



Sydenham to Bankstown – Southwest Metro Conversion and Station Works Package 3

Visual Amenity Management Plan

Sydney Metro Integrated Management System (IMS)

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NOTE - This Visual Amenity Management Plan was prepared by John Holland and Laing O'Rourke Joint Venture (JHLOR JV) specific to the SWM3 scope of works.

Table of Contents

| | |
|--|-----------|
| 1. Introduction | 5 |
| 1.1 Purpose | 5 |
| 1.2 Background and Scope..... | 5 |
| 1.3 Objectives and Targets | 6 |
| 1.4 Interactions with other management plans | 6 |
| 2. Legal and Other Requirements | 7 |
| 2.1 Guidelines and Standards..... | 8 |
| 2.2 SWM3 Sustainability Requirements | 8 |
| 3. Roles and Responsibilities | 9 |
| 4. Existing Environment | 11 |
| 5. Crime Prevention Through Environmental Design Principles | 18 |
| 6. Aspects and Potential Impacts | 20 |
| 7. Visual Amenity Management | 21 |
| 7.1 Visual Amenity Mitigation Measures | 21 |
| 7.2 Vegetation removal at Station Precincts | 25 |
| 7.3 Visual impacts from Demolition Works | 25 |
| 8. Training | 27 |
| 9. Monitoring, Auditing and Reporting | 28 |
| 9.1 Site Inspections | 28 |
| 10. Review and Improvement | 29 |
| 10.1 Review of Mitigation Measures | 29 |
| 10.2 Records | 29 |
| 11. Enquiries, Complaints and Incident Management | 30 |
| Appendix A - Visual Amenity Management Measures and Compliance Matrix | 31 |

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Sydney Metro – Integrated Management System (IMS)

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Terms and definitions

The following terms, abbreviations and definitions are used in this plan.

Table 1 – Glossary

| Terms | Explanation |
|----------------|---|
| AHD | Australian Heritage Database |
| BAC | Bankstown Station and Additional Corridor Works |
| BEW | Bankstown Early Works |
| CEMF | Construction Environmental Management Framework |
| CEMP | Construction Environmental Management Plan |
| CoCB | City of Canterbury Bankstown (Council) |
| CoA | Conditions of Approval |
| CSSI | Critical State Significance Infrastructure |
| DPE | Department of Planning & Environment (formerly DPIE) |
| DPE EES | Department of Planning & Environment: Environment, Energy and Science |
| DPHI | NSW Department of Planning, Housing and Infrastructure |
| EIS | Environmental Impact Statement |
| EPL | Environment Protection Licence |
| ER | Environmental Representative |
| GLT | Ground Level Troughing |
| GST | Galvanised Service Trough |
| HSEMS | Health Safety and Environment Management System |
| HV | High Voltage |
| IWC | Inner West Council |
| JH | John Holland Group Pty Limited |
| JHLOR JV | John Holland and Laing O'Rourke Joint Venture |
| Laing O'Rourke | Laing O'Rourke Australia Construction Pty Limited |
| The Minister | NSW Minister for Planning |
| MSB | Metro Service Building |
| RTS | Response to Submissions |
| S2B | Sydenham to Bankstown is the JHLORJV scope of works, collectively SWMC, BEW, BAC, SWM1, 2, and 3) |
| SMCSW | Sydney Metro City and Southwest |
| SMC | Southwest Metro Corridor scope of works |
| SWM | (SWM 1, 2) Southwest Metro Conversion and Station Work Package scope 1 & 2 of the S2B Project |
| VAMP | Visual Amenity Management Plan |

1. Introduction

1.1 Purpose

The purpose of this Visual Amenity Management Plan (this Plan) is to describe how John Holland Laing O'Rourke JV (JHLOR) will minimise and manage impacts on visual amenity during the Design and Construction (D&C) of the Southwest Metro Corridor (S2B) of the Sydney Metro City & Southwest Sydenham to Bankstown Upgrade (the Project).

This Plan have been prepared to comply with the requirements of the planning approval CSSI 8256, contract requirements for environmental management, relevant environmental legislation and other environmental obligations associated with the project. This Visual Amenity Management Plan will cover the works from Sydenham Station to Bankstown Station which will be undertaken by John Holland & Laing O'Rourke Joint Venture (JHLOR).

1.2 Background and Scope

This Plan refers to the Southwest Metro – Sydenham to Bankstown; Southwest Metro Conversion and Station Works Package Scope 3 (SWM3 the Project) and based on the comprehensive assessment and analysis undertaken for the EIS. The SWM3 works could include elements that may be visibly intrusive including temporary elements such as hoardings, workshops, stores, site offices, delivery and laydown areas, cranes, vegetation removal, traffic management controls and task lighting.

Generally, the most visually prominent components of the sites would be those that rise above the hoarding and lighting.

Lighting of sites would typically be designed to assist with site legibility at night and provide safe access routes for both pedestrians and vehicles. Light spill, shadowing or glare during construction will be minimised where practicable, so as not to cause danger to drivers or cyclists, or nuisance to local residents and surrounding land uses.

Sydney Metro City & Southwest is a new 30km metro line extending metro rail from the end of Sydney Metro Northwest at Chatswood under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the capacity to run a metro train every two minutes in the peak. The Sydney Metro City & Southwest comprises of two components;

- Chatswood to Sydenham Project
- S2B upgrade, now known as Southwest Metro

The S2B works, referred to as “the Project” or “the works” in this document, will be undertaken in accordance with the *Sydney Metro City & Southwest Sydenham to Bankstown Upgrade Instrument of Approval (SSI_8256)*.

Sydney Metro have prepared three Consistency Assessments in the lead up to the transition from the construction phase to the operational phase of the S2B project as follows;

- Consistency Assessment: Sydenham to Bankstown - Final track configuration works to complete the connection between Marrickville Station and Sydenham Station.
- Consistency Assessment: Sydenham to Bankstown - Staging of the Bankstown Station works and extension of the final possession

- Consistency Assessment: Sydenham to Bankstown - Temporary shutdown between Bankstown and Lidcombe from 27 April to 29 June

Refer to the CEMP Section 2.4 for more information regarding these assessments.

This VAMP has been developed in compliance with Sydney Metro's (the Client) requirements and Laing O'Rourke's Health Safety and Environmental Management System (HSEMS). It identifies visual amenity related measures that will be implemented to achieve objectives outlined within Section 1.5 of this plan including processes and measures that will be used to incorporate principles of crime prevention through environmental design in the design and construction of temporary site facilities. Refer to the CEMP Section 1.1 for the Scope of works.

1.3 Objectives and Targets

The objectives of the VAMP are as follows:

- Minimise impacts on surrounding receivers, as far as practicable
- Design worksite layouts with visual amenity impacts taken into consideration
- Retain existing screening vegetation around worksites where reasonable and feasible
- Install worksite lighting to minimise glare and light spill impacts on surrounding receivers
- Design and maintain worksite hoardings to minimise impacts on visual amenity during construction
- Ensure the successful implementation of the Landscape Design.
- Reduce visual impact of construction to the surrounding community

These objectives conform to Sydney Metro's objectives as described in the Construction Environmental Management Framework (CEMF).

The Environmental Performance Outcomes as stated within the Sydney Metro City & Southwest Sydenham to Bankstown Upgrade – Submissions and Preferred Infrastructure Report, states that:

- The preferred project is designed to have regard to the surrounding landscape and visual environment and to minimise the potential for visual impacts.
- The preferred project is visually integrated with its surroundings.
- Vegetation providing screening of the rail corridor is retained where practicable.

The Compliance Matrix in **Appendix A** provides a comprehensive list of compliance requirements, environmental documents and the contract documents.

1.4 Interactions with other management plans

The associated and supporting documents to the VAMP are listed below:

- The Security Management Plan sets out the security and crime management processes and procedures to be implemented for the SMC works
- The Sustainability Management Plan sets out the sustainability strategy for the SMC works, including visual amenity objectives and landscape design.
- The Biodiversity (Flora and Fauna Management) Procedure (CEMP Appendix E: ERAP 1) addresses the retention of vegetation, where feasible and reasonable, and weed

management strategies, as a means of mitigating impacts on visual amenity. The tree removal process involves an ecologist assessment to identify species,

- The Construction Heritage Management Plan (SMCSWSW8-JHL-WBK-HE-PLN-000001) provides an overview of how JHLOR will provide input to Sydney Metro's temporary and permanent heritage interpretation.
- The Construction Soil and Water Management Plan (SMCSWSW8-JHL-WBK-EM-PLN-000006) details management strategies for soil, water and groundwater aspects of the works, including erosion and sediment control.
- The Station Design and Precinct Plan and Interchange Access Plan as required by the MCoA for each station. Construction of permanent built works or landscaping that are the subject of the Station Design and Precinct Plans must not be commenced (in the area to which the relevant Station Design and Precinct Plan applies) until the relevant Station Design and Precinct Plans have been approved by the Planning Secretary. The VAMP is a sub-plan to the CEMP.
- The Air Quality Management Procedure (CEMP Appendix E: ERAP 3) addresses the control of dust and other airborne pollutants which may arise from construction plant and equipment through the implementation of appropriate mitigation measures which will in turn aid in alleviating visual impacts.
- The Spoil Management Procedure (CEMP Appendix E: ERAP 4) sets out the control measures to be implemented for the stockpiling of spoil at the site and the transportation of spoil from the site, including measures for the minimisation of dust and the positioning of stockpiled material. These measures will reduce potential visual impacts associated with the works.

2. Legal and Other Requirements

The main legislation relevant to visual amenity management is the *Environmental Planning and Assessment Act 1979* and *Commonwealth Copyright Act 1968*.

Refer to the Construction Environmental Management Plan (SMCSWSW8-JHL-WBK-EM-PLN-000001) for further details of relevant legislation.

Table 2 below details the legislation and relevance to the VAMP.

Table 2 – Legislation and Planning Instruments

| Legislation | Description | Relevance to this VAMP |
|--|---|--|
| Environmental Planning and Assessment Act 1979 | This Act establishes a system of environmental planning and assessment of development proposals for the State. | The approval conditions and obligations are incorporated into this VAMP. |
| Commonwealth Copyright Act 1968 | This Act establishes the notification process in relation to moral rights for public art and architecture under Commonwealth Copyright Act 1968 | The notification process for public art. |

Relevant planning requirements are summarised in the Compliance Matrix (Appendix A). The following compliance documents include visual amenity management requirements for the project:

- The Sydney Metro City & Southwest – Sydenham to Bankstown – State Significant Infrastructure Assessment (SSI 8256), dated 12 December 2018
- The Sydney Metro City and Southwest – Sydenham to Bankstown – State Significant Infrastructure Assessment (SSI 8256) MOD 1, dated 22 October 2020
- The Sydney Metro City & Southwest – Sydenham to Bankstown - Environmental Impact Statement (EIS), dated 7 September 2017;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions and Preferred Infrastructure Report (SPIR), June 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Instrument of Approval (CoA), dated 12 December 2018
- Sydney Metro City & Southwest – Sydenham to Bankstown Upgrade Staging Report (V6) (Sydney Metro, 2022).
- The Sydney Metro Construction Environmental Management Framework v3.2 (CEMF);
- The Sydenham Station and Junction Project Deed
- The Sydney Metro – Sydenham to Bankstown – Bankstown Station Modification Report May 2020
- The Sydney Metro – Sydenham to Bankstown – Modification of Infrastructure Approval, dated 22 October 2020

2.1 Guidelines and Standards

Additional guidelines and standards relating to the management of visual amenity include:

- Crime Prevention through Environmental Design (CPTED) principles
- Sydney Metro Brand Style Guidelines
- AS4970 the Australian Standard for Protection of Trees on Development Sites and Adjoining Properties
- AS 4282-1997 Control of the Obtrusive Effects of Outdoor Lighting; and
- AS/NZ 1158 – Lighting for Roads and Public Spaces (where relevant Australian Standards are applicable to SWM3 works).

2.2 SWM3 Sustainability Requirements

To achieve an “Design & As-built” ISC Rating Scheme (V1.2) rating of at least 65 for the constructed SWM3 Works. Below is the list of ISC requirements related to this CVAMP.

