



SOUTHWEST METRO

Dulwich Hill, Hurlstone Park, Campsie, Belmore, Wiley Park and Punchbowl Station upgrades

VISUAL AMENITY MANAGEMENT PLAN



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FOR: DOWNER EDI Works on behalf of SYDNEY METRO (CITY and SOUTHWEST)

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Abbreviations

AS	Australian Standard
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
CoA	Conditions of approval
CSSI	Critical state significant infrastructure
EIS	Environmental Impact Statement
EP&A Act	<i>Environment Planning and Assessment Act 1979</i> (NSW)
EPL	Environment Protection Licence under the POEO Act
ER	Environmental representative
Minister	The Minister of New South Wales (NSW) Planning
POEO Act	<i>Protection of the Environment Operations Act 1997</i> (NSW)
REMM	Revised Environmental Mitigation Measures
SPIR	Submissions and Preferred Infrastructure Report
SSI	State significant infrastructure
SWM	Southwest Metro
Sydney Metro	Sydney Metro Authority
TfNSW	Transport for New South Wales
VAMP	Visual amenity management plan

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Introduction

1.1 Purpose

This Visual Amenity Management Plan (VAMP) provides the requirements for Downer EDI Works to manage visual-related matters at six stations during the Construction phase of the Sydney Metro City and Southwest Sydney to Bankstown upgrade (the Southwest Metro (SWM) project). The SWM project involves upgrading the 13.5-kilometre rail line and refurbishing stations from Sydney to Bankstown.

The SWM project is Critical State Significant Infrastructure (CSSI). An *Environmental Impact Statement* (EIS, 2017) was prepared to support TfNSW's application for approval of the project (following TfNSW application, Sydney Metro became the Proponent, post Project approval). Following its exhibition, the project scope of work was amended as described in the *Sydney Metro City & Southwest Sydney to Bankstown Upgrade – Submissions and Preferred Infrastructure Report* (SPIR, 2018). The SWM project was then approved by the Minister for Planning on 12 December 2018 (SSI 8256, the project approval), subject to conditions of approval (CoA).

Subsequently, a modification report for the SWM project was prepared by Sydney Metro (May 2020) and placed on public exhibition. Following the response to submissions received during that exhibition period (Submissions Report, September 2020), the SWM Project Modification was determined by the Minister for Planning on 22 October 2020 (CSSI 8256 Mod 1), subject to revised environmental mitigation measures (REMM).

This report has been prepared to satisfy condition LV10 of the REMM and Section 3.4a of the *Sydney Metro Construction Environmental Management Framework*, Rev 3.2 (Sydney Metro's CEMF) which requires preparation of a VAMP.

1.2 Scope of works

The scope of this VAMP is limited to six work sites associated with the upgrade of six stations within the SWM project:

- Dulwich Hill Station
- Hurlstone Park Station
- Campsie Station
- Belmore Station
- Wiley Park Station
- Punchbowl Station.

The location of the six stations is shown in FIGURE 1-1 and described in SECTION 3.

1.3 Objectives

This VAMP identifies management measures and monitoring requirements to reduce impacts to visual amenity during the construction phase of the upgrade at the six work sites. The following visual and landscape management objectives from Sydney Metro's CEMF will apply to construction:

- Minimise impacts on existing landscape features as far as feasible and reasonable
- Ensure the successful implementation of the Landscape Design, and
- Reduce visual impact of construction to surrounding community.

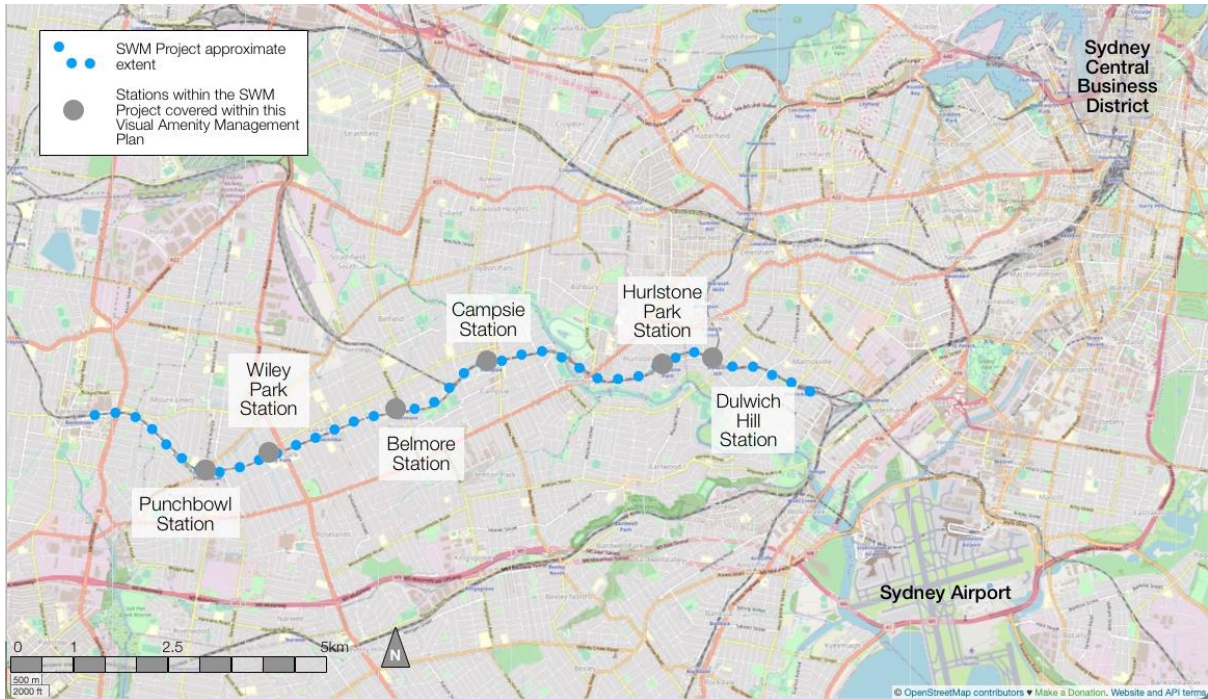


FIGURE 1-1: SYDENHAM TO BANKSTOWN METRO ALIGNMENT (SOURCE: SYDENHAM TO BANKSTOWN EIS, 2017)

1.4 Requirements addressed

This VAMP addresses applicable requirements of CoA A1 and A2:

- CoA A1 The CSSI must be carried out in accordance with the terms of this approval and generally in accordance with the description of the CSSI in the:
 - (a) *Sydney Metro City & Southwest Sydenham to Bankstown Environmental Impact Statement – Volumes 1A-C and 2–6 (the EIS)*;
 - (b) as modified by the Sydney Metro City & Southwest Sydenham to Bankstown Submissions and *Preferred Infrastructure Report – Volumes 1, 2A-F and 3 G-J (the SPIR)*; and
 - (c) the *Sydney Metro City & Southwest Sydenham to Bankstown Submissions Report (the SR)*;
 - (d) the Sydney Metro City & Southwest Sydenham to Bankstown, Bankstown Station Modification Report; and
 - (e) the Sydney Metro City & Southwest Sydenham to Bankstown, Bankstown Station Response to Submissions.
- CoA A2 The CSSI must be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.

Specifically, the VAMP addresses the requirements relevant to visual amenity management. Visual amenity requirements and where they are addressed in this report are listed in TABLE 1-1.

TABLE 1-1: SWM PROJECT APPROVAL REQUIREMENTS ADDRESSED BY THIS REPORT

Source	Requirement	Where addressed in this report
REMM LV10	A visual amenity management plan would be prepared and implemented during construction, to define the measures to minimise visual impacts during construction.	This VAMP
	The plan would include requirements in relation to construction site remediation.	SECTION 6
CoA A19 (b) (ii)	Lunch sheds, office sheds, portable toilet facilities, and the like, that are not identified as an ancillary facility in the documents listed Condition A1, can be established where they satisfy the following criteria: (b) have been assessed by the ER to have –	TABLE 5-1

Source	Requirement	Where addressed in this report
	(i) minor amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction Noise Guideline (DECC, 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts,	
CoA A20	Boundary screening must be erected around all ancillary facilities that are adjacent to sensitive receivers for the duration of Construction of the CSSI unless otherwise agreed with relevant council(s), and affected residents, business operators or landowners.	TABLE 5-1
CoA A21	Boundary screening required under Condition A20 of this approval must minimise visual, noise and air quality impacts on adjacent sensitive receivers.	
CoA E5	<p>The Proponent must commission an independent experienced and suitably qualified arborist, to prepare a comprehensive Tree Report(s) before removing any trees as detailed in the documents listed in Condition A1. The Tree Report may be prepared for the entire CSSI or separate reports may be prepared for individual areas where trees are required to be removed. The report(s) must identify the impacts of the CSSI on trees and vegetation within and adjacent to the Construction footprint. The report(s) must include:</p> <ul style="list-style-type: none"> (a) assess compliance with the requirements of this approval; (b) a description of the conditions of the tree(s) and its amenity and visual value; (c) consideration of all options to avoid tree removal, including relocation of services, redesign or relocation of ancillary components (such as substations, fencing etc.) and reduction of standard offsets to underground services; and (d) measures to avoid the removal of trees or minimise damage to existing trees and ensure the health and stability of those trees to be protected. This includes details of any proposed canopy or root pruning, root protection zone, excavation, site controls on waste disposal, vehicular access, storage of materials and protection of public utilities. <p>A copy of the report(s) must be submitted to the Planning Secretary before the removal or pruning of any trees, including those affected by site establishment Work. All recommendations of the report must be implemented by the Proponent, unless otherwise agreed by the Planning Secretary.</p>	TABLE 5-1
CoA E54	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.	TABLE 5-1
CoA E71	<p>A Utilities Management Strategy must be prepared and implemented in line with the Utilities Management Framework, provided as Appendix H of the SPIR for all utility Work. The Strategy must identify how utility Work will be defined and managed.</p> <p>The Utilities Management Strategy must include:</p> <ul style="list-style-type: none"> (a) station access hierarchy consistent with the transport planning principles identified in the EIS; (b) the functions of the Utility Coordination Manager as required by Condition E72; (c) a description of all utility Work to be undertaken; and (d) management measures to be implemented to manage dust, noise, traffic, access and lighting impacts associated with utility Work. <p>The Utilities Management Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of utility Work.</p>	TABLE 5-1
CoA B5-13	A Complaints Management System	SECTION 7.4
REMM LV11	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.	TABLE 5-1
REMM LV12	<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>	TABLE 5-1
REMM LV13	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.	TABLE 5-1
REMM LV14	The selection of materials and colours would aim to minimise their visual prominence.	TABLE 5-1

