



*Southwest Metro Station Upgrade Works Package 4:
Marrickville, Canterbury & Lakemba Stations*

Visual Amenity Management Plan



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**Construction
Consultative
Committee**

Southwest Metro Station Upgrade Works Package 4 Marrickville, Canterbury and Lakemba Stations

Visual Amenity Management Plan

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Terms and Definitions

TERMS	EXPLANATION
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
CPTED	Crime Prevention Through Environmental Design
CSR	Combined Service Route
ER	Environmental Representative
HSEJV	Haslin Construction & Stephen Edwards Joint Venture
REMMs	Revised Environmental Management Measures
SMSUW-MCL	Southwest Metro Station Upgrade Works Package 4: Marrickville Canterbury & Lakemba Stations
SSI	State Significant Infrastructure
Sydney Metro OCCS	Sydney Metro Overarching Community Consultation Strategy
ULX	Under Level Crossings
VAMP	Visual Amenity Management Plan

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Visual Amenity Management Plan

1. Introduction

1.1. Purpose

The Haslin Construction & Stephen Edwards Joint Venture (HSEJV) Visual Amenity Management Plan (VAMP) has been developed to manage and minimise the risks and impacts to the visual amenity during the construction phase of the project. The VAMP has been developed as a requirement of the Construction Environmental Management Framework (CEMF) and Revised Environmental Mitigation Measure (REMM) LV10 – Visual impacts.

The VAMP has been developed in compliance with the Sydney Metro’s requirements and the Haslin Construction and Stephen Edwards’ (HSEJV) Environment Management Systems and Procedures. This Plan incorporates the requirements of Visual Amenity Management, as detailed within the Sydney Metro Construction Environmental Management Framework (CEMF). This document will also address the REMMs & Conditions of Approval (CoA) as nominated in the Sydney Metro City & Southwest Sydenham to Bankstown Upgrade Instrument of Approval (SSI 8256).

1.2. Project Background

The Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of the Metro North West Line at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney. Sydney Metro City & Southwest comprises two core components – the Chatswood to Sydenham project, and the Sydenham to Bankstown upgrade. This document refers to the Sydenham to Bankstown Section, Southwest Metro Station Upgrade Works Package 4. In particular to the Station Upgrades at Marrickville, Canterbury, and Lakemba, refer to Figure 1.



Figure 1: Location of the Project

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1.3. Project Overview

The existing Stations at Marrickville, Canterbury, and Lakemba are currently operating as part of the Sydney Trains Bankstown Line network. The construction scope for this Project is to upgrade these Stations to Sydney Metro Specifications and standards. The Station upgrade works will be completed without affecting the normal operation of the Stations.

This VAMP addresses the upgrade of Canterbury, Lakemba & Marrickville Stations only. Refer to Section 1 of the Construction Environmental Management Plan (CEMP) for the project description.

1.4. Site Compounds

The site compound at each Station site comprises of temporary fencing/screening, temporary utilities works, drainage, noise barriers (if required), temporary site offices and welfare facilities, laydown areas and work areas to support construction activities.

To maintain visual amenity at each Station site, the project has acquired short-term leases of existing local existing commercial office space for occupation by the project team. A small-scale/temporary lunch shed with welfare facilities have been installed at each Station site for use by Site workers. The general arrangement of the site compound at each Station is represented in Figures 2 to 4 below.



Figure 2 – Canterbury Station – Scope of Works Area, HSEJV Office, Site Compound and Site Laydown Areas



Figure 2.1 – Canterbury Station – Locations for HSEJV Office, Site Delivery and Pre-Start Area with Laydown Areas

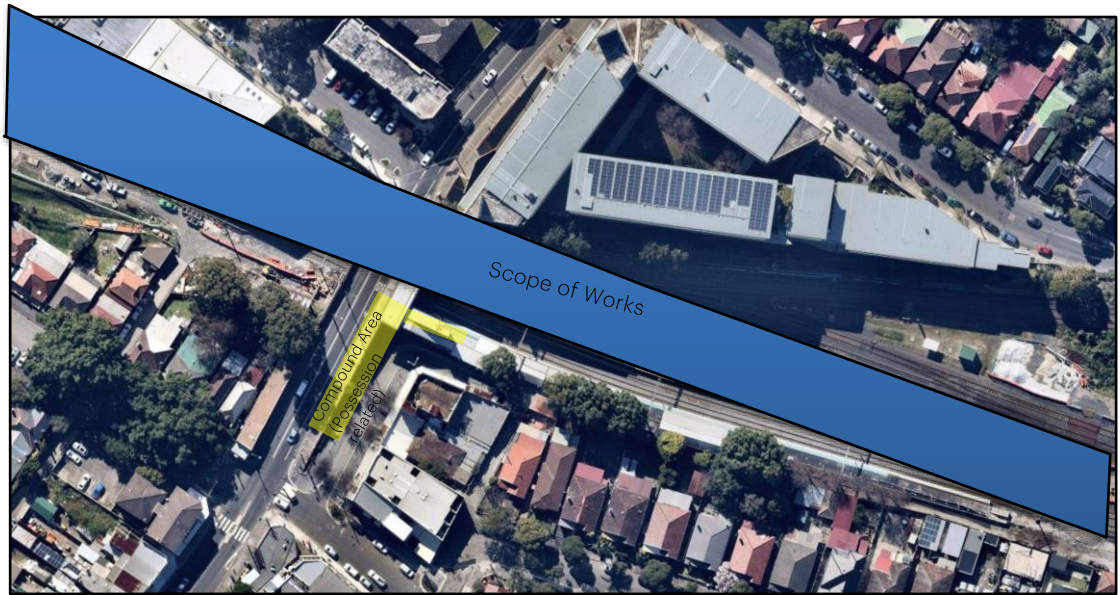


Figure 3 – Marrickville Station – i) Scope of Works Area and ii) Compound Area (Possession related)



