traffic will be managed as per the TMP.</p> <p>Pedestrian access along Broughton Street via the footpath would be impacted during traffic movements only and would be managed by the use of traffic controllers.</p> <p>Access to surrounding private properties will be maintained during the use of the site.</p> | <p>Implementation of control measures as per the CEMP and CTMP.</p> <p>The CTMP will be updated as required to include adequate traffic management during the use of this property.</p> <p>A Traffic Control Plan (TCP) (see Appendix B) will be in place to manage vehicles (delivery trucks, etc.) entering and exiting from Broughton Street into the site.</p> <p>Toolbox talks will be undertaken to remind HSE JV workers and contractors of their obligation to be considerate of parking in the area and ideally park some distance (e.g. 100 m away) to ensure sufficient parking remains. Spreading parking throughout the neighbourhood will ensure that it is not concentrated.</p> | <p>Y</p> |
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| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N |
|----------|--|--|--------------------|
| Waste | A skip bin, at the temporary laydown area, will be used for construction waste (i.e. generated from works happening in the adjacent rail corridor). If the waste bin at the compound area cannot be accessed, HSE JV will use the skip bin in the temporary laydown area. | No additional measures required. Implementation of control measures as per the ECM and ERSED plan. | Y |
| Social | As above for Community and Stakeholder. | No additional measures required. | Y |
| Economic | No change from approved project. | No additional measures required. | Y |
| Visual | <p>Properties adjacent to 6 Broughton Street, being 4 Broughton Street and 8 Broughton Street will be exposed to a change in visual aspect being the presence of plant and materials at the property. However, these receivers were already temporarily affected through the presence of construction activity nearby/in the vicinity of Canterbury Station.</p> <p>Therefore, it is considered that the visual impacts of the proposed ancillary facility would be minor.</p> <p>In addition, the site will be cleaned up with weeds removed and would likely improve its appearance.</p> <p>Visual impacts are to be managed in accordance with the Visual Amenity Management Plan.</p> <p>Some additional properties on Broughton Street will be exposed to a change in visual aspect being the presence of the temporary laydown area, however these receivers have been considered as part of the EIS visual assessment that identifies the location as temporarily affected through the presence of construction activity.</p> | <p>Implementation of control measures as per the CEMP, VAMP and ECM.</p> <p>ATF with banner mesh shall be in place and banner mesh shall be as approved by Sydney Metro.</p> <p>The VAMP and ECM are to be updated with the temporary laydown area location once approved.</p> | Y |

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| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N |
|------------------------------------|---|--|--------------------|
| Urban design | No change from the EIS. | No additional measures required. | Y |
| Geotechnical | No change from the EIS. | No additional measures required. | Y |
| Land use | The SPIR has noted that due to the constraints associated with the use of an operational rail corridor, there is a need for some additional land to be leased to allow construction. As such, the use of this site is considered to be consistent with the EIS and SPIR. | No additional measures required. | Y |
| Climate Change | No change from the EIS. | No additional measures required. | Y |
| Risk | Ricks for this site were not captured within the EIS. | No additional measures required. | Y |
| Management and mitigation measures | Management and mitigation measures for this site were not captured within the EIS. | No additional measures required. | Y |

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12. Consistency with the Approved Project

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| Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project? | No. The proposed works would not transform the project, they will facilitate it. The project would continue to provide a new metro rail line between Sydenham and Bankstown. |
| Is the project as modified consistent with the objectives and functions of the Approved Project as a whole? | Yes. The proposed works would be consistent with the objectives and functions of the approved project. |
| Is the project as modified consistent with the objectives and functions of elements of the Approved Project? | Yes. The changes identified in this assessment are temporary (for construction only) and are consistent with the objectives and functions of the Approved Project. |
| Are there any new environmental impacts as a result of the proposed works/modifications? | New environmental impacts will be introduced as part of the proposed use of the site as a temporary laydown area. All impacts are considered to be addressed by implementing approved management plans and updates to sub plans, as well as additional measures identified in Section 10. |
| Is the project as modified consistent with the conditions of approval? | Yes. The proposed works would be consistent with the conditions of approval pending approval of the Ancillary Facility under A17. |
| Are the impacts of the proposed activity/works known and understood? | Yes. The impacts of the proposed works are understood. |
| Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact? | Yes. The impacts of the proposed works can be managed through existing management plans and updates to sub-plans, the ECM and ESCP so as to avoid an adverse impact. |

It is noted that community consultation has occurred and is ongoing

13. Other Environmental Approvals

Identify all other approvals required for the project:

CoA A17 - Approval required by the Planning Secretary:


Ancillary facilities that are not identified by description and location in the documents listed in CoA A1 and do not meet the requirements of CoA A16, can only be established and used with the approval of the Planning Secretary except where they are located within the rail corridor, in which case they may be endorsed by the ER. A review of environmental impacts must be submitted with the request for Planning Secretary's approval or ER's endorsement.