Source	Requirement	Where addressed in this report
REMM LV15	Lighting of work areas, compounds and work sites would be oriented to minimise glare and light spill impact on adjacent receivers.	TABLE 5-1
REMM LV 16	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.	TABLE 5-1
REMM NAH16	All retained heritage buildings, structures, fabric and moveable heritage items would be protected to avoid damage during works in the vicinity of these items, including from vibration. Retained significant buildings or elements susceptible to damage would be protected by hoardings or screens.	TABLE 5-1
REMM LU4	Temporary use areas, including public open space, would be restored to their pre-existing condition (as a minimum) as soon as practicable following completion of construction. This would be undertaken in consultation with the relevant council and/or the landowner.	SECTION 6
REMM B7	Priority weeds would be managed in accordance with the Biosecurity Act 2015. Weeds of national environmental significance would be managed in accordance with the Weeds of National Significance Weed Management Guide.	TABLE 5-1

Construction works, including actions in this VAMP must also be consistent with:

- CoA A13 The Staging Report must:
- if staged Construction is proposed, set out how the Construction of the whole of the CSSI will be staged, including details of Work and other activities to be carried out in each stage and the general timing of when Construction of each stage will commence and finish;
 - if staged Operation is proposed, set out how the Operation of the whole of the CSSI will be staged, including details of Work and other activities to be carried out in each stage and the general timing of when Operation of each stage will commence;
 - specify the relevant conditions of approval that apply to each stage and how compliance with conditions will be achieved across and between each of the stages of the CSSI; and
 - set out mechanisms for managing any cumulative impacts arising from the proposed staging.
- CoA E19 Work must only be undertaken during the following construction hours:
- 7:00am to 6:00pm Mondays to Fridays, inclusive;
 - 8:00am to 6:00pm Saturdays; and
 - at no time on Sundays or public holidays.

This VAMP is one of several environmental management plans (EMPs) required for the SWM project which are collectively covered by Sydney Metro's CEMF (refer to SECTION 2.3). The CEMF details management requirements for construction to be included in the VAMP. These requirements and where they are addressed in this report are listed in TABLE 1-2.

TABLE 1-2: CEMF VISUAL AMENITY MANAGEMENT IMPLEMENTATION REQUIREMENTS

CEMF Reference	Requirement	Where addressed in this report
3.4 a	Subject to Section 3.3(b) and Section 3.2(b) the Principal Contractor will prepare issue-specific environmental sub plans to the CEMP and SMP which address each of the relevant environmental impacts at a particular site or stage of the project. Issue specific sub plans will include: vii. Visual amenity management	This VAMP
4.4 a	Urban Design of Temporary Works a. Principal Contractors will ensure as a minimum: i. Temporary construction works including site hoardings and acoustic sheds consider urban design and visual impacts, including: - 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;	TABLE 5-1

CEMF Reference	Requirement	Where addressed in this report
	<ul style="list-style-type: none"> - 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. 	
4.4 b	The design of all temporary works will require TfNSW approval in relation to urban design and visual impacts.	TABLE 5-1
4.4 c	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.	TABLE 5-1
4.4 d	The principles of Crime Prevention Through Environmental Design will be applied to all works, including temporary works, that have a public interface.	TABLE 5-1
5.2 a ii	<p>Site Layout</p> <ul style="list-style-type: none"> a. Principal Contractors will consider the following in the layout of construction sites; <ul style="list-style-type: none"> ii The location of site access and egress points in relation to noise and light sensitive receivers, especially for site proposed to be utilised 24 hours per day 	TABLE 5-1
12.1	<p>Visual Amenity Management Objectives</p> <p>a. The following visual and landscape management objectives will apply to the construction of the project:</p> <ul style="list-style-type: none"> i. Minimise impacts on existing landscape features as far as feasible and reasonable; ii. Ensure the successful implementation of the Landscape Design; and iii. Reduce visual impact of construction to surrounding community. 	This VAMP
12.2 a	Principal Contractors will develop and implement a Visual Amenity Management Plan for temporary works which will include as a minimum:	This VAMP
i.	The visual mitigation measures as detailed in the environmental approval documentation for construction;	SECTION 5
ii.	Input from an experienced Landscape or Urban Designer;	The authors of this VAMP hold degrees in Landscape Architecture and have decades of experience in landscape design
iii.	The maintenance of outward facing elements of site hoarding or noise barriers, including the removal of graffiti and weeds;	TABLE 5-1
iv.	Apply the principles of <i>Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting</i> and relevant safety design requirements and detail mitigation measures to minimise lighting impacts on sensitive receivers for all permanent, temporary and mobile light sources	TABLE 5-1
v.	Identify the processes and procedures that will be used for the incorporation of the principles of Crime Prevention Through Environmental Design (CPTED) in the design and construction of any temporary site facilities	TABLE 5-1
vi.	Compliance record generation and management.	SECTION 7.6
12.2 b	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 site lighting.	SECTION 7.1
12.2 c	The Contractor will retain compliance records of any inspections undertaken in relation to visual and landscape measures.	SECTION 7.6
12.3a	<p>Visual Amenity Mitigation</p> <p>a. Examples of visual amenity mitigation measures include:</p> <ul style="list-style-type: none"> i. Wherever feasible and reasonable, vegetation around the perimeter of the construction sites will be maintained; ii. Temporary construction works will be designed with consideration of urban design and visual amenity as per Section 4.4; and iii. Temporary site lighting, for security purposes or night works will be installed and operated in accordance with <i>AS4282:1997 Control of the Obtrusive Effect of Outdoor Lighting</i>. 	TABLE 5-1

2

Environmental Management Framework

2.1 Environment and Sustainability Statement of Commitment

Sydney Metro has developed an Environment and Sustainability Statement of Commitment which applies to all people working for Sydney Metro, and aligns with the cluster wide TfNSW Environment and Sustainability Policy. The Statement of Commitment is included at Appendix A.

Sydney Metro is committed to:

- Minimising our impacts and leaving a positive environmental and social legacy
- Delivering a resilient asset and service for our customers
- Collaborating with stakeholders to innovate and drive sustainable outcomes, and
- Embedding sustainability into our activities.

2.2 Environmental management approach

Sydney Metro's ongoing environmental management commitment and approach to environmental management and monitoring during construction involves:

- Project design – measures incorporated in the design and construction planning to avoid and minimise impacts.
- Mitigation measures – a consolidated list of measures relevant to visual amenity during construction is provided in the REMM.
- Environmental performance outcomes.
- Implementation of the following project specific construction environmental management frameworks/strategies:
 - Construction Environmental Management Framework
 - Construction Noise and Vibration Strategy
 - Temporary Transport Strategy
 - Utilities Management Framework.

2.3 Construction Environmental Management Framework

Sydney Metro's CEMF details the approach to environmental management and monitoring during the construction life of the project. Compliance with relevant environmental legislation and project conditions occur through implementation of the CEMF.

Sydney Metro's CEMF also outlines requirements for project CEMPs and other supporting documentation (including this VAMP) which detail how environmental impacts are to be managed during construction.

2.4 Construction Environmental Management Plan

Two CEMPs have been prepared for the SWM project to addresses relevant environmental and planning requirements for construction of the six station upgrades:

- *Southwest Metro - Dulwich Hill, Campsie and Punchbowl Station Upgrades Construction Environmental Management Plan, Downer: SMCSWSW5-DEW-WEC-EM-PLN-000111, and*
- *Southwest Metro – Hurlstone Park, Belmore and Wiley Park Station Upgrades Construction Environmental Management Plan, Downer: SMCSWSW6-DEW-WEC-EM-PLN-000102.*

The relationship between the CEMF, CEMP and this VAMP is shown in FIGURE 2-1.