Figure 3.1 – Marrickville Station – Scope of Works Area and Compound Area

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Figure 4 – Lakemba Station – i) Scope of Works Area, ii) Site Compound and Laydown Area and iii) Laydown Area (Possession based)

The project will ensure that the location of temporary site facilities not identified in CoA A1 will be assessed and approved by the Environmental Representative (ER) or the Planning Secretary via Ancillary Facility (A17) and Minor Ancillary Facility (A19) approval pathways prior to installation.

Boundary screening has been installed to all ancillary facilities located adjacent to sensitive receivers for the duration of construction. Boundary screening has been designed and installed in accordance with Sydney Metro’s communications strategy and also to minimise visual, noise and air quality impacts of the construction works as required under CoA A21.

In accordance with REMM LV15, lighting of work areas, compounds and work sites are oriented to minimise glare and light spill impact on adjacent receivers.

In accordance with REMM LV16, any temporary use of public open space will be restored to its pre-existing condition (as a minimum) as soon as practicable following completion of construction. This process will be undertaken in consultation with the relevant council and/or the landowner.

HSEJV will ensure the access and egress of each construction compound is arranged to prevent and/or minimise as much as practicable any lighting impacts on sensitive receivers and the general surrounding community/businesses in general.

1.5. Construction Hours

Refer to Section 3.6 of the CEMP for the project working hours.

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2. Objectives and Targets

The objectives of the VAMP are as follows:

Table 1: VAMP Objectives

OBJECTIVES	TARGET
Minimise impacts on existing landscape features as far as feasible and reasonable	Mitigation management measures to be adopted as set out under Section 8.
Ensure the successful implementation of the Landscape Design; and	Landscape construction to be as per AFC design Site restoration to be completed as per REMM LV16.
Reduce visual impact of construction to surrounding community	Mitigation management measures to be adopted as set out under Section 8. Community consultation and management provided in accordance with the Sydney Metro Overarching Community Consultation Strategy (OCCS) and the HSEJV Community Communication Sub-plan.

These objectives conform to Sydney Metro’s objectives as described in the CEMF.

This plan aims to achieve the following:

- Compliance with the specific Ministerial CoAs regarding visual amenity.
- Compliance with the Sydney Metro City & Southwest Environmental Performance Objectives.
- Compliance with the REMMs.
- Compliance with the Sydney Metro Brand Style Guidelines.
- Provide guidelines & responsibilities to ensure visual amenity management controls are effective and properly maintained at all times.
- Achieve compliance with statutory requirements for principles of Crime Prevention Through Environmental Design (CPTED).
- Compliance with the Environmental Performance Objectives from the Sydney Metro City & Southwest Sydneyham to Bankstown Upgrade – Submissions and Preferred Infrastructure Report.

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3. Legal and Other Requirements

Table 2 below details the legislation and applicable planning instruments considered during the development of this VAMP.

Table 2 – Legislation Requirements

LEGISLATION	DESCRIPTION	RELEVANCE TO THIS VAMP
<i>Environmental Planning and Assessment Act 1979 (EP&A Act)</i>	This Act establishes a system of environmental planning and assessment of development proposals for the State.	The approval conditions and obligations are incorporated into this VAMP. Section 79C provides Crime Prevention Legislative Guidelines. The guidelines contain two parts. Part A details the need for a formal crime risk assessment (Safer By Design Evaluation) to be done in conjunction with trained police, and Part B outlines basic CPTED principles and strategies that can be used by consent authorities to justify the modification proposals to minimise risk.
<i>Protection of the Environment Operations Act 1997 (POEO Act)</i>	This Act includes all the controls necessary to regulate pollution and reduce degradation of the environment, provides for licensing of scheduled development work, scheduled activities and for offences and prosecution under this Act.	This plan defines how HSEJV will manage works to comply with this Act. The works will be conducted in accordance with the requirements of SSI 8256.

3.1. Planning Requirements

The VAMP has been developed to address the following project requirements:

- The Sydney Metro City & Southwest – Sydenham to Bankstown – State Significant Infrastructure Assessment (SSI 8256), dated 12th December 2018
- The Sydney Metro City & Southwest – Sydenham to Bankstown - Environmental Impact Statement (EIS), dated 7th September 2017
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions and Preferred Infrastructure Report (SPIR), June 2018
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Instrument of Approval (CoA), dated 12th December 2018
- The Sydney Metro City & Southwest - Sydenham to Bankstown -Sydenham to Bankstown Upgrade Bankstown Station Modification Report May 2020
- Sydney Metro City & Southwest – Sydenham to Bankstown Upgrade Staging Report Version 5 (Sydney Metro, 2021)
- The Sydney Metro Construction Environmental Management Framework v3.2 (CEMF).