- Dis-5: Light Pollution
- Measures to prevent light spill during construction have been identified and implemented.
- A night time audit must be undertaken during the construction phase.

3. Roles and Responsibilities

The roles and responsibilities of key SWM3 Personnel with respect to visual amenity are as follows:

Table 3 – Roles and Responsibilities

| | |
|--|--|
| Project Director | Managing the delivery of the SWM3 Works including overseeing implementation of visual amenity management measures Act as Contractor's Representative |
| Environment Manager | Oversee the implementation of all visual amenity management initiatives Responsible for managing ongoing compliance with the CoA and environmental document requirements |
| Commercial Manager | Ensure that relevant visual amenity management requirements are considered in procuring materials and services |
| Construction Managers Site Superintendent | Manage the delivery of the construction process, in relation to visual amenity management across all sites in conjunction with the Environment Manager |
| Sustainability Manager | Track and report visual amenity elements against sustainability targets |
| Environment Coordinator | Manage the on-ground application of visual amenity management measures during construction |
| Project Engineer | Implement visual amenity management activities during construction works |
| Independent Environment Representative | <ul style="list-style-type: none"> • Receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI; • Consider and inform the Planning Secretary on matters specified in the terms of this approval; • Consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community; • Review documents identified in Conditions C1, C3 and C8 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so: <ul style="list-style-type: none"> (i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary), or (ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary for information or are not required to be submitted to the Secretary); • Regularly monitor the implementation of the documents listed in Conditions C1, C3 and C8 to ensure implementation is being carried out in accordance with the document and the terms of this approval; • As may be requested by the Planning Secretary, assist the Department in the resolution of community complaints; • Consider any minor amendments to be made to the documents listed in Conditions C1, C3 and C8 and any document that requires the approval of the Planning Secretary that comprise |

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updating or are of an administrative or minor nature and are consistent with the terms of this approval and the documents listed in Conditions C1, C3 and C8 or other documents approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval; and

- Prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report detailing the ER's actions and decisions on matters for which the ER was responsible in the preceding month. The Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the CSSI.

Must complete Project induction covering LORs' HSEMS.

4. Existing Environment

The SWM3 project area extends through a typical cross section of southwestern Sydney, with a mix of low and medium density residential areas, rail side industry and local commercial town centres built around the stations.

The topography is undulating, resulting in a series of rail embankments and cuttings, with several points of exposed sandstone rock face and shale rock embankments along the rail corridor, providing local visual features.

Vegetation within and adjacent to the existing rail corridor boundary is mature and dense in several locations, screening views from adjacent residential and commercial properties, streets and parkland.

Summaries of the existing conditions of the project area are described in Table 4. For the purposes of this plan, the rail corridor has been split into ten sections. The descriptions have been taken from the EIS Technical Paper 7.

Table 4 – Description of SMC Sites

| Construction Site | Site character from EIS/SPIR | Visual elements during construction | Potentially Sensitive Receivers |
|--|---|---|--------------------------------------|
| Marrickville Station to Dulwich Hill Station | McNeilly Park is located west of Marrickville Station on Warburton Street, adjoining the southern boundary of the metro corridor. This park includes a playground, picnic shelters and large formal lawn areas. The rail corridor is generally at the same level as the park in this area, however, mature vegetation within the park largely filters views to the corridor. Further west along the corridor, in the vicinity of Marrickville Avenue, the rail corridor is in cutting with a mix of vegetated banks and stone cuttings. In areas where the permanent way is in cutting, the overhead lines and support structures are set low and sit mainly below the line of view. Most properties back on to the corridor in this section, so that vegetation in private backyards and fences filter views to the corridor. Street trees and vegetation within this corridor also filter views to the corridor along this section. Mature street trees provide an avenue setting to Randall Street and are near the location of the proposed substation and southern rail corridor boundary. Further west at the Albermarle Street overbridge, the rail corridor is in cutting with the exposed sandstone rock face along the northern rail corridor boundary providing a local visual | Temporary fencing and hoarding Combined Service Route works on bridges and under road crossings – including lane or full road closures Removal of some corridor and station precinct vegetation Installation of Combined Service Route Installation of corridor boundary fencing and security fencing | Surrounding residents and businesses |

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| Construction Site | Site character from EIS/SPIR | Visual elements during construction | Potentially Sensitive Receivers |
|--|--|---|--------------------------------------|
| | feature, visible from the bridge. Mature trees line the adjacent streets and corridor, further filtering views and include mature Casuarina trees and large Eucalypt trees along Challis Avenue. These trees are near the rail corridor and provide local amenity and filtering of views to the rail corridor. To the south of the corridor, between Albermarle Street and Kays Avenue East, a narrow linear park runs parallel to the rail corridor. It includes feature planting and a pathway linking west from the overbridge. | | |
| Dulwich Hill Station to Hurlstone Park Station | Jack Shanahan Park is located on rail corridor land to the north of the project area and west of the Dulwich Hill Light Rail Stop. The permanent way is elevated through this section and views to the embankments of the corridor can be seen through mature vegetation within the park. Further to the west, somewhat open views are available from residential properties along The Parade, which runs along the northern boundary of the rail corridor. Properties on Ewart, Floss and Hampton streets back on to the corridor in this section, so that vegetation in private backyards and fences filter views to the corridor. The corridor is set within some shallow cutting through much of this area. These views are further filtered by existing mature trees. | Temporary fencing and hoarding Removal of some corridor and station precinct vegetation Installation of Combined Service Route Combined Service Route works on bridges and under road crossings – including lane or full road closures Installation of corridor boundary fencing and security fencing | Surrounding residents and businesses |
| Hurlstone Park Canterbury Station to | This section of the study area is characterised by elevated residential areas, with a number of pocket parks offering views across the surrounding landscape towards the Cooks River. In some sections, deep sandstone cuttings and mature vegetation along the corridor create local visual interest and allow the corridor to be visually absorbed into the surrounding landscape. There are numerous properties which back onto the corridor in this section, so that vegetation in private backyards and fences filter views to the | Temporary fencing and hoarding Removal of some corridor and station precinct vegetation Installation of Combined Service Route Combined Service Route works on bridges and under road crossings – including lane or full road closures Installation of corridor boundary fencing and security fencing | Surrounding residents and businesses |

Unclassified

| Construction Site | Site character from EIS/SPIR | Visual elements during construction | Potentially Sensitive Receivers |
|---------------------------------------|--|--|--------------------------------------|
| | <p>rail infrastructure. Sawyer Reserve, on Dunstafenage Street is a small local park with children's playground, adjoining the northern boundary of the rail corridor. This park offers elevated south-easterly views over the corridor and Foord Avenue rail underbridge (local heritage asset) towards the Cooks River. The park includes several mature trees (mostly Eucalyptus) within the park at the top of the rail cutting, in close proximity to the rail corridor boundary. Similarly, the Warwick Reserve is located at the intersection of Church and Canberra streets, adjoining the northern boundary of the rail corridor. There are several mature trees (mostly Eucalyptus) within the park at the top of the rail cutting, near the rail corridor boundary. From this vantage point, glimpses to the (former) Canterbury Sugar Mill (State heritage asset) can be seen, as can parkland along the Cooks River. A pedestrian bridge between Church and Hutton streets provides north-south access between this park and parkland along the Cooks River. The rail corridor at this point is in a deep cutting, with the exposed sandstone rock face along the northern rail corridor boundary providing a local visual feature seen particularly from the pedestrian bridge. The northern side of the rail corridor is also adjacent to the Electrical substation no.275 building (State heritage listed) at the end of Church Street, which adds to the historic character of this area.</p> | <p>Power line and power pole refurbishment and temporary works.</p> | |
| Canterbury Station to Campsie Station | <p>West of Canterbury Station, the corridor crosses the Cooks River with a historic bridge built in 1916 (Canterbury Underbridge). The corridor passes through Tasker Park on embankments extending from the Cooks River Bridge. A pedestrian bridge is aligned parallel to the rail bridge and connects Tasker Park on the northern banks of the River with Charles Street, in the south.</p> | <p>Temporary fencing and hording</p> <p>Temporary construction compound</p> <p>Removal of some corridor and station precinct vegetation</p> <p>Installation of Combined Service Route</p> <p>Combined Service Route works on bridges and under</p> | Surrounding residents and businesses |

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| Construction Site | Site character from EIS/SPIR | Visual elements during construction | Potentially Sensitive Receivers |
|------------------------------------|---|--|--------------------------------------|
| | <p>The bridge is visually prominent from the river and Tasker Park, with the embankments mainly vegetated within this area and reducing the visual prominence of the rail corridor itself. Further to the west, from residential properties along North and South Parade, there are open views across the rail corridor. The corridor is on a small cut and fill though much of this area and some mature trees are scattered along the adjacent streets and surface parking areas. A pedestrian bridge provides access between North and South Parades, near Campsie Station.</p> | <p>road crossings – including lane or full road closures</p> <p>Installation of corridor boundary fencing and security fencing</p> <p>Power line and power pole refurbishment and temporary works.</p> | |
| Campsie Station to Belmore Station | <p>West of Campsie station the rail corridor splits. The northern branch contains the Metropolitan Goods Line and continues to the Enfield Intermodal Logistics Centre, while the southern branch contains the T3 Bankstown Line and continues to Belmore station.</p> <p>West of Campsie Station the T3 Bankstown Line rail corridor descends into cutting, with mainly sloping grassed embankments. From Wilfred Avenue and Lane in the north and Lilian Avenue and Lane to the south, there are unobstructed views across the corridor filtered in places by shrubs and trees. Further west, the corridor is raised up on an embankment as it passes alongside the Peter Moore Fields and Belmore Sportsground (Canterbury-Bankstown Bulldogs Rugby League Club) and the Terry Lamb Reserve. Club facilities obstruct views to the rail corridor from surrounding residential areas and open space, whilst scattered trees along the corridor and within the park offer some filtering of views, which are more prominent due to the elevated nature of the corridor. Residential properties to the north of the corridor, on Redman Parade, similarly have open views to the corridor, which is</p> | <p>Temporary fencing and hoarding</p> <p>Removal of some corridor and station precinct vegetation</p> <p>Installation of Combined Service Route</p> <p>Combined Service Route works on bridges and under road crossings – including lane or full road closures</p> <p>Installation of corridor boundary fencing and security fencing</p> <p>Power line and power pole refurbishment and temporary works.</p> | Surrounding residents and businesses |

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| Construction Site | Site character from EIS/SPIR | Visual elements during construction | Potentially Sensitive Receivers |
|---|---|---|--------------------------------------|
| | elevated in this section, increasing its visual prominence. The Belmore Sports Ground and Terry Lamb Reserve are located to the south of the rail corridor, east of the station and are connected to the station via a linear park located along the rail corridor. | | |
| Belmore Station to Lakemba Station | West of Belmore Station, the rail corridor becomes slightly elevated above the surrounding residential areas. Views from esplanade roads including Railway Parade to the north of corridor and the Boulevard and Peel Street to the south of the corridor are filtered by scattered mature trees within the rail corridor and the adjacent road reserve. At the Moreton Street overbridge, views to the corridor open up as the corridor descends again into a shallow cutting and there is less filtering due to fewer adjacent street trees. Mature street trees provide an avenue setting to The Boulevard and are near the proposed location of the substation and southern rail corridor boundary. | Temporary fencing and hoarding Removal of some corridor and station precinct vegetation Installation of Combined Service Route Combined Service Route works on bridges and under road crossings – including lane or full road closures Installation of corridor boundary fencing and security fencing Power line and power pole refurbishment and temporary works. | Surrounding residents and businesses |
| Lakemba Station to Wiley Park Station | Through this short section of the alignment, the corridor is mainly set within densely vegetated cuttings and embankments. This vegetation, which includes numerous mature trees, filters and screens views to the corridor from residential areas along both Railway Parade in the north and The boulevard to the south. Uniquely along the alignment, Lakemba Station can be seen in views from Wiley Park Station and vice versa, | Temporary fencing and hoarding Removal of some corridor and station precinct vegetation Installation of Combined Service Route Combined Service Route works on bridges and under road crossings – including lane or full road closures Installation of corridor boundary fencing and security fencing Power line and power pole refurbishment and temporary works. | Surrounding residents and businesses |
| Wiley Park Station to Punchbowl Station | To the west of Wiley Park Station, the corridor continues in shallow cuttings and embankments and becoming generally level with the surrounding residential areas at Punchbowl Station. The corridor has sections where the embankments are densely | Temporary fencing and hoarding Removal of some corridor and station precinct vegetation Installation of Combined Service Route | Surrounding residents and businesses |