As the proposed Ancillary Facility temporary laydown area location at 6 Broughton Street, Canterbury is located outside of the project boundary area, this assessment has been prepared for submission to the Planning Secretary in accordance with CoA A17.


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Author certification

To be completed by person preparing checklist.

| | | | |
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| I certify that to the best of my knowledge this Ancillary Facility Assessment Checklist: <ul style="list-style-type: none"> Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information. | | | |
| Name: | Ryan O'Leary | Signature: |  |
| Title: | Environment Manager | | |
| Company: | HSE JV | Date: | 10/12/2021 |

Environmental Representative Review

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|--|------------------------------|------------|--|
| As an approved ER for the Sydney Metro City & Southwest project, I have reviewed the information provided in this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work. | | | |
| Name: | Brett McLennan | Signature: |  |
| Title: | Environmental Representative | Date: | 10/12/2021 |

It is noted that community consultation is ongoing and additional further mitigation (if required) would be incorporated into the site environmental control plans and out of hours applications.

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Appendix A Landowner Support - Signed Licence Agreement

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Date

2021

XZ International Holding Pty Ltd 59 166 610 108

AND

Haslin Constructions Pty Ltd 051102124

LICENCE AGREEMENT

Lot 5/DP828270 – 6 Broughton Street,
Canterbury NSW 2193

THIS AGREEMENT dated 22 day of November 2021

BETWEEN XZ International Holding Pty Ltd ABN 59 166 610 108 43 Anderson Rd Mortdale

AND Haslin Constructions Pty Ltd ACN 051102 124 Suite 2, 2-4 Merton St SUTHERLAND NSW 2232 (Licensee)

RECITALS

- A. The Licensor is the registered proprietor of the whole of the land comprised in title reference and known as [6 Broughton Street, Canterbury NSW 2193].
- B. The Licensor has agreed to grant the exclusive right to use, and the Licensee has agreed to take a licence of the portion of the land highlighted in red at Annexure A subject to the terms and conditions herein ("the Land").

OPERATIVE PART

1. Interpretation

This agreement is governed by the laws of New South Wales and the parties submit to the non-exclusive jurisdiction of the courts of that state.

In the interpretation of this agreement:

- (a) References to legislation or provisions of legislation include changes or re-enactments of the legislation and statutory instruments and regulations issued under the legislation;
- (b) Words denoting the singular include the plural and vice versa, words denoting individuals or persons include bodies corporate and vice versa, references to documents or agreements also mean those documents or agreements as changed, novated or replaced, and words denoting one gender include all genders;
- (c) Grammatical forms of defined words or phrases have corresponding meanings;
- (d) Parties must perform their obligations on the dates and times fixed by reference to the capital city of New South Wales;
- (e) Reference to an amount of money is a reference to the amount in the lawful currency of the Commonwealth of Australia;
- (f) If the day on or by which anything is to be done is a Saturday, a Sunday or a public holiday in the place in which it is to be done, then it must be done on the next business day;

-
- (g) References to a party are intended to bind their executors, administrators and permitted transferees; and
 - (h) Obligations under this agreement affecting more than one party bind them jointly and each of them severally.

2. **Licence**

- (a) The Licensor hereby grants to the Licensee the exclusive right to use at all times the Land shown on drawing at Annexure A for the period and subject to payment of the Licence fee set out in the schedule hereto.
- (b) This licence is personal to the Licensee and cannot be sub licensed, assigned, charged or the subject of any other like transaction.
- (c) The Licensor grants the Licensee the right to make connections to existing services available including water/sewer/electricity. Costs for usage of services by the Licensee will be paid in addition to the Licence fee.
- (d) The Licensee will be entitled to utilize the Land for locating site compound including sheds, storage containers, and storage of construction plant and materials.
- (e) The Licensee shall at all times keep the Land in a clean and tidy condition.
- (f) The Licensee shall at its own expense make good any damage to the Land and its immediate surrounds created through an act of, neglect, default or misconduct including but not limited to wear and tear causing damage by the Licensee or its employees, agents, or associates.
- (g) The Licensee hereby indemnifies and holds harmless the Licensor from and against all suits, actions, claims, demands, losses, damages, costs and expenses arising from the use of the Land by the Licensee, its servants, agents or invitees. The Licensor does not hold any insurance which provides cover pertaining to this agreement and the Licensee including but not limited to individuals, equipment or property. The Licensee warrants they hold sufficient insurance to cover all damage to the licensed area as well as equipment, individuals, servants, agents or invitees and declares that the Licensor is set aside from any claims or objections.
- (h) Any equipment or items within the Land shall be stored at the sole risk of the Licensee