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3.2. Guidelines

Additional guidelines and standards relating to visual amenity management include:

- AS 4282-1997 Control of the obtrusive effects of outdoor lighting
- AS/NZ 1158 — Lighting for Roads and Public Spaces
- Crime Prevent Through Environmental Design
- Australian Standard AS4970 the Australian Standard for Protection of Trees on Development Sites and Adjoining Properties.

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4. Roles and Responsibilities

The roles and responsibilities of key internal and external Project personnel with respect to Visual measures are outlined in the following Table 3.

Table 3 – Project Roles and Responsibilities

Project Director	Managing the delivery of the Project including overseeing implementation of visual management measures Act as Contractor's Representative.
Project Environment Manager	Oversee the implementation of all visual management initiatives Responsible for managing ongoing compliance with the CoA and environmental document requirements Monitor and report on visual management during construction Provide a review and endorsement role to this plan Conduct regular inspections to review and monitor implementation of this plan.
Landscape/Urban Design Consultant (33 Parallel)	Review & provide input into the VAMP.
Commercial Manager	Ensure that relevant visual management requirements are considered in procuring materials and services.
Construction Managers Site Superintendent	Manage the delivery of the construction process, in relation to visual and landscape management across all sites in conjunction with the Project Environment Manager.
Sustainability Manager	Track and report visual elements against sustainability targets.
Senior Project Engineer	Manage the on-ground application of visual management measures during construction. Design the relevant sections of the project that ensure incorporation of architectural treatments and finishes within key elements of temporary structures. Implement visual management activities during construction works.
Sydney Metro	Provide a review of the VAMP.
Environmental Rep (ER)	Review and endorse the VAMP in accordance with the Staging Report.

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5. Existing Environment

The existing environment at each Station is described in the Tables 4.1 to 4.3 below.

Table 4.1 – Marrickville Station

SITE DESCRIPTION FROM EIS	PROJECT VISUAL ELEMENTS DURING CONSTRUCTION	POTENTIAL SENSITIVE RECEIVERS
<p>Marrickville Station has a State heritage listing and includes several ornate platform buildings, booking office and overbridge of ‘aesthetic significance’. East and west bound passenger rail uses are on the south side of the island platform, with the Metropolitan Goods Line running to the north. There has been a recent upgrade at Marrickville Station which includes new platform stairs, lifts and entry concourse on Illawarra Road. The rail corridor is in a cutting adjacent to the station and is set below Illawarra Road so that the heritage station buildings are not visually prominent. Furthermore, the new station entry can be seen clearly from Illawarra Road and further limits views into the station and to the platform buildings from the west.</p> <p>The surrounding land use includes a local commercial precinct along Illawarra Road, consisting predominantly of single and double storey terrace buildings with shopfronts. Adjacent residential areas comprise a mix of terraces, detached houses and unit blocks. A multi-storey mixed use development has recently been built on the triangular site immediately north of the station, including seven storeys of apartments which overlook the corridor.</p> <p>To the east of the station the rail corridor rises on an embankment so that it is elevated generally around two metres above the adjacent residential properties, and continues to rise to meet a steel truss bridge over Victoria Road. A pedestrian footpath runs between the existing station and Victoria Road to the south of the corridor. In this area, the rail corridor is enclosed by security fencing. Residential boundary walls and fences include graffiti, particularly between Riverdale Avenue and the station. To the northeast a widened area of rail corridor is created by the Metropolitan Goods Line as it diverges from the suburban lines.</p> <p>Several mature trees are located alongside the northern and southern side of the rail corridor, which filter views from nearby streets and properties.</p>	<p>Temporary fencing at access points to prevent public access during possessions</p> <p>Temporary Site compound set up</p> <p>Station Platform reconstruction</p> <p>Piling to Platform & OLX</p> <p>MSB construction works</p> <p>Vegetation removal</p> <p>Fencing</p> <p>Anti-Throw screens to be installed on Illawarra Rd bridge</p> <p>Street and platform fencing.</p>	<p>Marrickville Station</p> <p>Surrounding residents and businesses</p>

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Table 4.2 – Canterbury Station