FIGURE 2-1: CEMP STRUCTURE OVERVIEW (SOURCE: FIGURE 8 OF THE CEMP)

2.5 Legal and compliance requirements

Legislation and compliance documents relevant to visual amenity during construction at the six stations includes:

- NSW *Environmental Planning and Assessment Act 1979* (EP&A Act)
- NSW Department of Planning, 22 October 2020, *Infrastructure Approval – CSSI 8256 Mod 1 - Conditions of Approval* (CoA)
- *Sydney Metro City & Southwest Sydenham to Bankstown Environmental Impact Statement* – Volumes 1A-C and 2–6 (EIS, 2017)
- *Sydney Metro City & Southwest Sydenham to Bankstown Submissions and Preferred Infrastructure Report* – Volumes 1, 2A-F and 3 G-J (SPIR)
- *Sydney Metro City & Southwest Sydenham to Bankstown Submissions Report* (SR)
- Revised Environmental Management Measures (REMM)
- Sydney Metro Construction Environmental Management Framework (CEMF)
- SWM (Downer) Construction Environmental Management Plan (CEMP)
- Sydney Metro City & Southwest – Sydenham to Bankstown Upgrade Staging Report (Sydney Metro, 2019).

The SWM Project must be carried out in accordance with the terms of the CoA granted under Division 5.2 of the EP&A Act, and generally in accordance with the description of the project in the EIS, SPIR and SR, and with the procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the EIS, SPIR, SR and REMM.

Visual amenity management requirements of these documents are provided at SECTION 5.

The following procedure and standards are also relevant to visual amenity during construction:

- Crime Prevention through Environmental Design (CPTED) principles
- *AS 4282-1997 Control of the obtrusive effects of outdoor lighting*
- *AS 4970-2009 Protection of trees on development sites*
- *AS/NZS 1158 – Lighting for Roads and Public Spaces*

2.6 Environmental responsibilities

The key roles and responsibilities relevant to implementation of this VAMP are shown in TABLE 2-1.

TABLE 2-1: ROLES AND RESPONSIBILITIES

Role	Responsibilities and activities (in addition to responsibilities provided in the CEMP)
The Independent Environmental Representative (ER)	<ul style="list-style-type: none"> Review and endorse the VAMP in accordance with planning approvals.
Project Director	<ul style="list-style-type: none"> Responsible for implementing the requirements of the VAMP Responsible for maintenance of the VAMP Review and authorise proposed training and induction elements concerning visual amenity which are to be incorporated into the Project induction.
Design Manager	<ul style="list-style-type: none"> Manage the implementation of Precinct Plans Responsible for implementing temporary works in accordance with Sydney Metro approved design. Implement the Tree Management Strategy.
Environment Manager	<ul style="list-style-type: none"> Ensuring the VAMP is effectively implemented and maintained at the project level Ensure compliance with relevant legislative requirements, the CoA, REMM and other visual amenity commitments Prepare induction material outlining key visual amenity issues and management measures so personnel understand, their obligations under this VAMP Undertake periodic reviews to ensure measures are being effectively implemented
Project Manager (Construction Manager)	<ul style="list-style-type: none"> Manage the day-to-day delivery of this VAMP Ensure daily inspections, monitoring and reporting is effectively completed Manage training and awareness requirements - ensure subcontractors and all personnel attend a site induction which includes the key visual amenity issues and management measures, so personnel understand their obligations under this VAMP Report and address breaches related to visual amenity
Utilities Coordinator	<ul style="list-style-type: none"> Manage implementation of the approved Utilities Management Strategy
Heritage Specialist	<ul style="list-style-type: none"> Manage implementation of measures to protect heritage items in accordance with the Heritage Plans.
Traffic Engineer	<ul style="list-style-type: none"> Manage implementation of the construction traffic management plan.
Community Manager	<ul style="list-style-type: none"> Manage the complaints management system.
Subcontractors and all personnel	<ul style="list-style-type: none"> Comply with management measures for visual amenity Participate in visual amenity induction prior to initial commencement of work at the work site Comply with site directions to prevent issues related to visual amenity arising Report breaches related to visual amenity to the Construction Site Manager

2.7 Training and awareness

Prior to commencement of work, all personnel and subcontractors must attend a site induction that includes:

- Awareness of the sensitivity of residents/community to visual amenity matters and the importance of compliance to reduce visual impacts during construction
- The role of all personnel in managing visual amenity (SECTION 2.6)
- The location of sensitive receivers (refer SECTION 3.4)
- Main risks to visual amenity during construction (SECTION 4)
- Main visual amenity management measures (SECTION 5)
- Visual amenity reporting requirements (SECTION 7.5).

Visual amenity matters are also to be regularly included in toolbox talks to maintain personnel awareness of stakeholder sensitivities to visual impacts during construction, and of the main risks to visual amenity.

3

Project description

3.1 Project overview

The works to upgrade the six stations along the Sydenham to Bankstown route (Dulwich Hill Station, Hurlstone Park Station, Campsie Station, Belmore Station, Wiley Park Station and Punchbowl Station) generally includes:

- works to platforms including re-levelling and the provision of emergency access ramps
- new lifts to access the station and station platforms, where required
- refurbishment/repurposing of station buildings on platforms or at station entrances
- renewing/revitalising station interiors and exteriors
- provision of additional station facilities as required
- integration with other modes of transport and improvement of travel paths, including the provision of accessible parking, cyclist facilities, and kiss and ride facilities at locations where these currently do not exist
- installation of platform screen doors and fixed or mechanical gap fillers on platforms to ensure that the gap between the platform and the train is minimal
- provision of operational facilities, such as station services buildings (which may include repurposed and refurbished heritage buildings).

Project construction is expected to take approximately eighteen (18) months at each station, with overall operation commencing in late 2024.

3.2 Location of work sites

The construction area at each station is confined to the existing rail corridor, the nominated construction compound areas (inclusive of primary laydown areas), and station work areas. The general location of each work site and temporary construction facilities is described in TABLE 3-1.

TABLE 3-1: LOCATON OF WORK SITE AND CONSTRUCTION FACILITIES

Work site	General location of work site	General location of temporary construction facilities (inclusive of primary laydown areas)
Dulwich Hill Station	The station area is bounded by Bedford Crescent to the north, Ewart Lane to the south, and Wardell Road to the east.	<ul style="list-style-type: none"> ▪ Ewart Lane, Dulwich Hill and ▪ Bedford Crescent, Dulwich Hill
Hurlstone Park Station	The station area is bounded by Crinan and Floss streets and residential dwellings to the north, Duntroon Street and residential dwellings to the south, and Crinan Street to the west (on the bridge).	<ul style="list-style-type: none"> ▪ Floss Street, Hurlstone Park ▪ Within the rail corridor at the MSB location
Campsie Station	The station area is bounded by Lilian Lane/South Parade to the south, Wilfred Avenue/North Parade to the north, and Beamish Street to the east.	<ul style="list-style-type: none"> ▪ North Parade, Campsie ▪ Wilfred Avenue, Campsie ▪ Lilian Street, Campsie.
Belmore Station	To the north and south, the station area is bounded by commuter car parks fronting Redman Parade and Tobruk Avenue respectively. To the west, the station area is bounded by Burwood Road.	<ul style="list-style-type: none"> ▪ Tobruk Avenue, Belmore ▪ Redman Parade, Belmore ▪ Bridge Road, Belmore
Wiley Park Station	The station area is bounded by Stanlea Parade walkway to the north, by King Georges Road to the east and The Boulevarde to the south.	<ul style="list-style-type: none"> ▪ The Boulevarde, Wiley Park ▪ Urunga Parade, Wiley Park
Punchbowl Station	The station area is bounded by commercial land uses and a car park fronting The Boulevarde to the south, Warren Reserve and Urunga Parade to the north, and Punchbowl Road to the west.	<ul style="list-style-type: none"> ▪ Urunga Parade, Punchbowl.

3.3 Construction scope of works

The construction scope of works at each worksite most visible to external stakeholders includes the elements listed in TABLE 3-2. The main risks to visual amenity associated with those construction activities are described at SECTION 3.

TABLE 3-2: MAIN VISIBLE CONSTRUCTION ELEMENTS

Work site	Main visible construction elements
Dulwich Hill Station	<ul style="list-style-type: none"> ▪ Removal of trees including some street trees on Bedford Crescent ▪ Installation of temporary hoarding, site fencing and construction compound ▪ Movement of large equipment and construction vehicles ▪ Construction of new: <ul style="list-style-type: none"> ○ footbridge ○ platform building ○ stairs to Ewart Lane car park ○ two new lifts, landings and canopies to lift entries ○ service building ▪ Refurbishment of overhead booking office and platform buildings
Hurlstone Park Station	<ul style="list-style-type: none"> ▪ Removal of trees ▪ Installation of temporary hoarding, site fencing and construction compound ▪ Movement of large equipment and construction vehicles ▪ Construction of new: <ul style="list-style-type: none"> ○ lifts and stairs, including canopies ○ service building ▪ Refurbishment of overhead booking office and platform buildings
Campsie Station	<ul style="list-style-type: none"> ▪ Removal of trees ▪ Installation of temporary hoarding, site fencing and construction compound ▪ Movement of large equipment and construction vehicles ▪ Construction of new: <ul style="list-style-type: none"> ○ canopy over the concourse ○ services building ○ new kiss and ride on South Parade ▪ Refurbishment and reuse of heritage platform buildings
Belmore Station	<ul style="list-style-type: none"> ▪ Removing trees ▪ Installation of temporary hoarding, site fencing and construction compound ▪ Movement of large equipment and construction vehicles ▪ Construction of new services building ▪ Refurbishment of platform building ▪ Landscaping: <ul style="list-style-type: none"> ○ to the north and south of the station entrance, including paving and relocation of bike parking
Wiley Park Station	<ul style="list-style-type: none"> ▪ Removing trees ▪ Installation of temporary hoarding, site fencing and construction compound ▪ Movement of large equipment and construction vehicles ▪ Removal and excavation of existing station platforms ▪ Construction of new: <ul style="list-style-type: none"> ○ concrete slab platform ○ lifts and retaining walls ○ new services building including retaining wall