-
- (i) The Licensee will at all times obey and comply with any rules, regulations and by laws applicable to the Land.
 - (j) This agreement may be terminated by the Licensor upon default in payment of the licence fee or default in the performance or observance of any other covenant herein contained after failing to remedy such default within five business days following service of a notice specifying such default.
 - (k) The Licensee or Licensor may reduce the period of this agreement by written notification to the other party. Any such notification must be given by the Licensee or Licensor no less than 4 weeks prior to any revised Termination date.
 - (l) The rights hereby conferred are contractual only and do not create any estate or interest in or over the area subject of this License or any part thereof, and the rights of the Licensee shall be those of a Licensee only.
 - (l) All payments to be made by the Licensee under any relevant agreement, including, but not limited to, licence fees, are calculated without regard to GST. If GST becomes payable the Licensee will pay to the Licensor concurrently with that payment an additional amount equal to the GST subject to the Licensor providing a valid tax invoice in accordance with the legislation.

3. Notices

A notice or other communication to a party must be in writing and delivered to that party or that party's practitioner in one of the following ways:

- (a) Delivered personally; or
- (b) Posted to their address when it will be treated as having been received on the second business day after posting; or
- (c) Sent by email to their email address when it will be treated as received when it enters the recipient's information system.

4. Counterparts

This agreement may be executed in any number of counterparts each of which will be an original but such counterparts together will constitute one and the same instrument and the date of the agreement will be the date on which it is executed by the last party.

5. Costs

Each party will pay their own costs in relation to this agreement.

SCHEDULE

| | |
|--------------------|--|
| Period | Commencement date – 8 th December 2021 Termination date – 1 st April 2022 |
| Licence fee | \$1.00 |
| Utilities | <p>Water / sewer / power:</p> <p>Haslin Constructions will be responsible for making, removing, and making good temporary connections with existing services.</p> <p>Costs for the use of utilities will be calculated as follows:</p> <ul style="list-style-type: none">• Licensor to provide quarterly invoices for 12 month period prior to the Commencement date.• Licensor to pay actual costs for site Utilities occurring on and from the Commencement date, and finishing on the Termination Date.• The Licensor must provide the Licensee invoices evidencing Utilities costs on and from the Commencement date. The Licensee must pay the Licensor the amount due for Utilities services within 15 Business Days of provision of an invoice.• All invoices to the Licensee must be sent electronically cc: accounts@haslin.com.au• Licensee to notify in writing when it has made any adjustments to services (e.g. connection / disconnection).• On or prior to the Termination date the Licensee must reinstate utility services to their condition as of the Commencement Date, if required by Licensor. |

Execution page


SIGNED AS AN AGREEMENT

EXECUTED ON BEHALF OF
[LICENSOR]

)
)


Representative Position: Project Manager

NAME: Zhen Zhong

Witness. 
Name Yarina Yu.

EXECUTED BY HASLIN
CONSTRUCTIONS PTY LTD ACN
051 102 124

)
)

Director

Name:

Witness.

Name:

Annexure A

6 Broughton Street, Canterbury 2193– Site layout sketch



Unclassified

(Uncontrolled when printed)