SITE DESCRIPTION FROM EIS	PROJECT VISUAL ELEMENTS DURING CONSTRUCTION	POTENTIAL SENSITIVE RECEIVERS
<p>Canterbury Station has a State heritage listing and includes several ornate platform buildings, overhead booking office, signal box and an overbridge of 'aesthetic significance'. East and west bound passenger rail uses are located to the south of the island platform, with the Metropolitan Goods Line running to the north. The rail corridor is in cutting and the station platforms are set below Canterbury Road.</p> <p>Canterbury's commercial and retail centre extends north and south from the train station and contains a mixture of commercial, retail, industrial and residential developments. To the north, the streetscape consists of mainly double storey terraces with heritage character shopfronts facing Canterbury Road. Larger modern development sits behind this 'high street'.</p> <p>To the south, the land between the station and Cooks River consists of light industry, which is undergoing renewal for mixed use and higher density residential development, featuring buildings with a larger footprint and rising to eight storeys. A multi-storey mixed use development has been recently built along Charles Street, immediately to the south of the station and extends along the rail corridor. It includes eight storeys of apartments and ground level retail.</p> <p>There are extensive areas of parkland on the banks of the Cooks River, including Canterbury Park Racecourse, Tasker Park, Heynes Reserve and Sutton Reserve, linked by the Cooks River Cycleway. Several mature trees are located alongside the rail corridor and along Broughton Street, filtering views to the station and corridor.</p>	<p>Temporary fencing at access points to prevent public access during possessions</p> <p>Temporary Site compounds set up</p> <p>Tree and Vegetation removal</p> <p>Anti-Throw screens to be installed on Canterbury Rd bridge</p> <p>New canopy structure within station concourse</p> <p>New station concourse fit out (New lifts, New stair structure)</p> <p>Refurbishment of bus stops</p> <p>Install of new traffic bollards</p> <p>New kiss and ride (drop off) Zone</p> <p>Civil works within Broughton Street.</p> <p>Street and platform fencing.</p>	<p>Canterbury Station</p> <p>Surrounding residents and businesses</p>

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Table 4.3 – Lakemba Station

SITE DESCRIPTION FROM EIS	PROJECT VISUAL ELEMENTS DURING CONSTRUCTION	POTENTIAL SENSITIVE RECEIVERS
<p>Lakemba Station has local historical significance and is on the RailCorp S170 Heritage and Conservation Register. It includes a single island platform, with original platform building, servicing east and west bound passenger rail lines, and with the Metropolitan Goods Line further to the north. The station is accessed via a recently upgraded entry concourse with stair and lift access to the platform and a footbridge linking the station with Railway Parade in the north and The Boulevard in the south. The new footbridge has a contemporary skillion roof at each entrance, set within parkland. These are visually prominent features when viewed from the adjacent streets.</p> <p>At the southern station entrance a war memorial (local heritage item) set within a small square lawn area, is a local visual landmark, framed by planting along the rail corridor boundary.</p> <p>The rail corridor is in cutting and aligned in an east-west direction, perpendicular to Haldon Street. Several mature trees and shrubs have been planted along the rail embankments and adjacent streets. Commuter parking is located either side of Haldon Street. The Lakemba commercial area faces the station on Railway Parade and The Boulevard and consists mainly of one to two storey terrace buildings with ground level shopfronts.</p> <p>A prominent five storey building (Telstra) in Croydon Street is incongruous with the surrounding streetscape. The Uniting Church, at the corner of Haldon Street and The Boulevard, is a local visual landmark. Areas surrounding Haldon Street commercial precinct include a mix of two and three storey and single detached houses, commonly with tree lined streets, including Federation weatherboard and Inter-war house styles.</p> <p>Alongside the northern rail corridor boundary in Railway Parade, the rail corridor rises to become an embankment to the west. Mature street trees provide an avenue setting to Railway Parade and screen views to the rail corridor from the road, Jubilee Reserve and adjacent residences. This precinct is viewed by adjacent residences, people commuting in the rail corridor and pedestrians using the adjacent pathway.</p>	<p>Temporary fencing at Rail Corridor access points to prevent public access during possessions.</p> <p>Temporary fencing at station access points to prevent public access during possessions.</p> <p>Temporary closure of the carparks adjacent to the station located within Railway Parade, and The Boulevard.</p> <p>Installation of Glass Anti-Through Screens and Security Fencing on both parapets on Haldon Street Bridge.</p> <p>Installation of 2x Timber Poles for HV Aerial wires located on Railway Parade adjacent to the country end of the Station Platform 1</p> <p>Temporary site sheds and containers installed within the closed carpark area on The Boulevard. Note, area enclosed within temporary fencing.</p> <p>Installation of the permanent Services Building along Railway Parade.</p> <p>Removal of vegetation from the cess areas within the Rail Corridor.</p> <p>Removal of Trees.</p> <p>New landscaping to be completed.</p>	<p>Lakemba Station</p> <p>Surrounding residents and businesses</p>

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6. Crime Prevention through Environmental Design

The principle of *Crime Prevention Through Environmental Design* has previously been incorporated throughout the design phase for the permanent structures, and will continue throughout the construction of temporary and permanent works. The key principles adopted in relation to the public realm at the Project sites include the following:

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

Below is a description of preventions for this project:

Table 5 – Crime Prevention Measures through Environmental Design

Access control	Minimise opportunities for crime and increase the effort required to commit crime. By making it clear where people are permitted to go or not go, it becomes difficult for potential offenders to reach and victimise people and their property. Fence and barriers are required to be secure however not create a hostile environment. It is noted that the majority of the SMEW works will be undertaken within the existing rail corridor that is not accessible to the general public.
Active surveillance	Existing CCTV systems within the Train Stations acts a deterrent to criminal activity, and will provide video evidence for the police to apprehend offenders.
Lighting	Providing a combination of natural and artificial lighting to reduce poorly lit areas will act as a deterrent to crime.
Maintenance and Housekeeping	Implementing a maintenance & cleaning regime to ensure areas are kept clean & tidy, with materials and equipment secured to prevent crimes of opportunities. Graffiti removal should be implemented to ensure graffiti is promptly removed.
Natural Surveillance	Increases the threat of apprehension by taking steps to increase the perception that people can be seen. Natural surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space. Potential offenders feel increased scrutiny and limitations on their escape routes.
Territorial ownership	Reinforcement promotes social control through increased definition of space and improved proprietary concern. By using fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, natural territorial reinforcement occurs. Territorial reinforcement measures make the normal user feel safe and make the potential offender aware of a substantial risk of apprehension or scrutiny. Display security system signage at access points.