Unclassified

| Construction Site | Site character from EIS/SPIR | Visual elements during construction | Potentially Sensitive Receivers |
|---|---|---|--------------------------------------|
| | vegetated, however, most of the corridor is open to views from surrounding areas. This vegetation, which includes numerous mature trees, filters and screens views to the corridor from residential areas along both Urunga Parade in the north and The Boulevarde to the south and is located both within the rail corridor and the adjacent road reserve. | Combined Service Route works on bridges and under road crossings – including lane or full road closures Installation of corridor boundary fencing and security fencing Power line and power pole refurbishment and temporary works. | |
| Punchbowl Station to Bankstown Station | In this area, the corridor continues on a shallow embankment, becoming level with surrounding residential areas in some places. The corridor runs along the back of residential properties and the Punchbowl Boys High School, reducing the visibility of the corridor. To the south, the corridor runs parallel to South Terrace, which is a residential esplanade road, extending essentially along the length of the corridor in this area. Views from South Terrace are filtered by mature trees scattered along the rail corridor and within the road reserve. From a slightly elevated position, residential properties along Stansfield Avenue back onto the rail corridor, and have views filtered through garden trees and over rear fences. Approaching Bankstown there are substantial dense urban activities along the corridor which limit views of the corridor from local streets. The Bankstown Central shopping centre to the north of North Terrace in particular, presents a blank facade and carparking structures. | Temporary fencing and hoarding Removal of some corridor vegetation and around Bankstown Station Installation of Combined Service Route Combined Service Route works on bridges and under road crossings – including lane or full road closures Installation of corridor boundary fencing and security fencing Power line and power pole refurbishment and temporary works. Bankstown construction of the Service Building, northern (up) and southern (down) platform and canopies SWMC additional works: <ul style="list-style-type: none">- Demolition of the State Heritage Listed Bankstown Parcel Office (Subject to EWMS & heritage specialist review)- Demolition of Bankstown Amenity Block | Surrounding residents and businesses |
| Areas to the West of Bankstown Station ¹ | West of Bankstown, the corridor rises to a bridge at Marion Street and is elevated above the surrounding development as it passes Bankstown Arts Centre on Olympic Parade and the adjacent linear parkland on the southern boundary of the rail corridor. In particular, the four mature Fig trees located within the linear park provide a visual and recreational setting for the | Temporary fencing and hoarding Removal of some corridor vegetation Installation of Combined Service Route Combined Service Route works on bridges and under road crossings – including lane or full road closures | Surrounding residents and businesses |

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| Construction Site | Site character from EIS/SPIR | Visual elements during construction | Potentially Sensitive Receivers |
|-------------------|--|--|---------------------------------|
| | adjacent Bankstown Arts Centre and a visual buffer to the elevated rail corridor. In this section, there are substantial dense urban activities along the corridor which limit views of the corridor from local streets. As the corridor turns north, it is set within a lightly vegetated corridor, at the rear of both residential areas and passing alongside a park at Brancourt Avenue. Views to this corridor are mainly filtered through these existing trees. A small park and an existing substation are located to the southwest of the corridor, on Brancourt Avenue. Between Melanie Street and Weigand Avenue, there are a number of medium density residential units, overlooking the rail corridor. | Installation of corridor boundary fencing and security fencing Power line and power pole refurbishment and temporary works. | |

Note 1: The area to the west of Stacey Street Bankstown would be limited to compounds and laydown areas.

5. Crime Prevention Through Environmental Design Principles

The principles of *Crime Prevention Through Environmental Design* (CPTED) will be incorporated throughout the design and construction of temporary and permanent facilities. The key principles adopted in relation to the public realm at the Project site include:

- Increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture.
- Increasing the effort required to commit crime by increasing the time, energy of resources which need to be expended.
- Reducing the potential rewards of crime minimising by removing or concealing “crime benefits”.
- Removing conditions that create confusion about required norms of behaviour.

Table 5 outlines how the CPTED principles will be incorporated into the design of the SMC Worksites. It should be noted that some CPTED requirements, such as the pruning or removal of trees, may conflict with the indicative visual mitigation strategy. Such conflicts will be resolved during detailed construction planning.

Table 5 – CPTED Principles

| CPTED Principle | Theory | Application to SWM3 Works |
|-----------------------------|--|--|
| Surveillance and monitoring | The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical. | <ul style="list-style-type: none"> • Technological and/or personnel based surveillance and monitoring systems will be used at Worksites, including: • Closed-circuit and Internet Protocol Cameras (Thermographic, Night etc) • Human intelligence collection (uniformed and plain-clothes security patrols; staff reporting) • Environmental and other sensory equipment (motion detectors; access control logging) • Emerging and trial technologies (e.g. unmanned aerial vehicles) • Jagged edges of hoarding will be avoided, where practicable, to maximise natural surveillance. • Good levels of lighting will be provided around the worksites to increase visibility at night where this does not impact on surrounding residents. |
| Access control | Physical and symbolic barriers can be used to attract, channel or restrict the movement of people. They minimise opportunities for crime and increase the effort required to commit crime. | <ul style="list-style-type: none"> • Worksites will be protected by industry standard physical barriers (i.e. hoarding and fencing) and deterrents (e.g. clear property boundaries). • Fencing/hoarding is to be set back from fixed infrastructure where possible, so that the fencing cannot be used to climb onto buildings or structures. Potential pruning of vegetation adjacent to the worksites will be assessed to reduce risk of climbing over hoarding. • Access to each worksite will be determined through a risk assessment. The access control measures to be used are: <ul style="list-style-type: none"> - Foot and vehicle traffic access point regulation (i.e. physical barriers, gates, doors, locks) - Personnel based access control (e.g. ID checkpoints, peer-checking, Photo ID card verification) - Technological access point regulation and locating (e.g. radio-frequency identification (RFID) and GPS locating systems, RFID ‘key’ systems, mobile device tracking) |

Unclassified

| CPTED Principle | Theory | Application to SWM3 Works |
|-------------------------------|---|---|
| Territorial reinforcement | Community ownership of public space sends positive signals. People often feel comfortable in, and are more likely to visit, places which feel owned and cared for. Well used places also reduce opportunities for crime and increase risk to criminals. | <ul style="list-style-type: none">JHLOR will actively engage with the communities surrounding the worksites, providing regular updates and notifications about the works.Clear signage will be installed around the worksites prohibiting public access to site and providing information about the works. |
| Space and activity management | Popular public space is often attractive, well maintained and well used space. Linked to the principle of territorial reinforcement, space management ensures that space is appropriately utilised and well cared for. | <ul style="list-style-type: none">Worksites will be designed to minimise disruptions to community activities by maintaining movement around construction sites wherever practicable.Works will be undertaken transparently (where this does not create a new risk or threat through ongoing community consultation and engagement, and site viewing points through hoarding/fencingAreas surrounding worksites will be maintained in a clean and tidy manner, including timely removal of graffitiHorizontal surfaces to be avoided or as minimum sloped to prevent loitering or the placing of unwanted/unattended objects. |

Access control minimise opportunities for crime and increase the effort required to commit crime. By making it clear where people are permitted to go or not go, it becomes difficult for potential offenders to reach and victimise people and their property. Fence and barriers are required to be secure however not create a hostile environment. It is noted that the majority of the SWM3 works will be undertaken within the existing rail corridor that is not accessible to the general public.

Natural surveillance increases the threat of apprehension by taking steps to increase the perception that people can be seen. Natural surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space. Potential offenders feel increased scrutiny and limitations on their escape routes.

Territorial reinforcement promotes social control through increased definition of space and improved proprietary concern. By using fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, natural territorial reinforcement occurs. Territorial reinforcement measures make the normal user feel safe and make the potential offender aware of a substantial risk of apprehension or scrutiny. Display security system signage at access points.

More detail is contained in the Security Management Plan.

6. Aspects and Potential Impacts

The key aspects and potential impacts associated with the management of visual amenity during the delivery of Southwest Metro Corridor Works are listed in Table 5.

These identified impacts and opportunities have been taken into account in the development of the Visual Amenity management strategy and site-specific procedures for the works.

Table 5 – Summary of Overall Aspects and Potential Impacts

| Aspects | Potential impacts/opportunities |
|---|--|
| Litter | <ul style="list-style-type: none">Potential for waste to not be placed in appropriate bins and result in litter around the construction worksitesIncrease security/surveillance may reduce illegal dumping |
| Graffiti | <ul style="list-style-type: none">Potential for site hoardings or other exposed surfaces to be vandalised. |
| Lighting | <ul style="list-style-type: none">Potential for site lighting to affect the amenity of surrounding land uses |
| Traffic and transport | <ul style="list-style-type: none">Potential for required traffic control signage to increase visual clutter surrounding construction sites |
| Landscaping | <ul style="list-style-type: none">Potential for landscaping not being implemented as per designPotential for landscaping features to conceal people or funnel them into an areaPotential for privacy impacts if vegetation is removed adjacent to residential properties |
| Fencing/Hoarding/Temporary Site Sheds | <ul style="list-style-type: none">Potential to create visual impacts and graffiti space |
| Building Materials | <ul style="list-style-type: none">Potential for building materials to be left on-site in unkempt mannerPotential for building material selection to create visual impacts |
| Stockpiles | <ul style="list-style-type: none">Potential for stockpiles to create visual impacts, block views |
| Temporary construction compounds and structures | <ul style="list-style-type: none">Potential for construction compounds and containers to create visual impactsPotential for the construction of temporary structures to impact visual amenity for surrounding receivers |
| Plant and equipment movement | <ul style="list-style-type: none">Potential for plant and equipment movement to create visual impacts |
| Erosion and Sediment Control | <ul style="list-style-type: none">Potential for tracking of mud and other debris onto public roads |
| Tree and Vegetation removal | <ul style="list-style-type: none">Potential for removal to significantly change the landscape and alter visual character of the area. |

Visual amenity related risks are assessed within Appendix 3 of the Construction Environmental management Plan (CEMP).

7. Visual Amenity Management

7.1 Visual Amenity Mitigation Measures

Table 6 lists the visual amenity mitigation measures to be implemented during the works.