Work site	Main visible construction elements	
	<ul style="list-style-type: none"> o concrete swale o new platform building and canopy 	<ul style="list-style-type: none"> o bollards at King Georges Road and The Boulevard intersection o fencing
Punchbowl Station	<ul style="list-style-type: none"> ▪ Removal of trees ▪ Installation of temporary hoarding, site fencing and construction compound ▪ Movement of large equipment and construction vehicles ▪ Removal of: <ul style="list-style-type: none"> o fencing to station concourse overbridge and platform stairs o existing southern stairs ▪ Construction of: <ul style="list-style-type: none"> o three new lifts, lift landings and canopies o canopy over northern entry stair o roof above the concourse bridge, southern entry and platform stairs o new services building o retaining walls ▪ Provision for pop-up retail in the park adjacent the Northern entry ▪ Refurbishment of station rooms in Platform buildings 1 and 2 ▪ Landscaping: <ul style="list-style-type: none"> o to western end of Southern entry behind the retail properties 	<ul style="list-style-type: none"> o mass planting to existing garden beds adjacent to Northern entry and replacement of timber logs o Landscaping and new lighting to Northern entry o Landscaping associated with the services building ▪ Installation of new: <ul style="list-style-type: none"> o compliant glass screens and stair balustrades to station concourse overbridge and platform stairs o kiss and ride on The Boulevard o bike parking hoops off The Boulevard and adjacent to the Northern entry o bollards to the edge of the carpark o paving to lift landing and edge of carpark o fencing o handrails ▪ Upgrade to: <ul style="list-style-type: none"> o existing pedestrian pathway under Punchbowl Road, including handrail and fencing o Upgrade to existing lighting

3.4 Sensitive receivers

Surrounding residences, recreation areas and public gathering points are locations of potential sensitivity to visual amenity impacts. Sensitive receivers near each work site include those listed in TABLE 3-3.

TABLE 3-3: POTENTIALLY SENSITIVE LOCATIONS SURROUNDING EACH WORK SITE

Work site	Locations of potential sensitivity
Dulwich Hill Station	<ul style="list-style-type: none"> ▪ Residents of Ewart Lane and Bedford Crescent are particularly sensitive. Works are extensive in these two locations and include temporary construction facilities and lighting of night works in close proximity ▪ Other residents with views of the construction area including those to the south and southwest and on Dudley Street and Wardell Road ▪ Retail shops along Wardell Road ▪ Dulwich Hill light rail stop ▪ Pedestrian paths, including on the Wardell Road overbridge ▪ Construction night lighting would be visible from elevated views over the construction compounds and worksites from residential units on Wardell Road in the south and Ewart Street.
Hurlstone Park Station	<ul style="list-style-type: none"> ▪ Residents of Floss Street. A construction compound would be established on the Floss Street commuter carpark ▪ Residents on surrounding streets with views of the construction area ▪ Railway Street residents - affected by installation of a worksite and tree removal ▪ Night works requiring lighting would be undertaken in close proximity to residential areas to the south, including properties on Duntroon, Commons, Hopetoun and Railway streets. ▪ Commercial/retail areas on Floss Street, Duntroon Street and Crinan Street ▪ Pedestrian paths, including on the Duntroon Street overbridge
Campsie Station	<ul style="list-style-type: none"> ▪ Residences on Wilfred Avenue and North Parade – particularly those in view of the temporary construction compound on North Parade ▪ Beamish Street where the works are located in close proximity to the local commercial centre including minor upgrades to the existing station entry building on Beamish Street. ▪ Residential properties on Lilian Lane and Street which overlook the rail corridor – in view of a construction compound

Work site	Locations of potential sensitivity
	<ul style="list-style-type: none"> ▪ There would be some night works, however, this work would be largely contained within the station and not in close proximity to nearby residential areas.
Belmore Station	<ul style="list-style-type: none"> ▪ Residents on Redman Parade and premises on Tobruk Avenue and Bridge Road – particularly those in view of compounds to be established on the public carpark to the north of the station on Redmond Parade, and south on Tobruk Avenue. ▪ Myall Street residents – where a services building would be constructed ▪ Surrounding residential paths, including the shared path which leads to the Terry Lamb Reserve in the south east and Burwood Road overbridge, which would view the construction compound ▪ Terry Lamb Reserve and adjacent residential properties would have unobstructed views to a worksite established along the rail corridor and within the reserve. ▪ Night activity (requiring lighting) in the construction compounds would be in close proximity to residential areas in the north on Redman Parade, and Acacia Street and Acacia Lane to the south.
Wiley Park Station	<ul style="list-style-type: none"> ▪ Residents of Stanlea Parade, The Boulevard and Railway Parade, particularly those in view of construction compounds established to the west of the rail corridor on Stanlea Parade to the north of the station and The Boulevard to the south. ▪ Residents and retail premises on King Georges Road ▪ Night works (requiring lighting) would be undertaken in close proximity to residential areas to the north and south of the corridor, including properties on The Boulevard, Stanlea Parade, Lane at King Georges Road and King Georges Road.
Punchbowl Station	<ul style="list-style-type: none"> ▪ Residents of Urunga Parade and other surrounding streets with views of the construction site. Some residents may also be affected by lighting as night works would be undertaken in close proximity to residential areas north of Urunga Parade. ▪ Rest Park, Warren Park ▪ Retail premises on Punchbowl Road, The Boulevard and Breust Place, particularly those with views of the construction compound established on an existing commuter car park along The Boulevard ▪ Night works (requiring lighting) would be undertaken in close proximity to commercial and recreational areas to the north and south of the existing station, including properties on The Boulevard and Punchbowl Road.

4

Main risks to visual amenity

Risks are associated with certain aspects of construction which could adversely impact visual amenity. Poor site management can result in physical effects on and offsite. Effects such as sediment laden runoff, erosion, construction rubbish, tracking of mud and dirt on public areas (roads, footpaths etc), dust and fumes - all can reduce visual amenity.

The main construction aspects that are a risk to visual amenity are described in TABLE 4-1. Potential impacts will be managed via implementation of management measures detailed in SECTION 5.

TABLE 4-1: SUMMARY OF VISUAL AMENITY ASPECTS, POTENTIAL IMPACTS

Aspect	Description/Potential impact
Tree Removal	Trimming and tree removal will change local amenity removing screening and green, vegetated character within the rail corridor. In particular the loss of mature street trees that providing screening and amenity, particularly in the vicinity of stations. Minimising impact to trees is a key obligation incorporated into the construction contract.
Damage to heritage buildings	Adverse/unintended impacts to heritage buildings during the construction phase would adversely affect local visual amenity. Each worksite includes heritage buildings which contribute to local visual amenity. All six stations are listed on RailCorp's Section 170 Heritage and Conservation Register, and (with the exception of Dulwich Hill) are also identified as heritage items under local environmental plans (LEPs). The most significant heritage listing is Belmore Railway Station Group which is included on the State Heritage Register (SHR) for, amongst other matters, its aesthetic significance.
Traffic congestion	There will be a visible increase in traffic during construction as vehicles access the worksite, increasing congestion on local roads.
Offsite evidence of erosion and runoff	Poor site management can lead to erosion of exposed soils within the worksite, runoff of sediment laden water offsite into local streets and drainage lines, and tracking of mud and dirt on to public areas (roads, footpaths, etc).
Dust and fumes	The generation of dust and exhaust emissions from construction equipment and vehicles (including haulage vehicles) reduces visual amenity.
Cluttered signage	Potentially, a large number of signs could be required to be installed during the construction phase. Increased and haphazard signage associated with construction can create visual clutter surrounding the worksite.
Light spill	Lighting of night works (in particular lighting towers) would occur in close proximity to residential areas. Poorly installed and managed construction lighting could cause light spill which may adversely affect residents.
Poor installation and management of temporary facilities	Poor siting of temporary compounds, amenities, fencing and hoarding can visually impact the surrounding area and affect sensitive sightlines. Poorly maintained external hoardings, fencing and fixtures can be unsightly.
Stockpiles	The generation and storage of site materials can be unsightly if not appropriately managed.
Weeds	Weeds result in a messy and unattractive façade to the worksite.
Litter/waste	Litter and waste generated within the worksite, if not appropriately collected and stored, can blow into public areas. Location of waste collection points is also a potential visual impact.
Vandalism	Temporary hoardings, fencing and buildings can be vandalised
Worksite untidiness	The construction worksite has the potential to become messy and unsightly through poor site management.
Finishing and landscaping	Successful finishing and landscaping of the worksite is crucial to stabilise the site and maintain visual amenity.

5 Visual amenity management measures

Impacts to visual amenity during construction will be managed through implementation of the commitments, conditions of approval and mitigation measures detailed in the SWM project compliance documents listed at SECTION 2.5. These commitments and the management measures to address them, are listed in TABLE 5-1.

The Proponent (Sydney Metro) have developed plans that have addressed several of these requirements. References to relevant plans, guidelines or standards that provide more detailed measures to be implemented during construction, are included in the table. The success of this VAMP is contingent on the successful implementation of all SWM Project plans and measures that affect visual amenity.