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Additional CCTV and security lighting	Providing CCTV and security lighting at work compounds as implemented by the project to act as a deterrent to criminal activity. CCTV video can be used as evidence for the police to apprehend offenders.
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7. Aspects and Potential Impacts

The key aspects and potential impacts associated with the management of visual measures during the delivery of works are tabulated below. These identified risks have been considered in the development of the visual amenity management strategy and site-specific procedures for the works.

Table 6 – Key Visual Aspects and Potential Impacts/Opportunities from the Project

ASPECTS	POTENTIAL IMPACTS/OPPORTUNITIES
Building Materials	<ul style="list-style-type: none"> Potential for building materials to create temporary visual impacts.
Fencing/Hoarding/Temporary Site Sheds	<ul style="list-style-type: none"> Potential to create visual impacts and graffiti space.
Graffiti	<ul style="list-style-type: none"> Potential for site hoardings or other exposed surfaces to be vandalised.
Landscaping	<ul style="list-style-type: none"> Potential for landscaping not being installed as per design Potential for privacy impacts if vegetation is removed adjacent to residential properties.
Lighting	<ul style="list-style-type: none"> Potential for site lighting to affect the amenity of surrounding land uses.
Litter	<ul style="list-style-type: none"> Potential for waste to not be placed in appropriate bins and result in litter around the construction worksites and public area Increase security/surveillance may reduce illegal dumping.
Plant and equipment movement	<ul style="list-style-type: none"> Potential for plant and equipment movement to create temporary visual impacts.
Stockpiles	<ul style="list-style-type: none"> Potential for stockpiles to create temporary visual impacts and potentially block views.
Temporary construction compounds, laydown areas and storage containers	<ul style="list-style-type: none"> Potential for temporary construction compounds, laydown areas and storage containers to create visual impacts.
Traffic and transport	<ul style="list-style-type: none"> Potential for required temporary traffic control signage to increase visual clutter surrounding construction sites.
Train Station Impacts	<ul style="list-style-type: none"> Potential change to station buildings and presentation due to temporary installations (i.e. site hoardings, heritage protection, signage, etc.) while construction is occurring.

Refer to Appendix C of the project CEMP for visual amenity risk assessment.

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8. Visual Management

Tabulated below are the proposed management measures to be implemented and maintained on the project to minimise the impact on visual amenity of the construction works for the duration of the project. The responsible person for each management measure is also set out in Table 7.

Table 7: Responsibility for Management Measures

DESCRIPTION	MANAGEMENT MEASURE	RESPONSIBILITY
Crime Prevention Through Environmental Design	<ul style="list-style-type: none"> Please refer to Section 6 for details on preventions on this project. 	Project Manager
General	<ul style="list-style-type: none"> Where practically possible, construction elements (plant, equipment, materials, etc.) will be located in area to minimise visual impacts, i.e. within site compounds and behind fencing/hoarding. 	Project Engineer
	<ul style="list-style-type: none"> Where practical and reasonable, vegetation around the perimeter of the construction sites will be maintained. 	Site Manager
	<ul style="list-style-type: none"> Good housekeeping to be maintained. 	Site Manager
	<ul style="list-style-type: none"> Stockpiles to be covered. 	Site Manager
	<ul style="list-style-type: none"> Opportunities for the retention and protection of existing trees will be identified during detailed construction planning. 	Environmental Manager
	<ul style="list-style-type: none"> Existing trees to be retained (within the Project Footprint) will be protected with suitable tree protection measures prior to the commencement of construction (refer to AS 4970 the Australian Standard for Protection of trees on Development Sites and Adjoining Properties). 	Environmental Manager
	<ul style="list-style-type: none"> Rubbish or loose items will be removed in a timely manner and not stored on the Site for any extended period. 	Site Manager
	<ul style="list-style-type: none"> Weeds around stockpiles, fencing will be removed and maintained. 	Site Manager
	<ul style="list-style-type: none"> Mitigation measures for landscape and visual impacts will be implemented as soon as feasible and reasonable after the commencement of construction, and remain for the duration of the construction. 	Environmental Manager
	<ul style="list-style-type: none"> Artwork, graphics and images to enhance the visual appearance of temporary works in high visibility locations. 	Project Engineer
<ul style="list-style-type: none"> Retained vegetation health around Site boundaries will be checked and reported weekly. 	Site Manager	