Table 6 – Visual Amenity Mitigation Measures

| Item | CoA/REMM Reference | Responsibility |
|---|--------------------|---|
| General | | |
| Visual amenity mitigation measures will be implemented as soon as feasible and practicable and remain in place during the construction period. | REMM LV11 | Construction Manager Superintendent All All |
| Good housekeeping to be maintained to ensure visual impacts from building materials are minimised | REMM LV13 | Construction Manager Superintendent |
| Loose items and rubbish will be removed from site in a timely manner | REMM LV13 | Construction Manager Superintendent |
| Site sheds will be located to minimise visual impact and existing buildings will be used (where practical) and maintained to a high standard. | REMM LV8 and LV10 | Construction Manager Superintendent |
| Stockpiles and construction containers to be covered and positioned to mitigate visual impacts (behind trees). | REMM LV8 and LV10 | Construction Manager Superintendent Environmental Manager |
| Plant and equipment to be moved internally within the project site where possible to mitigate visual impacts. Plant and equipment to be stored out of sight from public, where possible. | REMM LV8 and LV10 | Construction Manager Superintendent |
| Service Buildings would be located away from station entrances and where possible, set into the existing rail embankment to minimise visual impact. | REMM LV8 | Construction Manager Superintendent |
| Environmental inspections will review visual amenity items including; the health of retained vegetation, the condition of any site hoarding and the position and direction of any sight lighting. | REMM LV11 | Environment Manager Project Engineer Site Superintendent |
| Dust would be removed from public areas as soon as possible | REMM LV11 | Site Superintendent |
| No materials will be deposited within Sydney Trains track drainage | - | Site Superintendent |
| Records would be retained of any inspections undertaken in relation to visual and landscape measures. | REMM LV10 | Environmental Manager Environmental Coordinator |
| Biodiversity and Vegetation Management | | |

Unclassified

| Item | CoA/REMM Reference | Responsibility |
|---|--------------------|---|
| Tree management (including tree removal and pruning) will be managed via the Tree Report. | REMM LV4/ LV12 | Design Manager Construction Manager Environmental Manager |
| Opportunities for the retention and protection of existing trees, landscaping and vegetation will be identified during detailed construction planning. Wherever practicable, vegetation around the perimeter of the construction sites will be maintained. | REMM LV4/ LV12 | Design Manager Construction Manager Environmental Manager |
| Existing trees to be retained (within the Project Footprint) will be protected with suitable tree protection measures prior to the commencement of construction (refer AS 4970 the Australian Standard for Protection of trees on Development Sites and Adjoining Properties) | REMM LV12 | Environment Manager Project Engineer Site Superintendent |
| Planting will be used to mitigate the visual impact of retaining structures, noise barriers and service facilities (where practicable). Plant species would be selected which are appropriate to local conditions and relate to the character of the urban context. | REMM LV4 | Design Manager Construction Manager Environmental Manager |
| Cuttings and embankments would be designed to exhibit a 'natural fit' within the landscape setting wherever possible. Where high strength rock is available, natural rock cuttings would be used. Embankments would be stabilised by planting with a native planting mix. | REMM LV4 | Design Manager Construction Manager Environmental Manager |
| Re-instatement of site should occur as works progress, where possible | REMM LV10 and LV16 | Construction Manager Environmental Manager |
| Any land impacted by works, including extra land outside the Construction site, will be reinstated | REMM LV10 and LV16 | Construction Manager Environmental Manager |
| Temporary Works | | |
| Temporary construction works including site hoardings and acoustic sheds will consider urban design and visual impacts. | REMM LV8 | Design Manager Construction Manager Environmental Manager |
| Temporary Works to be designed and constructed in accordance with the CPTED principles, including the use of Exterior surfaces and finishes with a high level of vandal resistance (graffiti shield) | REMM LV13 | Construction Manager Design Manager |
| Temporary impacts to public open space would be rehabilitated in | REMM LV16 | Construction Manager Project Engineer Environmental Manager |

Unclassified

| Item | CoA/REMM Reference | Responsibility |
|---|-----------------------|--|
| consultation with the relevant local council and /or landowner | | |
| Temporary site facilities will satisfy the sustainability requirements of C1 - SWTC Appendix B7.0 - Sustainability Requirements. | - | Construction Manager Sustainability Manager |
| Lighting | | |
| Temporary site lighting, for security purposes or night works will be installed and operated in accordance with AS4282:1997 Control of the Obtrusive Effect of Outdoor Lighting. JHLOR's scope does not include installation of operational lighting. | REMM LV5 | Construction Manager Project Engineer Environmental Manager |
| Lighting will be oriented and directional lighting will be used to minimise glare and light spill impact on adjacent receivers.. | CoA E54 and REMM LV15 | Superintendent Project Engineer Environmental Manager |
| Security and warning lighting will be installed so that the light is not directed or reflected onto neighbouring properties. | CoA E54 and REMM LV15 | Superintendent Project Engineer Environmental Manager |
| Hoarding Banners, Fencing and Signs | | |
| Temporary hoardings, fencing and/or walls will be installed around worksites and compounds as necessary prior to the commencement of works and within 30 days of site establishment to provide safety and security. | REMM LV7 | Construction Manager Project Engineer Site Superintendent |
| Installation plans for all hoardings or fencing banners will be submitted to and approved by Sydney Metro prior to being erected. | - | Project Engineer Environment Manager |
| Hoardings and fencing will be made from as-new materials, maintained in a neat and tidy condition. This will include the prompt removal of graffiti and investigation into public art opportunities. | REMM LV13 | Site Superintendent Project Engineer Communications and Community Liaison Manager |
| Hoarding banners will include: | REMM LV7 and LV14 | Construction Manager Project Engineer Communications and Community Liaison Manager |
| <ul style="list-style-type: none">• Project information to raise awareness on benefits, explain the proposed works at each site and provide updates on construction progress;• Community information, including contact numbers for enquiries / complaints;• Signage and information to mitigate impacts on local business which may be | | |

Unclassified

| Item | CoA/REMM Reference | Responsibility |
|--|--------------------|--|
| <p>obscured by the construction site;</p> <ul style="list-style-type: none">• Way finding signage to direct pedestrians, commuters and vehicles around the site• Sydney metro advertising / public awareness campaigns; and,• Logos / branding, including Sydney Metro, NSW Government, and Contractor branding <p>The hoarding and fencing banners will be in full colour and comply with the hoarding requirements of the Sydney Metro Brand Style Guidelines.</p> | | |
| Site hoarding and fencing banners will be replaced every 12 months to ensure they remain clean, free from graffiti and advertisement, and appropriate for the intended use | REMM LV13 | Construction Manager Project Engineer Site Superintendent |
| Fencing, walls, and hoarding will be designed and implemented to increase natural surveillance with straight runs and be sympathetic with the surroundings (where feasible). | REMM LV7 | Design Manager Communications and Community Liaison Manager Project Engineer |
| Signage will be utilised to clearly define and designate areas with respect to their intended use to the public and construction workers on access. | - | Superintendent Project Engineer Communications and Community Liaison Manager |
| Galvanised steel mesh anti-throw barrier fencing will be installed on overbridges and integrated with the bridge parapet | - | Construction Manager Project Engineer Site Superintendent |
| Artwork, graphics and images will be used to enhance the visual appearance of fencing and hoarding in high visibility areas. | REMM LV8 | Project Engineer Communications and Community Liaison Manager |
| Barriers, Walls and Buildings | | |
| The selection of materials and colours for noise barriers, walls and retaining walls would aim to minimise their visual prominence. | REMM LV6 | Design Manager Construction Manager Project Engineer |
| Retaining walls would transition into battered landscape slopes, avoiding abrupt joints. Fencing, including precast concrete panels with a smooth, non-textured concrete finish would be used to create a high quality finish. | REMM LV8 | Design Manager Construction Manager Project Engineer |
| Noise barriers will compromise of a consistent palette of materials, colour and texture. Noise barriers will be treated as a landscape element, with | - | Design Manager Construction Manager Project Engineer |

| Item | CoA/REMM Reference | Responsibility |
|--|--------------------|---|
| simple and resolved detailing that integrates and provides gradual transition to the adjacent landscape. | | |
| Graffiti | | |
| Graffiti will be monitored and removed within the following timeframes: <ul style="list-style-type: none"> Offensive graffiti must be removed or covered within 24 hours Highly visible yet non-offensive graffiti to be cleaned or covered within one week; Graffiti that is neither offensive nor highly visible to be cleaned or covered during normal operations within one month; and Any advertising material including bill posters to be removed or covered within 24 hours. | REMM LV13 | Construction Manager Project Engineer Site Superintendent Communications and Community Liaison Manager |
| Construction hoardings, scaffolding and acoustic sheds will be regularly inspected and kept clean and free of dust build up. | REMM LV13 | Project Engineer Site Superintendent |

7.2 Vegetation removal at Station Precincts

The number of trees to be removed has increased at all station as a result of the updated fence design and requirement of a 2 metre exclusion zone. To address the Biodiversity and Vegetation Management in Table 6 above, the number of trees that would be planted at each station in accordance with the AFC landscape design is presented below:

Table 7 – Planting schedule

| Station | Landscape Design Reference Number | Number of trees to be planted (AFC design) |
|----------------|-----------------------------------|--|
| Marrickville | SMCSWSWM-MTM-WMS-LA-PKG-111000 | 13 |
| Dulwich Hill | SMCSWSWM-MTM-WDH-LA-PKG-121000 | 32 |
| Hurlstone Park | SMCSWSWM-MTM-WHP-LA-PKG-131000 | 15 |
| Canterbury | SMCSWSWM-MTM-WCR-LA-PKG-141000 | 3 |
| Campsie | SMCSWSWM-MTM-WCS-LA-PKG-151000 | 13 |
| Belmore | SMCSWSWM-MTM-WBS-LA-PKG-211000 | 8 |
| Lakemba | SMCSWSWM-MTM-WLS-LA-PKG-221000 | 4 |
| Wiley Park | SMCSWSWM-MTM-WWP-LA-PKG-231000 | 34 |
| Punchbowl | SMCSWSWM-MTM-WPS-LA-PKG-241000 | 25 |

7.3 Visual impacts from Demolition Works

Unclassified

Sydney Metro – Integrated Management System (IMS)

(Uncontrolled when printed)



Several buildings in this corridor are heritage significant elements. The demolition of these buildings could lead to significant visual impacts. However, an assessment of demolition scope for this project shows no significant visual impacts.

Demolition of Punchbowl Candy and parcel office which are with the S170 heritage curtilage, however non-significant elements. Visual impacts associated with the changes to the entrances on Punchbowl Road (via Warren Reserve) and The Boulevard are likely to be neutral to positive. Early elements of the station such as the 1929 overhead booking office and 1930 footbridge have been unsympathetically modified overtime and can no longer be easily appreciated in their existing context. Their upgrade would result in a neutral visual impact.

The proposed demolition of Canterbury Signalling Building (Care must be taken not to damage the heritage listed timber signal hut nearby) would generate a neutral positive indirect (visual) impact to the heritage significance of Canterbury Station.

8. Training

All personnel working on the site will undertake a site induction, which will provide initial training on various environmental aspects including visual amenity.

Additional training will be provided to the workforce during toolbox talk, which will explain the visual amenity requirements related to issues such as

- Hoarding
- Graffiti removal
- Lighting direction
- Vegetation planted/retained for screening purposes.
- Tree removal processes like tree removal permit, ecologist inspections and approval prior to removal/trimming.

9. Monitoring, Auditing and Reporting

All temporary site facilities (including hoardings) will be maintained in excellent condition and must remain fit for their intended purpose.

All worksites (and areas impacted by construction activities) will be kept clean and tidy and free of refuse.

9.1 Site Inspections

Weekly Environmental Site inspections will be undertaken by the Environmental Manager / Coordinator, Site Supervisor and nominated Site and Project Engineers. The visual inspections will target:

- Rubbish
- Litter
- Graffiti
- Surplus Material

Daily inspections by Site Supervisors, including inspection of the following:

- Construction site hoarding and perimeter site areas
- Scaffolding, and other site structures
- Lighting structures

Periodic Joint Environment Inspections attended by representatives of the Environment and Sustainability Team, Environment Representative, and representatives from Sydney Metro. This will include inspection of the following:

- Health of retained vegetation around site boundaries
- The condition of any site hoarding and fencing
- Position and direction of any site lighting
- Landscaping works.

Inspection reports will be prepared following site inspections to document any relevant observations made and identify any issues to be rectified in relation to visual amenity and timing for rectification.

Results and outcomes of inspections, monitoring and auditing will be reported internally on a monthly basis. Six-monthly construction compliance reports will be prepared to report on compliance with the Project Approval.

10. Review and Improvement

The VAMP will be reviewed and updated at least annually. JHLOR will undertake the ongoing development, amendment and updating of the VAMP to ensure it remains consistent with Project priorities, risk management, client requirements and Project objectives, taking into account:

- The status and progress of JHLOR's activities
- Changes in the design, delivery and operations processes and conditions
- Lessons learnt during delivery and operations
- Changes in other related Project Plans
- Requirements and matters not covered by the existing Project Plans
- Changes to Project Plans as directed by Sydney Metro's Representative under the Deed.
- Where deemed appropriate in relation to items raised within inspections or audits

10.1 Review of Mitigation Measures

Where a review of visual amenity performance, based on inspection and audit results, indicates that current mitigation measures are not effective (i.e. they are not meeting the Planning Approval or Contractual requirements), the Environmental Manager will consult with the construction team in regards to additional mitigation measures. These additional mitigation measures may include additional controls or changed work practices.

10.2 Records

Records associated with this management plan and monitoring programme will be maintained in accordance with Section 13 of the CEMP.

11. Enquiries, Complaints and Incident Management

Environmental incidents and complaints are to be investigated, reported, documented, actioned and closed out as per the details provided in the SMC Community Consultation Strategy and the CEMP.