TABLE 5-1: MITIGATION MEASURES

Issue	Approval Condition	Visual Amenity Requirement	Responsibility	Compliance
Timing and site finishing	REMM LV10	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.	Project Manager, Environment Manager	Requirements to address site demobilisation and remediation are provided at SECTION 6
	REMM LV11	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.	Project Manager, Environment Manager	Implement visual mitigation measures as soon as feasible and reasonable after the commencement of construction and remain for the duration of the construction period. Following completion of construction works, site reinstatement must be progressively undertaken.
Tree management	CoA E5	<p>The Proponent must commission an independent experienced and suitably qualified arborist, to prepare a comprehensive Tree Report(s) before removing any trees as detailed in the documents listed in Condition A1. The Tree Report may be prepared for the entire CSSI or separate reports may be prepared for individual areas where trees are required to be removed. The report(s) must identify the impacts of the CSSI on trees and vegetation within and adjacent to the Construction footprint. The report(s) must include:</p> <ul style="list-style-type: none"> (a) assess compliance with the requirements of this approval (b) a description of the conditions of the tree(s) and its amenity and visual value (c) consideration of all options to avoid tree removal, including relocation of services, redesign or relocation of ancillary components (such as substations, fencing etc.) and reduction of standard offsets to underground services; and (d) measures to avoid the removal of trees or minimise damage to existing trees and ensure the health and stability of those trees to be protected. This includes details of any proposed canopy or root pruning, root protection zone, excavation, site controls on waste disposal, vehicular access, storage of materials and protection of public utilities. <p>A copy of the report(s) must be submitted to the Planning Secretary before the removal or pruning of any trees, including those affected by site establishment Work. All recommendations of the report must be implemented by the Proponent, unless otherwise agreed by the Planning Secretary.</p>	Project Manager, Environment Manager	Implement Sydney Metro's approved Tree Report prepared in accordance with CoA E5.
	REMM LV4	<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</p>	Design Manager, Project Manager, Environment Manager	Implement Sydney Metro's approved Tree Management Strategy.

Issue	Approval Condition	Visual Amenity Requirement	Responsibility	Compliance
		strategy. The design would aim to reduce tree removal to the extent practicable, particularly where they contribute to screening vegetation or landscape character.		
	REMM LV12	Trees to be retained would be protected prior to the commencement of construction in accordance with <i>AS4970-2009 Protection of trees on development sites</i> 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.	Project Manager, Environment Manager	Implement protection of trees to be retained in accordance with <i>Australian Standard AS4970-2009 Protection of trees on development sites</i> and Sydney Metro's approved Tree Management Strategy.
Site layout	CEMF 5.2 a ii	Site Layout a. Principal Contractors will consider the following in the layout of construction sites; ii The location of site access and egress points in relation to noise and light sensitive receivers, especially for site proposed to be utilised 24 hours per day	Project Manager, Environment Manager	Refer to potentially sensitive receivers in TABLE 3-3. Avoid sensitive receivers where feasible when locating site access and egress points.
Temporary fencing, hoardings / boundary screening / noise barriers (Note: Wiley Park agreement for the removal of boundary screening in accordance with A20 as documented in Appendix B of this VAMP)	CoA A20	Boundary screening must be erected around all ancillary facilities that are adjacent to sensitive receivers for the duration of construction of the CSSI unless otherwise agreed with relevant council(s), and affected residents, business operators or landowners.	Project Manager, Environment Manager	Implement the design of temporary construction facilities in accordance with Sydney Metro's detailed design selection, including colour, size and material.
	CoA A21	Boundary screening required under Condition A20 of this approval must minimise visual noise and air quality impacts on adjacent sensitive receivers.	Project Manager, Environment Manager	As a general principle, a colour that is recessive in comparison to the location background colours would reduce visual prominence. However, it may be the intent that temporary facilities are a feature and include public art work. The specifics for design are to be in accordance with Sydney Metro's detailed design.
	REMM LV6	The selection of materials and colours for noise barriers and hoardings would aim to minimise their visual prominence.	Project Manager, Environment Manager	The following general principles are provided to guide facility selection:
	REMM LV 7	The use of transparent panels in noise barriers would be considered where views to local landscape features and district views would be obstructed.	Project Manager, Environment Manager	<ul style="list-style-type: none"> ▪ Boundary screening (Note: Wiley Park agreement for the removal of boundary screening in accordance with A20 as documented in Appendix B of this VAMP): <ul style="list-style-type: none"> ○ select print with heritage images of the station or images relevant to the locality (subject to approval by Sydney Metro) ○ consult with council to incorporate digital images of local artworks onto boundary screening at entry points to stations or other highly visible locations (or in response to persistent graffiti as per REMM LV13) ○ screening material to be of a good quality, in particular, near station entrances and residences. ▪ Fencing:
	CEMF 4.4 a	a. Principal Contractors will ensure as a minimum: i. Temporary construction works including site hoardings and acoustic sheds consider urban design and visual impacts, including: <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 	Project Manager, Environment Manager	

Issue	Approval Condition	Visual Amenity Requirement	Responsibility	Compliance
		<ul style="list-style-type: none"> - Logos / branding, including Sydney Metro, NSW Government, and Contractor branding. 		<ul style="list-style-type: none"> o Fences installed to be of a good quality, in particular, near station entrances and residences, and not be chipped or in need of repair.
	CEMF 4.4 b	The design of all temporary works will require TfNSW approval in relation to urban design and visual impacts.	Design Manager, Project Manager	Remove graffiti associated with vandalism promptly from construction hoardings.
	REMM LV13	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.	Project Manager, Environment Manager	<p>If hoardings include signage, avoid placement of construction signs opposite sensitive receivers (residents) and retail premises if avoidable.</p> <p>Ensure that project information included in boundary screening and fencing is located close to the station entrances at accessible points of public access. Project information may include:</p> <ul style="list-style-type: none"> - An explanation of the benefits of proposed works and updates on construction progress. - Community information, including contact numbers for enquiries / complaints. - Sydney Metro advertising / public awareness campaigns - Logos / branding, including Sydney Metro, NSW Government, and Contractor branding. <p>Ensure local businesses are not obscured by boundary screening or fencing (unless unavoidable). If obscured, provide signage and information for local businesses to direct customers to the business. Ensure signage is visible to foot traffic and has been discussed and agreed with the local business.</p> <p>General measures to avoid clutter of signage include:</p> <ul style="list-style-type: none"> - Grouping messages on a single sign if possible and relevant, rather than installing multiple signs - Grouping multiple signs in similar localities if possible and relevant, rather than spreading out over a wider area <p>In addition, implement Crime Prevention Through Environmental Design (CPTED) actions regarding signage:</p> <ul style="list-style-type: none"> - Install signage to clearly designate areas for no public access, as required - Clearly demarcate entrances to the construction site and ensure pedestrian routes do not mistakenly lead into the construction site or into unsafe areas without natural surveillance

Issue	Approval Condition	Visual Amenity Requirement	Responsibility	Compliance
				<ul style="list-style-type: none"> - Install clear gate signage for heavy/light vehicle traffic.
Temporary construction compounds	CoA A16	<p>Ancillary facilities that are not identified by description and location in the documents listed in Condition A1 can only be established and used in each case if:</p> <ul style="list-style-type: none"> (a) they are located within the Construction boundary of the CSSI; and (b) they are not located next to a sensitive receiver (including access roads) (unless landowners and occupiers have accepted in writing the carrying out of the relevant facility in the proposed location); and (c) they have no impacts on heritage items (including areas of archaeological sensitivity), and threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and (d) the establishment and use of the facility can be carried out and managed within the outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts. 	Project Manager, Environment Manager	<p>Locate construction compounds in the approved locations or in locations meeting the criteria identified in CoA A16 and or approved in accordance with CoA A17 (noting the requirement for consultation with sensitive receivers as part of the assessment for both A16 and A17) including constructing ancillary facility access roads and providing utilities.</p> <p>Implement the principles of Crime Prevention Through Environmental Design (CPTED) in the design and construction of temporary site facilities:</p> <ul style="list-style-type: none"> ▪ Ensure the temporary boundary fence or hoarding between the construction area and public areas, clearly demarcates the construction site and communicates to the public that the worksite is not for public access ▪ Orientate and locate temporary fences and hoarding so that natural sightlines within public spaces are not blocked and do not create pockets of poor visibility. Check users of the public space can see, and be seen by, others ▪ Where solid hoarding is not required, install screening along boundary fences that allow filtered views in, and out, of the construction site.
	CoA A17	<p>Ancillary facilities that are not identified by description and location in the documents listed in Condition A1 and do not meet the requirements of Condition A16, can only be established and used with the approval of the Planning Secretary except where they are located within the rail corridor, in which case they may be endorsed by the ER. A review of environmental impacts must be submitted with the request for Planning Secretary's approval or ER's endorsement.</p>	Project Manager, Environment Manager	
	CoA A19 (b) (ii)	<p>Lunch sheds, office sheds, portable toilet facilities, and the like, that are not identified as an ancillary facility in the documents listed Condition A1, can be established where they satisfy the following criteria:</p> <ul style="list-style-type: none"> (b) have been assessed by the ER to have – <ul style="list-style-type: none"> (i) minor amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction Noise Guideline (DECC, 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, 	Project Manager	<p>Provide a risk assessment and evidence of consultation with impacted sensitive receivers (as required) for approval by the ER of proposed locations of lunch sheds, office sheds, portable toilet facilities, and the like, that are not identified as an ancillary facility in the documents listed Condition A1.</p> <p>If assessed and approved by the ER to have minor amenity impacts, the facilities can be established.</p>
	REMM LV14	The selection of materials and colours would aim to minimise their visual prominence.	Design Manager, Project Manager, Environment Manager	<p>Implement the design of temporary construction facilities in accordance with Sydney Metro's detailed design selection, including colour, size and material.</p> <p>As a general principle, select a colour for that is recessive in comparison to the location background colours. Dark colours, such as dark grey or green are usually appropriate.</p>