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	<ul style="list-style-type: none"> Following completion of construction, site restoration would be undertaken to restore all construction areas to their original condition. 	Site Manager
	<ul style="list-style-type: none"> Temporary impacts to public open spaces will be rehabilitated in consultation with the relevant local council and/or landowner. 	Site Manager
Graffiti & Bill Posters	<ul style="list-style-type: none"> All graffiti is to be removed, painted over, or covered within a timely manner. 	Site Manager
	<ul style="list-style-type: none"> Bill Posters on construction hoardings and fencings will be removed. 	Site Manager
Hoardings, Fencing & Signage (Including Heritage protection measures)	<ul style="list-style-type: none"> A combination of Lightweight Temporary Metal Fencings (ATF) and Timber hoardings will be erected to contain constructions work sites. 	Site Manager
	<ul style="list-style-type: none"> Shade cloth, with Sydney Metro approved branding will cover temporary metal fencings. 	Site Manager
	<ul style="list-style-type: none"> Install hoardings and fencing from new materials and must at all times be maintained in a neat and tidy condition and be sympathetic with the surroundings. Hoardings are to be clean, painted, free of snagging or sharp protrusions on both the worksite side and the public side and also comply with the relevant hoarding standards. 	Site Manager
	<ul style="list-style-type: none"> Fencing, walls, and hoarding will be designed and implemented to increase natural surveillance with straight runs. 	Site Manager
	<ul style="list-style-type: none"> Signage will be utilised to clearly define and designate areas with respect to their intended use to the public and construction workers on access. 	Site Manager
	<ul style="list-style-type: none"> Install way-finding signage to direct pedestrians, commuters and vehicles around the Construction Site. 	Site Manager
	<ul style="list-style-type: none"> Selection process of materials and colours will be made to minimising visual prominence. 	Project Engineer
	<ul style="list-style-type: none"> Hoarding will be designed to minimise visual amenity & landscape character impacts. 	Project Engineer
	<ul style="list-style-type: none"> Public art opportunities will be considered. 	Project Engineer
	<ul style="list-style-type: none"> Signage and information to mitigate impacts on local businesses which may be obscured by the construction site. 	Project Engineer
Lighting	<ul style="list-style-type: none"> Permanent, Temporary, or mobile site lighting will be installed for both construction activities and security. Installation of lighting will be in accordance with AS4282:1997 Control of the Obtrusive Effect of Outdoor Lighting & AS1158 Lighting for Roads & Public Spaces to ensure outdoor lighting does not impact upon sensitive receivers. The principles of AS4282-1997 and relevant safety design requirements will be applied to minimise 	Site Manager

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	lighting impacts on sensitive receivers for all permanent, temporary and mobile light sources.	
	<ul style="list-style-type: none"> Lighting to be positioned and orientated (height & direction) to minimise glare and light spill impacts onto adjacent receivers. 	Site Manager
	<ul style="list-style-type: none"> Lighting will be selected to minimise impacts to adjacent receivers. 	Site Manager
	<ul style="list-style-type: none"> Lighting will be checked and measured onsite in accordance with AS4282 Section 5. 	Environmental Manager
	<ul style="list-style-type: none"> AS4282 will be available electronically at each Station Site. 	Project Manager
Temporary Works	<ul style="list-style-type: none"> Site Sheds and compounds are to be located to minimize the visual impact on the surrounding area where possible. 	Site Manager
	<ul style="list-style-type: none"> Any temporary works that impacts the surrounding area or public open space would be reinstated or rehabilitated with consultation with stakeholders. 	Site Manager
Tree Removal & Pruning	<ul style="list-style-type: none"> All tree removal and pruning will be kept to a minimum, and will be in accordance with the Sydney Metro Sydenham to Bankstown Environmental Impact Statement, and the relevant Tree Removal Report. 	Environmental Manager
	<ul style="list-style-type: none"> Development of a Tree Report under CoA E5. 	Environmental Manager

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9. Training

All relevant site personnel working on the project will undertake a site-specific induction training, which will include environmental awareness and visual Impact Amenity Management training. Through this training all site personnel will be made aware of:

- Hoarding and fencing requirements
- Graffiti and bill poster management and removal requirements
- Lighting direction requirements
- Vegetation and Tree retainment requirements.

Regular/periodic toolbox meetings will be conducted as and when required to ensure all relevant personnel have the current up to date requirements.

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10. Monitoring, Auditing and Reporting

HSEJV ensure weekly & monthly environmental & visual amenity site inspections are undertaken by the Environmental Manager (or delegate) and site management personnel (site supervisor and/or engineers). The visual inspections will monitor rubbish, litter, graffiti, weeds & housekeeping/materials. These inspections will be recorded within the following weekly & monthly Site inspection reports.

- SEQ-CL-005 – Weekly Site Inspection
- SEQ-CL-006 – Monthly Site Inspection.

The above checklists/records will be maintained electronically by the respective engineer at each project Site.

In addition to the above ongoing inspections will be completed by the respective Station site Manager to ensure all construction site fencing / hoarding, temporary works, scaffoldings, lighting, etc are maintained in accordance with this VAMP.

Regular Environmental Inspections will also be completed jointly with HSEJV Environmental Manager, and representatives from Sydney Metro. Inspection reporting will be completed in accordance with the CoA, REMM and CEMF. Inspections reports will be produced following site inspections to document both positive & issues observed, with actions identified to be rectified within a given time frame.

Results and outcomes of inspections, monitoring and auditing will be reported on a monthly basis and provided to Sydney Metro as part of the Monthly Project Progress Report on the 1st of every month.

There are no Hold Points applicable to this VAMP.