Unclassified

Appendix A - Visual Amenity Management Measures and Compliance Matrix

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|---|--|---------------------------|------------------------|--|-------------|
| Project Approval – Specific Management Plan Requirements | | | | | |
| 1. | The Proponent must construct and operate the CSSI with the objective of minimising light spillage to surrounding properties. All lighting associated with the Construction and Operation of the CSSI must be consistent with the requirements of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting and relevant Australian Standards in the series AS/NZ 1158 – Lighting for Roads and Public Spaces. | During Construction | S2B SSI 8256 COA – E54 | Environment Manager Project Engineer Site Superintendent Sydney Metro (operational) | Section 7.1 |
| 2 | Station Design and Precinct Plans must be prepared to inform the final design of the CSSI and to give effect to the commitments made in the documents listed in Conditions A1 and A2. The Station Design and Precinct Plans do not apply to those elements, which for technical, engineering, or ecological requirements, or requirements as agreed by the Planning Secretary, do not allow for alternate design outcomes. | Design / Pre-construction | S2B SSI 8256 COA – E56 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |
| 3 | Station Design and Precinct Plans must be prepared by a suitably qualified and experienced person(s) in consultation with the relevant council(s), the community and affected landowners and businesses or a representative of the businesses. A station precinct is defined as an area within 200 metres radius of a station, or beyond for the purposes of connecting pedestrian and cycle paths from stations to existing or planned future pedestrian and cycle paths. The Station Design and Precinct Plans must include: (a) Context and form (i) an analysis of the built, natural and community context and the urban design objectives, principles and standards for the CSSI, (ii) the location of existing heritage items, (iii) the location and type of existing vegetation, (iv) detailed consideration of integration and continuity with urban design and landscape outcomes for SSI 7400, taking into account the approved station design and precinct plans for that project; (b) Design (i) the design of the CSSI elements including their form, materials and detail, (ii) the design of the CSSI landform and earthworks, (iii) visual screening requirements for the CSSI, | Design / Pre-construction | S2B SSI 8256 COA – E57 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|-----|--|---------------------------|------------------------|--|-------------|
| | <ul style="list-style-type: none">(iv) developed visuals, cross sections and plans showing the proposed design outcome of the CSSI,(v) consideration of opportunities for provision of public art within each station precinct,(vi) consideration of the principles of Crime Prevention Through Environmental Design (CPTED); <p>(c) Landscaping</p> <ul style="list-style-type: none">(i) areas of vegetation to be retained and proposed planting and seeding details, including the use of local indigenous species for revegetation activities,(ii) details of strategies to rehabilitate, regenerate or revegetate disturbed areas and successfully establish and maintain the resulting new landscape; <p>(d) Transport and access</p> <ul style="list-style-type: none">(i) design measures to maximise the amenity of public spaces, permeability around entrances to stations and integration with other transport modes,(ii) measures to safeguard a new pedestrian crossing of the rail corridor to the west of Foord Avenue and east of Melford Street in Hurstville Park,(iii) integrate with relevant initiatives identified in the Sydney Metro Sydenham to Bankstown Walking and Cycling Strategy,(iv) detailed consideration of measures to allow for the removal and/or relocation of existing ancillary infrastructure (such as fencing, substations and signaling boxes) and any structures that may be made redundant by the CSSI that may inhibit or detrimentally impact the provision of open space, pedestrian and cyclist pathways along the rail corridor or new access points into the stations in the future,(v) detailed consideration of design measures to ensure the location of infrastructure does not preclude future enhancements and upgrades to existing parks and public open spaces adjoining the rail corridor; and <p>(e) Consultation</p> <ul style="list-style-type: none">(i) evidence of consultation with the community, the relevant council(s) in the preparation of the <p>Plans and how feedback has been addressed before seeking review by the Design Review Panel, where required.</p> | | | | |
| 4 | <p>In addition to the requirements of Condition E57, the Station Design and Precinct Plan Bankstown Station must:</p> <ul style="list-style-type: none">(a) remove the existing at grade car park immediately opposite the intersection of North Terrace and The Appian Way to improve the public domain;(b) consider opportunities to improve legibility and access to the existing station entrances from North | Design / Pre-construction | S2B SSI 8256 COA – E58 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|-----|--|---------------------------|------------------------|--|-------------|
| | <p>Terrace and Bankstown City Plaza, including rationalisation of retail outlets;</p> <p>(c) investigate opportunities to relocate the bus layover on South Terrace and off-street parking from the station interface;</p> <p>(d) consider opportunities to consolidate amenities such as toilets and other infrastructure into new integrated station facilities that are not isolated or dominant in the public domain; and</p> <p>(e) investigate and document opportunities for the relocation of the heritage listed parcel office or retention of its interpretive elements, and provide justification to explain why the opportunities have progressed or not; and</p> <p>include a master plan for the transport interchange at Bankstown Station and consider the relationship to and outcomes of any broader master planning of the Bankstown commercial district.</p> | | | | |
| 5 | <p>Station Design and Precinct Plans for Bankstown Station and Campsie Station must include an Interchange Access Plan to inform the final design of transport and access facilities and services. The Interchange Access Plan(s) must consider mode transfer, from both active transport or road- based transport and take into account:</p> <p>(a) station access hierarchy consistent with the transport planning principles identified in the EIS; transport initiatives and plans; and</p> <p>(b) (c) patronage changes resulting from land use, population, employment, transport infrastructure and service changes.</p> | Design / Pre-construction | S2B SSI 8256 COA – E64 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |
| 6 | <p>The Station Design and Precinct Plans for Bankstown Station, Campsie Station and Dulwich Hill Station, must be reviewed by the Design Review Panel. The Proponent must provide a response to the outcomes of the Design Review Panel's review indicating how the relevant precinct plans will be amended to accommodate the review outcomes. Where the review outcomes are not addressed, the Proponent must provide the Design Review Panel with reasons.</p> | Design / Pre-construction | S2B SSI 8256 COA – E65 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |
| 7 | <p>With respect to the Bankstown Station, Campsie Station and Dulwich Hill Station precincts, the Proponent must submit the relevant Station Design and Precinct Plans to the Planning Secretary for approval no later than one (1) month before commencement of Construction of permanent built works that are the subject of these Station Design and Precinct Plans (in the area to which the relevant Station Design and Precinct Plan applies).</p> | Design / Pre-construction | S2B SSI 8256 COA – E66 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |
| 8 | <p>With respect to the Bankstown Station, Campsie Station and Dulwich Hill Station precincts, Construction of permanent built works or landscaping that are the subject of the Station Design and Precinct Plans must not be commenced (in the area to which the relevant Station Design and Precinct Plan applies) until the relevant Station Design and Precinct Plans have been approved by the Planning Secretary, after responding to the outcomes of the Design Review Panel review. Evidence of response to the Design Review Panel's review</p> | Design / Pre-construction | S2B SSI 8256 COA – E67 | Design Manager/Project Design Team | Section 1.6 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|---|---|----------------------------------|-------------------|---|----------------------------|
| | must be provided to the Planning Secretary. The Station Design and Precinct Plans, as approved by the Planning Secretary, must be implemented as required during Construction and Operation. | | | Environmental Manager | |
| SPIR Environmental Management Measures | | | | | |
| 9 | <p>Transport for NSW would prepare Station Design and Precinct Plans for each station. The plans would aim to ensure that the stations and facilities are sympathetic and complement local character, and are integrated with future plans for development. The plans would consider the following:</p> <ul style="list-style-type: none">• urban design context• sustainable design and maintenance• community safety, amenity and privacy, including 'safer by design' principles where relevant• opportunities for public art• landscaping and design opportunities to mitigate the visual impacts of rail infrastructure and operation facilities• incorporation of salvaged historic and artistic elements on the project design• details of where and how recommendations from the Design Review Panel have been considered in the plan.• Documents to be considered by the plans include, but are not limited to: Inner West Council's Dulwich Hill Station Precinct public domain master plan• Outcomes of the master plan for Bankstown Station. <p>The plans would be prepared and implemented in consultation with the Department of Planning and Environment, Inner West and Canterbury- Bankstown councils, Chambers of Commerce, and the local community.</p> | Design / Pre-construction | S2B SPIR REMM LV3 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |
| 10 | <p>The management of trees during detailed design and construction planning would be guided by the project's Tree Management Strategy, which would be developed in consultation with councils and include consideration of relevant local plans and strategies. Where removal cannot be avoided, trees would be replaced in accordance with the Tree Management Strategy, including replacement of removed trees in a two for one ratio.</p> <p>Opportunities to retain and protect existing trees would be defined during detailed design and construction planning, in accordance with the project's Tree Management Strategy. The design would aim to reduce tree removal to the extent practicable, particularly where they contribute to screening vegetation or landscape character.</p> | Prior to and During Construction | S2B SPIR REMM LV4 | Environment Manager Project Engineer Design Manager/Project Design Team Site Superintendent Sydney Metro (develop Tree Management Strategy) | Section 7.1 Section 7.2 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|-----|---|----------------------------------|----------------------|--|--------------------------------|
| 11. | Lighting would be designed in accordance with AS 4282 Control of the Obtrusive Effects of Outdoor Lighting. Lighting would be designed to minimise light spill and glare into adjoining areas. | Prior to and During Construction | S2B SPIR REMM LV5 | Environment Manager Design Manager/Project Design Team Site Superintendent Sydney Metro (operational) | Section 7.1 |