Issue	Approval Condition	Visual Amenity Requirement	Responsibility	Compliance
Maintenance	CEMF 12.2 a iii	a. Principal Contractors will develop and implement a Visual Amenity Management Plan for temporary works which will include as a minimum: - The maintenance of outward facing elements of site hoarding or noise barriers, including the removal of graffiti and weeds;	Project Manager, Environment Manager	Implement the following good housekeeping to keep the site orderly and tidy, and reduce potential visual amenity impacts: <ul style="list-style-type: none"> ▪ Ensure materials and equipment are stored within designated areas within the bounds of the construction site ▪ Remove litter, scrap materials and debris from around the construction site perimeter ▪ Locate waste collection points out of view of residents and behind screening elements within the construction site ▪ Remove graffiti as soon as it appears ▪ Replace boundary screening and hoarding if it becomes damaged, badly worn or discoloured or is otherwise unsightly. ▪ Remove weeds from the construction sites and compounds. Regular inspections of hoardings, scaffolding and acoustic sheds would be undertaken in accordance with details provided in SECTION 7.1.
	CEMF 4.4 c	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.	Project Manager, Environment Manager	
Weeds	REMM B7	Priority weeds would be managed in accordance with the <i>Biosecurity Act 2015</i> . Weeds of national environmental significance would be managed in accordance with the <i>Weeds of National Significance Weed Management Guide</i> .	Project Manager, Environment Manager	<ul style="list-style-type: none"> ▪ Remove weeds from the construction sites and compounds ▪ Remove priority weeds in accordance with the <i>Biosecurity Act 2015</i>. ▪ Remove weeds of national environmental significance in accordance with the <i>Weeds of National Significance Weed Management Guide</i>.
CPTED	CEMF 4.4 d	The principles of Crime Prevention Through Environmental Design will be applied to all works, including temporary works, that have a public interface.	Project Manager, Environment Manager	Implement the principles of Crime Prevention Through Environmental Design (CPTED) throughout the design and construction of temporary and permanent facilities. Apply the following measures which reflect CPTED's four key strategies: <ul style="list-style-type: none"> ▪ Territorial re-enforcement: <ul style="list-style-type: none"> ○ Install and maintain a clearly visible temporary boundary fence or hoarding between the construction area and public areas to clearly demarcate the construction area and to communicate to people that the worksite is not for public access - they should not enter the construction area.
	CEMF 12.2 a v	A Principal Contractors will develop and implement a Visual Amenity Management Plan for temporary works which will include as a minimum: v. Identify the processes and procedures that will be used for the incorporation of the principles of Crime Prevention Through Environmental Design (CPTED) in the design and construction of any temporary site facilities	Project Manager, Environment Manager	

Issue	Approval Condition	Visual Amenity Requirement	Responsibility	Compliance
				<ul style="list-style-type: none"> o Clearly define and designate areas with respect to their intended use, e.g. ensure clear signage for no public access ▪ Surveillance <ul style="list-style-type: none"> o Orientate and locate temporary fences and hoarding so that natural sightlines within public spaces are not blocked and do not create pockets of poor visibility. Check users of the public space can see, and be seen by, others. o Where solid hoarding is not required, install screening along boundary fences that allow filtered views in, and out, of the construction site ▪ Access control <ul style="list-style-type: none"> o Ensure there are clear external routes for pedestrians to safely navigate around the construction site with good connection to existing pathways and good natural surveillance. o Clearly demarcate entrances to the construction site and ensure pedestrian routes do not mistakenly lead into the construction site or into unsafe areas without natural surveillance o Clear gate signage for heavy/light vehicle traffic o Check tree overhang and other potential climbing features around the construction site perimeter to reduce appeal of climbing over external fencing into the construction site. ▪ Space/activity management <ul style="list-style-type: none"> o To show the worksite is actively managed and in use, undertake housekeeping measures around the construction perimeter (such as weed control and graffiti removal)
Lighting	REMM LV15	Lighting of work areas, compounds and work sites would be oriented to minimise glare and light spill impact on adjacent receivers.	Project Manager, Environment Manager	<p>Implement the principles of <i>Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting</i> for temporary site lighting, for security purposes or night works.</p> <p>Lighting to be positioned and orientated towards the work area to minimise light spill impacts onto adjacent sensitive receivers.</p> <p>Light only the object or area intended to avoid 'over' lighting.</p>
	CEMF 12.2 a iv	<p>A Principal Contractors will develop and implement a Visual Amenity Management Plan for temporary works which will include as a minimum:</p> <p>iv. Apply the principles of <i>Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting</i> and relevant safety design requirements</p>	Project Manager, Environment Manager	

Issue	Approval Condition	Visual Amenity Requirement	Responsibility	Compliance
		and detail mitigation measures to minimise lighting impacts on sensitive receivers for all permanent, temporary and mobile light sources		Switch lights off when not required.
	CoA E54	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 <i>Control of the obtrusive effects of outdoor lighting</i> and relevant Australian Standards in the series <i>AS/NZ 1158 – Lighting for Roads and Public Spaces</i> .	Design Manager, Project Manager, Environment Manager	
Utilities work	CoA E71	<p>A Utilities Management Strategy must be prepared and implemented in line with the Utilities Management Framework, provided as Appendix H of the SPIR for all utility Work. The Strategy must identify how utility Work will be defined and managed.</p> <p>The Utilities Management Strategy must include:</p> <ul style="list-style-type: none"> (e) station access hierarchy consistent with the transport planning principles identified in the EIS; (f) the functions of the Utility Coordination Manager as required by Condition E72; (g) a description of all utility Work to be undertaken; and (h) management measures to be implemented to manage dust, noise, traffic, access and lighting impacts associated with utility Work. <p>The Utilities Management Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of utility Work.</p>	Project Manager, Utilities Coordinator	Implement the approved Utilities Management Strategy to manage dust, traffic and lighting impacts associated with utility work.
Protection of heritage buildings	SPIR NAH16	All retained heritage buildings, structures, fabric and moveable heritage items would be protected to avoid damage during works in the vicinity of these items, including from vibration. Retained significant buildings or elements susceptible to damage would be protected by hoardings or screens.	Project Manager, Environment Manager, Heritage Specialist	Implement measures for protection of heritage items in accordance with the Heritage Plans. Ensure work is undertaken by skilled tradespeople with experience working on heritage sites, in consultation with an appropriately qualified conservation heritage architect.
	SPIR NAH20	All works to conserve, protect or remove significant heritage fabric would be undertaken by skilled tradespeople with experience working on heritage sites, in consultation with an appropriately qualified conservation heritage architect.	Project Manager, Environment Manager, Heritage Specialist	
Dust and fumes	CoA E2	In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1, all reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during the Construction and Operation of the CSSI.	Project Manager, Environment Manager	Implement the Air Quality Management Plan as detailed in the CEMP prepared in accordance with REMM AQ1.

Issue	Approval Condition	Visual Amenity Requirement	Responsibility	Compliance
	REMM AQ1	An air quality management plan would be prepared and implemented during construction, to define the measures to minimise air quality impacts during construction.	Project Manager, Environment Manager	
Traffic congestion	REMM TC8	A construction traffic management plan would be prepared and implemented prior to construction. The plan would be prepared in accordance with the Construction Environmental Management Framework, and would detail, as a minimum: <ul style="list-style-type: none"> how traffic would be managed when construction works are being carried out the activities proposed and their impact on the road network and on road users how these impacts would be addressed 	Project Manager, Traffic Engineer, Environment Manager	Implement the construction traffic management plan prepared in accordance with REMM TC8.
	REMM TC13	Construction vehicles (including contractor staff vehicles) would be managed to: <ul style="list-style-type: none"> minimise parking or queuing on public roads minimise use of residential streets to gain access to work sites or compounds minimise vehicle movements near schools, particularly during school start and finish times. 	Project Manager, Traffic Engineer, Environment Manager	
	REMM TC15	Construction sites would be managed to minimise construction worker parking on surrounding streets. A worker car parking strategy would be developed in consultation with the relevant local council to identify measures to reduce the impact on the availability of on street and off-street parking. The strategy would identify potential mitigation measures including alternative parking locations. The strategy would encourage contractor staff to: <ul style="list-style-type: none"> use public transport car share park in a designated off-site area and access construction sites via shuttle bus. 	Project Manager, Traffic Engineer, Environment Manager	Implement the worker car parking strategy prepared in accordance with REMM TC15.
Off-site evidence of erosion and run-off	CEMF 15.2a	Principal Contractors will develop and implement a Soil and Water Management Plan for their scope of works. The Soil and Water Management Plan will include as a minimum: ... <ul style="list-style-type: none"> Management measures to be used to minimise surface and groundwater impacts, including identification of water treatment measures and discharge points, details of how spoil and fill material required by the SSI will be sourced, handled, stockpiled, reused and managed; erosion and sediment control measures; salinity control measures and the consideration of flood events... 	Project Manager, Environment Manager	Implement the Soil and Water Management Plan prepared in accordance with CEMF 15.2. Implement erosion and sediment control measures in accordance with <i>Managing Urban Stormwater: Soils and Construction Volume 1</i> (Landcom, 2004) and <i>Managing Urban Stormwater: Soils and Construction Volume 2A</i> (DECC, 2008).