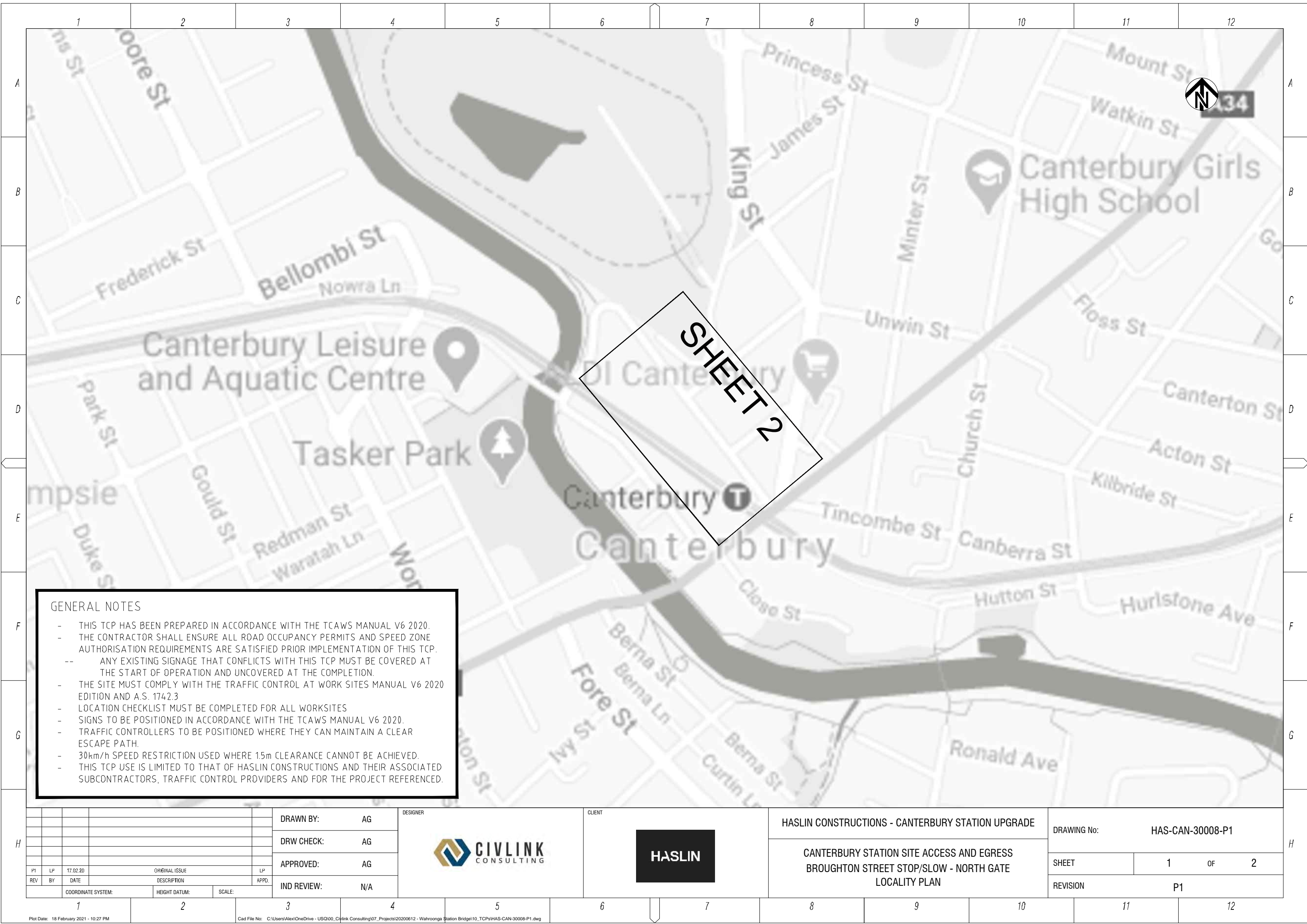


Appendix B Traffic Control Plan

Unclassified

Page 27 of 28

HSE-AF-003-Canterbury Laydown Area Rev 3



GENERAL NOTES

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- THE CONTRACTOR SHALL ENSURE ALL ROAD OCCUPANCY PERMITS AND SPEED ZONE AUTHORISATION REQUIREMENTS ARE SATISFIED PRIOR IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF OPERATION AND UNCOVERED AT THE COMPLETION.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V6 2020 EDITION AND A.S. 1742.3
- LOCATION CHECKLIST MUST BE COMPLETED FOR ALL WORKSITES
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- TRAFFIC CONTROLLERS TO BE POSITIONED WHERE THEY CAN MAINTAIN A CLEAR ESCAPE PATH.
- 30km/h SPEED RESTRICTION USED WHERE 15m CLEARANCE CANNOT BE ACHIEVED.
- THIS TCP USE IS LIMITED TO THAT OF HASLIN CONSTRUCTIONS AND THEIR ASSOCIATED SUBCONTRACTORS, TRAFFIC CONTROL PROVIDERS AND FOR THE PROJECT REFERENCED.

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HSE-AF-003-Canterbury Laydown Area Rev 3

Keeping you informed

As part of the Sydney Metro project and the upgrade of Canterbury Station, Sydney Metro will commence use of **vacant land at 6 Broughton Street, Canterbury**.