| 12. | The selection of materials and colours for noise barriers and hoardings would aim to minimise their visual prominence. | Prior to construction | S2B SPIR REMM – LV6 | Design Manager/Project Design Team | Section 7.1 |
| 13 | The use of transparent panels in noise barriers would be considered where views to local landscape features and district views would be obstructed. | Prior to construction | S2B SPIR REMM - LV7 | Design Manager/Project Design Team | Not relevant to scope of works |
| 14. | Fencing would be designed to be of a high quality urban finish near stations. | Prior to Construction | S2B SPIR REMM - LV8 | Design Manager/Project Design Team | Not relevant to scope of works |
| | The detailed design of the substations would ensure that they incorporate appropriate architectural treatments and landscaping, guided by the design guidelines, to minimise the potential for visual impacts. Surrounding property owners would be consulted during design of the substations. | Design / Pre-construction | S2B SPIR REMM - LV8 | Design Manager/Project Design Team Environmental Manager | Not relevant to scope of works |
| 15 | A visual amenity management plan would be prepared and implemented during construction, to define the measures to minimise visual impacts during construction. The plan would include requirements in relation to construction site remediation. | During Construction | S2B SPIR REMM – LV10 | Environment Manager Project Engineer Site Superintendent | This Plan |
| 16 | Mitigation measures for landscape and visual impacts would be implemented as soon as feasible and reasonable after the commencement of construction, and remain for the duration of the construction period. | During Construction | S2B SPIR REMM – LV11 | Environment Manager Project Engineer | Section 7.1 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|--|---|---------------------|---|---|-------------|
| | | | | Site Superintendent | |
| 17 | <p>Trees to be retained would be protected prior to the commencement of construction in accordance with AS4970-2009 Protection of trees on development sites and the project's Tree Management Strategy.</p> <p>Any tree pruning would be undertaken in accordance with the project's Tree Management Strategy, guided by a tree report prepared by a qualified arborist.</p> | During Construction | S2B SPIR REMM – LV12 | Environment Manager Site Superintendent Project Engineer | Section 7.1 |
| 18. | The design and maintenance of construction compound hoardings would aim to minimise visual amenity and landscape character impacts. Graffiti would be removed promptly, and public art opportunities would be considered. | During Construction | S2B SPIR REMM – LV13 | Environment Coordinator Project Engineer Construction Manager | Section 7.1 |
| 19. | The selection of materials and colours would aim to minimise their visual prominence. | During Construction | S2B SPIR REMM - LV14 | Design Manager/Project Design Team | Section 7.1 |
| 10 | Lighting of work areas, compounds and work sites would be oriented to minimise glare and light spill impact on adjacent receivers. | During Construction | S2B SPIR REMM - LV15 | Environment Manager Project Engineer Site Superintendent | Section 7.1 |
| 21. | <p>Following completion of construction, site restoration would be undertaken in accordance with the visual amenity management plan.</p> <p>Temporary impacts to public open space would be rehabilitated in consultation with the relevant local council and/or landowner.</p> | During Construction | S2B SPIR REMM - LV16 | Environment Manager Project Engineer Site Superintendent | Section 7.1 |
| SPIR Environmental Performance Outcomes | | | | | |
| 22. | <p>The preferred project is designed to have regard to the surrounding landscape and visual environment and to minimise the potential for visual impacts.</p> <p>The preferred project is visually integrated with its surroundings.</p> | During Construction | S2B SPIR EPO – Landscape character and visual amenity | Design Manager Environment Manager | Section 1.5 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|---------------------------------|--|---------------------|--|--|-------------|
| | Vegetation providing screening of the rail corridor is retained where practicable | | | Project Engineer | |
| Contractual Requirements | | | | | |
| 23. | In carrying out the SSJ Contractor's Activities, the SSJ Contractor must: | During Construction | General Conditions – 3.10 | Environment Manager Project Engineer Site Superintendent | Section 7.1 |
| | (a) keep the Construction Site, Extra Land and the Project Works clean and tidy and free of refuse; | | | | |
| | (b) regularly remove rubbish, litter, graffiti and surplus material from the Construction Site and Extra Land; and | | | | |
| | as a condition precedent to Construction Completion of a Portion, remove all rubbish, surplus materials, Construction Plant and Temporary Works from the Construction Site and Extra Land or the part of the Construction Site or Extra Land relevant to the Project Works or the Portion, except where the retention of any of these are required for the correction of Defects during the Defects Correction Period and this is approved in writing by the Principal's Representative. | | | | |
| 24. | The SSJ Contractor must: | During Construction | SMC SWTC – 5.10 Hoarding and Temporary Fencing | Project Engineer Site Superintendent Environment Manager | Section 7.1 |
| | iv) construct hoardings and fencing from new materials sympathetic with the surroundings. Hoardings must be clean, painted, free of snagging or sharp protrusions on both the Construction Site side and the public side and also comply with the relevant hoarding standards | | | | |
| | v) maintain hoardings, installed by the SSJ Contractor, in a neat and tidy condition; | | | | |
| | vi) maintain hoardings, fencing or walls, installed by the SSJ Contractor, on the Construction Site free of graffiti and any advertising material not authorised by the Principal's Representative until the Date of Construction Completion of the last Portion to achieve Construction Completion | | | | |
| 25. | The SSJ Contractor must: | During Construction | SMC SWTC – 5.11 Maintenance | Project Engineer Site Superintendent Environment Manager | Section 7.1 |
| | ii) not dispose of any rubbish, including dust or dirty water into the track drainage system or the Sydney Trains bins | | | | |
| | iii) ensure that all infrastructure, facilities and amenities in the areas being maintained are at all times fit for their intended purpose, clean and tidy and in a condition which satisfies the requirements of the Contract; | | | | |
| | v) maintain existing landscaping and ground vegetation within the Construction Site; | | | | |
| | vi) not store rubbish or loose items on the Construction Site for any extended period (rubbish must be removed on a weekly basis); | | | | |
| | vii) keep clean any public and Back of House areas of the existing Bankstown Line Stations affected by the SSJ Contractor's Activities; | | | | |
| | ix) ensure that any dust created by the SSJ Contractor's Activities falling in public areas is removed. Dust entering public areas or areas where it is likely to interfere with operating equipment must be removed at the | | | | |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
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| | <p>end of each shift. Every effort must be made to reduce dust emanation from the SSJ Contractor's Activities; and</p> <p>x) ensure any rubbish, dust, or residue from dirty work boots deposited in public areas or egress areas is removed within 30 minutes.</p> | | | | |
| 26. | <p>The SSJ Contractor must:</p> <p>(ii) reinstate the Construction Site progressively as each part of the SWM Corridor Works and Temporary Works is completed;</p> <p>(iii) reinstate all land outside the Construction Site (including the Extra Land) which has been in any way affected by the SSJ Contractor's Activities, to a condition at least equivalent to that existing before that occupation or use;</p> <p>(iv) reinstate the Construction Site, including the removal of all temporary infrastructure, reinstating all built and natural surfaces, features, landscaping and the natural environment to a condition not less than that existing immediately prior to the SSJ Contractor obtaining access to the Construction Site</p> | During Construction | SMC SWTC – 5.14 Site Restoration | Project Engineer Site Superintendent Environment Manager | Section 7.1 |
| 27. | The Contractor must arrange for the production and installation of any site hoarding and fencing banners including vinyl (on solid hoarding), shade cloth or other material on the external face of any hoarding or fence within 30 days of Site establishment. | During Construction | Schedule Part D – MR-C -12.1a) | Construction Manager Project Engineer Site Superintendent | Section 7.1 |
| 28. | Site hoarding and fencing banners must be replaced every 12 months to ensure they remain clean and appropriate for their intended use. | During Construction | Schedule Part D – MR-C -12.1b) | Construction Manager Project Engineer Site Superintendent | Section 7.1 |
| 29. | All banner artwork print proofs must be submitted to and approved by the Principal's Representative prior to being used by the Contractor in the production of banner artwork. The Principal's Representative must be given a minimum of five Business Days to review the banner artwork print proofs. The Contractor must address all the Principal's comments on the print proofs to the satisfaction of the Principal's Representative, prior to being approved. | During Construction | Schedule Part D – MR-C -12.1c) | Project Engineer Construction Manager Communications and Community Liaison Manager | Section 7.1 and also refer SMC Community Communication Strategy |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|-----|---|---------------------|--------------------------------|---|--|
| 30. | The Principal's Representative's approval of banner artwork print proofs is a Hold Point. | During Construction | Schedule Part D – MR-C -12.1d) | Project Engineer Construction Manager Communications and Community Liaison Manager | Section 7.1 and also refer SMC Community Communication Strategy |
| 31. | Installation plans for all hoardings or fencing banners, including shade cloth or other material on the external face of any hoarding or fence, must be submitted to and approved by the Principal's Representative prior to being erected by the Contractor. The Principal's Representative must be given a minimum of 10 Business Days to review and comment on banner installation plans. The Contractor must address the Principal's comments on the submitted Documents to the satisfaction of the Principal's Representative, prior to them being approved. | During Construction | Schedule Part D – MR-C -12.1e) | Project Engineer Construction Manager Communications and Community Liaison Manager | Section 7.1 and also refer to SMC Community Communication Strategy |
| 32. | The Principal's Representative's approval of banner installation plans is a Hold Point. | During Construction | Schedule Part D – MR-C -12.1f) | Project Engineer Construction Manager Communications and Community Liaison Manager | Section 7.1 and also refer SMC Community Communication Strategy * (Section 7.4 and Appendix A for Approvals Process) |
| 33. | Viewing holes and transparent panels must be provided in the hoardings at various locations, to be determined by the Principal's Representative in consultation with the Contractor. | During Construction | Schedule Part D – MR-C -12.1g) | Sydney Metro in consultation with the Project Engineer / Communications and Community Liaison Manager | Section 7.1 |
| 34. | Hoardings, site sheds, fencing, acoustic walls around the perimeter of the Site and any other structures built as part of the Works and Temporary Works must be maintained free of graffiti and any advertising not authorised by the Principal. | During Construction | Schedule Part D – MR-C -12.2a) | Site Supervisor | Section 7.1 |