Issue	Approval Condition	Visual Amenity Requirement	Responsibility	Compliance
	CoA E38	All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise water pollution. When implementing such controls, any relevant guidance in the Managing Urban Stormwater series must be considered.	Project Manager, Environment Manager	
	REMM SC1	Erosion and sediment control measures would be implemented in accordance with <i>Managing Urban Stormwater: Soils and Construction Volume 1</i> (Landcom, 2004) and <i>Managing Urban Stormwater: Soils and Construction Volume 2A</i> (DECC, 2008). Measures would be designed as a minimum for the 80th percentile, five-day rainfall event.	Project Manager, Environment Manager	
Inspections	CEMF 12.2 b	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 site lighting.	Project Manager, Environment Manager	Refer to SECTION 7.1 for inspection requirements.
Complaints	CoA B5	A Complaints Management System must be prepared and implemented before the commencement of Work and maintained for the duration of Construction and for a minimum for 12 months following completion of Construction of the CSSI.	Project Manager, Community Manager	Complaints management is referred to at SECTION 7.4
Compliance records	CEMF 12.2 a vi	Principal Contractors will develop and implement a Visual Amenity Management Plan for temporary works which will include as a minimum: - Compliance record generation and management.	Project Manager, Environment Manager	Refer to SECTION 7.6 for compliance records requirements.
	CEMF 12.2 c	The Contractor will retain compliance records of any inspections undertaken in relation to visual and landscape measures.	Project Manager, Environment Manager	
Site finishing and stabilisation	REMM LV16	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.	Project Manager, Environment Manager	Refer to SECTION 6 for site reinstatement and restoration requirements. As a minimum, reinstatement will include the following: <ul style="list-style-type: none"> The Principal Contractor will clear and clean all working areas and accesses at project completion At the completion of Construction all plant, temporary buildings or vehicles not required for the subsequent stage of Construction will be removed from the site All land, including roadways, footpaths, loading facilities or other land having been occupied temporarily will be returned to their pre-existing condition or better, and Reinstatement of community spaces, infrastructure and services will occur as soon as possible after completion of Construction.
	REMM LU4	Temporary use areas, including public open space, would be restored to their pre-existing condition (as a minimum) as soon as practicable following completion of construction. This would be undertaken in consultation with the relevant council and/or the landowner.	Project Manager, Environment Manager	

Issue	Approval Condition	Visual Amenity Requirement	Responsibility	Compliance
Tree replacement	CoA E7	The Proponent must submit to the Planning Secretary a report which details the type, size, number and location of replacement trees. The report must demonstrate how any replacement plantings with a pot size less than 75 litres are consistent with the requirements of Condition E6. ...	Project Manager, Environment Manager	Implement Sydney Metro's approved Tree Replacement Report prepared in accordance with CoA E7
Landscaping	CoA E57	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: ... (c) Landscaping (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	Design Manager, Project Manager	Implement Sydney Metro's approved Precinct Plans prepared in accordance with CoA E57:

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Site demobilisation

6.1 Construction removal and stabilisation

Reinstatement and restoration of work areas would be undertaken progressively once works are complete in any locations, and disturbed areas would be left in an improved state.

In accordance with Section 3.14 of the CEMP, on completion of the works, any areas disturbed by construction activities (such as areas for site compounds, material storage, access and haul roads and the provision of the Principal's Project accommodation) will be reinstated and restored in accordance with consultation with Sydney Metro, the community and stakeholders.

6.2 Reinstatement works

Details of strategies to rehabilitate, regenerate or revegetate disturbed areas and successfully establish and maintain the resulting new landscape are provided in the landscape design of the project (prepared by a suitably qualified and experienced person) which was developed as part of the detailed design and identified in Sydney Metro's approved Station Design and Precinct Plans.

The Station Design and Precinct Plans (prepared in accordance with CoA E57) were prepared by a suitably qualified and experienced person in consultation with the relevant council(s), community, affected landowners and businesses. The plans include:

- detailed consideration of integration and continuity with urban design and landscape outcomes
- The design of landform and earthworks
- Visual screening requirements
- Areas of vegetation to be retained and proposed planting
- Details of strategies to rehabilitate disturbed areas and successfully establish and maintain the resulting new landscape.

As a minimum, reinstatement will include the following:

- The Principal Contractor will clear and clean all working areas and accesses at project completion
- At the completion of Construction all plant, temporary buildings or vehicles not required for the subsequent stage of Construction will be removed from the site
- All land, including roadways, footpaths, loading facilities or other land having been occupied temporarily will be returned to their pre-existing condition or better, and
- Reinstatement of community spaces, infrastructure and services will occur as soon as possible after completion of Construction.

6.3 Landscape maintenance and remedial actions

Detailed requirements for landscape maintenance, and timing for routine maintenance, would be in accordance with the Station Design and Precinct Plans. In general, the following would be required at a minimum:

- Watering
- Checking the condition of grass, trees and shrubs
- Checking slope failure or erosion
- Checking for the presence of weeds.

Undertake remedial actions as required, including replacing dead/dying plants, changing plant species if they are performing poorly, stabilising eroding surfaces and removing weeds.

7

Monitoring and reporting

7.1 Inspections

A visual inspection of each work site is to be undertaken daily.

The visual condition within, and immediately surrounding, the worksite is to be reported in the daily inspection sheet. If housekeeping or other visual amenity matters are sighted during the inspection, they must be recorded in the daily inspection sheet and addressed within the proceeding few hours. The daily inspection sheet must note when the matter has been closed out. Copies of the daily inspection sheet must be retained onsite.

A visual inspection is also required of construction lighting daily prior to use, and during use, to ensure lighting controls are in place.

Conduct weekly environmental site inspections as detailed in the CEMP.

7.2 Monitoring

Periodic tracking of compliance the management measures detailed in this VAMP is required at the following points (at a minimum):

- At the end of construction enabling works/prior to commencement of main construction works
- Prior to and immediately following extreme weather events (such as flooding or storms)
- At quarterly intervals during the main construction works
- Prior to completion of finishing works.

Periodic tracking of compliance is to include:

- daily visual inspection reports (to ensure housekeeping matters are being addressed and closed out in a timely manner)
- induction (to ensure visual amenity is included and being conducted).

7.3 Auditing

Audit EMPs, including of this VAMP, as detailed in the CEMP.

7.4 Complaints

Handle complaints regarding visual amenity matters as detailed in the CEMP and the complaints management system prepared in accordance with CoA B5 to B13.

7.5 Breaches and incidents

Visual amenity non-conformances, or breaches of visual amenity management, must be promptly report to the Site Foreman and corrective action undertaken to address the non-conformance or breach must be undertaken in a timely manner.

Report incidents as detailed in the CEMP.

7.6 Records

Maintain environmental records, including records of visual amenity inspections (refer to SECTION 7.1), monitoring, auditing, complaints, breaches and management measures implemented as a result of an adverse visual impact, in accordance with the CEMP.

7.7 Review

This VAMP is a live document and may require updating over time through the SWM Project continual improvement process. Undertake revision in accordance with the CEMP. Any update must remain consistent with the CoA, REMM and CEMP.

8

References

- Department of Environment and Climate Change, January 2008, *Managing Urban Stormwater: Soils and Construction, Volume 2*
- GHD, 2017, *Sydney Metro City & Southwest Sydenham to Bankstown Upgrade – Environmental Impact Statement (EIS, 2017)*
- IRIS Visual Planning + Design, August 2017, *Sydney Metro City & Southwest Sydenham to Bankstown Upgrade - Landscape and visual impact assessment*
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- Landcom, March 2004, *Managing Urban Stormwater: Soils and Construction Volume 1*
- New South Wales Department of Planning & Environment, *The Dark Sky Planning Guideline*, June 2016
- NSW Department of Planning, 11 October 2017, *Modification of Infrastructure Approval [SSI 825 MOD1]*
- NSW Department of Planning, 12 December 2018, *Infrastructure Approval – SSI 8256*
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- TfNSW, June 2018, *Sydney Metro City & Southwest Sydenham to Bankstown Upgrade – Submissions and Preferred Infrastructure Report. (the SPIR)*
- TfNSW, *Sydney Metro City & Southwest Sydenham to Bankstown Submissions Report (the SR)*
- *Southwest Metro - Dulwich Hill, Campsie and Punchbowl Station Upgrades Construction Environmental Management Plan, Downer: SMCSWSW5-DEW-WEC-EM-PLN-000111, and*
- *Southwest Metro – Hurlstone Park, Belmore and Wiley Park Station Upgrades Construction Environmental Management Plan, Downer: SMCSWSW6-DEW-WEC-EM-PLN-000102.*

Appendix A – Environment and Sustainability Statement of Commitment



Environment & Sustainability Statement of Commitment

Sydney Metro will deliver great services, places and transport infrastructure for our customers while protecting the environment, contributing to economic prosperity and delivering social benefits for the communities we serve. We have a duty to undertake our activities in the interest of the greater good, to move beyond compliance and be a genuine leader in both environmental management and sustainability.