The area will be used as a laydown facility to stockpile and store construction materials, as well as a for the set up and use of a mobile crane to move materials to and from the station platforms and rail corridor.

The area will be mainly leading up to and during rail possession periods, including the upcoming end-of-year shutdown.

If you have feedback to offer on how this change may affect you, please contact your local Place Manager below.

My contact information

Name Natalia

Email southwestmetro@transport.nsw.gov.au

Phone 1800 171 386

Date 24-Nov-2021



1800 171 386 Community information line open 24 hours



southwestmetro@transport.nsw.gov.au



Sydney Metro City & Southwest,
PO Box K659, Haymarket NSW 1240

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If you require the services of an interpreter, please contact the **Translating and Interpreting Service** on **131 450** and ask them to call **Sydney Metro** on **1800 171 386**. The interpreter will then assist you with translation.

Se avete bisogno dell'ausilio di un interprete, vi preghiamo di contattare il **Servizio di Traduzione ed Interpretariato** al numero **131 450** e chiedere di chiamare **Sydney Metro** al numero **1800 612 173**. L'interprete vi assisterà nella traduzione.

আপনার, একজন দোভাষীর (ইন্টারপ্রেটার) সেবা-সাহায্য আবশ্যক হলে, অনুগ্রহ করে **131 450** নং এ **ট্রান্সলেটিং এন্ড ইন্টারপ্রেটিং সার্ভিস** এর সাথে যোগাযোগ করুন, এবং **1800 171 386** নং এ **সিডনী মেট্রো** কে কল করতে তাদের বলুন। তখন অনুবাদ/ভাষান্তরে, দোভাষী আপনাকে সাহায্য করবে।

如果您需要翻译服务, 请致电**131 450** 翻译和口译服务, 让他们打 **1800 171 386**给 悉尼地铁, 翻译员然后将帮助您进行翻译。

إذا كنتم بحاجة إلى خدمات مترجم, يرجى الاتصال بخدمة الترجمة الكتابية والشفهية على الرقم **131 450** واطلبوا منهم الاتصال بمترو سيدني على الرقم **1800 171 386**. وبعد ذلك سيقوم المترجم بمساعدتكم في الترجمة.

Εάν χρειάζεστε τις υπηρεσίες διερμηνείας, παρακαλείστε να επικοινωνήσετε με την **Υπηρεσία Μεταφραστών και Διερμηνέων** στο **131 450** και ζητήστε τους να καλέσουν το **Sydney Metro** στο **1800 171 386**. Ο διερμηνέας θα σας βοηθήσει στη μετάφραση.

통역서비스가 필요하시면, 번역 및 통역 서비스 (**Translating and Interpreting Service**) 전화 **131 450** 에 연락하시어 **Sydney Metro** 전화 **1800 171 386** 에 연결해달라고 요청하십시오. 통역관이 통역을 도와 드릴 것입니다.

Nếu quý vị cần dịch vụ thông dịch viên, xin liên lạc **Dịch vụ Thông Phiên Dịch (Translating and Interpreting)** ở số **131 450** và yêu cầu gọi **Sydney Metro** ở số **1800 171 386**. Sẽ có thông dịch viên giúp cho quý vị việc thông dịch.

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Если Вам необходима помощь переводчика, свяжитесь, пожалуйста, с переводческой службой **Translating and Interpreting Service по телефону 131 450** и попросите их соединить Вас с **Сидней Метро (Sydney Metro) по номеру 1800 171 386** Затем переводчик поможет вам с переводом

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Translating and Interpreting Service

If you require the services of an interpreter, please contact the **Translating and Interpreting Service** on **131 450** and ask them to call **Sydney Metro** on **1800 171 386**. The interpreter will then assist you with translation.

Se avete bisogno dell'ausilio di un interprete, vi preghiamo di contattare il **Servizio di Traduzione ed Interpretariato** al numero **131 450** e chiedere di chiamare **Sydney Metro** al numero **1800 612 173**. L'interprete vi assisterà nella traduzione.

আপনার, একজন দোভাষীর (ইন্টারপ্রেটার) সেবা-সাহায্য আবশ্যক হলে, অনুগ্রহ করে **131 450** নং এ **ট্রান্সলেটিং এন্ড ইন্টারপ্রেটিং সার্ভিস** এর সাথে যোগাযোগ করুন, এবং **1800 171 386** নং এ **সিডনী মেট্রো** কে কল করতে তাদের বলুন। তখন অনুবাদ/ভাষান্তরে, দোভাষী আপনাকে সাহায্য করবে।

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