Unclassified

Sydney Metro – Integrated Management System (IMS)

(Uncontrolled when printed)



| No. | Measure | Timing | Requirement | Responsibility | Reference |
|-----|--|---------------------|--------------------------------|---|-------------|
| 35. | <p>The Contractor must carry out daily inspections for graffiti and unauthorised advertising and must remove or cover any such graffiti or unauthorised advertising identified within the following timeframes:</p> <ul style="list-style-type: none">(i) offensive graffiti must be cleaned or covered within 24 hours;(ii) highly visible yet non-offensive graffiti must be cleaned or covered within one week;(iii) graffiti that is neither offensive nor highly visible must be cleaned or covered during normal operations within one month; and(iv) any advertising material including bill posters must be removed or covered within 24 hours. | During Construction | Schedule Part D – MR-C -12.2b) | Site Supervisor | Section 7.1 |
| 36. | <p>12.1 Visual Amenity Management Objectives</p> <p>12.2 Visual Amenity Management Implementation</p> <p>12.3 Visual Amenity Mitigation</p> | During Construction | Schedule Part D – MR-E | Environment Manager Project Engineer | This Plan |

Construction Environmental Management Framework

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|-----|--|---------------------|--------------------|---|---|
| 37. | <p>Principal Contractors will ensure as a minimum:</p> <p>Temporary construction works consider urban design and visual impacts, including:</p> <ul style="list-style-type: none">• Artwork, graphics and images to enhance the visual appearance of temporary works in high visibility locations;• Project information to raise awareness on benefits, explain the proposed works at each site and provide updates on construction progress;• Community information, including contact numbers for enquiries/complaints;• Signage and information to mitigate impacts on local businesses which may be obscured by the construction site;• Sydney Metro advertising/public awareness campaigns; and• Logos/branding, including Sydney Metro, NSW Government, and Contractor branding. <p>The design of all temporary works will require Sydney Metro approval in relation to urban design and visual impacts and Sydney Metro will stipulate the design of hoarding artwork, including:</p> <ul style="list-style-type: none">• Sydney Metro advertising/public awareness campaigns; and• Logos/branding, including Sydney Metro, NSW Government and Contractor branding. | During Construction | CEMF Section 4.4a) | Environment Manager Project Engineer Communications and Community Liaison Manager | This Plan Section 7.1 Section 4 of the Community Communication Strategy |
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Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|-----|--|---------------------|---------------------|---|---|
| 38. | Construction hoardings, scaffolding and acoustic sheds will be regularly inspected and kept clean and free of dust build up. Graffiti on construction hoardings, scaffolding or acoustic sheds will be removed or painted over promptly. | During Construction | CEMF Section 4.4b) | Environment Manager Design Manager Communications and Community Liaison Manager Project Engineer | Noted and also refer SMC Community Communication Strategy (Appendix A for Approvals Process) |
| 39. | The principles of Crime Prevention Through Environmental Design will be applied to all works, including temporary works, that have a public interface. | During Construction | CEMF Section 4.4c) | Environment Manager Project Engineer Site Superintendent | Section 7.1 |
| 40. | The following visual and landscape management objectives will apply to the construction of the project: <ul style="list-style-type: none">Minimise impacts on existing landscape features as far as feasible and reasonable.Ensure the successful implementation of the Landscape Design.Reduce visual impact of construction to surrounding community. | During Construction | CEMF Section 12.1 | | Section 1.5 |
| 41. | Principal Contractors will develop and implement a Visual Amenity Management Plan for temporary works which will include as a minimum: <ul style="list-style-type: none">The visual mitigation measures as detailed in the environmental approval documentation for construction.Input from an experienced Landscape or Urban Designer.The maintenance of outward facing elements of site hoarding or noise barriers, including the removal of graffiti and weeds.Apply the principles of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting and relevant safety design requirements and detail mitigation measures to minimise lighting impacts on sensitive receivers for all permanent, temporary and mobile light sources.Apply the principals of the NSW Government Crime Prevention through Environmental Design guidelines.Monitoring requirements.Compliance record generation and management. | During Construction | CEMF Section 12.2a) | Environment Manager | i) This Plan ii) Not relevant to the scope of works. To be reassessed if scope changes require temporary works in prominent area |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|---|--|---------------------|------------------------|--|--|
| | | | | | iii) Section 7.1 iv) Section 7.1 v) Section 5 vi) Section 9.1 vii) Section 9.1 |
| 42 | Visual and landscape measures will be incorporated into the Principal Contractor's regular inspections including checking the health of retained vegetation around site boundaries, checking the condition of any site hoarding and acoustic sheds, and checking the position and direction of any sight lighting. | During Construction | CEMF Section 12.2b) | Environment Manager Project Engineer Site Superintendent | Section 7.1 |
| 43 | The Contractor will retain compliance records of any inspections undertaken in relation to visual and landscape measures. | During Construction | CEMF Section 12.2c) | Environment Manager | Section 7.1 |
| 44 | Examples of visual amenity mitigation measures include: <ul style="list-style-type: none"> • Wherever feasible and reasonable, vegetation around the perimeter of the construction sites will be maintained. • Temporary construction works will be designed with consideration of urban design and visual amenity as per Section 4.4. • Temporary site lighting, for security purposes or night works will be installed and operated in accordance with AS4282:1997 Control of the Obtrusive Effect of Outdoor Lighting. | During Construction | CEMF Section 12.3 | Environment Manager | Section 7.1 |
| No. | Measure | Timing | Requirement | Responsibility | Reference |
| Project Approval – Specific Management Plan Requirements | | | | | |
| 1. | The Proponent must construct and operate the CSSI with the objective of minimising light spillage to surrounding properties. All lighting associated with the Construction and Operation of the CSSI must be consistent with the requirements of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting and relevant Australian Standards in the series AS/NZ 1158 – Lighting for Roads and Public Spaces. | During Construction | S2B SSI 8256 COA – E54 | Environment Manager Project Engineer Site Superintendent Sydney Metro (operational) | Section 7 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|-----|--|---------------------------|------------------------|--|-------------|
| 2 | Station Design and Precinct Plans must be prepared to inform the final design of the CSSI and to give effect to the commitments made in the documents listed in Conditions A1 and A2. The Station Design and Precinct Plans do not apply to those elements, which for technical, engineering, or ecological requirements, or requirements as agreed by the Planning Secretary, do not allow for alternate design outcomes. | Design / Pre-construction | S2B SSI 8256 COA – E56 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |
| 3 | <p>Station Design and Precinct Plans must be prepared by a suitably qualified and experienced person(s) in consultation with the relevant council(s), the community and affected landowners and businesses or a representative of the businesses. A station precinct is defined as an area within 200 metres radius of a station, or beyond for the purposes of connecting pedestrian and cycle paths from stations to existing or planned future pedestrian and cycle paths. The Station Design and Precinct Plans must include:</p> <p>(e) Context and form</p> <ul style="list-style-type: none">(i) an analysis of the built, natural and community context and the urban design objectives, principles and standards for the CSSI,(ii) the location of existing heritage items,(iii) the location and type of existing vegetation,(iv) detailed consideration of integration and continuity with urban design and landscape outcomes for SSI 7400, taking into account the approved station design and precinct plans for that project; <p>(f) Design</p> <ul style="list-style-type: none">(i) the design of the CSSI elements including their form, materials and detail,(ii) the design of the CSSI landform and earthworks,(iii) visual screening requirements for the CSSI,(iv) developed visuals, cross sections and plans showing the proposed design outcome of the CSSI,(v) consideration of opportunities for provision of public art within each station precinct,(vi) consideration of the principles of Crime Prevention Through Environmental Design (CPTED); <p>(g) Landscaping</p> <ul style="list-style-type: none">(i) areas of vegetation to be retained and proposed planting and seeding details, including the use of local indigenous species for revegetation activities,(ii) details of strategies to rehabilitate, regenerate or revegetate disturbed areas and successfully establish and maintain the resulting new landscape; <p>(h) Transport and access</p> | Design / Pre-construction | S2B SSI 8256 COA – E57 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|--|--|---------------------------|------------------------|--|-------------|
| | <ul style="list-style-type: none">(i) design measures to maximise the amenity of public spaces, permeability around entrances to stations and integration with other transport modes;(ii) measures to safeguard a new pedestrian crossing of the rail corridor to the west of Foord Avenue and east of Melford Street in Hurstville Park;(iii) integrate with relevant initiatives identified in the Sydney Metro Sydenham to Bankstown Walking and Cycling Strategy;(iv) detailed consideration of measures to allow for the removal and/or relocation of existing ancillary infrastructure (such as fencing, substations and signalling boxes) and any structures that may be made redundant by the CSSI that may inhibit or detrimentally impact the provision of open space, pedestrian and cyclist pathways along the rail corridor or new access points into the stations in the future;(v) detailed consideration of design measures to ensure the location of infrastructure does not preclude future enhancements and upgrades to existing parks and public open spaces adjoining the rail corridor; and(e) Consultation<ul style="list-style-type: none">(i) evidence of consultation with the community, the relevant council(s) in the preparation of the | | | | |
| <p>Plans and how feedback has been addressed before seeking review by the Design Review Panel, where required.</p> | | | | | |
| 4 | <p>In addition to the requirements of Condition E57, the Station Design and Precinct Plan Bankstown Station must:</p> <ul style="list-style-type: none">(f) remove the existing at grade car park immediately opposite the intersection of North Terrace and The Appian Way to improve the public domain;(g) consider opportunities to improve legibility and access to the existing station entrances from North Terrace and Bankstown City Plaza, including rationalisation of retail outlets;(h) investigate opportunities to relocate the bus layover on South Terrace and off-street parking from the station interface;(i) consider opportunities to consolidate amenities such as toilets and other infrastructure into new integrated station facilities that are not isolated or dominant in the public domain; and(j) investigate and document opportunities for the relocation of the heritage listed parcel office or retention of its interpretive elements, and provide justification to explain why the opportunities have progressed or not; and <p>include a master plan for the transport interchange at Bankstown Station and consider the relationship to and outcomes of any broader master planning of the Bankstown commercial district.</p> | Design / Pre-construction | S2B SSI 8256 COA – E58 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|-----|---|----------------------------|------------------------|--|-------------|
| 5 | Station Design and Precinct Plans for Bankstown Station and Campsie Station must include an Interchange Access Plan to inform the final design of transport and access facilities and services. The Interchange Access Plan(s) must consider mode transfer, from both active transport or road- based transport and take into account: (c) station access hierarchy consistent with the transport planning principles identified in the EIS; transport initiatives and plans; and (d) patronage changes resulting from land use, population, employment, transport infrastructure and service changes. | Design / Pre- construction | S2B SSI 8256 COA – E64 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |
| 6 | The Station Design and Precinct Plans for Bankstown Station, Campsie Station and Dulwich Hill Station, must be reviewed by the Design Review Panel. The Proponent must provide a response to the outcomes of the Design Review Panel's review indicating how the relevant precinct plans will be amended to accommodate the review outcomes. Where the review outcomes are not addressed, the Proponent must provide the Design Review Panel with reasons. | Design / Pre- construction | S2B SSI 8256 COA – E65 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |
| 7 | With respect to the Bankstown Station, Campsie Station and Dulwich Hill Station precincts, the Proponent must submit the relevant Station Design and Precinct Plans to the Planning Secretary for approval no later than one (1) month before commencement of Construction of permanent built works that are the subject of these Station Design and Precinct Plans (in the area to which the relevant Station Design and Precinct Plan applies). | Design / Pre- construction | S2B SSI 8256 COA – E66 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |
| 8 | With respect to the Bankstown Station, Campsie Station and Dulwich Hill Station precincts, Construction of permanent built works or landscaping that are the subject of the Station Design and Precinct Plans must not be commenced (in the area to which the relevant Station Design and Precinct Plan applies) until the relevant Station Design and Precinct Plans have been approved by the Planning Secretary, after responding to the outcomes of the Design Review Panel review. Evidence of response to the Design Review Panel's review must be provided to the Planning Secretary. The Station Design and Precinct Plans, as approved by the Planning Secretary, must be implemented as required during Construction and Operation. | Design / Pre- construction | S2B SSI 8256 COA – E67 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |
| 9 | <p>Transport for NSW would prepare Station Design and Precinct Plans for each station. The plans would aim to ensure that the stations and facilities are sympathetic and complement local character, and are integrated with future plans for development. The plans would consider the following:</p> <ul style="list-style-type: none">• urban design context• sustainable design and maintenance• community safety, amenity and privacy, including 'safer by design' principles where relevant• opportunities for public art | Design / Pre- construction | S2B SPIR REMM LV3 | Design Manager/Project Design Team Environmental Manager | Section 1.6 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|-----|---|----------------------------------|-------------------|---|-----------|
| | <ul style="list-style-type: none">• landscaping and design opportunities to mitigate the visual impacts of rail infrastructure and operation facilities• incorporation of salvaged historic and artistic elements on the project design• details of where and how recommendations from the Design Review Panel have been considered in the plan.• Documents to be considered by the plans include, but are not limited to: Inner West Council's Dulwich Hill Station Precinct public domain master plan• Outcomes of the master plan for Bankstown Station. <p>The plans would be prepared and implemented in consultation with the Department of Planning and Environment, Inner West and Canterbury- Bankstown councils, Chambers of Commerce, and the local community.</p> | | | | |
| 10 | <p>The management of trees during detailed design and construction planning would be guided by the project's Tree Management Strategy, which would be developed in consultation with councils and include consideration of relevant local plans and strategies. Where removal cannot be avoided, trees would be replaced in accordance with the Tree Management Strategy, including replacement of removed trees in a two for one ratio.</p> <p>Opportunities to retain and protect existing trees would be defined during detailed design and construction planning, in accordance with the project's Tree Management Strategy. The design would aim to reduce tree removal to the extent practicable, particularly where they contribute to screening vegetation or landscape character.</p> | Prior to and During Construction | S2B SPIR REMM LV4 | Environment Manager Project Engineer Design Manager/Project Design Team Site Superintendent Sydney Metro (develop Tree Management Strategy) | Section 7 |
| 11. | <p>Lighting would be designed in accordance with AS 4282 Control of the Obtrusive Effects of Outdoor Lighting. Lighting would be designed to minimise light spill and glare into adjoining areas.</p> | Prior to and During Construction | S2B SPIR REMM LV5 | Environment Manager Design Manager/Project Design Team Site Superintendent Sydney Metro (operational) | Section 7 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|-----|--|---------------------------|----------------------|--|--------------------------------|