Sydney Metro is committed to:

- Minimising our impacts and leaving a positive environmental and social legacy;
- Delivering a resilient asset and service for our customers;
- Collaborating with stakeholders to innovate and drive sustainable outcomes; and
- Embedding sustainability into our activities;

To deliver on these commitments Sydney Metro will:

Leave an environmental and social legacy

- Protect the environment, prevent pollution and comply with legal and other requirements.
- Manage resources and waste efficiently, exploring opportunities to minimise waste, use recycled and low impact materials and reduce our environmental footprint.
- Promote a diverse and inclusive workforce and supply chain, build capability and capacity within industry, and increase Aboriginal participation.
- Responsibly minimise environmental and social risks in our supply chain.
- Create liveable places that are well integrated and promote active and sustainable transport.
- Conserve and enhance the natural environment and our built and cultural heritage.
- Work collaboratively with delivery partners to provide social benefits to the communities in which we work.

Drive resilience

- Tackle climate change and contribute to the NSW Government target of net zero emissions.
- Deliver Sydney Metro assets and operations that are resilient to a changing climate, and work with stakeholders to proactively respond to emerging challenges and opportunities.
- Promote the greening of our cities to help combat the 'urban heat island' effect.

Collaborate to deliver sustainable outcomes

- Align with and respond to Transport for NSW policy and other NSW Government priorities.
- Establish and maintain positive relationships with communities and stakeholders to harness local knowledge and maximise opportunities to add value across the project lifecycle.
- Collaborate and consult with Aboriginal stakeholders to understand how we can best respect and celebrate Aboriginal cultural values including Designing with Country.
- Provide industry leadership by setting benchmarks, encouraging innovation and driving continual improvement with our delivery partners.
- Increase environmental awareness amongst staff and customers to drive more sustainable behaviours.

Embed sustainability

- Establish robust objectives and targets that are measurable and take into account whole-of-life considerations.
- Maintain an environmental management system that is integrated into our projects and continually improved to enhance environmental performance.
- Apply effective assurance processes to monitor environment and sustainability performance including ensuring accountability, incentivising beyond compliance behaviours and implementing corrective actions as required.
- Embed sustainability considerations into key project decisions across the project lifecycle.
- Provide appropriate training and resources to meet our obligations and commitments.
- Publicly report on sustainability performance.



Jon Lamonte
Chief Executive, Sydney Metro

This Statement of Commitment supersedes previous versions of the Sydney Metro Environment & Sustainability Policy and aligns with the cluster wide TfNSW Environment and Sustainability Policy which has been adopted by Sydney Metro. It applies to all people working for Sydney Metro.

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Appendix B – Wiley Park – A20 compliance report

CSSI 8256 – condition of approval (CoA) - A20. Boundary Screening Consultation Report – Wiley Park, December 2021

Background

Downer EDI Works (Downer) is the Principle Contractor to Sydney Metro for the Construction of Wiley Park Station as part of the Sydney Metro City and Southwest Sydney to Bankstown upgrade (the Southwest Metro (SWM) project). The SWM project involves upgrading the 13.5-kilometre rail line and refurbishing stations from Sydney to Bankstown.

The SWM project is Critical State Significant Infrastructure (CSSI). An Environmental Impact Statement (EIS, 2017) was prepared to support TfNSW's application for approval of the project (following TfNSW application, Sydney Metro became the Proponent, post Project approval). Following its exhibition, the project scope of work was amended as described in the Sydney Metro City & Southwest Sydney to Bankstown Upgrade – Submissions and Preferred Infrastructure Report (SPIR, 2018). The SWM project was then approved by the Minister for Planning on 12 December 2018 (SSI 8256, the project approval), subject to conditions of approval (CoA).

Subsequently, a modification report for the SWM project was prepared by Sydney Metro (May 2020) and placed on public exhibition. Following the response to submissions received during that exhibition period (Submissions Report, September 2020), the SWM Project Modification was determined by the Minister for Planning on 22 October 2020 (CSSI 8256 Mod 1), subject to revised environmental mitigation measures (REMM).

In February 2021, the Package 5 & 6 construct contracts were awarded to Downer EDI Works to upgrade Dulwich Hill, Hurlstone Park, Belmore, Wiley Park, Campsie and Punchbowl stations to metro rail standards.

In accordance with the Projects Conditions of Approval (CoA, A20) for the Sydney Metro Station upgrade projects, extracted below from CSSI 8256:

Boundary screening

A20 Boundary screening must be erected around all ancillary facilities that are adjacent to sensitive receivers for the duration of Construction of the CSSI unless otherwise agreed with relevant council(s), and affected residents, business operators or landowners.

At Wiley Park Station, it has been identified that it would be unsafe to install the above mentioned banner mesh or any kind of alternative screening to the temporary fencing due to the narrow width of the footpath on Stanlea Parade and the close proximity to the commuter parking lot on The Boulevard. The mesh has the potential to generate a higher risk of fence collapse due to additional wind loading, resulting in potential injuring a community member and or damage to parked vehicles.

Having identified this risk, Downer EDI proposed to remove the banner mesh. To demonstrate compliance with CoA A20, consulting with and seeking approval from immediately impacted stakeholders as well as City of Canterbury Bankstown Council would be required.

As discussed between the Downer EDI Project team, Sydney Metro Senior Communications Manager as well as DPIE's Environmental Representative on the Project, it was agreed that Downer EDI would proceed with consulting the relevant community stakeholders. Should 80% (considered the majority) of identified residential stakeholders agree with the proposal to not have the banner mesh, it would be

considered that CoA A20 has been complied with, and the banner mesh not required at the locations identified within the map below.

Location Map, Wiley Park Station



Consultation Process

Thirteen (13) residential properties, the Wiley Park Girls School and City of Canterbury Bankstown Council were identified as key stakeholders to consult based on, line of sight and proximity to the Project site. A notification was drafted by the Downer Community & Stakeholder Engagement team and approved by Sydney Metro Senior Communications Manager and the Projects Environmental Representative.

All residents would be doorknocked and consulted on the matter. If not present during the doorknocking exercise, they would receive the notification mentioned above (referred to as Sorry we missed you, SWMY in Table 1). If 3 attempts were made, and the residents remained un-contactable by the end of the consultation period, they would be eliminated from consideration.

Consultation Outcomes

The consultation (doorknocking) was conducted by the project's Community Relations Team. The thirteen (13) residents (listed in Table 1) were doorknocked on Thursday 2 December 2021. Of this, four (4) residents agreed, and one (1) said he did not want his opinion to be counted. The remaining residents were left SWMY slips.

Contact was made with Wiley Park Girl's School who confirmed verbally via telephone that they were in support of this proposal, as did City of Canterbury Bankstown Council when they were contacted via email.

Of the remaining seven (7) residents that reside at 2 Shadforth Street, emails were sent to four (4) based on available contact information within the Project database. Of these four (4), 1 resident responded in support of the proposal.

The remaining six (6) residents were doorknocked on Monday 13 December. Of these, two (2) residents supported the proposal, the remaining four (4) were left SWMY slips. On Tuesday 14 December, the remaining four (4) residents were doorknocked for a third and final attempt which resulted in another two (2) residents in support for the proposal.

The remaining two properties (unit 8 and 9 of 2 Shadforth Street) were unable to be contacted during this consultation period despite being doorknocked three (3) times as well as via email and phone. As such, these 2 properties as well as unit 6 (who did not wish to be counted) are eliminated from consideration for this consultation.

Feedback collected from the community via face to face consultation as well as via phone and email has been tracked in a register and has been documented into the Project's consultation management system, Consultation Manager. The data has been collated and analysed for this report and can be seen in the table below.

Table 1. Contacted Community Properties & Relevant Groups

Address	1st attempt	2nd attempt	3rd attempt
Wiley Park Girls School	AGREE	(not required)	(not required)
City of Canterbury Council	AGREE	(not required)	(not required)
1/1 Cornelia	AGREE	(not required)	(not required)
2/1 Cornelia	AGREE	(not required)	(not required)
3/1 Cornelia	AGREE	(not required)	(not required)
2A Cornelia	SWMY	Called, AGREE	(not required)
1/ 2 Shadforth	SWMY	SWMY	AGREE
2/ 2 Shadforth	SWMY	SWMY	AGREE
3/ 2 Shadforth	AGREE	(not required)	(not required)
4/ 2 Shadforth	SWMY	AGREE	(not required)
5/ 2 Shadforth	SWMY	SWMY	AGREE
6/ 2 Shadforth	Asked not to be counted	(eliminated from consideration)	(eliminated from consideration)
7/ 2 Shadforth	SWMY	SWMY	AGREE
8/ 2 Shadforth	SWMY	SWMY	(eliminated from consideration)
9/ 2 Shadforth	SWMY	SWMY	(eliminated from consideration)

Conclusion

A robust process and sufficient attempts to consult were undertaken to contact all stakeholders identified as relevant (in the immediate proximity to the area in which mesh is proposed to be a safety risk), as well as the Wiley Park Girls School and City of Canterbury Bankstown Council.

The outcome of the consultation was 100% of the stakeholders (who either responded in the time frame of three (3) attempts or who did not actively remove themselves from the consultation process) supported the proposal to not install boundary screening in the identified areas.

This summary report demonstrates the Projects compliance to CSSI-8256 condition of approval A20 through the necessary stakeholder agreement not to install boundary screening at Wiley Park Station.