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11. Review and Improvements

HSEJV will be reviewed the VAMP six monthly and update when and where required. Continued development and updating of the VAMP will be conducted to ensure it remains consistent with the Project's and Sydney Metro's requirements, risk management, and objectives. The review of the VAMP will include the following:

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

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12. Enquiries, Complaints and Incident Management

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

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Annexure A – Compliance Matrix

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Planning requirement	Description of requirement	Location addressed within this plan	Management measure	Responsibility
<i>Conditions of Approval (CoA)</i>				
CoA - E54	Lighting and Security - 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.	Section 8	Project must ensure lighting is considered in works planning (e.g. site plans, ECM's, etc.) and complies to AS4282.	Project Manager & Site Supervisor
CoA - A13	Ancillary facilities - Minor Ancillary Facilities: 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: (a) are located within the Construction boundary; and (b) have been assessed by the ER to have - (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,	Section 1.4 Section 7 & CEMP	Project must Ancillary Facilities are provided in accordance with the conditions set out in this document	Project Manager, Environmental Manager & Site Supervisor

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Planning requirement	Description of requirement	Location addressed within this plan	Management measure	Responsibility
	dust and odour impacts, and visual (including light spill) impacts, and (ii) minor environmental impact with respect to waste management and flooding, and (iii) no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval.			
CoA - A20	Boundary screening - 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.	Section 1.4 Section 8	Project must ensure sensitive receivers are considered in works planning (e.g. Site plans, ECMs, etc.)	Project Manager & Site Manager
CoA - A21	Boundary screening - required under Condition A20 of this approval must minimise visual, noise and air quality impacts on adjacent sensitive receivers.	Section 1.4 Section 8	Project must ensure sensitive receivers are considered in works planning (e.g. Site plans, ECMs, etc.)	Project Manager & Site Manager
CoA - B5 - B13	Complaints management – refer CoA B5 & B13. Where complaints relate to visual amenity.	Refer Community and Stakeholder Engagement Management Strategy	Project must ensure complaints are adequately addressed and responded to with	Community Manager

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Planning requirement	Description of requirement	Location addressed within this plan	Management measure	Responsibility
			respect to visual impacts and amenity	
CoA - E71	<p>Utilities management - 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> <p>(a) the functions of the Utility Coordination Manager as required by Condition E72;</p> <p>(b) a description of all utility Work to be undertaken; and</p> <p>(c) management measures to be implemented to manage dust, noise, traffic, access and lighting impacts associated with utility Work.</p> <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>	Refer Utilities Management Strategy. Visual amenity measures are applicable to utilities	Project must ensure utilities works are planned with visual amenity considered (i.e. hoardings, fencing, screening, etc.)	Project Manager, Environmental Manager & Site Manager

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<i>Revised Environmental Management Measures (REMM)</i>				
REMM - LV 4	<p>Management of trees - 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>	Section 5 Section 8	Works planning must consider potential vegetation impacts with respect to visual amenity (where relevant or applicable).	Project Manager, Environmental Manager & Site Manager
REMM - LV4, LV12	<p>Management of trees Opportunities to retain and protect existing trees would be defined during detailed design and construction planning, in accordance with the project's tree management strategy. The design would aim to reduce tree removal to the extent practicable, particularly where they contribute to screening vegetation or landscape character.</p> <p>Project commitment - vegetation providing screening to the rail corridor is retained where practicable and feasible.</p>	Section 5 Section 8	Works planning must consider potential vegetation impacts with respect to visual amenity (where relevant or applicable).	Project Manager, Environmental Manager & Site Manager
REMM - LV5	<p>Lighting controls - Lighting would be designed in accordance with AS 4282 <i>Control of the Obtrusive Effects of Outdoor Lighting</i>. Lighting would be designed to minimise light spill and glare into adjoining areas.</p>	Section 1.4 Section 6 Section 8	Works must always consider the potential for lighting impacts when planning works (as described in Section 8). Lighting	Site Manager

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			must comply with AS4282.	
REFM - LV6	Barriers – The selection of materials and colours for noise barriers and hoardings would aim to minimise their visual prominence.	Section 8	Project must consider visual appearance when planning works and procuring/installing barriers, fencing and panels.	Project Manager & Site Manager
REMM - LV7	Panels - The use of transparent panels in noise barriers would be considered where views to local landscape features and district views would be obstructed.	Section 8	Project must consider visual appearance when planning works and procuring barriers, fencing and panels.	Site Manager
REMM - LV8	Fencing substations - Fencing would be designed to be of a high-quality urban finish near stations.	Section 8	Project must consider visual appearance when planning works and procuring barriers, fencing and panels.	Site Manager
REMM - LV10	Visual amenity planning - 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.	Entire VAMP (this document)	As described throughout this document.	Project Manager