| 12. | The selection of materials and colours for noise barriers and hoardings would aim to minimise their visual prominence. | Prior to construction | S2B SPIR REMM – LV6 | Design Manager/Project Design Team | Section 7 |
| 13 | The use of transparent panels in noise barriers would be considered where views to local landscape features and district views would be obstructed. | Prior to construction | S2B SPIR REMM - LV7 | Design Manager/Project Design Team | Not relevant to scope of works |
| 14. | Fencing would be designed to be of a high quality urban finish near stations. | Prior to Construction | S2B SPIR REMM - LV8 | Design Manager/Project Design Team | Not relevant to scope of works |
| | The detailed design of the substations would ensure that they incorporate appropriate architectural treatments and landscaping, guided by the design guidelines, to minimise the potential for visual impacts. Surrounding property owners would be consulted during design of the substations. | Design / Pre-construction | S2B SPIR REMM - LV8 | Design Manager/Project Design Team Environmental Manager | Not relevant to scope of works |
| 15 | A visual amenity management plan would be prepared and implemented during construction, to define the measures to minimise visual impacts during construction. The plan would include requirements in relation to construction site remediation. | During Construction | S2B SPIR REMM – LV10 | Environment Manager Project Engineer Site Superintendent | This Plan |
| 16 | Mitigation measures for landscape and visual impacts would be implemented as soon as feasible and reasonable after the commencement of construction, and remain for the duration of the construction period. | During Construction | S2B SPIR REMM – LV11 | Environment Manager Project Engineer Site Superintendent | Section 7 |
| 17 | Trees to be retained would be protected prior to the commencement of construction in accordance with AS4970-2009 Protection of trees on development sites and the project's Tree Management Strategy. Any tree pruning would be undertaken in accordance with the project's Tree Management Strategy, guided by a tree report prepared by a qualified arborist. | During Construction | S2B SPIR REMM – LV12 | Environment Manager Site Superintendent Project Engineer | Section 7 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|--|--|---------------------|---|---|-------------|
| 18. | The design and maintenance of construction compound hoardings would aim to minimise visual amenity and landscape character impacts. Graffiti would be removed promptly, and public art opportunities would be considered. | During Construction | S2B SPIR REMM - LV13 | Environment Coordinator Project Engineer Construction Manager | Section 7 |
| 19. | The selection of materials and colours would aim to minimise their visual prominence. | During Construction | S2B SPIR REMM - LV14 | Design Manager/Project Design Team | Section 7 |
| 10 | Lighting of work areas, compounds and work sites would be oriented to minimise glare and light spill impact on adjacent receivers. | During Construction | S2B SPIR REMM - LV15 | Environment Manager Project Engineer Site Superintendent | Section 7 |
| 21. | Following completion of construction, site restoration would be undertaken in accordance with the visual amenity management plan. Temporary impacts to public open space would be rehabilitated in consultation with the relevant local council and/or landowner. | During Construction | S2B SPIR REMM - LV16 | Environment Manager Project Engineer Site Superintendent | Section 7 |
| SPIR Environmental Performance Outcomes | | | | | |
| 22. | The preferred project is designed to have regard to the surrounding landscape and visual environment and to minimise the potential for visual impacts. The preferred project is visually integrated with its surroundings. Vegetation providing screening of the rail corridor is retained where practicable | During Construction | S2B SPIR EPO – Landscape character and visual amenity | Design Manager Environment Manager Project Engineer | Section 1.5 |
| Contractual Requirements | | | | | |
| 23. | In carrying out the SSJ Contractor's Activities, the SSJ Contractor must: (c) keep the Construction Site, Extra Land and the Project Works clean and tidy and free of refuse; (d) regularly remove rubbish, litter, graffiti and surplus material from the Construction Site and Extra Land; and as a condition precedent to Construction Completion of a Portion, remove all rubbish, surplus materials, Construction Plant and Temporary Works from the Construction Site and Extra Land or the part of the | During Construction | General Conditions – 3.10 | Environment Manager Project Engineer Site Superintendent | Section 7 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
|---|---|---------------------|--|--|-----------|
| Construction Site or Extra Land relevant to the Project Works or the Portion, except where the retention of any of these are required for the correction of Defects during the Defects Correction Period and this is approved in writing by the Principal's Representative. | | | | | |
| 24. | <p>The SSJ Contractor must:</p> <ul style="list-style-type: none">iv) construct hoardings and fencing from new materials sympathetic with the surroundings. Hoardings must be clean, painted, free of snagging or sharp protrusions on both the Construction Site side and the public side and also comply with the relevant hoarding standardsv) maintain hoardings, installed by the SSJ Contractor, in a neat and tidy condition;vi) maintain hoardings, fencing or walls, installed by the SSJ Contractor, on the Construction Site free of graffiti and any advertising material not authorised by the Principal's Representative until the Date of Construction Completion of the last Portion to achieve Construction Completion | During Construction | SMC SWTC – 5.10 Hoarding and Temporary Fencing | Project Engineer Site Superintendent Environment Manager | Section 7 |
| 25. | <p>The SSJ Contractor must:</p> <ul style="list-style-type: none">ii) not dispose of any rubbish, including dust or dirty water into the track drainage system or the Sydney Trains binsiii) ensure that all infrastructure, facilities and amenities in the areas being maintained are at all times fit for their intended purpose, clean and tidy and in a condition which satisfies the requirements of the Contract;v) maintain existing landscaping and ground vegetation within the Construction Site;vi) not store rubbish or loose items on the Construction Site for any extended period (rubbish must be removed on a weekly basis);vii) keep clean any public and Back of House areas of the existing Bankstown Line Stations affected by the SSJ Contractor's Activities;ix) ensure that any dust created by the SSJ Contractor's Activities falling in public areas is removed. Dust entering public areas or areas where it is likely to interfere with operating equipment must be removed at the end of each shift. Every effort must be made to reduce dust emanation from the SSJ Contractor's Activities; andx) ensure any rubbish, dust, or residue from dirty work boots deposited in public areas or egress areas is removed within 30 minutes. | During Construction | SMC SWTC – 5.11 Maintenance | Project Engineer Site Superintendent Environment Manager | Section 7 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
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| 26. | <p>The SSJ Contractor must:</p> <ul style="list-style-type: none">(ii) reinstate the Construction Site progressively as each part of the SWM Corridor Works and Temporary Works is completed;(iii) reinstate all land outside the Construction Site (including the Extra Land) which has been in any way affected by the SSJ Contractor's Activities, to a condition at least equivalent to that existing before that occupation or use;(iv) reinstate the Construction Site, including the removal of all temporary infrastructure, reinstating all built and natural surfaces, features, landscaping and the natural environment to a condition not less than that existing immediately prior to the SSJ Contractor obtaining access to the Construction Site | During Construction | SMC SWTC – 5.14 Site Restoration | Project Engineer Site Superintendent Environment Manager | Section 7 |
| 27. | <p>The Contractor must arrange for the production and installation of any site hoarding and fencing banners including vinyl (on solid hoarding), shade cloth or other material on the external face of any hoarding or fence within 30 days of Site establishment.</p> | During Construction | Schedule Part D – MR-C -12.1a) | Construction Manager Project Engineer Site Superintendent | Section 7 |
| 28. | <p>Site hoarding and fencing banners must be replaced every 12 months to ensure they remain clean and appropriate for their intended use.</p> | During Construction | Schedule Part D – MR-C -12.1b) | Construction Manager Project Engineer Site Superintendent | Section 7 |
| 29. | <p>All banner artwork print proofs must be submitted to and approved by the Principal's Representative prior to being used by the Contractor in the production of banner artwork. The Principal's Representative must be given a minimum of five Business Days to review the banner artwork print proofs. The Contractor must address all the Principal's comments on the print proofs to the satisfaction of the Principal's Representative, prior to being approved.</p> | During Construction | Schedule Part D – MR-C -12.1c) | Project Engineer Construction Manager Communications and Community Liaison Manager | Section 7 and also refer SMC Community Communication Strategy |
| 30. | <p>The Principal's Representative's approval of banner artwork print proofs is a Hold Point.</p> | During Construction | Schedule Part D – MR-C -12.1d) | Project Engineer Construction Manager | Section 7 and also refer SMC Community Communication Strategy |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
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| | | | | Communications and Community Liaison Manager | |
| 31. | Installation plans for all hoardings or fencing banners, including shade cloth or other material on the external face of any hoarding or fence, must be submitted to and approved by the Principal's Representative prior to being erected by the Contractor. The Principal's Representative must be given a minimum of 10 Business Days to review and comment on banner installation plans. The Contractor must address the Principal's comments on the submitted Documents to the satisfaction of the Principal's Representative, prior to them being approved. | During Construction | Schedule Part D – MR-C -12.1e) | Project Engineer Construction Manager Communications and Community Liaison Manager | Section 7 and also refer to SMC Community Communication Strategy |
| 32. | The Principal's Representative's approval of banner installation plans is a Hold Point. | During Construction | Schedule Part D – MR-C -12.1f) | Project Engineer Construction Manager Communications and Community Liaison Manager | Section 7 and also refer SMC Community Communication Strategy * (Section 7.4 and Appendix A for Approvals Process) |
| 33. | Viewing holes and transparent panels must be provided in the hoardings at various locations, to be determined by the Principal's Representative in consultation with the Contractor. | During Construction | Schedule Part D – MR-C -12.1g) | Sydney Metro in consultation with the Project Engineer / Communications and Community Liaison Manager | Section 7 |
| 34. | Hoardings, site sheds, fencing, acoustic walls around the perimeter of the Site and any other structures built as part of the Works and Temporary Works must be maintained free of graffiti and any advertising not authorised by the Principal. | During Construction | Schedule Part D – MR-C -12.2a) | Site Supervisor | Section 7 |
| 35. | The Contractor must carry out daily inspections for graffiti and unauthorised advertising and must remove or cover any such graffiti or unauthorised advertising identified within the following timeframes: (i) offensive graffiti must be cleaned or covered within 24 hours; | During Construction | Schedule Part D – MR-C -12.2b) | Site Supervisor | Section 7 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
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| | <p>(ii) highly visible yet non-offensive graffiti must be cleaned or covered within one week;</p> <p>(iii) graffiti that is neither offensive nor highly visible must be cleaned or covered during normal operations within one month; and</p> <p>(iv) any advertising material including bill posters must be removed or covered within 24 hours.</p> | | | | |
| 36. | <p>12.1 Visual Amenity Management Objectives</p> <p>12.2 Visual Amenity Management Implementation</p> <p>12.3 Visual Amenity Mitigation</p> | During Construction | Schedule Part D – MR-E | <p>Environment Manager</p> <p>Project Engineer</p> | <p>This Plan</p> |
| Construction Environmental Management Framework | | | | | |
| 37. | <p>Principal Contractors will ensure as a minimum:</p> <p>Temporary construction works consider urban design and visual impacts, including:</p> <ul style="list-style-type: none"> Artwork, graphics and images to enhance the visual appearance of temporary works in high visibility locations; Project information to raise awareness on benefits, explain the proposed works at each site and provide updates on construction progress; Community information, including contact numbers for enquiries/complaints; Signage and information to mitigate impacts on local businesses which may be obscured by the construction site; Sydney Metro advertising/public awareness campaigns; and Logos/branding, including Sydney Metro, NSW Government, and Contractor branding. <p>The design of all temporary works will require Sydney Metro approval in relation to urban design and visual impacts and Sydney Metro will stipulate the design of hoarding artwork, including:</p> <ul style="list-style-type: none"> Sydney Metro advertising/public awareness campaigns; and Logos/branding, including Sydney Metro, NSW Government and Contractor branding. | During Construction | CEMF Section 4.4a) | <p>Environment Manager</p> <p>Project Engineer</p> <p>Communications and Community Liaison Manager</p> | <p>This Plan</p> <p>Section 7</p> <p>Section 4 of the Community Communication Strategy</p> |
| 38. | <p>Construction hoardings, scaffolding and acoustic sheds will be regularly inspected and kept clean and free of dust build up. Graffiti on construction hoardings, scaffolding or acoustic sheds will be removed or painted over promptly.</p> | During Construction | CEMF Section 4.4b) | <p>Environment Manager</p> <p>Design Manager</p> <p>Communications and Community Liaison Manager</p> | <p>Noted and also refer SMC</p> <p>Community Communication Strategy</p> <p>(Appendix A for</p> |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
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| | | | | Project Engineer | Approvals Process) |
| 39. | The principles of Crime Prevention Through Environmental Design will be applied to all works, including temporary works, that have a public interface. | During Construction | CEMF Section 4.4c) | Environment Manager Project Engineer Site Superintendent | Section 7 |
| 40. | The following visual and landscape management objectives will apply to the construction of the project: <ul style="list-style-type: none"> • Minimise impacts on existing landscape features as far as feasible and reasonable. • Ensure the successful implementation of the Landscape Design. • Reduce visual impact of construction to surrounding community. | During Construction | CEMF Section 12.1 | | Section 1.5 |
| 41. | Principal Contractors will develop and implement a Visual Amenity Management Plan for temporary works which will include as a minimum: <ul style="list-style-type: none"> • The visual mitigation measures as detailed in the environmental approval documentation for construction. • Input from an experienced Landscape or Urban Designer. • The maintenance of outward facing elements of site hoarding or noise barriers, including the removal of graffiti and weeds. • Apply the principles of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting and relevant safety design requirements and detail mitigation measures to minimise lighting impacts on sensitive receivers for all permanent, temporary and mobile light sources. • Apply the principals of the NSW Government Crime Prevention through Environmental Design guidelines. • Monitoring requirements. • Compliance record generation and management. | During Construction | CEMF Section 12.2a) | Environment Manager | viii) This Plan ix) Not relevant to the scope of works. To be reassessed if scope changes require temporary works in prominent area x) Section 7 xi) Section 7 xii) Section 5 xiii) Section 9 xiv) Section 9 |

Unclassified

| No. | Measure | Timing | Requirement | Responsibility | Reference |
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| 42 | Visual and landscape measures will be incorporated into the Principal Contractor's regular inspections including checking the health of retained vegetation around site boundaries, checking the condition of any site hoarding and acoustic sheds, and checking the position and direction of any sight lighting. | During Construction | CEMF Section 12.2b) | Environment Manager Project Engineer Site Superintendent | Section 7 |
| 43 | The Contractor will retain compliance records of any inspections undertaken in relation to visual and landscape measures. | During Construction | CEMF Section 12.2c) | Environment Manager | Section 7 |
| 44 | Examples of visual amenity mitigation measures include: <ul style="list-style-type: none">Wherever feasible and reasonable, vegetation around the perimeter of the construction sites will be maintained.Temporary construction works will be designed with consideration of urban design and visual amenity as per Section 4.4.Temporary site lighting, for security purposes or night works will be installed and operated in accordance with AS4282:1997 Control of the Obtrusive Effect of Outdoor Lighting. | During Construction | CEMF Section 12.3 | Environment Manager | Section 7 |