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REMM - LV11	Mitigation timing - 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.	Section 8	Project must ensure requirement is captured in programme, project planning & reporting.	Project Manager, Environmental Manager & Site Manager
REMM - LV13	Hoarding and graffiti - 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.	Section 6 Section 7 Section 8	Project must ensure Site is visually inspected on a regular basis and mitigation measures described in this plan are addressed.	Project Manager & Site Manager
REMM - LV14	Material selection - The selection of materials and colours would aim to minimise their visual prominence.	Section 8	Project must consider visual appearance when planning works and procuring materials.	Project Manager & Site Manager
REMM - LV15	Work area lighting - Lighting of work areas, compounds and work sites would be oriented to minimise glare and light spill impact on adjacent receivers.	Section 1.4 Section 8	Project must ensure lighting is considered in works planning (e.g. Site plans, ECMs, etc.). Lighting must comply with AS4282.	Project Manager & Site Manager
REMM - LV16	Site restoration - Following completion of construction, site restoration would be undertaken in accordance with the visual amenity management plan.	Section 1.4 Section 8	Project must ensure Site is free of visual impacts when demobilising and	Project Manager & Site Manager

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			restored as per conditions set out in this VAMP.	
REMM - LV16	Temp impacts - Temporary impacts to public open space would be rehabilitated in consultation with the relevant local council and/or landowner.	Section 1.4 Section 8	Project must ensure consultation with relevant stakeholders takes place with respect to temp impacts to open spaces.	Community Manager, Project Manager & Site Manager
<i>CEMF Requirements</i>				
CEMF - 4.4a(i)	Principal Contractors will ensure as a minimum: Temporary construction works 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 	Section 8	Project must ensure temp works and landscaping is compliant with project requirements (i.e. CEMF 4.4a)	Project Manager

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	Logos / branding, including Sydney Metro, NSW Government and Contractor branding.			
CEMF - 4.4 a(ii)	<p>The design of all temporary works will require Sydney Metro approval in relation to urban design and visual impacts and Sydney Metro will stipulate the design of hoarding artwork, including:</p> <ul style="list-style-type: none"> • Sydney Metro advertising / public awareness campaigns; and • Logos / branding, including Sydney Metro, NSW Government and Contractor branding. 	Section 8	Project to ensure temporary works comply with conditions set out in VAMP	Project Manager
CEMF - 4.4b	<p>Construction hoardings, scaffolding and acoustic sheds will be regularly inspected and kept clean and free of dust build up. Graffiti on construction hoardings, scaffolding or acoustic sheds will be removed or painted over promptly.</p>	Section 8 Section 10	Project must ensure Site is regularly checked, maintained kept clean and in good condition. Project must ensure site is visually inspected on a regular basis and mitigation measures described in this plan are addressed.	Site Manager
CEMF - 4.4c	<p>The principles of Crime Prevention Through Environmental Design will be applied to all works, including temporary works, that have a public interface.</p>	Section 6	Project must ensure CPTED is considered in works planning. Refer Section 6 for detailed	Project Manager

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			management measures.	
CEMF - 12.1a	<p>The following visual and landscape management objectives will apply to the construction of the project:</p> <ol style="list-style-type: none"> 1. Minimise impacts on existing landscape features as far as feasible and reasonable. 2. Ensure the successful implementation of the Landscape Design. 3. Reduce visual impact of construction to surrounding community. 	Section 2	Implement mitigation measures set out in Section 8 to meet the objectives	Project Manager & Site Manager
CEMF - 12.2a	<p>Principal Contractors will develop and implement a Visual Amenity Management Plan for temporary works which will include as a minimum:</p> <ol style="list-style-type: none"> 1. The visual mitigation measures as detailed in the environmental approval documentation for construction. 2. Input from an experienced Landscape or Urban Designer. 3. The maintenance of outward facing elements of site hoarding or noise barriers, including the removal of graffiti and weeds. 4. Apply the principles of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting and relevant safety design requirements and detail mitigation measures to minimise lighting impacts on sensitive receivers for all permanent, temporary and mobile light sources. 	Section 6 Section 8 Section 10	Implement mitigation measures set out in Section 8	Project Director

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	<ol style="list-style-type: none"> 5. Apply the principals of the NSW Government Crime Prevention through Environmental Design guidelines. 6. Monitoring requirements. 7. Compliance record generation and management. 			
CEMF - 12.2b	<p>Visual and landscape measures will be incorporated into the Principal Contractor's regular inspections including checking the health of retained vegetation around site boundaries, checking the condition of any site hoarding and acoustic sheds, and checking the position and direction of any sight lighting.</p>	<p>Section 8 Section 10</p>	<p>Inspection templates (referenced in Section 10) must include consideration of vegetation and general condition of hoarding and site, as well as visual impacts and lighting risks</p>	<p>Site Manager, HSEQ Manager, Environmental Manager</p>
CEMF - 12.2c	<p>The Contractor will retain compliance records of any inspections undertaken in relation to visual and landscape measures.</p>	<p>Section 10</p>	<p>Compliance to be tracked by project team and regularly monitored in collaboration with the client</p>	<p>HSEQ Manager, Environmental Manager</p>
CEMF - 12.3a	<p>Examples of visual amenity mitigation measures include:</p> <ol style="list-style-type: none"> 1. Wherever feasible and reasonable, vegetation around the perimeter of the construction sites will be maintained. 2. Temporary construction works will be designed with consideration of urban design and visual amenity as per Section 4.4. 	<p>Section 8</p>	<p>Implement mitigation measures set out in Section 8</p>	<p>Project Manager, Site Supervisor</p>



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	3. Temporary site lighting, for security purposes or night works will be installed and operated in accordance with AS4282:1997 Control of the Obtrusive Effect of Outdoor Lighting.			
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